



REGULAR MEETING AGENDA OF THE JURUPA VALLEY CITY COUNCIL

Thursday, October 1, 2020

Closed Session: 6:00 p.m.

Regular Session: 7:00 p.m.

City Council Chamber

8930 Limonite Avenue, Jurupa Valley, CA 92509

Special Notice

In an effort to prevent the spread of COVID-19 (Coronavirus), and in accordance with the Governor's Executive Order N-29-20, the City of Jurupa Valley is urging those wishing to attend the Council meeting, to avoid attending the meeting and watch the live webcast, which can be accessed at this link: <https://www.jurupavalley.org/422/Meeting-Videos> Public Comments may either be made in person or by submitting them by email to the City Clerk at CityClerk@jurupavalley.org Members of the public are encouraged to submit email comments prior to 6:00 p.m. the day of the meeting but email comments must be submitted prior to the item being called by the Mayor. The City Clerk shall announce all email comments, provided that the reading shall not exceed three (3) minutes, or such other time as the Council may provide, because this is the time limit for speakers at a Council Meeting. The City cannot accept comments on Agenda items during the Council Meeting on Facebook, social media or by text.

1. 6:00 PM - CALL TO ORDER AND ROLL CALL FOR CLOSED SESSION

- Anthony Kelly, Jr., Mayor
- Lorena Barajas, Mayor Pro Tem
- Chris Barajas, Council Member
- Brian Berkson, Council Member
- Micheal Goodland, Council Member

2. CONVENE TO CLOSED SESSION

A. PUBLIC COMMENTS PERTAINING TO CLOSED SESSION ITEMS

- B. CONFERENCE WITH REAL PROPERTY NEGOTIATORS.** The City Council will meet in closed session pursuant to Government Code Section 54956.8 regarding the granting of a utility easement to Southern California Edison generally along Pats Ranch Road from Cantu-Galliano Road to Limonite as provided and described in the "Decision

Granting a Certificate of Public Convenience and Necessity for the Riverside Transmission Reliability Project” approved by the California Public Utilities Commission on March 12, 2020 (Case No. A.15-04-013; Decision No. 20-03-001). The parties to the negotiations for the grant of the easement are: City of Jurupa Valley and Southern California Edison. Negotiators for the City of Jurupa are: Rod Butler, George Wentz, Steve Loriso, Tilden Kim, Stephen Lee and Paula Gutierrez-Baeza. Under negotiation are the terms of the grant of the easement.

- C. **CONFERENCE WITH LEGAL COUNSEL - PENDING LITIGATION.** The City Council will meet in closed session with the City Attorney pursuant to Government Code Section 54956.9(d)(1) with respect to one matter of pending litigation: (1) *Taft v. City of Jurupa Valley et. al.* (Riverside Superior Court Case No. RIC 1902360).

3. **RECONVENE IN OPEN SESSION**

A. **ANNOUNCEMENT OF ANY REPORTABLE ACTIONS IN CLOSED SESSION**

4. **7:00 P.M. - CALL TO ORDER AND ROLL CALL FOR REGULAR SESSION**

- Anthony Kelly, Jr., Mayor
- Lorena Barajas, Mayor Pro Tem
- Chris Barajas, Council Member
- Brian Berkson, Council Member
- Micheal Goodland, Council Member

5. **INVOCATION**

6. **PLEDGE OF ALLEGIANCE**

7. **APPROVAL OF AGENDA**

8. **PRESENTATIONS**

A. **PROCLAIMING NATIONAL MANUFACTURING DAY**

9. **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.

10. INTRODUCTIONS, ACKNOWLEDGEMENTS, COUNCIL COMMENTS AND ANNOUNCEMENTS

11. CITY COUNCIL MEMBER ORAL/WRITTEN REPORTS REGARDING REGIONAL BOARDS AND COMMISSIONS

A. MAYOR ANTHONY KELLY, JR.

- 1. UPDATE ON THE INTERAGENCY COORDINATING COUNCIL MEETING OF SEPTEMBER 25, 2020**

B. COUNCIL MEMBER BRIAN BERKSON

- 1. UPDATE ON THE METROLINK / SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY MEETING OF SEPTEMBER 25, 2020**
- 2. UPDATE ON THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION - WESTERN RIVERSIDE PROGRAMS AND PROJECTS COMMITTEE MEETING OF SEPTEMBER 28, 2020**

12. CITY MANAGER'S UPDATE

13. APPROVAL OF MINUTES

A. SEPTEMBER 10, 2020 SPECIAL MEETING

B. SEPTEMBER 17, 2020 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 \$4,666,967.06

Requested Action: That the City Council ratify the check registers dated August 27 and September 3, 10, and 17, 2020 as well as the payroll registers dated August 21, 31 and September 4, 2020.

C. ORDINANCE NO. 2020-12

Requested Action: That the City Council conduct a second reading and adopt Ordinance No. 2020-12, entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFONRIA AMENDING SECTION 7.50.010 OF THE JURUPA VALLEY MUNICIPAL CODE RELATED TO UNDERGROUNDING EXISTING AND NEW UTILITY LINES, AND DETERMINING THAT THE PROPOSED MUNICIPAL CODE AMENDMENT IS EXEMPT FROM CEQA

D. AWARD PROFESSIONAL SERVICES AGREEMENT TO FALCON ENGINEERING SERVICES FOR CONSTRUCTION MANAGEMENT SERVICES FOR THE PEDLEY ROAD INTERSECTION IMPROVEMENTS, CIP PROJECT NO. 16-B.2

Requested Action: That the City Council approve an agreement with FALCON Engineering Services in the amount of \$121,300.66 for the Pedley Road Intersection Improvements for the work included in its proposal, and authorize the City Manager to execute the Agreement in substantially the form and format attached to the staff report in such final form as approved by the City Attorney.

E. APPROVAL OF COOPERATIVE AGREEMENT BETWEEN THE CITY OF JURUPA VALLEY, LENNAR HOMES OF CALIFORNIA, INC., AND THE RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT FOR MAINTENANCE OF DRAINAGE FACILITIES ASSOCIATED WITH THE RIVERBEND DEVELOPMENT (TM 36391 – SOUTH OF 68TH STREET, BETWEEN PATS RANCH ROAD AND GOOSE CREEK GOLF CLUB)

Requested Action: That the City Council approve the cooperative agreement with the Riverside County Flood Control and Water Conservation District (District) and Lennar Homes of California, Inc. (Developer) and authorize the Mayor to sign the agreement.

F. APPROVAL OF COOPERATIVE AGREEMENT BETWEEN THE CITY OF JURUPA VALLEY, SEQUANATA PARTNERS, LP, AND THE RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT FOR CONSTRUCTION AND MAINTENANCE OF PARAMOUNT ESTATES MDP LINE C (TM 37211 – SOUTHEAST OF THE INTERSECTION OF OPAL STREET AND CANAL STREET)

Requested Action: That the City Council approve the cooperative agreement with the Riverside County Flood Control and Water Conservation District and Sequanata Partners, LP and authorize the Mayor to sign the agreement.

G. APPROVAL OF TRACT MAP 36572 LOCATED ON NORTH SIDE OF BELLEGRAVE AVENUE BETWEEN KENNETH STREET AND AVON STREET INCLUDING ACCEPTANCE OF OFFERS OF DEDICATION, (AL-WAFA FAMILY TRUST)

1. Requested Action: That the City Council approve Tract Map 36572 and accept the dedications as follows:
 - a. Accept the offers of dedication of easement for street and public utility purposes over all of Lot “A” (Bellegrave Avenue) as shown on Final Tract Map 36572.
 - b. Accept the offers of dedication of easement for public utilities and fire lane for ingress, egress of emergency vehicles purposes as shown on Final Tract Map 36572.
2. Authorize the Mayor and City Clerk to sign Tract Map 36572.

15. CONSIDERATION OF ANY ITEMS REMOVED FROM THE CONSENT CALENDAR

16. PUBLIC HEARING

A. CONTINUED PUBLIC HEARING TO CONSIDER MASTER APPLICATION (MA) NO. 16224: GENERAL PLAN AMENDMENT (GPA) NO. 16006, CHANGE OF ZONE (CZ) NO. 16011, TENTATIVE PARCEL MAP (TPM) NO. 37126 AND SITE DEVELOPMENT PERMIT (SDP) NO. 16043 FOR MISSION GATEWAY PLAZA & MISSION GATEWAY VILLAS (A MIXED-USE PROJECT CONSISTING OF COMMERCIAL AND 68-UNIT MULTI-HOUSING DEVELOPMENT) LOCATED AT THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, 003, 004, 005 & 006); (APPLICANT: NORTHTOWN HOUSING DEVELOPMENT CORPORATION) (CONTINUED FROM THE SEPTEMBER 3, 2020 MEETING)

1. Requested Action: That the City Council, by a 2/3’s vote, adopt Resolution No. 2020-54, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, CERTIFYING AN ENVIRONMENTAL IMPACT REPORT AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS AND MITIGATION MONITORING AND REPORTING PROGRAM FOR A MIXED-USE DEVELOPMENT PROJECT ON APPROXIMATELY 6.93 GROSS ACRES LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, -003, -004, -005, AND -006), OVERRULING THE AIRPORT LAND USE COMMISSION’S DETERMINATION OF INCONSISTENCY, AND APPROVING

GENERAL PLAN AMENDMENT NO. 16006, TENTATIVE PARCEL MAP NO. 37126, AND SITE DEVELOPMENT PERMIT NO. 16043 TO PERMIT THE SUBDIVISION OF APPROXIMATELY 6.93 GROSS ACRES LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, -003, -004, -005, AND -006) INTO 2 PARCELS TO ALLOW FOR A MIXED-USE DEVELOPMENT PROJECT

2. That the City Council conduct a first reading and introduce Ordinance No. 2020-10, entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, APPROVING AN AMENDMENT TO THE CITY OF JURUPA VALLEY OFFICIAL ZONING MAP CHANGING THE ZONE OF APPROXIMATELY 1.79 ACRES OF REAL PROPERTY LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, -003, -004, -005, AND -006) FROM RUBIDOUX-VILLAGE COMMERCIAL (R-VC), MULTIPLE FAMILY DWELLINGS (R-2), AND LIGHT AGRICULTURE (A-1) ZONES TO RUBIDOUX-VILLAGE COMMERCIAL (R-VC) ZONE, APPROVING AN AMENDMENT TO THE CITY OF JURUPA VALLEY OFFICIAL ZONING MAP CHANGING THE ZONE OF APPROXIMATELY 5.17 ACRES OF REAL PROPERTY LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, -003, -004, -005, AND -006) FROM RUBIDOUX-VILLAGE COMMERCIAL (R-VC), MULTIPLE FAMILY DWELLINGS (R-2), AND LIGHT AGRICULTURE (A-1) ZONES TO GENERAL RESIDENTIAL (R-3) ZONE, AND MAKING FINDINGS PURSUANT TO CEQA

17. COUNCIL BUSINESS

A. DISCUSSION OF A COMPREHENSIVE REVISION TO THE PROVISIONS OF THE CITY'S ZONING CODE REGULATING ALCOHOL SALES (AT THE REQUEST OF MAYOR PRO TEM LORENA BARAJAS)

Requested Action: That the City Council discuss a comprehensive revision to the provisions of the City's Zoning Code regulating alcohol sales and, if appropriate, direct Staff to prepare revisions to the Code concerning alcohol sales.

18. CITY ATTORNEY'S REPORT

19. COUNCIL MEMBER REPORTS AND COMMENTS

20. ADJOURNMENT

Adjourn to the Regular Meeting of October 15, 2020 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.

Agendas and Minutes are posted on the City's website at www.jurupavalley.org.

**MINUTES
OF THE SPECIAL MEETING
OF THE JURUPA VALLEY CITY COUNCIL
September 10, 2020**

The meeting was held at the Jurupa Valley City Council Chamber, 8930 Limonite Avenue,
Jurupa Valley, CA

1. 5:00 PM - CALL TO ORDER AND ROLL CALL FOR SPECIAL MEETING

- Anthony Kelly, Jr., Mayor
- Lorena Barajas, Mayor Pro Tem
- Chris Barajas, Council Member
- Brian Berkson, Council Member
- Micheal Goodland, Council Member

Mayor Kelly called the special meeting to order at 5:00 p.m. Mayor Pro Tem Lorena Barajas and Council Member Chris Barajas participated via teleconference. Council Member Brian Berkson was absent.

2. PLEDGE OF ALLEGIANCE was led by Council Member Micheal Goodland.

3. APPROVAL OF AGENDA

A motion was made by Council Member Micheal Goodland, seconded by Mayor Pro Tem Lorena Barajas, to approve the Agenda. A roll call vote was taken.

Roll Call:

Ayes: C. Barajas, L. Barajas, M. Goodland, A. Kelly

Noes: None

Absent: B. Berkson

4. PUBLIC COMMENTS

5. COUNCIL BUSINESS

**A. CONSENT TO THE ASSIGNMENT AND ASSUMPTION OF THE
DEVELOPMENT AGREEMENT FOR THE AGUA MANSA COMMERCE
CENTER PROJECT**

George Wentz, Deputy City Manager, presented the staff report.

Further discussion followed.

A motion was made by Council Member Micheal Goodland, seconded by Mayor Pro Tem Lorena Barajas, to adopt Resolution No. 2020-76, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, CONSENTING TO THE ASSIGNMENT OF THE DEVELOPMENT AGREEMENT FOR THE AGUA MANSA PROJECT TO AGUA MANSA COMMERCE PREDEV, LLC AND THE FURTHER ASSIGNMENT TO AGUA MANSA COMMERCE HOLDINGS, LLC

A roll call vote was taken.

Roll Call:

Ayes: C. Barajas, L. Barajas, M. Goodland, A. Kelly

Noes: None

Absent: B. Berkson

6. ADJOURNMENT

There being no further business before the City Council, Mayor Kelly adjourned the meeting at 5:15 p.m.

The next meeting of the Jurupa Valley City Council will be held September 17, 2020 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
September 17, 2020**

The meeting was held at the Jurupa Valley City Council Chamber, 8930 Limonite Avenue,
Jurupa Valley, CA

1. 7:00 P.M. - CALL TO ORDER AND ROLL CALL FOR REGULAR SESSION

- Anthony Kelly, Jr., Mayor
- Lorena Barajas, Mayor Pro Tem
- Chris Barajas, Council Member
- Brian Berkson, Council Member
- Micheal Goodland, Council Member

Mayor Anthony Kelly called the regular meeting to order at 7:02 p.m. Council Member Brian Berkson was absent.

2. INVOCATION was given by Pastor Jeremy Williams, Grace Fellowship Church.

3. PLEDGE OF ALLEGIANCE was led by City Manager Rod Butler.

4. APPROVAL OF AGENDA

A motion was made by Mayor Pro Tem Lorena Barajas, seconded by Council Member Micheal Goodland, to approve the Agenda.

Ayes: C. Barajas, L. Barajas, M. Goodland, A. Kelly
Noes: None
Absent: B. Berkson

5. PRESENTATIONS

6. PUBLIC APPEARANCE/COMMENTS

Melinda Fuzesy voiced a concern that Proposition 16 permits the government to discriminate based on race or gender. She asked the Council to take a stand against it.

Gene Harris voiced a concern that on Wineville and Pats Ranch, between Limonite and Bellegrave, vehicles travel at high rates of speed and exhibit donut maneuvers that endanger the community. He offered suggestions to alleviate the speeding such as divided roadway safety barriers, intersectional traffic circles, additional traffic control devices and signs, varied elevation roadways, and radar speed indicators.

Betty Anderson voiced a concern regarding the proliferation of truck parking on City streets. She noted specific locations where this is occurring which is on Landon Street, at Cantu-Galleano, next to the ball fields at Jurupa Valley High School, and at the west end of Harrel Street. She noted that there are also numerous RV's that are parking in this area.

7. INTRODUCTIONS, ACKNOWLEDGEMENTS, COUNCIL COMMENTS AND ANNOUNCEMENTS

Mayor Anthony Kelly, Jr., stated that tonight's meeting signals the first time since the COVID-19 pandemic, that members of the public may participate in person. He encouraged citizens to continue to practice social distancing, to wear a facemask and to work together during this difficult time. He announced that this year's State of the City will be a virtual event due to the COVID-19 health crisis. It will be held on October 13, 2020 from 7:00 pm to 8:00 pm. The theme for this year's event is "Perfecting our Vision."

Mayor Pro Tem Lorena Barajas encouraged those who have not yet filled out their Census forms to do so before the deadline. She noted that it is very important for residents to fill out the Census form as this data guides how much federal funding is distributed to states and communities each year. Further information can be found by visiting the following website: www.my2020census.gov or calling (844) 330-2020.

Council Member Micheal Goodland announced that the City Council Chamber is now open to the public with limited seating. He discussed the importance of participating in the Democratic process and voting on November 3, 2020. He announced the locations of the five voting centers in the City of Jurupa Valley for those who prefer to vote in person: 1) Avalon Park Community Center; 2) Eddie Dee Smith Senior Center; 3) Glen Avon Library; 4) Jurupa Valley Community Center; 5) Riverside County Department of Animal Services. Further information is also available on the City's website.

8. CITY COUNCIL MEMBER ORAL/WRITTEN REPORTS REGARDING REGIONAL BOARDS AND COMMISSIONS

A. MAYOR ANTHONY KELLY, JR.

- 1. Mayor Kelly gave an update on the Northwest Mosquito and Vector Control District meeting of September 17, 2020.**

B. MAYOR PRO TEM LORENA BARAJAS

- 1. Mayor Pro Tem Barajas gave an update on the Western Riverside County Regional Conservation Authority - Board of Directors meeting of September 16, 2020.**

C. COUNCIL MEMBER CHRIS BARAJAS

1. Council Member Barajas gave an update on the Western Community Energy Joint meeting of the Board of Directors and Technical Advisory Committee meeting of September 9, 2020.

D. COUNCIL MEMBER MICHEAL GOODLAND

1. Council Member Goodland gave an update on the Western Riverside Council of Governments - Executive Committee meeting of September 16, 2020.

9. CITY MANAGER'S UPDATE

City Manager Rod Butler reported that there will be an official ballot drop-off location at Jurupa Valley City Hall beginning October 5, 2020. All of the voting centers and related information regarding the November 3, 2020 election is also available on the City's website.

10. APPROVAL OF MINUTES

A. SEPTEMBER 3, 2020 REGULAR MEETING

A motion was made by Council Member Micheal Goodland, seconded by Mayor Pro Tem Lorena Barajas, to approve the Minutes of the September 18, 2020 special meeting and the September 20, 2020 regular meeting.

Ayes: C. Barajas, L. Barajas, M. Goodland, A. Kelly
Noes: None
Absent: B. Berkson

11. 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. RESOLUTION OF INTENTION TO ESTABLISH CITY OF JURUPA VALLEY COMMUNITY FACILITIES DISTRICT NO. 2020-001 (SHADOW ROCK) GENERALLY LOCATED EAST OF THE INTERSECTION OF 30TH STREET AND SIERRA AVENUE, TRACTS 31894 AND 37470

Requested Action: That the City Council adopt Resolution No. 2020-77, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, TO ESTABLISH CITY OF JURUPA VALLEY COMMUNITY FACILITIES DISTRICT NO. 2020-001 (SHADOW ROCK) AND TO AUTHORIZE THE LEVY OF A SPECIAL TAX WITHIN CITY OF JURUPA VALLEY COMMUNITY FACILITIES DISTRICT NO. 2020-001 (SHADOW ROCK)

A motion was made by Council Member Chris Barajas, seconded by Council Member Micheal Goodland, to approve the Consent Calendar.

Ayes: C. Barajas, L. Barajas, M. Goodland, A. Kelly
Noes: None
Absent: B. Berkson

12. CONSIDERATION OF ANY ITEMS REMOVED FROM THE CONSENT CALENDAR

13. PUBLIC HEARINGS

A. PUBLIC HEARING TO CONSIDER AN ORDINANCE AMENDING SECTION 7.50.010 OF THE JURUPA VALLEY MUNICIPAL CODE RELATED TO UNDERGROUNDING EXISTING AND NEW UTILITY LINES AND DETERMINING THAT THE PROPOSED MUNICIPAL CODE AMENDMENT IS EXEMPT FROM CEQA (CONTINUED FROM THE SEPTEMBER 3, 2020 MEETING)

Steve Loriso, City Engineer, presented the staff report.

Mayor Kelly opened the public hearing.

There being no further comments, the public hearing was closed.

A motion was made by Mayor Pro Tem Lorena Barajas, seconded by Council Member Micheal Goodland, to introduce Ordinance No. 2020-12, entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFONRIA AMENDING SECTION 7.50.010 OF THE JURUPA VALLEY MUNICIPAL CODE RELATED TO UNDERGROUNDING EXISTING AND NEW UTILITY LINES, AND DETERMINING THAT THE PROPOSED MUNICIPAL CODE AMENDMENT IS EXEMPT FROM CEQA

Ayes: C. Barajas, L. Barajas, M. Goodland, A. Kelly
Noes: None
Absent: B. Berkson

B. PUBLIC HEARING TO CONSIDER MASTER APPLICATION (MA) NO. 20131: EXTENSION OF TIME (EOT) FOR CONDITIONAL USE PERMIT (CUP) NO. 17004 FOR A PROPOSED CHEVRON GAS STATION AND CONVENIENCE STORE WITH BEER AND WINE SALE FOR OFF-SITE CONSUMPTION AND FUTURE DRIVE-THRU RESTAURANT LOCATED AT THE NORTHWEST CORNER OF PEDLEY ROAD AND BEN NEVIS BOULEVARD (APNS: 169-031-003; 169-031-004; 169-031-005; 169-031-006; 169-031-008 & 169-031-009) (APPLICANT: SHIELD TECH, LLC)

Rocio Lopez, Senior Planner, presented the staff report. She provided information on the Planning Commission's previous actions and the approved entitlements. She reported that the Conditional Use Permit (CUP) was set to expire on September 12, 2020. If approved, the extension of time will be valid through September 12, 2021 for a maximum period of three years from the 2018 approval date. There are no other changes proposed to the original CUP or the other entitlements. The EOT is being requested by the applicant to secure financing for the overall project.

Mayor Kelly opened the public hearing.

Further discussion followed.

Rofia Godazandeh, (applicant) discussed the complexities of the project site which involved five staff reviews. She noted that the site includes seven different parcels which were required to be merged then divided which involved multi-phases and all required utilities. Ms. Godazandeh explained the length of time required for the various approvals and applications.

Council Member Micheal Goodland discussed the importance of moving City projects along, stating that if there are issues it should be revealed to the developer right away so as not to prolong a project. He questioned how this process could be improved to support development within the city.

Further discussion followed.

Rofia Godazandeh, (applicant) offered to send a "lessons learned" document on how the City can improve the development review process.

Further discussion followed regarding how the financing for the project will be secured.

Mayor Pro Tem Lorena Barajas asked for confirmation as to whether the applicant has secured a tenant for the proposed drive-through restaurant.

Rofia Godazandeh, (applicant) stated that she did have an interested party, however, due to the COVID-19 pandemic that party has backed out.

There being no further comments, the public hearing was closed.

Council Member Chris Barajas stated that the constituents in the City are wary of the number of gas stations in the City which currently number over 40. He stated that residents would be more open to this project if the gas station included a multi-tenant component. He gave examples of similar gas station projects which have not developed as promised. He stated that he would not be supportive of the over-saturation of the alcohol sales.

Further discussion followed.

City Attorney Peter Thorson provided the options for the Council to consider which includes a continuance to the October 15, 2020 meeting.

A motion was made by Council Member Micheal Goodland, seconded by Mayor Pro Tem Lorena Barajas, to continue the public hearing to the October 15, 2020 Council meeting.

Ayes: C. Barajas, L. Barajas, M. Goodland, A. Kelly
Noes: None
Absent: B. Berkson

14. COUNCIL BUSINESS

A. CONSIDERATION OF MASTER APPLICATION (MA) NO. 20090: A REQUEST FOR A WAIVER OF THE MINIMUM AREA REQUIREMENT OF THE PROPOSED R-4 (PLANNED RESIDENTIAL) ZONE FOR A 25-LOT SINGLE-FAMILY SUB-DIVISION LOCATED AT THE SOUTHEAST CORNER OF MISSION BOULEVARD AND AGATE STREET (APN'S: 171-101-072 & 171-101-073) (APPLICANT: RC HOBBS COMPANIES)

Chris Mallec, Associate Planner, presented the staff report. Mr. Mallec outlined the applicant's request for a waiver of the minimum area requirement for a change of zone to allow a 25-lot single-family subdivision project. Mr. Mallec stated that if approved, the applicant would then move forward with future public hearings before the Planning Commission and the City Council.

Further discussion followed regarding adding a traffic signal, design standards for the subdivision, and the number of two story homes.

Council Member Micheal Goodland voiced a concern that the proposed residential development will take up property that should be used for commercial development. He noted that Etiwanda is a main commercial thoroughfare and once residential developments go in it is very difficult to go back to commercial. He also

does not support adding two-story homes next to established single-story residences.

Thomas Merrell, Planning Director clarified the guidelines for establishing the number of two-story homes for residential projects.

A motion was made by Council Member Chris Barajas, seconded by Mayor Pro Tem Lorena Barajas, to approve a waiver of the minimum project site area requirement in order to allow the applications for a proposed 25 single-family lot subdivision, including a Change of Zone to R-4 Zone (Planned Residential), to be processed at further public hearings and City Council action.

Ayes: C. Barajas, L. Barajas, A. Kelly
Noes: M. Goodland
Absent: B. Berkson

15. CITY ATTORNEY’S REPORT

City Attorney Peter Thorson had no report.

16. COUNCIL MEMBER REPORTS AND COMMENTS

Mayor Anthony Kelly provided closing comments. He reminded residents to continue to practice social distancing and to wear a facemask. He encouraged those who have not yet completed the 2020 Census, to do so prior to next week’s deadline.

17. ADJOURNMENT

There being no further business before the City Council, Mayor Kelly adjourned the meeting at 9:00 p.m.

The next meeting of the Jurupa Valley City Council will be held October 1, 2020 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

STAFF REPORT

DATE: OCTOBER 1, 2020

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: ROD BUTLER, CITY MANAGER
BY: CONNIE CARDENAS, ADMINISTRATIVE SERVICES DIRECTOR

SUBJECT: AGENDA ITEM NO. 14.B

CHECK REGISTERS

RECOMMENDATION

That the City Council ratify the check registers dated August 27 and September 3, 10, and 17, 2020 as well as the payroll registers dated August 21, 31 and September 4, 2020.

The City Council of the City of Jurupa Valley authorizes expenditures through the annual budget process. The FY 2020-21 Budget was adopted on June 18, 2020. Expenditures not included in the annual budget process are approved by resolution throughout the fiscal year.

ANALYSIS

All expenditures on the attached check registers have been approved by the City Council and are in conformance with the authority provided by Section 37208 of the Government Code. The check register dated September 03, 2020 included a \$1,575.32 payment to Chase Card Services. The Statement, with purchase details, is attached herewith.

OTHER INFORMATION

None.

FINANCIAL IMPACT

Check registers:

08/27/20	\$ 269,627.99
09/03/20	\$ 2,145,099.14
09/10/20	\$ 257,313.26
09/17/20	\$ 1,797,091.81

Payroll registers:

08/21/20	\$ 85,487.49
08/31/20	\$ 3,230.47
09/04/20	\$ 109,116.90
TOTAL	<u>\$ 4,666,967.06</u>

ALTERNATIVES

1. Not ratify the attached check registers.

Prepared by:

Connie Cardenas
Connie Cardenas
Administrative Services Director

Submitted by:

Rod B. Butler
Rod B. Butler
City Manager

Attachments:

1. Check registers dated August 27 and September 3, 10, and 17, 2020.
2. Payroll registers dated August 21, 31 and September 4, 2020.

Final Check List
City of Jurupa Valley

Bank : chase CHASE BANK

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
13871	8/27/2020	00376	CALTRANS	SL201115	7/20/2020	APR- JUN 2020 SIGNALS & LI	14,695.47	14,695.47
	Voucher:							
13872	8/27/2020	01087	CDG MATERIALS, INC.	202008-177	8/6/2020	FILL DIRT FOR DRAINAGE PIF	1,291.50	
	Voucher:			202008-116	8/6/2020	MATERIAL FOR PIPE REPAIR	329.32	1,620.82
13873	8/27/2020	00665	CDW DIRECT, LLC	ZSF8644	8/12/2020	ADOBE PRO LICENCES X17	1,159.57	1,159.57
	Voucher:							
13874	8/27/2020	02393	CHARTER COMMUNICATIONS	0984993081920	8/19/2020	AUG 2020 BUSINESS INTERN	2,483.61	2,483.61
	Voucher:							
13875	8/27/2020	02189	DOKKEN ENGINEERING	37225	8/7/2020	MAR- JUN 2020 VAN BUREN E	540.00	
	Voucher:			37225	8/7/2020	JUL 2020 VAN BUREN BLVD V	135.00	675.00
13876	8/27/2020	00015	EDISON - SOUTHERN CALIFO	02-34-593-4541	8/14/2020	CITY HALL ELECTRIC CHARG	4,767.57	
	Voucher:			2-42-844-9854	8/14/2020	JV BOXING CLUB ELECTRIC I	798.40	
				2-42-815-6756	8/20/2020	CFD TRAFFIC SIGNAL ELECT	64.63	
				2-42-815-6756	6/30/2020	CFD TRAFFIC SIGNAL ELECT	61.29	
				2-35-433-9657	8/14/2020	PUMP STATION ELECTRIC	13.10	
				2-38-506-3359	8/14/2020	STREET LIGHT ELECTRIC	12.02	
				2-38-507-7615	8/14/2020	LLMD ELECTRIC CHARGES	11.65	
				2-38-507-7821	8/14/2020	LLMD ELECTRIC CHARGES	11.65	
				2-38-507-8175	8/14/2020	LLMD ELECTRIC CHARGES	10.59	
				2-38-507-7961	8/14/2020	LLMD ELECTRIC CHARGES	8.80	5,759.70
13877	8/27/2020	02180	EMPIRE GROUP OF COMPANI	58833	8/10/2020	STAFF BUSINESS CARDS	76.13	76.13
	Voucher:							
13878	8/27/2020	02234	ENVIRONMENTAL SYSTEMS,	193886539	8/14/2020	ARC GIS TERM LICENSE 9/11	5,500.00	5,500.00
	Voucher:							
13879	8/27/2020	01278	FAIR HOUSING CNCL OF RIVE	#01 FY20/21	8/3/2020	JUL 2020 LANDLORD/ TENAN	1,422.77	1,422.77
	Voucher:							

Final Check List
City of Jurupa Valley

Bank : chase CHASE BANK

(Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
13880	8/27/2020	02158	FAR WEST INDUSTRIES	BD-2019-18306	8/24/2020	BD19-18306 BLDG REIMB 742	914.54
	Voucher:			BD-2018-15500	8/24/2020	BD18-15500 BLDG REIMB 397	421.67
				BD-2018-16136	8/24/2020	BD18-16136 BLDG REIMB 394	386.86
				BD-2018-15506	8/21/2020	BD18-15506 BLDG REIMB 395	382.46
				BD-2018-15499	8/24/2020	BD18-15499 BLDG REIMB 397	349.25
				BD-2018-15492	8/21/2020	BD18-15492 BLDG REIMB 400	349.24
				BD-2018-15496	8/21/2020	BD18-15496 BLDG REIMB 399	204.41
				BD-2018-15494	8/21/2020	BD18-15494 BLDG REIMB 399	201.41
				BD-2018-15846	8/24/2020	BD18-15846 BLDG REIMB 739	184.41
				BD-2018-15847	8/24/2020	BD18-15847 BLDG REIMB 740	184.40
				BD-2018-16124	8/24/2020	BD18-16124 BLDG REIMB 394	173.64
				BD-2018-16138	8/24/2020	BD18-16138 BLDG REIMB 393	171.01
				BD-2018-16137	8/24/2020	BD18-16137 BLDG REIMB 394	170.16
				BD-2018-16285	8/24/2020	BD18-16285 BLDG REIMB TR/	165.65
				BD-2018-16128	8/24/2020	BD18-16128 BLDG REIMB 393	133.95
				BD-2018-15493	8/21/2020	BD18-15493 BLDG REIMB 399	131.99
				BD-2018-15503	8/21/2020	BD18-15503 BLDG REIMB 396	131.98
				BD-2018-15504	8/21/2020	BD18-15504 BLDG REIMB 396	131.98
				BD-2018-16141	8/24/2020	BD18-16141 BLDG REIMB 392	97.18
				BD-2018-15502	8/21/2020	BD18-15502 BLDG REIMB 397	66.50
				BD-2018-15497	8/21/2020	BD18-15497 BLDG REIMB 398	66.50
				BD-2018-15498	8/21/2020	BD18-15498 BLDG REIMB 398	66.50
				BD-2018-15861	8/24/2020	BD18-15861 BLDG REIMB 741	61.83
				BD-2018-15859	8/24/2020	BD18-15859 BLDG REIMB 740	61.82
				BD-2018-15495	8/21/2020	BD18-15495 BLDG REIMB 399	59.56
				BD-2018-15858	8/24/2020	BD18-15858 BLDG REIMB 739	59.40
				BD-2018-15505	8/21/2020	BD18-15505 BLDG REIMB 395	56.57
				BD-2016-12232	8/21/2020	BD16-12232 BLDG REIMB 732	34.85
				BD-2018-15860	8/24/2020	BD18-15860 BLDG REIMB 740	31.99
				BD-2016-11384	8/21/2020	BD16-11384 BLDG REIMB 733	30.30
				BD-2016-11385	8/21/2020	BD16-11385 BLDG REIMB 732	30.29
				BD-2016-11387	8/21/2020	BD16-11387 BLDG REIMB 732	30.29
				BD-2018-16125	8/24/2020	BD18-16125 BLDG REIMB 394	25.32
13881	8/27/2020	00587	FASTENAL COMPANY	CAJUR42154	8/14/2020	COTTON TOWELS, CONTR B.	365.56
	Voucher:						5,567.91
							365.56

Final Check List
City of Jurupa Valley

Bank : chase CHASE BANK			(Continued)					
Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
13882	8/27/2020	01107	GENTRY BROTHERS, INC.	081020	8/10/2020	CULVERT EMERG REPAIRS C	24,600.00	24,600.00
	Voucher:							
13883	8/27/2020	02187	GVP VENTURES INC.	8664	8/17/2020	EXECUTIVE SEARCH: PUBLIC	8,664.40	
	Voucher:			8662	8/17/2020	EXECUTIVE SEARCH: ASSIS1	1,664.93	
				8663	8/17/2020	EXECUTIVE SEARCH: ECON	147.77	10,477.10
13884	8/27/2020	01236	HD SUPPLY CONSTRUCTION	50013736484	8/14/2020	60LB BAG ASPHALT PERMA F	1,753.63	1,753.63
	Voucher:							
13885	8/27/2020	00199	JURUPA COMMUNITY SERVIC	2021-00001004	8/3/2020	AUG 2020 GRAFFITI ABATEMI	8,333.32	8,333.32
	Voucher:							
13886	8/27/2020	02318	LOCKWOOD ANDREWS & NE	180-10016-000-7	8/14/2020	JULY 2020 BAIN ST PAVEMEN	6,395.50	6,395.50
	Voucher:							
13887	8/27/2020	01517	OFFICE DEPOT, INC	104006654001	7/2/2020	OFFICE SUPPLIES	423.00	
	Voucher:			116125260001	8/12/2020	OFFICE SUPPLIES	316.18	
				102528392001	7/7/2020	OFFICE SUPPLIES	299.85	
				118204079001	8/20/2020	OFFICE SUPPLIES	273.19	
				104011621001	7/2/2020	OFFICE SUPPLIES	110.22	
				104011620001	7/2/2020	OFFICE SUPPLIES	110.22	
				109652180001	7/23/2020	OFFICE SUPPLIES	85.56	
				113028622001	8/6/2020	OFFICE SUPPLIES	55.41	
				109656665001	7/30/2020	OFFICE SUPPLIES	44.17	
				118435158001	8/19/2020	OFFICE SUPPLIES	24.41	
				116137180001	8/12/2020	OFFICE SUPPLIES	15.29	
				118437567001	8/19/2020	OFFICE SUPPLIES	11.09	
				116137181001	8/12/2020	OFFICE SUPPLIES	9.46	1,778.05
13888	8/27/2020	01361	OLDCASTLE PRECAST, INC	500030187	7/31/2020	JUL 2020 ZONE 16 CATCH BA	1,014.00	
	Voucher:			500030190	7/31/2020	JUL 2020 ZONE 137 CATCH B	936.00	
				500030192	7/31/2020	JUL 2020 ZONE 78 CATCH BA	624.00	
				500030188	7/31/2020	JUL 2020 ZONE 61 CATCH BA	156.00	
				500030189	7/31/2020	JUL 2020 ZONE 73 CATCH BA	156.00	
				500030191	7/31/2020	JUL 2020 ZONE 126 CATCH B	78.00	2,964.00
13889	8/27/2020	02078	PATH OF LIFE MINISTRIES	4th Qtr	6/30/2020	APR- JUN 2020 4TH QTR PSG	33,953.85	33,953.85
	Voucher:							
13890	8/27/2020	01228	PUBLIC AGENCY RETIREMEN	46203	8/13/2020	JUN 2020 REP FEES	337.66	337.66
	Voucher:							

Bank : chase CHASE BANK

(Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
13891	8/27/2020	00052	QUADIENT FINANCE USA, INC081920	8/19/2020	AUG 2020 POSTAGE	2,000.00	2,000.00
	Voucher:						
13892	8/27/2020	01618	QUESADA, PAULA 2985	8/18/2020	REPLACE & TEST DEFECTIVE	95.00	95.00
	Voucher:						
13893	8/27/2020	02349	STERICYCLE, INC. 8129910267	6/15/2020	MAY 2020 RECYCLE	91.70	
	Voucher:		8180088300	7/15/2020	JUN 2020 RECYCLE	91.70	183.40
13894	8/27/2020	02552	TOPPER, MATTHEW THOMAS0001099	8/19/2020	HARDWARE, 1.2 TB HARD DF	969.72	969.72
	Voucher:						
13895	8/27/2020	00418	TRICO DISPOSAL, INC, BURR'060220	8/25/2020	6/2/20 TRASH LIENS PAID W/	93,707.80	
	Voucher:		022020	8/14/2020	2/20/20 TRASH LIENS PAID W	7,477.94	101,185.74
13896	8/27/2020	00974	WASTE MANAGEMENT 060220	8/25/2020	6/02/20 TRASH LIENS PAID W	33,010.60	
	Voucher:		022020	8/14/2020	2/20/20 TRASH LIENS PAID W	2,263.88	35,274.48
Sub total for CHASE BANK:							269,627.99

26 checks in this report.

Grand Total All Checks: 269,627.99

Bank : chase CHASE BANK

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
13897	9/3/2020	01226	ADLERHORST INTERNATIONAL/105011	6/30/2020	JUN 2020 MONTHLY K-9 ON-S	175.00	
	Voucher:		105146	7/31/2020	JUL 2020 MONTHLY K-9 ON-S	175.00	350.00
13898	9/3/2020	00450	ALL AMERICAN ASPHALT 189930	6/30/2020	JUN 2020 PYRITE & GRANITE	910,004.48	910,004.48
	Voucher:						
13899	9/3/2020	00240	AMERICAN FORENSIC NURSE73540	6/30/2020	MAY 2020 LAB SERVICES- SH	880.00	
	Voucher:		73600	7/15/2020	JUL 2020 LAB SVCS- SHERIFF	330.00	
			73539	6/30/2020	MAY 2020 LAB SERVICES- SH	220.00	
			73559	6/30/2020	MAY 2020 LAB SERVICES- SH	220.00	
			73487	6/15/2020	JUN 2020 LAB SERVICES- SH	220.00	
			73599	7/15/2020	JUN 2020 LAB SERVICES- SH	110.00	
			73507	6/15/2020	JUN 2020 LAB SERVICES- SH	55.00	2,035.00
13900	9/3/2020	00233	BIO-TOX LABORATORIES INC39865	7/14/2020	LAB SERVICES- SHERIFF'S D	1,643.00	
	Voucher:		39913	7/14/2020	LAB SERVICES- SHERIFF'S D	252.00	
			39864	7/14/2020	LAB SERVICES- SHERIFF'S D	161.00	2,056.00
13901	9/3/2020	01546	BMW MOTORCYCLES OF, RIV6025128	7/30/2020	SET OF BRAKE PADS	1,668.13	1,668.13
	Voucher:						
13902	9/3/2020	01366	CALIFORNIA NEWSPAPERS P0011405723	8/24/2020	PH: CONSIDER ORD. TO AME	299.20	299.20
	Voucher:						
13903	9/3/2020	02273	CASA OF SOUTHWEST RIVER817	7/9/2020	LAB SERVICES- SHERIFF'S D	800.00	800.00
	Voucher:						
13904	9/3/2020	02393	CHARTER COMMUNICATIONS1034343082120	8/21/2020	SEP 2020 BUSINESS VOICE	119.97	119.97
	Voucher:						
13905	9/3/2020	00044	CHASE CARD SERVICES 082120	8/21/2020	AUG 2020-COVID-19 <i>changes c/c</i>	1,575.32	1,575.32
	Voucher:						
13906	9/3/2020	02553	CHRISTIAN, JOHN 000306	6/20/2020	COMPLETED HOME REHABIL	10,000.00	10,000.00
	Voucher:						
13907	9/3/2020	01100	COLONIAL LIFE INS CO 4522090-090149	8/21/2020	SEP 2020 EMP CAFE PLAN BC	682.20	682.20
	Voucher:						
13908	9/3/2020	01616	COUNTY OF LOS ANGELES, A2345N	6/30/2020	SCALES RECERTIFICATION	100.00	100.00
	Voucher:						
13909	9/3/2020	00836	DE LAGE LANDEN FINANCIAL69266946	8/22/2020	SEP 2020 COPIER LEASE	1,422.86	1,422.86
	Voucher:						

Bank : chase CHASE BANK

(Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
13910	9/3/2020	00015	EDISON - SOUTHERN CALIFOR	2-40-534-6719	8/26/2020	TRAFFIC SIGNAL ELECTRIC	1,568.73
	Voucher:		2-41-364-7926	8/25/2020	LLMD ELECTRIC CHARGES	89.62	
			2-40-885-6102	8/25/2020	LLMD ELECTRICAL CHARGES	67.78	
			2-42-808-4842	8/25/2020	CFD ELECTRICAL CHARGES	22.40	
			2-38-507-8118	8/25/2020	LLMD ELECTRIC CHARGES	20.39	
			2-41-438-9403	8/25/2020	CFD IRR ELECTRICAL CHARGES	19.07	
			2-42-016-9526	8/25/2020	CFD IRR ELECTRICAL CHARGES	15.64	
			2-42-614-3137	8/25/2020	CFD IRR ELECTRICAL CHARGES	15.35	
			2-39-859-5173	8/25/2020	CFD IRR ELECTRICAL CHARGES	14.01	
			2-42-708-3944	8/25/2020	CFD IRR ELECTRICAL CHARGES	12.79	
			2-39-859-5223	8/25/2020	CFD IRR ELECTRICAL CHARGES	12.53	
			2-41-380-0798	8/25/2020	CFD IRR ELECTRICAL CHARGES	12.44	
			2-38-508-0767	8/27/2020	LLMD ELECTRIC CHARGES	12.13	
			2-38-507-8035	8/25/2020	LLMD ELECTRIC CHARGES	12.00	
			2-41-192-2446	8/25/2020	LLMD ELECTRIC CHARGES	11.75	
			2-41-136-1215	8/25/2020	CFD IRR ELECTRICAL CHARGES	11.42	
			2-38-508-0718	8/25/2020	LLMD ELECTRIC CHARGES	11.22	1,929.27
13911	9/3/2020	02180	EMPIRE GROUP OF COMPANIES	58854	8/18/2020	BUSINESS CARDS: ECONOM	38.06
	Voucher:						38.06
13912	9/3/2020	00587	FASTENAL COMPANY	CAJUR42352	8/21/2020	GLOVES	30.82
	Voucher:						30.82
13913	9/3/2020	01688	FCS INTERNATIONAL, INC	00070858	8/24/2020	CS16002 JUL 2020 RIO VISTA	1,507.50
	Voucher:						1,507.50
13914	9/3/2020	00664	HCI ENVIRONMENTAL & ENG	30654	5/19/2020	BIOHAZARD & HAZARDOUS M	1,991.69
	Voucher:		30937	7/23/2020	BIOHAZARD & HAZARDOUS M	1,952.93	3,944.62
13915	9/3/2020	01236	HD SUPPLY CONSTRUCTION	50013808592	8/24/2020	60LB BAG ASPHALT PERMA F	3,340.25
	Voucher:						3,340.25
13916	9/3/2020	00033	HR GREEN	137499	8/21/2020	JUL 2020 PROF SVCS	573,920.25
	Voucher:						573,920.25

Bank : chase CHASE BANK

(Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
13917	9/3/2020	00199	JURUPA COMMUNITY SERVICE	21846-002	8/26/2020	LLMD WATER CHARGES	1,704.12	
	Voucher:		30161-003	8/26/2020	LLMD WATER CHARGES	809.71		
			21844-002	8/26/2020	LLMD WATER CHARGES	763.17		
			41542-002	8/26/2020	LLMD WATER CHARGES	668.26		
			21576-002	8/26/2020	LLMD WATER CHARGES	629.92		
			24035-002	8/26/2020	LLMD WATER CHARGES	621.72		
			41535-002	8/26/2020	LLMD WATER CHARGES	616.49		
			42322-002	8/26/2020	LLMD WATER CHARGES	553.46		
			42890-002	8/26/2020	LLMD WATER CHARGES	502.82		
			15160-002	8/26/2020	WATER & SEWER	496.16		
			23830-003	8/26/2020	LLMD WATER CHARGES	336.16		
			21573-004	8/26/2020	LLMD WATER CHARGES	332.06		
			30163-003	8/26/2020	LLMD WATER CHARGES	313.61		
			30160-003	8/26/2020	LLMD WATER CHARGES	257.74		
			21562-002	8/26/2020	LLMD WATER CHARGES	226.99		
			42271-002	8/26/2020	LLMD WATER CHARGES	201.74		
			21575-002	8/26/2020	LLMD WATER CHARGES	144.99		
			43371-002	8/26/2020	LLMD WATER CHARGES	134.74		
			30162-003	8/26/2020	LLMD WATER CHARGES	116.81		
			21574-005	8/26/2020	LLMD WATER CHARGES	110.14		
			34405-003	8/26/2020	LLMD WATER CHARGES	110.14		
			37986-004	8/26/2020	LLMD WATER CHARGES	99.89		
			22280-002	8/26/2020	LLMD WATER CHARGES	83.49		
			30159-003	8/26/2020	LLMD WATER CHARGES	58.89		
			37985-003	8/26/2020	LLMD WATER CHARGES	42.29		
			41478-001	8/26/2020	WATER & SEWER	31.93		9,967.44
13918	9/3/2020	00824	LEGENDS INTERNATIONAL INMA	16018	8/31/2020	MA16018 BOND	168,681.15	168,681.15
	Voucher:							
13919	9/3/2020	00848	MOBILE MODULAR STORAGE	300295397	8/24/2020	SEP 2020 STORAGE CONTAIN	125.10	125.10
	Voucher:							
13920	9/3/2020	02551	NUNO, JOSE	BD-2019-18314	8/27/2020	BD19-18314 BLDG REIMB 859	328.34	328.34
	Voucher:							

Bank : chase CHASE BANK		(Continued)						
Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
13921	9/3/2020	01585	PEPE'S INC	93837	7/5/2020	TOWING SVCS- SHERIFF'S D	100.00	
	Voucher:			93243	7/7/2020	TOWING SVCS- SHERIFF'S D	100.00	
				93767	7/8/2020	TOWING SVCS- SHERIFF'S D	100.00	
				93768	7/8/2020	TOWING SVCS- SHERIFF'S D	100.00	400.00
13922	9/3/2020	00185	REGIONAL CONSERVATION A	083120	9/2/2020	AUG 2020 MSHCP FEES	308,292.00	308,292.00
	Voucher:							
13923	9/3/2020	00892	RICKS HEATING AND AIR CON	2062	8/27/2020	SERVICED 2 HVAC UNITS- SE	340.00	340.00
	Voucher:							
13924	9/3/2020	01516	SANTA FE BUILDING MAINTEN	18445	4/30/2020	APR 2020 CITY HALL MAINT	3,749.93	3,749.93
	Voucher:							

Bank : chase CHASE BANK

(Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
13925	9/3/2020	01253	SOFTSCAPES CORPORATION	1800	8/13/2020	MAY 2020 ZONE 4 LANDSCAP	17,231.56
	Voucher:		1809	8/13/2020	JUN 2020 ZONE 4 LANDSCAP	10,535.91	
			1783	8/5/2020	AUG 2020 ZONE 16 LANDSCAP	8,200.00	
			1799	8/13/2020	APR 2020 SERRANO RANCH	5,394.11	
			1808	8/13/2020	MAY 2020 SERRANO RANCH	5,059.01	
			1815	8/13/2020	JUN 2020 SERRANO RANCH I	5,024.16	
			1794	8/13/2020	APR 2020 HARVEST 1 LANDS	4,894.78	
			1791	8/10/2020	JUL 2020 ZONE VAN BUREN I	4,794.42	
			1798	8/13/2020	APR 2020 TURN LEAF LANDS	4,775.03	
			1806	8/13/2020	MAY 2020 TURN LEAF LANDS	4,462.34	
			1816	8/13/2020	JUN 2020 TURN LEAF LANDS	4,368.96	
			1814	8/13/2020	JUN 2020 HARVEST 2 LANDS	3,966.55	
			1797	8/13/2020	APR 2020 HARVEST 3 LANDS	3,410.08	
			1792	8/13/2020	MAR 2020 HARVEST3 LANDS	3,336.27	
			1805	8/13/2020	MAY 2020 HARVEST 3 LANDS	3,164.88	
			1813	8/13/2020	JUN 2020 HARVEST 3 LANDS	3,066.48	
			1796	8/13/2020	APR 2020 SKY PARK LANDSC	2,191.47	
			1795	8/13/2020	APR 2020 SAGE POINT LAND	2,190.72	
			1804	8/13/2020	MAY 2020 SKY PARK LANDSC	2,089.33	
			1812	8/13/2020	JUN 2020 SKY PARK LANDSC	1,845.53	
			1803	8/13/2020	MAY 2020 SAGE POINT LAND	1,837.07	
			1811	8/13/2020	JUN 2020 SAGE POINT LAND	1,819.32	
			1793	8/13/2020	APR 2020 RANCHO DEL SOL	1,592.22	
			1790	8/10/2020	JUL 2020 ZONE 21 LANDSCAP	1,211.90	
			1802	8/13/2020	MAY 2020 RANCHO DEL SOL	1,183.77	
			1810	8/13/2020	JUN 2020 RANCHO DEL SOL I	1,033.04	
			1788	8/10/2020	JUL 2020 ZONE 9 LANDSCAP	989.41	
			1825	8/19/2020	JUN 2020 ZONE 16 LANDSCA	950.00	
			1819	8/19/2020	JUN 2020 MISSION ESTATES	798.75	
			1801	8/13/2020	MAY 2020 ETIWANDA LANDSC	679.00	
			1789	8/10/2020	JUL 2020 ZONE 17 LANDSCAP	381.21	
			1807	8/13/2020	MAY 2020 SHOP@ BELLGRAV	350.00	
			1787	8/10/2020	JUL 2020 ZONE 7 LANDSCAP	261.51	
			1784	8/5/2020	AUG 2020 CITY HALL LANDSC	150.00	113,238.79

Bank : chase CHASE BANK

(Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
13926	9/3/2020	02554	STANDARD INSURANCE COM080120	8/18/2020	EMPLOYEE BENEFITS LIFE IN	465.30	465.30
		Voucher:					
13927	9/3/2020	00246	STATE OF CALIFORNIA DOJ, I455804	6/30/2020	JUN 2020 LAB SERVICES- SH	140.00	
		Voucher:	455828	6/30/2020	APR 2020 LAB SERVICES- SH	70.00	210.00
13928	9/3/2020	00370	T&B PLANNING, INC 20-6944	8/19/2020	CS19001 JUL 2020 AGUA MAN	10,086.25	
		Voucher:	20-6790	6/18/2020	CS19001 MAY 2020 AGUA MAI	186.25	10,272.50
13929	9/3/2020	02239	UNITED RENTALS (NORTH AM184479387-001	8/27/2020	TRAILER REPAIR	4,949.75	4,949.75
		Voucher:					
13930	9/3/2020	01088	WEST COAST ARBORISTS, IN163066	7/31/2020	JUL 2020 20-21 TREE MAINT.	4,839.00	4,839.00
		Voucher:					
13931	9/3/2020	01251	WEX BANK 67234792	8/31/2020	AUG 2020 FUEL	3,377.76	3,377.76
		Voucher:					
13932	9/3/2020	02550	WOOD, RYAN BD-2019-19030	8/27/2020	BD19-19030 BLDG REIMB 864	38.15	38.15
		Voucher:					
Sub total for CHASE BANK:							2,145,099.14

36 checks in this report.

Grand Total All Checks: 2,145,099.14

Bank : chase CHASE BANK

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
ACH 352	8/5/2020	01082	ICMA-RC	080520	8/5/2020	PPE 7/31/20 PLAN #307290 CI	3,554.51	3,554.51
	Voucher:							
ACH 353	8/5/2020	01093	JOHN HANCOCK USA	080520	8/5/2020	PPE 7/31/20 PARS CONTRAC	225.00	225.00
	Voucher:							
ACH 354	8/5/2020	00027	RICHARDS WATSON GERSHC227584		8/5/2020	JUN 2020 PROFESSIONAL SE	87,554.55	87,554.55
	Voucher:							
ACH 355	8/7/2020	00027	RICHARDS WATSON GERSHC227584-1		8/7/2020	JUN 2020 PROFESSIONAL SE	31,435.96	31,435.96
	Voucher:							
ACH 356	8/13/2020	01082	ICMA-RC	081420	8/12/2020	PPE 8/7/20 PLAN #307290 CIT	2,130.00	2,130.00
	Voucher:							
ACH 357	8/13/2020	01093	JOHN HANCOCK USA	081420	8/12/2020	PPE 8/7/20 PARS CONTRACT	10,847.93	10,847.93
	Voucher:							
ACH 358	8/26/2020	01082	ICMA-RC	082620	8/26/2020	PPE 8/21/20 PLAN #307290 CI	2,130.00	2,130.00
	Voucher:							
ACH 359	8/26/2020	01093	JOHN HANCOCK USA	082620	8/26/2020	PPE 8/21/20 PARS CONTRAC	11,566.38	11,566.38
	Voucher:							
13933	9/10/2020	00406	AT&T MOBILITY	287277933929X	8/22/2020	AUG 2020 CELL SERVICE	1,000.76	1,000.76
	Voucher:							
13934	9/10/2020	01366	CALIFORNIA NEWSPAPERS P0011407497		8/30/2020	ZCA 20002'-ADUS - PC PHN 9/	418.00	418.00
	Voucher:							
13935	9/10/2020	01099	CALIFORNIACHOICE BENEFIT3487235		9/1/2020	OCT 2020 MEDICAL INSURAN	14,222.02	14,222.02
	Voucher:							
13936	9/10/2020	00024	CITY OF BREA, - ACCOUNT RASIT000897		8/27/2020	JUL 2020 IT SERVICES	2,595.00	
	Voucher:		ASIT000886		8/27/2020	JUNE 2020 IT SERVICES	2,520.00	5,115.00
13937	9/10/2020	00099	COUNTY OF RIVERSIDE, TLM.TL0000015437		8/17/2020	JUN 2020 SLF COSTS	38,559.65	38,559.65
	Voucher:							

Bank : chase CHASE BANK

(Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
13938	9/10/2020	00015	EDISON - SOUTHERN CALIFOR	2-38-499-8514	9/2/2020	STREET LIGHT ELECTRIC	5,189.84
	Voucher:		2-39-045-7315	9/2/2020	CFD 2014-001 LIGHT ELECTR	592.87	
			2-42-765-1906	9/2/2020	CFD STREET LIGHT ELECTRI	179.26	
			2-38-500-2613	9/2/2020	STREET LIGHT ELECTRIC	106.76	
			2-41-364-0913	9/2/2020	LLMD ELECTRIC CHARGES	106.69	
			2-36-296-0767	9/2/2020	STREET LIGHT ELECTRIC	104.99	
			2-40-010-3776	9/2/2020	CFD PED/IRR ELECTRICAL CI	104.08	
			2-38-467-0402	9/2/2020	CFD 2013-001 STREET LIGHT	91.93	
			2-42-815-6756	9/2/2020	CFD TRAFFIC SIGNAL ELECT	91.25	
			2-40-702-6715	9/2/2020	STREET LIGHT ELECTRIC	78.57	
			2-40-778-4933	9/2/2020	CFD14-001 STREET LIGHT EL	78.57	
			2-39-606-9478	9/2/2020	SIGNAL LIGHT ELECTRIC CH,	74.14	
			2-41-364-0566	9/2/2020	LLMD ELECTRIC CHARGES	66.33	
			2-40-777-8042	9/2/2020	STREET LIGHT ELECTRIC	65.52	
			2-40-721-2992	9/2/2020	STREET LIGHT ELECTRIC	52.05	
			2-38-901-7450	9/2/2020	STREET LIGHT ELECTRIC	26.22	
			2-38-500-1078	9/2/2020	STREET LIGHT ELECTRIC	18.24	
			2-39-006-1497	9/2/2020	STREET LIGHT ELECTRIC	13.06	
			2-38-508-0585	9/2/2020	PUMP STATION ELECTRIC	11.07	7,051.44

Bank : chase CHASE BANK

(Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
13939	9/10/2020	00015	EDISON - SOUTHERN CALIFOR	02-38-272-9663	9/5/2020	TRAFFIC SIGNAL ELECTRIC	5,950.22
	Voucher:		2-39-045-9410	9/5/2020	CFD 2013-001 LIGHT ELECTR	1,546.42	
			2-38-499-7185	9/5/2020	STREET LIGHT ELECTRIC	911.56	
			2-38-467-0477	9/5/2020	CDF 14-002 STREET LIGHT E	544.31	
			2-33-840-4775	9/5/2020	STREET LIGHT ELECTRIC	495.77	
			2-33-840-6655	9/5/2020	STREET LIGHT ELECTRIC	278.10	
			2-38-500-0898	9/5/2020	STREET LIGHT ELECTRIC	201.33	
			2-38-499-9512	9/5/2020	STREET LIGHT ELECTRIC	114.59	
			2-38-500-1482	9/5/2020	STREET LIGHT ELECTRIC	96.36	
			2-38-499-9868	9/5/2020	STREET LIGHT ELECTRIC	72.90	
			2-42-671-7104	9/5/2020	CFD STREET LIGHT ELECTRI	52.05	
			2-38-500-0625	9/5/2020	STREET LIGHT ELECTRIC	36.48	
			2-38-500-1276	9/5/2020	STREET LIGHT ELECTRIC	36.48	
			2-38-500-2357	9/5/2020	STREET LIGHT ELECTRIC	36.48	
			2-38-500-2506	9/5/2020	STREET LIGHT ELECTRIC	36.48	
			2-42-815-6756	9/5/2020	CFD TRAFFIC SIGNAL ELECT	30.67	
			2-42-016-9609	9/5/2020	CFD IRR ELECTRICAL CHARC	27.76	
			2-38-500-2852	9/5/2020	STREET LIGHT ELECTRIC	26.06	
			2-38-499-7938	9/5/2020	STREET LIGHT ELECTRIC	18.24	
			2-38-500-3082	9/5/2020	STREET LIGHT ELECTRIC	18.24	
			2-40-448-6672	9/5/2020	STREET LIGHT ELECTRIC	18.24	
			2-40-914-8079	9/5/2020	LLMD ELECTRIC CHARGES	13.95	
			2-40-914-7931	9/5/2020	LLMD ELECTRIC CHARGES	13.40	
			2-38-499-8381	9/5/2020	STREET LIGHT ELECTRIC	12.99	
			2-40-534-6651	9/5/2020	STREET LIGHT ELECTRIC	12.16	
			2-40-617-0027	9/5/2020	STREET LIGHT ELECTRIC	11.95	10,613.19
13940	9/10/2020	01039	HINDERLITER, DE LLAMAS & ,SIN003095	8/28/2020	SALES TAX 1ST QTR & AUDIT	5,978.89	5,978.89
	Voucher:						
13941	9/10/2020	00199	JURUPA COMMUNITY SERVICE	2020-00001014	4/1/2020	APRIL 2020 GRAFFITI ABATEM	8,333.32
	Voucher:						8,333.32

Final Check List
City of Jurupa Valley

Bank : chase CHASE BANK		(Continued)					
Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
13942	9/10/2020	00199	JURUPA COMMUNITY SERVICE	23828-003	9/2/2020	JCSD WATER CHARGES	824.67
	Voucher:		23875-003	9/2/2020	JCSD WATER CHARGES	377.77	
			40163-003	9/2/2020	IRR WATER CHARGES	360.24	
			23829-003	9/2/2020	JCSD WATER CHARGES	324.47	
			21933-002	9/2/2020	JCSD WATER CHARGES	243.39	
			25472-003	9/2/2020	JCSD WATER CHARGES	237.76	
			23343-002	9/2/2020	JCSD WATER CHARGES	196.24	
			23342-003	9/2/2020	JCSD WATER CHARGES	177.79	
			28035-003	9/2/2020	9801 FAIRFOR (IRR)	175.74	2,918.07
13943	9/10/2020	01922	LAW ENFORCEMENT MEDICAL	15220	7/24/2020	LAB SERVICES-SHERIFF'S DE	75.00
	Voucher:						75.00
13944	9/10/2020	00848	MOBILE MODULAR STORAGE	300298557	8/29/2020	SEP 2020 STORAGE CONT. #	243.52
	Voucher:						243.52
13945	9/10/2020	01362	OCHOA, SERGIO	942	7/3/2020	LLMD BACKFLOW CERT & RE	620.00
	Voucher:		921	6/11/2020	LLMD BACKFLOW CERTIFICA	50.00	670.00
13946	9/10/2020	01517	OFFICE DEPOT, INC	100418790001	7/2/2020	OFFICE SUPPLIES	140.46
	Voucher:		119917082001	8/25/2020	OFFICE SUPPLIES	127.62	
			118437564001	8/21/2020	OFFICE SUPPLIES	54.94	
			119344680001	8/25/2020	OFFICE SUPPLIES	43.70	
			119345087001	8/25/2020	OFFICE SUPPLIES	22.17	
			102154320001	7/2/2020	OFFICE SUPPLIES	16.32	405.21
13947	9/10/2020	02379	SABA HOLDING CO, LLC	P504083753	8/27/2020	SKID STEER REPAIR	208.74
	Voucher:						208.74
13948	9/10/2020	01516	SANTA FE BUILDING MAINTEN	18800	8/31/2020	AUG 2020 CITY HALL MAINT	3,177.99
	Voucher:		18816	8/31/2020	COVID-19 AUG 2020 CITY H	1,778.00	
			18801	8/31/2020	AUG 2020 SENIOR CENTER M	1,200.00	6,155.99
13949	9/10/2020	01253	SOFTSCAPES CORPORATION	1824	8/19/2020	JUL 2020 IRRIGATION REPAI	1,035.50
	Voucher:		1820	8/19/2020	JUL 2020 IRRIGATION REPAI	975.00	
			1821	8/19/2020	JUL 2020 IRRIGATION REPAI	751.00	
			1822	8/19/2020	JUL 2020 IRRIGATION REPAI	725.00	
			1817	8/19/2020	JUL 2020 IRRIGATION REPAI	615.00	
			1823	8/19/2020	JUL 2020 IRRIGATION REPAI	451.25	
			1818	8/19/2020	JUL 2020 IRRIGATION REPAI	450.00	5,002.75
13950	9/10/2020	02554	STANDARD INSURANCE COM	090120	9/1/2020	LIFE INSURANCE PREMIUM-S	465.30
	Voucher:						465.30

Bank : chase CHASE BANK

(Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
13951	9/10/2020	00100	THE GAS COMPANY	083120	8/31/2020	AUG 2020 GAS SERVICE	49.20
	Voucher:		090120	9/1/2020	AUG 2020 GAS SERVICE-JV E	17.68	66.88
13952	9/10/2020	01733	UNIFIRST CORPORATION	3251559830	7/6/2020	UNIFORM CLEANING - JUL 20	64.82
	Voucher:		3251566962	7/27/2020	UNIFORM CLEANING - JUL 20	56.88	121.70
13953	9/10/2020	01088	WEST COAST ARBORISTS, INC	163365	7/15/2020	ZONE 21 TREE MAINTENANCE	128.00
	Voucher:		163364	7/15/2020	ZONE 7 TREE MAINTENANCE	115.50	243.50
Sub total for CHASE BANK:							257,313.26

29 checks in this report.

Grand Total All Checks: 257,313.26

Bank : chase CHASE BANK

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
13954	9/17/2020	00196	CIVIC SOLUTIONS, INC	090320	9/3/2020	AUG 2020 PROF SVCS	173,768.75	173,768.75
	Voucher:							
13955	9/17/2020	00049	COUNTY OF RIVERSIDE, SHE SH0000037892	8/31/2020	07/01/20-07/29/20 POLICE SV	1,368,434.63	1,368,434.63	1,368,434.63
	Voucher:							
13956	9/17/2020	02555	CUADRA, CHRISTOPHER	B20-000454	9/15/2020	B20-000454 BLDG REIMB 580	2,720.30	2,720.30
	Voucher:							
13957	9/17/2020	00015	EDISON - SOUTHERN CALIFO	2-38-507-9736	9/10/2020	PUMP STATION ELECTRIC	112.56	
	Voucher:		2-39-859-7088	9/10/2020	SIGNAL LIGHT ELECTRIC CH	61.30		
			2-42-815-6905	9/10/2020	TRAFFIC SIGNAL CHARGES	60.81		
			2-42-456-0373	9/10/2020	TRAFFIC SIGNAL ELECTRIC	60.64		
			2-35-433-9533	9/10/2020	STREET LIGHT ELECTRIC	58.78		
			2-42-223-8170	9/10/2020	STREET LIGHT ELECTRIC (H	54.81		
			2-41-364-1192	9/10/2020	STREET LIGHT ELECTRIC	43.38		
			2-41-364-0756	9/10/2020	STREET LIGHT ELECTRIC	30.87		
			2-38-507-9140	9/10/2020	PUMP STATION ELECTRIC	30.69		
			2-38-507-9033	9/10/2020	PUMP STATION ELECTRIC	26.04		
			2-38-508-0296	9/10/2020	PUMP STATION ELECTRIC	25.70		
			2-38-707-4222	9/10/2020	STREET LIGHT ELECTRIC	17.52		
			2-39-935-7235	9/10/2020	SIGNAL LIGHT ELECTRIC CH	16.92		
			2-38-506-3094	9/10/2020	STREET LIGHT ELECTRIC	15.83		
			2-38-508-0064	9/10/2020	PUMP STATION ELECTRIC	13.86		
			2-38-508-0510	9/10/2020	STREET LIGHT ELECTRIC	13.49		
			2-38-507-8951	9/10/2020	PUMP STATION ELECTRIC	12.88		
			2-38-507-8548	9/10/2020	STREET LIGHT ELECTRIC	12.58		
			2-38-508-0403	9/10/2020	PUMP STATION ELECTRIC	12.34		
			2-38-507-8365	9/10/2020	STREET LIGHT ELECTRIC	12.24		
			2-38-507-8829	9/10/2020	STREET LIGHT ELECTRIC	12.12		
			2-38-983-2460	9/10/2020	STREET LIGHT ELECTRIC	11.80		
			2-38-507-8514	9/10/2020	STREET LIGHT ELECTRIC	11.78		
			2-38-507-8571	9/10/2020	STREET LIGHT ELECTRIC	11.77		
			2-42-245-7010	9/10/2020	SHOPS @ BELLEGRAVE CFD	11.74		
			2-38-507-8308	9/10/2020	PUMP STATION ELECTRIC	11.74		
			2-38-507-8217	9/10/2020	PUMP STATION ELECTRIC	11.72		
			2-38-508-0486	9/10/2020	PUMP STATION ELECTRIC	11.72		

Bank : chase CHASE BANK			(Continued)					
Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
			2-38-508-0692	9/10/2020	STREET LIGHT ELECTRIC	11.64		
			2-38-507-8613	9/10/2020	STREET LIGHT ELECTRIC	11.62		
			2-38-507-8258	9/10/2020	PUMP STATION ELECTRIC	11.61		
			2-38-507-9793	9/10/2020	STREET LIGHT ELECTRIC	11.60		
			2-38-507-8886	9/10/2020	STREET LIGHT ELECTRIC	11.59		
			2-38-507-8662	9/10/2020	STREET LIGHT ELECTRIC	11.58		
			2-38-507-8324	9/10/2020	PUMP STATION ELECTRIC	11.58		
			2-38-507-8696	9/10/2020	STREET LIGHT ELECTRIC	11.56		
13958	9/17/2020	00015	EDISON - SOUTHERN CALIFOR	2-38-507-8720	9/10/2020	STREET LIGHT ELECTRIC	11.56	880.41
	Voucher:			2-35-433-9731	9/10/2020	PUMP STATION ELECTRIC	11.38	
				2-42-223-8261	9/10/2020	STREET LIGHT ELECTRIC (H/	11.16	34.10
13959	9/17/2020	00587	FASTENAL COMPANY	CAJUR42465	8/27/2020	COTTON TOWELS, CONTR B.	353.91	353.91
	Voucher:							
13960	9/17/2020	01236	HD SUPPLY CONSTRUCTION	50013900551	9/3/2020	60LB BAG ASPHALT PERMA F	1,586.62	1,586.62
	Voucher:							
13961	9/17/2020	00199	JURUPA COMMUNITY SERVICE	40264-002	9/9/2020	LLMD WATER CHARGES	1,277.11	
	Voucher:			41884-002	9/9/2020	CFD WATER CHARGES	610.34	
				40893-002	9/9/2020	CFD WATER CHARGES	589.84	
				40265-002	9/9/2020	LLMD WATER CHARGES	491.96	
				43864-002	9/9/2020	CFD IRR WATER CHARGES	489.91	
				43055-002	9/9/2020	LLMD WATER CHARGES	407.91	
				40164-002	9/9/2020	IRR WATER CHARGES	280.65	
				40916-002	9/9/2020	LLMD WATER CHARGES	280.29	
				43381-002	9/9/2020	LLMD WATER CHARGES	227.51	
				41009-002	9/9/2020	LLMD WATER CHARGES	226.99	
				43868-002	9/9/2020	CFD IRR WATER CHARGES	128.85	
				40895-002	9/9/2020	CFD WATER CHARGES	124.49	
				21845-002	9/9/2020	LLMD WATER CHARGES	107.89	
				21722-002	9/9/2020	LLMD WATER CHARGES	85.34	
				42064-002	9/9/2020	LLMD WATER CHARGES	70.55	
				21723-002	9/9/2020	LLMD WATER CHARGES	46.39	5,446.02
13962	9/17/2020	01607	KIMLEY-HORN AND ASSOCIATES	1094965001-072C	7/31/2020	JUL 2020 LIMONITE AVE PRO.	1,809.58	1,809.58
	Voucher:							
13963	9/17/2020	02549	LEAD TECH ENVIRONMENTAL	13491	8/27/2020	LEAD PAINT TEST 85001 45TH	310.00	310.00
	Voucher:							

Bank : chase CHASE BANK			(Continued)					
Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
13964	9/17/2020	00244	LOWE'S HIW, INC	090220	9/2/2020	AUG 2020 PW SUPPLIES	183.44	183.44
	Voucher:							
13965	9/17/2020	02556	MACIAS, VINCENT	BD-2019-19046	9/15/2020	BD19-19046 BLDG REIMB 802	1,517.19	1,517.19
	Voucher:							
13966	9/17/2020	01369	MCE CORPORATION	2008005	9/1/2020	AUG 2020 STREET & ROW M/	55,316.38	
	Voucher:		2008014	9/4/2020	AUG 2020 VARIOUS CALL OU	175.65		55,492.03
13967	9/17/2020	01362	OCHOA, SERGIO	1020	9/7/2020	LLMD BACKFLOW REPAIRS- I	1,090.89	
	Voucher:		1018	9/3/2020	LLMD BACKFLOW CERT & RE	382.37		1,473.26
13968	9/17/2020	02396	ONYX PAVING COMPANY INC	20/347	7/31/2020	MAY 2020 19-20 PONTIAC PA	77,470.21	77,470.21
	Voucher:							
13969	9/17/2020	00245	ORTIZ, ROGELIO	20398	9/2/2020	CITY SEAL LAPEL PIN	613.10	
	Voucher:		20399	9/2/2020	STRAW HAT W/ EMBROIDER'	225.52		838.62
13970	9/17/2020	02078	PATH OF LIFE MINISTRIES	Claim 1	9/2/2020	JUL 2020 PSG ACTIVITIES	16,033.32	16,033.32
	Voucher:							
13971	9/17/2020	02557	PEREZ, RAMIRO DANIEL	080420	9/15/2020	REIMB OF CANDIDATES STAT	500.00	500.00
	Voucher:							
13972	9/17/2020	00892	RICKS HEATING AND AIR CON	2066	9/8/2020	SERVICE ROOF UNIT, FILTER	350.00	350.00
	Voucher:							
13973	9/17/2020	01261	RUBIDOUX COMMUNITY SVC	15036200-02	9/10/2020	RCSD JV BOXING CLUB WAT	191.56	
	Voucher:		15036210-01	9/10/2020	RCSD JV BOXING CLUB IRRIG	41.94		233.50
13974	9/17/2020	02282	SOUTHERN CALIFORNIA LIGH	20-5188-1	8/18/2020	2020 HOLIDAY TREE LIGHTIN	3,750.00	3,750.00
	Voucher:							
13975	9/17/2020	01709	ULLOA, JOEL	BD-2012-1681	9/15/2020	BD12-1681 BLDG REIMB 9290	2,159.84	2,159.84
	Voucher:							
13976	9/17/2020	01733	UNIFIRST CORPORATION	3251569344	8/3/2020	AUG 2020 UNIFORM CLEANIN	56.88	
	Voucher:		3251571705	8/10/2020	AUG 2020 UNIFORM CLEANIN	56.88		
			3251574065	8/17/2020	AUG 2020 UNIFORM CLEANIN	56.88		
			3251576424	8/24/2020	AUG 2020 UNIFORM CLEANIN	56.88		227.52
13977	9/17/2020	01991	VACANT PROPERTY SECURIT	VPS131084	8/27/2020	8/26/20-2/21/21 SECURITY RE	3,984.83	3,984.83
	Voucher:							
13978	9/17/2020	01873	WARREN-ANDERSON FORD I	C54655	9/10/2020	CNG TRUCK MAINT	1,412.91	1,412.91
	Voucher:							
13979	9/17/2020	01088	WEST COAST ARBORISTS, IN	163730	8/31/2020	AUG 2020 20-21 VAN BUREN I	51,028.00	
	Voucher:		163732	8/31/2020	AUG 2020 20-21 ZONE 16 TRE	17,550.00		
			163728	8/31/2020	AUG 2020 20-21 ZONE 4 TREI	918.00		69,496.00

Bank : chase CHASE BANK

(Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
13980	9/17/2020	00881	WILLIAM LYON HOMES	BD-2018-17577	9/14/2020	BD18-17577 BLDG REIMB TR/	419.47
	Voucher:			BD-2018-17446	9/14/2020	BD18-17446 BLDG REIMB 116	412.08
				BD2019-18985	9/14/2020	BD19-18985 BLDG REIMB 463	328.95
				BD-2018-17221	9/14/2020	BD18-17221 BLDG REIMB 115	323.54
				BD-2018-17441	9/14/2020	BD18-17441 BLDG REIMB 115	267.24
				BD-2018-16919	9/14/2020	BD18-16919 BLDG REIMB 116	264.24
				BD-2019-18979	9/14/2020	BD19-18979 BLDG REIMB 116	258.46
				BD-2019-18975	9/14/2020	BD19-18975 BLDG REIMB 116	258.46
				BD-2018-17222	9/14/2020	BD18-17222 BLDG REIMB 116	255.97
				BD-2019-18984	9/14/2020	BD19-18984 BLDG REIMB 462	252.82
				BD-2019-18974	9/14/2020	BD19-18974 BLDG REIMB 116	252.82
				BD-2018-17223	9/14/2020	BD18-17223 BLDG REIMB 116	247.41
				BD-2018-17220	9/14/2020	BD18-17220 BLDG REIMB 115	216.84
				BD-2019-18976	9/14/2020	BD19-18976 BLDG REIMB 116	191.96
				BD-2019-18983	9/14/2020	BD19-18983 BLDG REIMB 116	191.82
				BD-2018-17448	9/14/2020	BD18-17448 BLDG REIMB 116	187.11
				BD-2018-16921	9/14/2020	BD18-16921 BLDG REIMB 473	184.11
				BD-2018-17217	9/14/2020	BD18-17217 BLDG REIMB 115	174.99
				BD-2018-17444	9/14/2020	BD18-17444 BLDG REIMB 115	119.54
				BD-2018-17445	9/14/2020	BD18-17445 BLDG REIMB 115	116.62
				BD-2019-18987	9/14/2020	BD19-18987 BLDG REIMB 466	116.54
				BD-2019-18980	9/14/2020	BD19-18980 BLDG REIMB 116	116.54
				BD-2019-18977	9/14/2020	BD19-18977 BLDG REIMB 116	114.69
				BD-2018-17443	9/14/2020	BD18-17443 BLDG REIMB 115	114.69
				BD-2018-17219	9/14/2020	BD18-17219 BLDG REIMB 115	113.99
				BD-2018-17218	9/14/2020	BD18-17218 BLDG REIMB 115	113.99
				BD-2019-18986	9/14/2020	BD19-18986 BLDG REIMB 464	113.62
				BD-2018-16924	9/14/2020	BD18-16924 BLDG REIMB 476	113.62
				BD-2019-18982	9/14/2020	BD19-18982 BLDG REIMB 116	111.69
				BD-2018-16923	9/14/2020	BD18-16923 BLDG REIMB 475	111.69
				BD-2019-18978	9/14/2020	BD19-18978 BLDG REIMB 116	110.98
				BD-2018-17447	9/14/2020	BD18-17447 BLDG REIMB 116	110.98
				BD-2018-17442	9/14/2020	BD18-17442 BLDG REIMB 115	110.98
				BD-2018-16922	9/14/2020	BD18-16922 BLDG REIMB 474	107.98
				BD-2018-16920	9/14/2020	BD18-16920 BLDG REIMB 472	44.12

Bank : chase CHASE BANK

(Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
13981	9/17/2020	00881	BD-2018-17216	9/14/2020	BD18-17216 BLDG REIMB 116	38.71	6,589.26
			BD-2019-18981	9/14/2020	BD19-18981 BLDG REIMB 116	35.56	35.56
Voucher:		WILLIAM LYON HOMES					
Sub total for CHASE BANK:							1,797,091.81

28 checks in this report.

Grand Total All Checks: 1,797,091.81



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ACCOUNT ACTIVITY

Date of Transaction	Merchant Name or Transaction Description	\$ Amount
07/24	APPLE.COM/BILL 866-712-7753 CA Monthly Membership	9.99
07/26	Amazon Prime*MV21N98V2 Amzn.com/bill WA Monthly Membership	14.00
07/29	APPLE.COM/BILL 866-712-7753 CA Monthly Membership	2.99
08/02	ZOOM.US 888-799-9666 CA COVID-19 Monthly Membership	199.90
08/12	AMZN Mktp US*MF8FS2212 Amzn.com/bill WA Office Supplies	64.64
08/12	AMZN Mktp US*MF8PU7S30 Amzn.com/bill WA Office Supplies	11.84
08/13	BEST BUY 00007757 MIRA LOMA CA Office Supplies	86.18
08/20	SQ*CARDELLIS ITALIAN DEL Riverside CA Interviews	47.05
	TERRI ROLLINGS	
	TRANSACTIONS THIS CYCLE (CARD 4916) \$436.59	
08/10	Payment ThankYou Image Check	-6,462.35
07/22	CA TOXIC MAIN/US EPA FEE SACRAMENTO CA Annual Filing	7.50
08/07	AMZN Mktp US*MF5OH2KJ1 Amzn.com/bill WA Office Supplies	50.62
08/13	NORTHSHOREDOORPARTS 440-366-6112 OH staff gate remotes	117.86
	CONSUELO L CARDENAS	
	TRANSACTIONS THIS CYCLE (CARD 5666) \$6286.37- INCLUDING PAYMENTS RECEIVED	
07/22	BASS PRO ONLINE U.S. 800-227-7776 MO Staff Equipment	21.54
07/22	BASS PRO ONLINE U.S. 800-227-7776 MO Staff Equipment	86.16
07/25	AMZN Mktp US*MV7633WV1 Amzn.com/bill WA Staff Equipment	215.43
07/24	BASS PRO ONLINE U.S. 800-227-7776 MO Staff Equipment	64.62
07/29	CALIFORNIA BUILDING OF 916-457-1103 CA Training	295.00
07/29	CALIFORNIA BUILDING OF 916-457-1103 CA Training	280.00
	KEITH CLARKE	
	TRANSACTIONS THIS CYCLE (CARD 5035) \$962.75	

2020 Totals Year-to-Date

Total fees charged in 2020	\$0.00
Total interest charged in 2020	\$87.19

Year-to-date totals do not reflect any fee or interest refunds you may have received.

INTEREST CHARGES

Your Annual Percentage Rate (APR) is the annual interest rate on your account.

Balance Type	Annual Percentage Rate (APR)	Balance Subject To Interest Rate	Interest Charges
PURCHASES			
Purchases	13.24%(v)(d)	- 0 -	- 0 -
CASH ADVANCES			
Cash Advances	24.24%(v)(d)	- 0 -	- 0 -
BALANCE TRANSFERS			
Balance Transfer	13.24%(v)(d)	- 0 -	- 0 -

31 Days in Billing Period

(v) = Variable Rate

(d) = Daily Balance Method (including new transactions)

(a) = Average Daily Balance Method (including new transactions)

Please see Information About Your Account section for the Calculation of Balance Subject to Interest Rate, Annual Renewal Notice, How to Avoid Interest on Purchases, and other important information, as applicable.

CASH REQUIREMENTS**CASH REQUIRED FOR NEGOTIABLE CHECKS &/OR ELECTRONIC FUNDS TRANSFERS (EFT) FOR CHECK DATE 08/26/20: \$85,487.49**

IMPORTANT COVID-19 INFORMATION: If you filed IRS Form 7200, please notify your Paychex representative to avoid owing a balance at the end of the quarter and ensure your Form 941 is accurate.

TRANSACTION SUMMARY

SUMMARY BY TRANSACTION TYPE -	TOTAL ELECTRONIC FUNDS TRANSFER (EFT)	85,487.49
	CASH REQUIRED FOR NEGOTIABLE CHECKS &/OR EFT	85,487.49
	TOTAL REMAINING DEDUCTIONS / WITHHOLDINGS / LIABILITIES	13,806.37
	CASH REQUIRED FOR CHECK DATE 08/26/20	99,293.86

TRANSACTION DETAIL

ELECTRONIC FUNDS TRANSFER - Your financial institution will initiate transfer to Paychex at or after 12:01 A.M. on transaction date.

<u>TRANS. DATE</u>	<u>BANK NAME</u>	<u>ACCOUNT NUMBER</u>	<u>PRODUCT</u>	<u>DESCRIPTION</u>		BANK DRAFT AMOUNTS & OTHER TOTALS
08/25/20	JPMORGAN CHASE BANK,	xxxxx8176	Direct Deposit	Net Pay Allocations	67,975.66	67,975.66
				EFT FOR 08/25/20		67,975.66
08/26/20	JPMORGAN CHASE BANK,	xxxxx8176	Taxpay®	Employee Withholdings		
				Medicare	1,322.58	
				Fed Income Tax	9,435.29	
				CA Income Tax	4,363.90	
				CA Disability	835.99	
				Total Withholdings	15,957.76	
				Employer Liabilities		
				Medicare	1,322.59	
				CA Unemploy	226.66	
				CA Emp Train	4.82	
				Total Liabilities	1,554.07	17,511.83
				EFT FOR 08/26/20		17,511.83
				TOTAL EFT		85,487.49

REMAINING DEDUCTIONS / WITHHOLDINGS / LIABILITIES - Paychex does not remit these funds. You must ensure accurate and timely payment of applicable items.

<u>TRANS. DATE</u>	<u>BANK NAME</u>	<u>ACCOUNT NUMBER</u>	<u>PRODUCT</u>	<u>DESCRIPTION</u>		<u>TOTAL</u>
08/26/20	Refer to your records for account information		Payroll	Employee Deductions		
				401A Contributions	851.04	
				401a EE Pretax	4,298.45	
				457b EE Catch Up	400.00	
				457b EE Pretax	1,730.00	
				EE Pretax FSA	90.76	
				Med FSA EE Pretax	19.23	
				Total Deductions	7,389.48	

CASH REQUIREMENTS**CASH REQUIRED FOR NEGOTIABLE CHECKS &/OR ELECTRONIC FUNDS TRANSFERS (EFT) FOR CHECK DATE 09/04/20: \$3,230.47**

IMPORTANT COVID-19 INFORMATION: If you filed IRS Form 7200, please notify your Paychex representative to avoid owing a balance at the end of the quarter and ensure your Form 941 is accurate.

TRANSACTION SUMMARY**SUMMARY BY TRANSACTION TYPE -**

TOTAL ELECTRONIC FUNDS TRANSFER (EFT)	3,230.47
CASH REQUIRED FOR NEGOTIABLE CHECKS &/OR EFT	3,230.47
TOTAL REMAINING DEDUCTIONS / WITHHOLDINGS / LIABILITIES	4,349.89
CASH REQUIRED FOR CHECK DATE 09/04/20	7,580.36

TRANSACTION DETAIL

ELECTRONIC FUNDS TRANSFER - Your financial institution will initiate transfer to Paychex at or after 12:01 A.M. on transaction date.

<u>TRANS. DATE</u>	<u>BANK NAME</u>	<u>ACCOUNT NUMBER</u>	<u>PRODUCT</u>	<u>DESCRIPTION</u>		BANK DRAFT AMOUNTS & OTHER TOTALS
09/03/20	JPMORGAN CHASE BANK,	xxxxx8176	Direct Deposit	Net Pay Allocations	2,881.60	2,881.60
				EFT FOR 09/03/20		2,881.60
09/04/20	JPMORGAN CHASE BANK,	xxxxx8176	Taxpay®	Employee Withholdings		
				Medicare	97.76	
				Fed Income Tax	28.33	
				CA Disability	67.42	
				Total Withholdings	193.51	
				Employer Liabilities		
				Medicare	97.76	
				CA Unemploy	56.40	
				CA Emp Train	1.20	
				Total Liabilities	155.36	348.87
				EFT FOR 09/04/20		348.87
				TOTAL EFT		3,230.47

REMAINING DEDUCTIONS / WITHHOLDINGS / LIABILITIES - Paychex does not remit these funds. You must ensure accurate and timely payment of applicable items.

<u>TRANS. DATE</u>	<u>BANK NAME</u>	<u>ACCOUNT NUMBER</u>	<u>PRODUCT</u>	<u>DESCRIPTION</u>		<u>TOTAL</u>
09/04/20	Refer to your records for account Information		Payroll	Employee Deductions		
				457b EE Pretax	3,554.51	
				EE Post-Tax Other In	112.29	
				EE Pretax FSA	225.00	
				EE Pretax Other Ins	149.09	
				TO-PIA DEN EE PRE	84.00	
				Total Deductions	4,124.89	

CASH REQUIREMENTS**CASH REQUIRED FOR NEGOTIABLE CHECKS &/OR ELECTRONIC FUNDS TRANSFERS (EFT) FOR CHECK DATE 09/09/20: \$109,116.90**

IMPORTANT COVID-19 INFORMATION: If you filed IRS Form 7200, please notify your Paychex representative to avoid owing a balance at the end of the quarter and ensure your Form 941 is accurate.

TRANSACTION SUMMARY**SUMMARY BY TRANSACTION TYPE -**

TOTAL ELECTRONIC FUNDS TRANSFER (EFT)	109,116.90
CASH REQUIRED FOR NEGOTIABLE CHECKS &/OR EFT	109,116.90
TOTAL REMAINING DEDUCTIONS / WITHHOLDINGS / LIABILITIES	29,876.34
CASH REQUIRED FOR CHECK DATE 09/09/20	138,993.24

TRANSACTION DETAIL

ELECTRONIC FUNDS TRANSFER - Your financial institution will initiate transfer to Paychex *at or after 12:01 A.M.* on transaction date.

<u>TRANS. DATE</u>	<u>BANK NAME</u>	<u>ACCOUNT NUMBER</u>	<u>PRODUCT</u>	<u>DESCRIPTION</u>		BANK DRAFT AMOUNTS & OTHER TOTALS
09/08/20	JPMORGAN CHASE BANK,	xxxxx8176	Direct Deposit	Net Pay Allocations	84,050.20	84,050.20
				EFT FOR 09/08/20		84,050.20
09/09/20	JPMORGAN CHASE BANK,	xxxxx8176	Taxpay®	Employee Withholdings		
				Medicare	1,668.55	
				Fed Income Tax	13,945.36	
				CA Income Tax	6,582.01	
				CA Disability	1,060.54	
				Total Withholdings	23,256.46	
				Employer Liabilities		
				Medicare	1,668.54	
				CA Unemploy	138.75	
				CA Emp Train	2.95	
				Total Liabilities	1,810.24	25,066.70
				EFT FOR 09/09/20		25,066.70
				TOTAL EFT		109,116.90

REMAINING DEDUCTIONS / WITHHOLDINGS / LIABILITIES - Paychex does not remit these funds. You must ensure accurate and timely payment of applicable items.

<u>TRANS. DATE</u>	<u>BANK NAME</u>	<u>ACCOUNT NUMBER</u>	<u>PRODUCT</u>	<u>DESCRIPTION</u>		<u>TOTAL</u>
09/09/20	Refer to your records for account information		Payroll	Employee Deductions		
				401A Contributions	851.04	
				401a EE Pretax	4,498.92	
				457b EE Catch Up	400.00	
				457b EE Pretax	1,730.00	
				EE Post-Tax Other In	284.75	
				EE Pretax FSA	90.76	
				EE Pretax Other Ins	138.21	

ORDINANCE NO. 2020-12

**AN ORDINANCE OF THE CITY OF JURUPA VALLEY
AMENDING SECTION 7.50.010 OF THE JURUPA VALLEY
MUNICIPAL CODE RELATED TO UNDERGROUNDING
EXISTING AND NEW UTILITY LINES, AND
DETERMINING THAT THE PROPOSED MUNICIPAL
CODE AMENDMENT IS EXEMPT FROM CEQA**

**THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY DOES ORDAIN AS
FOLLOWS:**

Section 1. Amendment of Section 7.50.010 – Underground Utility Lines by Developer. Section 7.50.010 of the Jurupa Valley Municipal Code is hereby amended to read as follows:

**“SECTION 7.50.010
INSTALLATION REQUIREMENTS**

Section 7.50.010 Installation Requirements.

Section 7.50.010. Installation Requirements.

- A. All existing and new electrical power, telephone or other communication, street lighting, and cable television lines shall be placed underground. Through the process of undergrounding existing and new electrical power, telephone or other communication, street lighting, and cable television lines, the addition of poles is not allowed.
- B. The owner or land divider is responsible for complying with the requirements of this section and shall make necessary arrangements with the serving agencies for the installation of such facilities. Arrangements, including payment of all costs, for undergrounding utility lines as required by this section shall be made by the land divider or owner of the property to be developed.
- C. For the purposes of this section, appurtenances and associated equipment such as, but not limited to, surface mounted transformers, concealed ducts, and pedestal mount terminal boxes and meter cabinets may be placed above ground, subject to city guidelines for screening of such facilities. The undergrounding of existing utility lines shall include only those which are located:
 - (1) Within the boundaries of the property being developed; or
 - (2) Within the public right-of-way adjacent to the property and extending to the first existing utility pole beyond the property's boundaries.
- D. Undergrounding shall be completed:
 - (1) Prior to the inspection approval of related street improvements; or
 - (2) Prior to certificate of occupancy if no related street improvements are required.

Notwithstanding the foregoing, temporary power poles are permitted for the purpose of, and only during the duration of, construction. Temporary power poles and all appurtenances must be removed as a condition of receipt of a certificate of occupancy.

- E. The City Council may establish by resolution a fee that may be paid in lieu of undergrounding existing overhead utility lines. The in-lieu fee shall be paid to the city prior to the approval of the final subdivision map, or building permit, whichever occurs first. A developer may pay the fee in lieu of undergrounding existing utility lines in the following situations:
- (1) The length of utilities lines to be placed underground will be less than 300 feet and the utility lines have not been placed underground on any property abutting the subject property.
 - (2) Existing on-site utility lines also serve property under separate ownership.
 - (3) The City Engineer determines that undergrounding would not result in a net reduction of utility poles.
 - (4) The expansion of an existing building or buildings on a site if the proposed expansion does not increase the total gross floor area of the building or buildings by more than 100 percent. In such cases, the amount of the in-lieu fee to be paid shall be prorated based on the percentage increase in total gross floor area on the site.
 - (5) The demolition and reconstruction of all or part of an existing building or buildings on a site if the total gross floor area of the buildings on site will be increased by no more than 100 percent. In such cases, the amount of the in-lieu fee to be paid shall be prorated based on the percentage increase in total gross floor area on the site.
 - (6) The City Engineer determines that existing utility lines cannot be placed underground without severely disrupting existing improvements.
 - (7) The physical or legal character of existing utility easements will not allow utility lines to be placed underground.
- F. Underground lines shall not be required:
- (1) For any part of a land division as to which an existing overhead line is in a street or easement adjacent to the lot or lots to be served from the line or from one (1) or more additional lines on the same poles;
 - (2) In any land division or portion thereof where it is determined that, due to severe soil or topographical problems in the greater portion of the land, underground installation would be unreasonably costly and the use of overhead lines would not result in a negative impact to the public health, safety or welfare to other property in the vicinity;
 - (3) The construction of an accessory structure or accessory dwelling unit on a lot with an existing single-family residence, however, shall be installed underground to the new structure.

- (4) The expansion of an existing building or buildings on a site where the total gross floor area of the building or buildings will be increased by no more than 30 percent.
 - (5) The demolition and reconstruction of all or part of an existing building or buildings on a site where the total gross floor area of the buildings on site will be increased by no more than 30 percent.
 - (6) The reconstruction of an existing building damaged by fire, flood, earthquake or other cause over which the owner had no control.
 - (7) In any case in which there are electrical distribution lines over 34,500 volts or that are otherwise considered by the electric utility to be high voltage or a part of the electrical utility backbone.
- G. Any developer may request a waiver of all or a portion of the requirements of this section or appeal any determination made by city staff under this section. If a planning application is pending for the property, then the request for waiver or appeal shall be heard in conjunction with the planning application, provided all property owners within one thousand (1,000) feet of the property are mailed notice of the proposed action at least ten (10) days prior to the consideration. If a planning application is not pending for the property, then the waiver or appeal shall be made pursuant to the procedures in Section 2.05.050 and 2.05.060 of this Code, provided all property owners within one thousand (1,000) feet of the property are mailed notice of the proposed action at least ten (10) days prior to the consideration. A waiver may be granted if the reviewing body determines that: (1) the costs of undergrounding existing utility lines and/or paying the in lieu fee would present a financial burden upon the developer that is unfairly out of proportion to the customary and reasonable costs of constructing the development, as verified by the City Engineer; (2) the use of overhead facilities is not inconsistent with the goals and purposes of this Section; (3) granting the waiver would not otherwise result in a negative impact to the public health, safety or welfare; and (4) the developer is not receiving a special privilege not otherwise enjoyed by other property in the vicinity. An appeal may be granted if the reviewing body finds that any provision of this section was improperly applied to the developer.
- H. When arrangements are made with the serving agency, a letter stating that arrangements have been made for underground facilities and such other comments the agency may have regarding easements, utility locations, and other pertinent matters must be submitted by the agency to the City Engineer.
- I. Distribution lines must be underground when alignments parallel or cross scenic highways, natural scenic and historic sites, recreation areas, wildlife refuges, national and state monuments or other unique natural resources when it is deemed feasible.”
- J. Street lighting shall conform to the provisions and processing procedures as outlined in Section 22 of County Ordinance No. 461.”

Section 3. California Environmental Quality Act Findings for Determination of Exemption. The City Council of the City of Jurupa Valley hereby finds and determines that the proposed Ordinance is exempt from the requirements of the California Environmental Quality Act

(“CEQA”) pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility that the Ordinance may have a significant effect on the environment. The ordinance provides for the undergrounding of existing or potential utility lines service new or remodeled buildings. It does not increase densities or expand the areas for construction of structures. The Ordinance does not approve the construction nor cause the construction of any specific improvements at any particular location. The Ordinance establishes the manner in which utilities will be provided to the structures.

Section 4. Severability. If any sentence, clause or phrase of this Ordinance is for any reason held to be unconstitutional or otherwise invalid, such decision shall not affect the validity of the remaining provisions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each sentence, clause or phrase thereof irrespective of the fact that any one or more sentences, clauses or phrases be declared unconstitutional or otherwise invalid.

Section 5. Effect of Ordinance. This Ordinance is intended to supersede any ordinance or resolution of the County of Riverside adopted by reference by the City of Jurupa Valley in conflict with the terms of this Ordinance.

Section 6. Certification. The City Clerk of the City of Jurupa Valley shall certify to the passage and adoption of this Ordinance and shall cause the same to be published or posted in the manner required by law.

Section 7. Effective Date. This Ordinance shall take effect on the date provided in Government Code Section 36937.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Jurupa Valley on this 1st day of October 2020.

Anthony Kelly, Jr.
Mayor

ATTEST:

Victoria Wasko, CMC
City Clerk

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF JURUPA VALLEY)

I, Victoria Wasko, CMC, City Clerk of the City of Jurupa Valley, do hereby certify that the foregoing Ordinance No. 2020-12 was regularly introduced at a regular meeting of the City Council held on the 17th day of September 2020, and thereafter at a regular meeting held on the 1st day of October 2020, it was duly passed and adopted by the following vote of the City Council:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Jurupa Valley, California, this 1st day of October 2020.

Victoria Wasko, CMC
City Clerk

City of Jurupa Valley

STAFF REPORT

DATE: OCTOBER 1, 2020

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: ROD BUTLER, CITY MANAGER

BY: STEVE R. LORISO, P.E., CITY ENGINEER/DIRECTOR OF PUBLIC WORKS

SUBJECT: AGENDA ITEM NO. 14.D

AWARD PROFESSIONAL SERVICES AGREEMENT TO FALCON ENGINEERING SERVICES FOR CONSTRUCTION MANAGEMENT SERVICES FOR THE PEDLEY ROAD INTERSECTION IMPROVEMENTS, CIP PROJECT NO. 16-B.1

RECOMMENDATION

1. That the City Council approve an agreement with FALCON Engineering Services in the amount of \$121,300.66 for the Pedley Road Intersection Improvements (Agreement) for the work included in its proposal, and authorize the City Manager to execute the Agreement in substantially the form and format attached and in such final form as approved by the City Attorney.

BACKGROUND

On April 26, 2015, the City filed an application for Cycle 7 of the Highway Safety Improvement Program (HSIP), requesting federal funding for the Pedley Road Intersection Improvements Project. The City was subsequently awarded \$1,170,810 of federal HSIP funding. The improvements along Pedley Road from 60th Street to Jurupa Road involved the addition of shoulders and left turn lanes at seven (7) un-signalized intersections, storm drain modifications, addition of guardrail to the headwall abutments and signing and striping modifications. \$135,000 of federal funding was previously authorized for the design of the improvements.

In June of 2019 the project scope was modified and approved to remove the intersection of Jurupa Road which is being constructed by a separate City project.

At its meeting of June 18, 2020, the City Council approved the FY2020-2021 to FY 2024-2025 Capital Improvement Plan (CIP). The CIP included the Pedley Road Intersection Improvements Project. The City's design consultant subsequently completed final design

of the improvements. On July 24, 2020, the City released a Request for Proposals, in conformance with the Caltrans Local Assistance Procedures Manual, for construction management and inspection services.

ANALYSIS

On August 5, 2020, the City released Q&A set 1, which answered all questions received during the RFP process. On August 13, 2020, the City received four proposals:

- FALCON Engineering Services, Inc.
- PPM Group, Inc.
- TKE Engineering, Inc.
- Southstar Engineering

All proposals were reviewed by members of the Public Works staff in accordance with the selection process identified in the RFP. Upon staff review of the proposals, FALCON Engineering was ranked the most qualified firm for the project. The FALCON Engineering proposal also met the Disadvantaged Business Enterprise (DBE) goal set for the project of 19%. FALCON Engineering is itself a DBE resulting in 80% DBE participation.

OTHER INFORMATION

Previous Actions:

- March 1, 2018 – Awarded Professional Services Agreement to KOA for Design Services

FINANCIAL IMPACT

The FY 2020-2021 CIP Project Budget for the Pedley Road Intersection Improvements Project is \$1,234,603 and is funded by HSIP, Measure “A”, and DIF. This budget is sufficient to cover the contract as well as the staff time to administer the contract.

No General Fund monies are required for approval of this agreement.


ALTERNATIVES

1. Do not approve Agreement as recommended.
2. Provide alternate direction to staff.

Prepared by:


Chase Keys, P.E.
CIP Manager

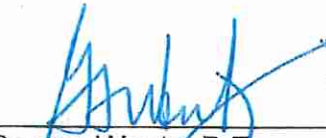
Reviewed by:


Steve R. Loriso, P.E.
City Engineer /Public Works Director

Reviewed by:


Connie Cardenas
Administrative Services Director


Reviewed by:


George Wentz, P.E.
Deputy City Manager

Approved as to form:


Peter Thorson
City Attorney

Submitted by:


Rod Butler
City Manager

Attachments:

A) Construction Management Agreement, Project No. 16-B.1

Attachment A

Construction Management Agreement, Project No. 16-B.1

**PROFESSIONAL SERVICES AGREEMENT BETWEEN CITY OF JURUPA
VALLEY AND FALCON ENGINEERING SERVICES, INC. FOR LOCAL
ASSISTANCE FEDERAL-AID PROJECT, PEDLEY ROAD INTERSECTION
IMPROVEMENTS (FEDERAL PROJECT NO. 5487(002))**

THIS AGREEMENT is made and effective as of October 1, 2020, between the City of Jurupa Valley (“LOCAL AGENCY”) and FALCON Engineering Services, Inc., a California Corporation (“CONSULTANT”). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

ARTICLE I INTRODUCTION

- A. This contract is between the following named, hereinafter referred to as, CONSULTANT and the following named, hereinafter referred to as, LOCAL AGENCY:

The name of the “CONSULTANT” is FALCON Engineering Services, incorporated in the State of California

The Project Manager for the “CONSULTANT” will be Wael Faqih

The name of the “LOCAL AGENCY” is as follows: City of Jurupa Valley, California.

The Contract Administrator for LOCAL AGENCY will be Rod Butler.

- B. The work to be performed under this contract is described in Article II entitled Statement of Work and the approved CONSULTANT’s Cost Proposal dated August 13, 2020. The approved CONSULTANT’s Cost Proposal is attached hereto as Attachment B and incorporated by reference (“Cost Proposal”). If there is any conflict between the Cost Proposal and this contract, this contract shall take precedence.
- C. CONSULTANT agrees to indemnify and hold harmless LOCAL AGENCY, its officers, agents, and employees from any and all claims, demands, costs, or liability arising from or connected with the services provided hereunder due to negligent acts, errors, or omissions or wrongful acts of CONSULTANT. CONSULTANT will reimburse LOCAL AGENCY for any expenditure, including reasonable attorney fees, incurred by LOCAL AGENCY in defending against claims ultimately determined to be due to negligent acts, errors, or omissions of CONSULTANT.
- D. CONSULTANT and the agents and employees of CONSULTANT, in the performance of this contract, shall act in an independent capacity and not as officers or employees or agents of LOCAL AGENCY.
- E. Without the prior written consent of LOCAL AGENCY, this contract is not assignable by CONSULTANT either in whole or in part.
- F. No alteration or variation of the terms of this contract shall be valid, unless made in writing and signed by the parties hereto; and no oral understanding or agreement not incorporated herein, shall be binding on any of the parties hereto.
- G. The consideration to be paid to CONSULTANT as provided herein, shall be in compensation for all of CONSULTANT’s expenses incurred in the performance hereof, including travel and per diem, unless otherwise expressly so provided.

ARTICLE II STATEMENT OF WORK

- A. Consultant Services. CONSULTANT shall perform the services and tasks described and set forth in Attachment A, Scope of Work, attached hereto and incorporated herein as though set forth in full ("Scope of Work"). CONSULTANT shall complete the tasks according to the schedule of performance, which is also set forth in the Scope of Work.

ARTICLE III CONSULTANT'S REPORTS OR MEETINGS

- A. CONSULTANT shall submit progress reports at least once a month. The report should be sufficiently detailed for the Contract Administrator to determine, if CONSULTANT is performing to expectations, or is on schedule; to provide communication of interim findings, and to sufficiently address any difficulties or special problems encountered, so remedies can be developed.
- B. CONSULTANT's Project Manager shall meet with LOCAL AGENCY's Contract Administrator, as needed, to discuss progress on the contract.

ARTICLE IV PERFORMANCE PERIOD

- A. This contract shall go into effect on October 1, 2020, contingent upon approval by LOCAL AGENCY, and CONSULTANT shall commence work after notification to proceed by LOCAL AGENCY'S Contract Administrator. The contract shall end on June 30, 2021, unless extended by contract amendment.
- B. CONSULTANT is advised that any recommendation for contract award is not binding on LOCAL AGENCY until the contract is fully executed and approved by LOCAL AGENCY.

ARTICLE V ALLOWABLE COSTS AND PAYMENTS

- A. The method of payment for this contract will be based on lump sum. The total lump sum price paid to CONSULTANT will include compensation for all work and deliverables, including travel and equipment described in Article II Statement of Work of this contract. No additional compensation will be paid to CONSULTANT, unless there is a change in the scope of the work or the scope of the project. In the instance of a change in the scope of work or scope of the project, adjustment to the total lump sum compensation will be negotiated between CONSULTANT and LOCAL AGENCY. Adjustment in the total lump sum compensation will not be effective until authorized by contract amendment and approved by LOCAL AGENCY.
- B. Progress payments may be made monthly in arrears based on the percentage of work completed by CONSULTANT. If CONSULTANT fails to submit the required deliverable items according to the schedule set forth in the Statement of Work, LOCAL AGENCY shall have the right to delay payment or terminate this Contract in accordance with the provisions of Article VI Termination.
- C. CONSULTANT shall not commence performance of work or services until this contract has been approved by LOCAL AGENCY and notification to proceed has been issued by LOCAL AGENCY'S Contract Administrator. No payment will be made prior to approval of any work, or for any work performed prior to approval of this contract.
- D. CONSULTANT will be reimbursed, as promptly as fiscal procedures will permit, upon receipt by LOCAL AGENCY'S Contract Administrator of itemized invoices in triplicate. Invoices shall be submitted no later than forty five (45) calendar days after the performance of work for which CONSULTANT is billing. Invoices shall detail the work performed on each milestone, on each project as applicable. Invoices shall follow the format stipulated for in the Cost Proposal and shall

reference this contract number and project title. Final invoice must contain the final cost and all credits due LOCAL AGENCY that include any equipment purchased under the provisions of Article XI Equipment Purchase of this contract. The final invoice should be submitted within sixty (60) calendar days after completion of CONSULTANT's work. Invoices shall be mailed to LOCAL AGENCY's Contract Administrator at the following address:

City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509
Attention: Rod Butler, Contract Administrator

- E. The total amount payable by LOCAL AGENCY shall not exceed one hundred twenty one thousand three hundred dollars and sixty six cents (\$121,300.66).

ARTICLE VI TERMINATION

- A. LOCAL AGENCY reserves the right to terminate this contract upon thirty (30) calendar days written notice to CONSULTANT with the reasons for termination stated in the notice.
- B. LOCAL AGENCY may terminate this contract with CONSULTANT should CONSULTANT fail to perform the covenants herein contained at the time and in the manner herein provided. In the event of such termination, LOCAL AGENCY may proceed with the work in any manner deemed proper by LOCAL AGENCY. If LOCAL AGENCY terminates this contract with CONSULTANT, LOCAL AGENCY shall pay CONSULTANT the sum due to CONSULTANT under this contract prior to termination, unless the cost of completion to LOCAL AGENCY exceeds the funds remaining in the contract. In which case the overage shall be deducted from any sum due CONSULTANT under this contract and the balance, if any, shall be paid to CONSULTANT upon demand.
- C. The maximum amount for which the LOCAL AGENCY shall be liable if this contract is terminated is the actual value of the work not billed up to a maximum of five thousand dollars (\$5,000).

ARTICLE VII COST PRINCIPLES AND ADMINISTRATIVE REQUIREMENTS

- A. CONSULTANT agrees that the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., shall be used to determine the cost allowability of individual items.
- B. CONSULTANT also agrees to comply with federal procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- C. Any costs for which payment has been made to CONSULTANT that are determined by subsequent audit to be unallowable under 49 CFR, Part 18 and 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., are subject to repayment by CONSULTANT to LOCAL AGENCY.

ARTICLE VIII RETENTION OF RECORDS/AUDIT

For the purpose of determining compliance with Public Contract Code 10115, et seq. and Title 21, California Code of Regulations, Chapter 21, Section 2500 et seq., when applicable and other matters connected with the performance of the contract pursuant to Government Code 8546.7; CONSULTANT, subconsultants, and LOCAL AGENCY shall maintain and make available for inspection all books,

documents, papers, accounting records, and other evidence pertaining to the performance of the contract, including but not limited to, the costs of administering the contract. All parties shall make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract. The state, State Auditor, LOCAL AGENCY, FHWA, or any duly authorized representative of the Federal Government shall have access to any books, records, and documents of CONSULTANT and its certified public accountants (CPA) work papers that are pertinent to the contract and indirect cost rates (ICR) for audit, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested.

ARTICLE IX AUDIT REVIEW PROCEDURES

- A. Any dispute concerning a question of fact arising under an interim or post audit of this contract that is not disposed of by agreement, shall be reviewed by LOCAL AGENCY'S Chief Financial Officer.
- B. Not later than 30 days after issuance of the final audit report, CONSULTANT may request a review by LOCAL AGENCY'S Chief Financial Officer of unresolved audit issues. The request for review will be submitted in writing.
- C. Neither the pendency of a dispute nor its consideration by LOCAL AGENCY will excuse CONSULTANT from full and timely performance, in accordance with the terms of this contract.

ARTICLE X SUBCONTRACTING

- A. Nothing contained in this contract or otherwise, shall create any contractual relation between LOCAL AGENCY and any subconsultant(s), and no subcontract shall relieve CONSULTANT of its responsibilities and obligations hereunder. CONSULTANT agrees to be as fully responsible to LOCAL AGENCY for the acts and omissions of its subconsultant(s) and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by CONSULTANT. CONSULTANT's obligation to pay its subconsultant(s) is an independent obligation from LOCAL AGENCY'S obligation to make payments to the CONSULTANT.
- B. CONSULTANT shall perform the work contemplated with resources available within its own organization and no portion of the work pertinent to this contract shall be subcontracted without written authorization by LOCAL AGENCY's Contract Administrator, except that, which is expressly identified in the Cost Proposal.
- C. CONSULTANT shall pay its subconsultants within ten (10) calendar days from receipt of each payment made to CONSULTANT by LOCAL AGENCY.
- D. All subcontracts entered into as a result of this contract shall contain all the provisions stipulated in this contract to be applicable to subconsultants.
- E. Any substitution of subconsultant(s) must be approved in writing by LOCAL AGENCY's Contract Administrator prior to the start of work by the subconsultant(s).

ARTICLE XI EQUIPMENT PURCHASE

- A. Prior authorization in writing, by LOCAL AGENCY's Contract Administrator shall be required before CONSULTANT enters into any unbudgeted purchase order, or subcontract exceeding \$5,000 for supplies, equipment, or CONSULTANT services. CONSULTANT shall provide an evaluation of the necessity or desirability of incurring such costs.
- B. For purchase of any item, service or consulting work not covered in CONSULTANT's Cost Proposal and exceeding \$5,000 prior authorization by LOCAL AGENCY's Contract Administrator;

three competitive quotations must be submitted with the request, or the absence of bidding must be adequately justified.

- C. Any equipment purchased as a result of this contract is subject to the following: “CONSULTANT shall maintain an inventory of all nonexpendable property. Nonexpendable property is defined as having a useful life of at least two years and an acquisition cost of \$5,000 or more. If the purchased equipment needs replacement and is sold or traded in, LOCAL AGENCY shall receive a proper refund or credit at the conclusion of the contract, or if the contract is terminated, CONSULTANT may either keep the equipment and credit LOCAL AGENCY in an amount equal to its fair market value, or sell such equipment at the best price obtainable at a public or private sale, in accordance with established LOCAL AGENCY procedures; and credit LOCAL AGENCY in an amount equal to the sales price. If CONSULTANT elects to keep the equipment, fair market value shall be determined at CONSULTANT’s expense, on the basis of a competent independent appraisal of such equipment. Appraisals shall be obtained from an appraiser mutually agreeable to by LOCAL AGENCY and CONSULTANT, if it is determined to sell the equipment, the terms and conditions of such sale must be approved in advance by LOCAL AGENCY.” 49 CFR, Part 18 requires a credit to Federal funds when participating equipment with a fair market value greater than \$5,000 is credited to the project.

ARTICLE XII STATE PREVAILING WAGE RATES

- A. CONSULTANT shall comply with the State of California’s General Prevailing Wage Rate requirements in accordance with California Labor Code, Section 1770 et seq., and all Federal, State, and local laws and ordinances applicable to the work.
- B. Any subcontract entered into as a result of this contract, if for more than \$25,000 for public works construction or more than \$15,000 for the alteration, demolition, repair, or maintenance of public works, shall contain all of the provisions of this Article, unless the awarding agency has an approved labor compliance program by the Director of Industrial Relations.
- C. When prevailing wages apply to the services described in the scope of work, transportation and subsistence costs shall be reimbursed at the minimum rates set by the Department of Industrial Relations (DIR) as outlined in the applicable Prevailing Wage Determination. See <http://www.dir.ca.gov>.

ARTICLE XIII CONFLICT OF INTEREST

- A. CONSULTANT shall disclose any financial, business, or other relationship with LOCAL AGENCY that may have an impact upon the outcome of this contract, or any ensuing LOCAL AGENCY construction project. CONSULTANT shall also list current clients who may have a financial interest in the outcome of this contract, or any ensuing LOCAL AGENCY construction project, which will follow.
- B. CONSULTANT hereby certifies that it does not now have, nor shall it acquire any financial or business interest that would conflict with the performance of services under this contract.
- C. CONSULTANT hereby certifies that neither CONSULTANT, its employees, nor any firm affiliated with CONSULTANT providing services on this project prepared the Plans, Specifications, and Estimate for any construction project included within this contract. An affiliated firm is one, which is subject to the control of the same persons through joint- ownership, or otherwise.
- D. CONSULTANT further certifies that neither CONSULTANT, nor any firm affiliated with CONSULTANT, will bid on any construction subcontracts included within the construction

contract. Additionally, CONSULTANT certifies that no person working under this contract is also employed by the construction contractor for any project included within this contract.

- E. Except for subconsultants whose services are limited to materials testing, no subconsultant who is providing service on this contract shall have provided services on the design of any project included within this contract.

ARTICLE XIV REBATES, KICKBACKS OR OTHER UNLAWFUL CONSIDERATION

CONSULTANT warrants that this contract was not obtained or secured through rebates kickbacks or other unlawful consideration, either promised or paid to any LOCAL AGENCY employee. For breach or violation of this warranty, LOCAL AGENCY shall have the right in its discretion; to terminate the contract without liability; to pay only for the value of the work actually performed; or to deduct from the contract price; or otherwise recover the full amount of such rebate, kickback or other unlawful consideration.

ARTICLE XV STATEMENT OF COMPLIANCE

- A. CONSULTANT's signature affixed herein, and dated, shall constitute a certification under penalty of perjury under the laws of the State of California that CONSULTANT has, unless exempt, complied with, the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Administrative Code, Section 8103.
- B. During the performance of this Contract, Consultant and its subconsultants shall not unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (e.g., cancer), age (over 40), marital status, and denial of family care leave. Consultant and subconsultants shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Consultant and subconsultants shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12990 (a-f) et seq.) and the applicable regulations promulgated there under (California Code of Regulations, Title 2, Section 7285 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Contract by reference and made a part hereof as if set forth in full. Consultant and its subconsultants shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other Agreement.
- C. The Consultant shall comply with regulations relative to Title VI (nondiscrimination in federally-assisted programs of the Department of Transportation – Title 49 Code of Federal Regulations, Part 21 - Effectuation of Title VI of the 1964 Civil Rights Act). Title VI provides that the recipients of federal assistance will implement and maintain a policy of nondiscrimination in which no person in the state of California shall, on the basis of race, color, national origin, religion, sex, age, disability, be excluded from participation in, denied the benefits of or subject to discrimination under any program or activity by the recipients of federal assistance or their assignees and successors in interest.
- D. The Consultant, with regard to the work performed by it during the Agreement shall act in accordance with Title VI. Specifically, the Consultant shall not discriminate on the basis of race, color, national origin, religion, sex, age, or disability in the selection and retention of Subconsultants, including procurement of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the

U.S. DOT's Regulations, including employment practices when the Agreement covers a program whose goal is employment.

ARTICLE XVI DEBARMENT AND SUSPENSION CERTIFICATION

- A. CONSULTANT's signature affixed herein, shall constitute a certification under penalty of perjury under the laws of the State of California, that CONSULTANT has complied with Title 2 CFR, Part 180, "OMB Guidelines to Agencies on Government wide Debarment and Suspension (nonprocurement)", which certifies that he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager, is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency; has not been suspended, debarred, voluntarily excluded, or determined ineligible by any federal agency within the past three (3) years; does not have a proposed debarment pending; and has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three (3) years. Any exceptions to this certification must be disclosed to LOCAL AGENCY.
- B. Exceptions will not necessarily result in denial of recommendation for award, but will be considered in determining CONSULTANT responsibility. Disclosures must indicate to whom exceptions apply, initiating agency, and dates of action.
- C. Exceptions to the Federal Government Excluded Parties List System maintained by the General Services Administration are to be determined by the Federal highway Administration.

ARTICLE XVII FUNDING REQUIREMENTS

- A. It is mutually understood between the parties that this contract may have been written before ascertaining the availability of funds or appropriation of funds, for the mutual benefit of both parties, in order to avoid program and fiscal delays that would occur if the contract were executed after that determination was made.
- B. This contract is valid and enforceable only, if sufficient funds are made available to LOCAL AGENCY for the purpose of this contract. In addition, this contract is subject to any additional restrictions, limitations, conditions, or any statute enacted by the Congress, State Legislature, or LOCAL AGENCY governing board that may affect the provisions, terms, or funding of this contract in any manner.
- C. It is mutually agreed that if sufficient funds are not appropriated, this contract may be amended to reflect any reduction in funds.
- D. LOCAL AGENCY has the option to void the contract under the 30-day termination clause pursuant to Article VI, or by mutual agreement to amend the contract to reflect any reduction of funds.

ARTICLE XVIII CHANGE IN TERMS

- A. This contract may be amended or modified only by mutual written agreement of the parties.
- B. CONSULTANT shall only commence work covered by an amendment after the amendment is executed and notification to proceed has been provided by LOCAL AGENCY's Contract Administrator.
- C. There shall be no change in CONSULTANT's Project Manager or members of the project team, as listed in the Cost Proposal, which is a part of this contract without prior written approval by LOCAL AGENCY's Contract Administrator.

ARTICLE XIX DISADVANTAGED BUSINESS ENTERPRISES (DBE) PARTICIPATION

- A. This contract is subject to 49 CFR, Part 26 entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs". Consultants who obtain DBE participation on this contract will assist Caltrans in meeting its federally mandated statewide overall DBE goal.
- B. The goal for DBE participation for this contract is nineteen percent (19%). Participation by DBE consultant or subconsultants shall be in accordance with information contained in the Consultant Proposal DBE Commitment (Exhibit 10-O1), or in the Consultant Contract DBE Information (Exhibit 10-O2) attached hereto and incorporated as part of the Contract. If a DBE subconsultant is unable to perform, CONSULTANT must make a good faith effort to replace him/her with another DBE subconsultant, if the goal is not otherwise met.
- C. DBEs and other small businesses, as defined in 49 CFR, Part 26 are encouraged to participate in the performance of contracts financed in whole or in part with federal funds. CONSULTANT or subconsultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. CONSULTANT shall carry out applicable requirements of 49 CFR, Part 26 in the award and administration of US DOT-assisted agreements. Failure by CONSULTANT to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as LOCAL AGENCY deems appropriate.
- D. Any subcontract entered into as a result of this contract shall contain all of the provisions of this section.
- E. A DBE firm may be terminated only with prior written approval from LOCAL AGENCY and only for the reasons specified in 49 CFR 26.53(f). Prior to requesting LOCAL AGENCY consent for the termination, CONSULTANT must meet the procedural requirements specified in 49 CFR 26.53(f).
- F. A DBE performs a Commercially Useful Function (CUF) when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a CUF, the DBE must also be responsible with respect to materials and supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself. To determine whether a DBE is performing a CUF, evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the, contract is commensurate with the work it is actually performing, and other relevant factors.
- G. A DBE does not perform a CUF if its role is limited to that of an extra participant in a transaction, contract, or project through which funds are passed in order to obtain the appearance of DBE participation. In determining whether a DBE is such an extra participant, examine similar transactions, particularly those in which DBEs do not participate.
- H. If a DBE does not perform or exercise responsibility for at least thirty percent (30%) of the total cost of its contract with its own work force, or the DBE subcontracts a greater portion of the work of the contract than would be expected on the basis of normal industry practice for the type of work involved, it will be presumed that it is not performing a CUF.
- I. CONSULTANT shall maintain records of materials purchased or supplied from all subcontracts entered into with certified DBEs. The records shall show the name and business address of each DBE or vendor and the total dollar amount actually paid each DBE or vendor, regardless of tier. The records shall show the date of payment and the total dollar figure paid to all firms. DBE prime

consultants shall also show the date of work performed by their own forces along with the corresponding dollar value of the work.

- J. Upon completion of the Contract, a summary of these records shall be prepared and submitted on the form entitled, "Final Report-Utilization of Disadvantaged Business Enterprise (DBE), First-Tier Subconsultants" CEM-2402F [Exhibit 17-F, of the LAPM], certified correct by CONSULTANT or CONSULTANT's authorized representative and shall be furnished to the Contract Administrator with the final invoice. Failure to provide the summary of DBE payments with the final invoice will result in twenty-five percent (25%) of the dollar value of the invoice being withheld from payment until the form is submitted. The amount will be returned to CONSULTANT when a satisfactory "Final Report-Utilization of Disadvantaged Business Enterprises (DBE), First-Tier Subconsultants" is submitted to the Contract Administrator.
- K. If a DBE subconsultant is decertified during the life of the contract, the decertified subconsultant shall notify CONSULTANT in writing with the date of decertification. If a subconsultant becomes a certified DBE during the life of the Contract, the subconsultant shall notify CONSULTANT in writing with the date of certification. Any changes should be reported to LOCAL AGENCY's Contract Administrator within 30 days.

ARTICLE XX CONTINGENT FEE

CONSULTANT warrants, by execution of this contract that no person or selling agency has been employed, or retained, to solicit or secure this contract upon an agreement or understanding, for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees, or bona fide established commercial or selling agencies maintained by CONSULTANT for the purpose of securing business. For breach or violation of this warranty, LOCAL AGENCY has the right to annul this contract without liability; pay only for the value of the work actually performed, or in its discretion to deduct from the contract price or consideration, or otherwise recover the full amount of such commission, percentage, brokerage, or contingent fee.

ARTICLE XXI DISPUTES

- A. Any dispute, other than audit, concerning a question of fact arising under this contract that is not disposed of by agreement shall be decided by a committee consisting of LOCAL AGENCY's Contract Administrator and Assistant City Manager, who may consider written or verbal information submitted by CONSULTANT.
- B. Not later than 30 days after completion of all work under the contract, CONSULTANT may request review by LOCAL AGENCY Governing Board of unresolved claims or disputes, other than audit. The request for review will be submitted in writing.
- C. Neither the pendency of a dispute, nor its consideration by the committee will excuse CONSULTANT from full and timely performance in accordance with the terms of this contract.

ARTICLE XXII INSPECTION OF WORK

CONSULTANT and any subconsultant shall permit LOCAL AGENCY, the state, and the FHWA if federal participating funds are used in this contract; to review and inspect the project activities and files at all reasonable times during the performance period of this contract including review and inspection on a daily basis.

ARTICLE XXI SAFETY

- A. CONSULTANT shall comply with OSHA regulations applicable to CONSULTANT regarding necessary safety equipment or procedures. CONSULTANT shall comply with safety instructions issued by LOCAL AGENCY Safety Officer and other LOCAL AGENCY representatives. CONSULTANT personnel shall wear hard hats and safety vests at all times while working on the construction project site.
- B. Pursuant to the authority contained in Section 591 of the Vehicle Code, LOCAL AGENCY has determined that such areas are within the limits of the project and are open to public traffic. CONSULTANT shall comply with all of the requirements set forth in Divisions 11, 12, 13, 14, and 15 of the Vehicle Code. CONSULTANT shall take all reasonably necessary precautions for safe operation of its vehicles and the protection of the traveling public from injury and damage from such vehicles.
- C. Any subcontract entered into as a result of this contract, shall contain all of the provisions of this Article.
- D. CONSULTANT must have a Division of Occupational Safety and Health (CAL-OSHA) permit(s), as outlined in California Labor Code Sections 6500 and 6705, prior to the initiation of any practices, work, method, operation, or process related to the construction or excavation of trenches which are five feet or deeper.

ARTICLE XXIV INSURANCE

- A. Prior to commencement of the work described herein, CONSULTANT shall furnish LOCAL AGENCY a Certificate of Insurance stating that there is general comprehensive liability insurance presently in effect for CONSULTANT with a combined single limit (CSL) of not less than one million dollars (\$1,000,000) per occurrence.
- B. The Certificate of Insurance will provide:
 - 1. That the insurer will not cancel the insured's coverage without 30 days prior written notice to LOCAL AGENCY.
 - 2. That LOCAL AGENCY, its officers, agents, employees, and servants are included as additional insureds, but only insofar as the operations under this contract are concerned.
 - 3. That LOCAL AGENCY will not be responsible for any premiums or assessments on the policy.
- C. CONSULTANT agrees that the bodily injury liability insurance herein provided for, shall be in effect at all times during the term of this contract. In the event said insurance coverage expires at any time or times during the term of this contract, CONSULTANT agrees to provide at least thirty (30) days prior notice to said expiration date; and a new Certificate of Insurance evidencing insurance coverage as provided for herein, for not less than either the remainder of the term of the contract, or for a period of not less than one (1) year. New Certificates of Insurance are subject to the approval of LOCAL AGENCY. In the event CONSULTANT fails to keep in effect at all times insurance coverage as herein provided, LOCAL AGENCY may, in addition to any other remedies it may have, terminate this contract upon occurrence of such event.

ARTICLE XXV OWNERSHIP OF DATA

- A. Upon completion of all work under this contract, ownership and title to all reports, documents, plans, specifications, and estimates produce as part of this contract will automatically be vested in LOCAL

AGENCY; and no further agreement will be necessary to transfer ownership to LOCAL AGENCY. CONSULTANT shall furnish LOCAL AGENCY all necessary copies of data needed to complete the review and approval process.

- B. It is understood and agreed that all calculations, drawings and specifications, whether in hard copy or machine-readable form, are intended for one-time use in the construction of the project for which this contract has been entered into.
- C. CONSULTANT is not liable for claims, liabilities, or losses arising out of, or connected with the modification, or misuse by LOCAL AGENCY of the machine-readable information and data provided by CONSULTANT under this contract; further, CONSULTANT is not liable for claims, liabilities, or losses arising out of, or connected with any use by LOCAL AGENCY of the project documentation on other projects for additions to this project, or for the completion of this project by others, except only such use as may be authorized in writing by CONSULTANT.
- D. Applicable patent rights provisions regarding rights to inventions shall be included in the contracts as appropriate (48 CFR 27, Subpart 27.3 - Patent Rights under Government Contracts for federal-aid contracts).
- E. LOCAL AGENCY may permit copyrighting reports or other agreement products. If copyrights are permitted; the agreement shall provide that the FHWA shall have the royalty-free nonexclusive and irrevocable right to reproduce, publish, or otherwise use; and to authorize others to use, the work for government purposes.

ARTICLE XXVI CLAIMS FILED BY LOCAL AGENCY'S CONSTRUCTION CONTRACTOR

- A. If claims are filed by LOCAL AGENCY's construction contractor relating to work performed by CONSULTANT's personnel, and additional information or assistance from CONSULTANT's personnel is required in order to evaluate or defend against such claims; CONSULTANT agrees to make its personnel available for consultation with LOCAL AGENCY'S construction contract administration and legal staff and for testimony, if necessary, at depositions and at trial or arbitration proceedings.
- B. CONSULTANT's personnel that LOCAL AGENCY considers essential to assist in defending against construction contractor claims will be made available on reasonable notice from LOCAL AGENCY. Consultation or testimony will be reimbursed at the same rates, including travel costs that are being paid for CONSULTANT's personnel services under this contract.
- C. Services of CONSULTANT's personnel in connection with LOCAL AGENCY's construction contractor claims will be performed pursuant to a written contract amendment, if necessary, extending the termination date of this contract in order to resolve the construction claims.

ARTICLE XXVII CONFIDENTIALITY OF DATA

- A. All financial, statistical, personal, technical, or other data and information relative to LOCAL AGENCY's operations, which are designated confidential by LOCAL AGENCY and made available to CONSULTANT in order to carry out this contract, shall be protected by CONSULTANT from unauthorized use and disclosure.
- B. Permission to disclose information on one occasion, or public hearing held by LOCAL AGENCY relating to the contract, shall not authorize CONSULTANT to further disclose such information, or disseminate the same on any other occasion.
- C. CONSULTANT shall not comment publicly to the press or any other media regarding the contract or LOCAL AGENCY's actions on the same, except to LOCAL AGENCY's staff, CONSULTANT's

own personnel involved in the performance of this contract, at public hearings or in response to questions from a Legislative committee.

- D. CONSULTANT shall not issue any news release or public relations item of any nature, whatsoever, regarding work performed or to be performed under this contract without prior review of the contents thereof by LOCAL AGENCY, and receipt of LOCAL AGENCY'S written permission.
- E. Any subcontract entered into as a result of this contract shall contain all of the provisions of this Article.
- F. All information related to the construction estimate is confidential, and shall not be disclosed by CONSULTANT to any entity other than LOCAL AGENCY.

ARTICLE XXVII NATIONAL LABOR RELATIONS BOARD CERTIFICATION

In accordance with Public Contract Code Section 10296, CONSULTANT hereby states under penalty of perjury that no more than one final unappealable finding of contempt of court by a federal court has been issued against CONSULTANT within the immediately preceding two-year period, because of CONSULTANT's failure to comply with an order of a federal court that orders CONSULTANT to comply with an order of the National Labor Relations Board.

ARTICLE XXIX EVALUATION OF CONSULTANT

CONSULTANT's performance will be evaluated by LOCAL AGENCY. A copy of the evaluation will be sent to CONSULTANT for comments. The evaluation together with the comments shall be retained as part of the contract record.

ARTICLE XXX RETENTION OF FUNDS

- A. Any subcontract entered into as a result of this Contract shall contain all of the provisions of this section.
- B. No retainage will be withheld by the Agency from progress payments due the prime consultant. Retainage by the prime consultant or subconsultants is prohibited, and no retainage will be held by the prime consultant from progress due subconsultants. Any violation of this provision shall subject the violating prime consultant or subconsultants to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the prime consultant or subconsultant in the event of a dispute involving late payment or nonpayment by the prime consultant or deficient subconsultant performance, or noncompliance by a subconsultant. This provision applies to both DBE and non-DBE prime consultants and subconsultants.

ARTICLE XXXI NOTIFICATION

All notices hereunder and communications regarding this contract or the interpretation of the terms of this contract or changes thereto, shall be effected by the mailing thereof by registered or certified mail, return receipt requested, postage prepaid, and addressed as follows, and such notice shall be effective three (3) business days following such deposit in the US Mail, whether or not signed for by the recipient:

CONSULTANT:

FALCON Engineering Services
341 Corporate Terrace Circle, Corona, CA 92879
Attention: Wael Faqih, Project Manager

LOCAL AGENCY:

City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509
Attention: Rod Butler, Contract Administrator

ARTICLE XXXII CONTRACT

The two parties to this contract, who are the before named CONSULTANT and the before named LOCAL AGENCY, hereby agree that this contract constitutes the entire agreement which is made and concluded in duplicate between the two parties. Both of these parties for and in consideration of the payments to be made, conditions mentioned, and work to be performed; each agree to diligently perform in accordance with the terms and conditions of this contract as evidenced by the signatures below.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed the day and year first above written.

CITY OF JURUPA VALLEY

Anthony Kelly, Jr., Mayor

ATTEST:

Victoria Wasko, CMC
City Clerk

APPROVED AS TO FORM

Peter M. Thorson
City Attorney

CONSULTANT

By: _____
Name: _____
Title: _____

By: _____
Name: _____
Title: _____

**[SIGNATURES OF TWO CORPORATE OFFICERS OR CORPORATE AUTHORITY
RESOLUTION REQUIRED]**

ATTACHMENT A

SCOPE OF WORK

Project Approach / Work Plan

FALCON understands this project is to improve roadway safety by adding left-turn lanes to six unsignalized intersections along Pedley Road, with all work taking place within the existing right-of-way. The scope of work entails **modifying storm drain undercrossing by relocating headwalls away from travel lanes and adding guardrails at the headwall abutments, pavement widening, shoulder improvements, and signing and striping.**



FALCON team has successfully completed numerous similar projects for various local, state, and federal agencies. *FALCON has gained tremendous experience while working on projects with single or multiple funding sources (local-measures, state, and federal).*

Project Understanding:

FALCON team reviewed the plans and conducted a thorough field review and gained a tremendous understanding of the existing conditions, need for safety improvements by enhancing safety conditions at all these six intersections along Pedley Road. Following are the major elements of the safety improvements:

- Pedley- 60th Street Improvement between Sta. 17+50 to Sta. 23+38.
- Pedley - 58th Street Improvement between Sta. 29+74 to Sta. 38+09.
- Pedley - 56th Street Improvement between Sta. 42+90 to Sta. 64+38. This includes intersections at Chifney Lane and 54th Street.
- Pedley - Kim Lane Improvement between Sta. 69+08 to Sta 77+65.
- Drainage improvement includes extending the existing drainage system to the east & west to accommodate Pedley Road widening and reconstruct headwalls at the new location with the placement of light riprap at both locations @ Sta. 74+93 (North of Kim Lane Intersection) "Location-1" to extend the existing drainage system on both sides and 1x 30" drainage pipe extension on the west side.
- Extend the existing drainage system "Location-2" Sta. 82+38 3x30" dia. CMP on both sides and relocate headwalls and place riprap on both sides of Pedley Road at that location.

A recent list of projects includes:

- **I-15/Limonite Interchange**
- I-15/SR-79 South Interchange
- I-10/Citrus and Cherry Interchanges
- Magnolia Avenue Grade Separation
- I-215/Van Buren Interchange
- I-215/Central Widening
- SR-60/Nason & Moreno Beach Interchanges
- On-Call City of Moreno Valley
- On-Call Riverside County Transportation Dept.

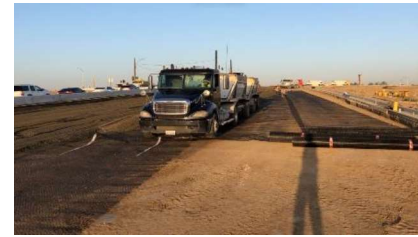


Existing Site Conditions:

- Existing Pedley Road consists of pavement 18'-24' asphalt concrete (AC) pavement throughout the entire length of the limits with signs of significant pavement fatigue & deterioration at various locations. Strongly recommend "Grind & Overlay" or Slurry Seal Coat the existing pavement to seal all cracks and extend its lifetime another ~5-10 years "should there be budget availability".
- No visible sidewalks or pedestrian room on either side. We spotted multiple pedestrians walking on both sides of the road during our site investigation.
- Presence of large trees, branches, shrubs & vegetation in the way of proposed widening areas on both sides of Pedley Road. Tree removal, trimming, and shrubs/vegetation removal may be needed.

Proposed Widening/Improvements:

- Areas designated above six intersection locations; widen Pedley Road by constructing 6" AC pavement on top of 8" Class-II Aggregate Base on top of 95% compacted native soil. New widened, section 2'-9' on the west side and 2'-17' on the east side.
- In addition, widen Pedley Road at the above-mentioned limits by 2'-15' on the east side and 2'-23' on the west side between Sta. 73+75 to Sta. 75+72 and between Sta. 81+74 to Sta 83+24 by constructing 6" AC pavement on top of 8" Class-II Aggregate Base and 95% compacted native soil.
- Construct drainage improvement at 2 major locations (Location-1 & 2) (see above location/limits) by extending existing 30" & 36" CMP's and constructing new headwalls and placing light riprap.
- Grind & Overlay AC at various designated locations and widening tie ins along Pedley Road alignment with 2' x 1.5" grind & overlay.
- Construct 6" at various locations, as shown on the plans.
- Construct striping along the Pedley Road alignment between above limits and all six intersections
- Install signage along the full Pedley Road alignment, as shown on the plans.
- Adjust existing utility manholes to grade by contractor/utility owner "as applicable."
- Relocate designated utilities "shown on the plans" conflicting with new improvements by Contractor/utility owner as applicable & as shown on the plans.
- Improvement work will require extensive partial lane closure while the majority of widening will be outside travel areas, except when restriping and performing grind & overlay the tie in areas.
- Tree removal/trimming and clear & grubbing operation may require some traffic control & temporary/partial lane closure during the removal operation.
- Potholing and identifying the location of existing utilities and ensuring that the Contractor protects in-place/performs relocation as appropriate or coordinate with the utility owner to perform relocation in a timely manner.
- Ensure that all notifications are provided in a timely manner and per the contract documents requirements.
- Working closely with all City services, emergency services, schools, residents, and the traveling public to ensure they suffer no impact or minimal "if absolutely necessary" and ensure all advance notifications are timely, clear, and concise.



Challenges & Opportunities:

- Pedley Road widening takes place on the outside (both sides) of the street right in front of numerous homes/ driveways. Residents need their access/driveways 24/7
- Mail delivery (Monday through Saturday). Access required at all times.
- Deliveries
- City Emergency Services requires full access 24/7

We strongly believe that this project can be completed in ~48 Working Days if prosecuted expeditiously by the contractor. Our proposed CM Team are excellent at ensuring the quick turning around all submittal reviews in few days instead of weeks.

Our work plan has special consideration to alleviate the potential impact to these residents as follows:

- Very proactive Public Relations/Outreach campaign with all affected residents, providing mailers, pamphlets, website, 800 hotlines explaining all work, schedule, and all needed details.
- Provide uninterrupted access to all residents by staging work in portions whereby access is provided at all times. Or perform some of the work in a quick night shift with the consent of these residents

- Proposed schedule shortening to 48-Working days instead of 60-Working Days (refer to schedule for details)
- Improvement work must remain continuous, expeditious, and timely with minimal impact on the residents. This is doable since the various work activities are linear and can be controlled easily.
- Our RE & Inspector will be in contact with affected residents every morning and ensure that all residents know and on board with any closures to expedite work in a timely manner.

FALCON team has recently completed several projects with similar scope/features (Local street improvements, drainage improvement, enhance safety, utility relocations, upgrade intersections, striping & signage, trenching & shoring, street partial closures & traffic control, detours, installing manholes, vaults, pull boxes, relocating overhead power and communication lines to underground services, provide house connections services, and reinstating AC/PCC pavement, concrete sidewalks, curb & gutter, stamped concrete sidewalks, ADA sidewalks & pedestrian ramps, driveways, etc.). All projects were completed within budget, ahead of schedule, minimal interruptions, and inconvenience to traveling public, residents, businesses, and other City & emergency services.

FALCON recommends the implementation of a weekly/monthly Quality Assurance and Technical Update (QA/TU) meeting with the City Project Manager. This QA/TU meeting has been successfully implemented on many projects, and not only verifies the quality of consultant engineering services being provided but serves to keep all consultant staff up to date with the latest required City policies and procedures. **FALCON's Construction Manager/Resident Engineer and Inspectors are a dedicated group of professionals who will carry their duties as directed by City of Jurupa Valley's Project Manager, and in accordance with the contract plans/specifications/and CT-LAPM, City's QAP, Federal and other standards, all applicable rules, regulations, standards, and requirements.**

Methodology and Work Plan

Demonstrated Competence & Efficiency - FALCON will provide the following standard services for the City of Jurupa Valley during various stages of the project.

PRE-CONSTRUCTION			
Activity	Description	Deliverables	Team Past Experience
Constructability Review of Plans & Specifications	Review for constructability, bidability, and perform value engineering. Perform independent quantity takeoff & cost for construction cost.	Constructability Construction Cost	Wael, Juan, Salvador, Nick, Zaid
Traffic Management Plan	Analyze Project Traffic Management Plan	Review and Analyze plan	Wael, Juan, Salvador
Project Staging Plans	Review Project Staging Plans and propose revisions as necessary for construction	Conformance to City, Caltrans & Permit	Wael, Juan, Salvador
Pre-construction Meetings	Arrange a pre-construction meeting with agencies, Contractor, and City, RCTD & Fire Dept., Jurupa USD, RTA, SCE, Charter, Verizon, utility companies, Riverside County Flood Control & Water Conservation District, and design engineer. Review contract admin items.	Meeting agenda and minutes	Wael, Juan, Salvador Zaid
Construction Management Oversight Caltrans (LAPM)	Review staging plans for conformance with Caltrans Manuals, Guidelines, MUTCD, ADA Guidelines, Cal OSHA Safety Orders, and SWPPPP & PMP Manuals.	Review, comply and implement with LAPM	Wael, Juan, Salvador, Nick, Zaid
DURING CONSTRUCTION			
Activity	Description	Deliverables	Team Experience
Pre-construction Conferences	Conduct weekly meetings to discuss baseline schedule, change orders, new issues, submittal status, RFI's, safety, deficiencies, (QAP) Quality Assurance Program, and DBE requirements	Meeting agenda and minutes	Wael, Juan, Salvador, Nick
Communication and Correspondence	Communication flow chart. Maintain a log of non-compliant work items.	Written Log	Wael, Juan, Sal, Nick

DURING CONSTRUCTION			
Activity	Description	Deliverables	Team Experience
Process Submittals	Review and track all submittals for completeness & constructability.	Submittal Approval Log	Juan, Nick
Contract Change Orders	Review CCO's proposed by the Contractor. Recommend needed CCO's. Track cash flow for CCO's.	Log Potential and Issued CCO's	Wael, Juan, Nick
Monthly Progress Reports	Monthly progress report.	Monthly review schedule updates	Wael, Juan, Nick
Project Schedule	Review contractor's baseline, monthly, & "look-ahead" submittals. Notify all parties of deviations from the schedule.	Project schedules, correspondence	Wael, Juan, Mohammad
Utility Coordination and Relocation	Meet with all utility companies responsible for relocating their lines and equipment.	Meeting agenda and minutes	Wael, Juan, Salvador
Weekly Progress & Schedule Meetings	Conduct weekly meetings to discuss schedule, change orders, new issues, submittal status, RFI's, safety, deficiencies, etc.	Meeting agenda and minutes	Wael, Juan, Mohammad, Nick
Project Documentation	Maintain filing system in accordance with Caltrans LAPM for project documentation.	Electronic files, Project files/logs	Wael, Juan, Salvador, Nick
Progress Payments	Review contractor's payment requests, verify completed quantities.	Certified Pay Request	Wael, Juan, Nick
Safety	Review, monitor, document, and enforce contractor safety procedures for compliance with laws and regulations.	Conduct regular safety/tailgate meetings	Juan, Salvador, Nick
Community Outreach	Respond to citizens and business owner's concerns. Provide updates using communication task force, website, sound media, flyers, and Town Hall Meetings.	Minimize complaints	Juan, Salvador
Traffic Control/Signal	Monitor, review, and provide recommendations for modifications to traffic.	Prepare signal timing chart	Juan, Salvador
SWPPP	Assist with review, approval, and monitoring of the Contractor's SWPPP.	SWPPP Monitor Reports	Juan, Salvador, Dion
Material Testing & Source Inspection	Perform material testing, review Geotechnical reports & Source Inspection.	Testing results	Converse
QAP/Inspection	Inspect work to ensure compliance with contract documents. Reject unacceptable work using Deficiency Log. Observe the work of special inspectors when required.	Daily Inspection Reports/Deficiency Logs	Juan, Salvador, Inspection Staff
Permits Easement Utility relocations	Continuation of pre-construction activities. Assist in coordination and scheduling of utility work.	Permits/ Easements Relocated Utilities	Juan, Salvador, Nick
Progress Photos	Continue taking pictures to document the Contractor's progress and any problems.	Pictures, labeled with a log	Juan, Salvador, Naim
Landscape/ Hardscape	Registered Landscape Architect provides onsite inspection and provides decisions for planting and irrigation.	Accurate documentation	Juan, Salvador, Naim
Survey Support	Monitor survey requirements (As Needed).	Provide Quality Assurance	Juan, Bill
Daily Inspection Reports	Document contractor's daily operations and provide daily diaries.	Daily Reports, field measurements	Juan, Salvador, Nick
CHP-COZEEP & Caltrans Closure Coordination	Review, Contractor's lane closure request, obtains CT closure approval, COZEEP & CHP coordination. Agreement/Contract with CHPs.	Coordinate with CT & CHP	Juan, Salvador, Nick
POST CONSTRUCTION			
Activity	Description	Deliverables	Team Experience
Final Inspection Punch List	Conduct a final inspection/walk-through, including maintenance & service personnel—issue preliminary and final punch list. Coordinate with the City of Jurupa Valley and Caltrans.	Final Inspection Punch List	Wael, Juan, Salvador, Nick
"As-Built" Drawings	Review Contractor's red line drawings, submit to the designer.	"As-Built" Drawings	Juan, Salvador, Nick

POST CONSTRUCTION			
Activity	Description	Deliverables	Team Experience
Contract Closeout Final Pay Request Cert. of Completion	Process the Contractor's final payment request, issue a Certificate of Completion, obtain applicable permits, and a Project Final Report.	Final Pay Request Cert. of Completion	Wael, Juan, Salvador, Nick
Audit Support Dispute Resolution	Aid in any future audits and resolve any outstanding disputes.	Audit Support Dispute Resolution	Wael, Juan, Salvador
Project Files	Deliver all project files, including photographs.	Project files / e-files	Wael, Juan, Salvador, Nick



PROJECT MANAGEMENT (Quality Control/Schedule Control)

Knowledgeable planning of anticipated activities and experienced handling of unanticipated events are essential for a successful project. We consider effective project management to be the difference between a successful project and an unsuccessful one. Well managed projects ensure there are no surprises near the end of those projects. Six essential elements of effective project management include:

1. **Cost Control**
2. **Schedule Control**
3. **Quality Control**
4. **Document Control**
5. **Change Management**
6. **Risk Management**



As such, we begin all new projects with the preparation of the Project Work Plan. This living document defines the conditions and criteria under which the project will be developed, and products delivered. This document is then used as the Agenda for a Set Expectations or Kick-off Meeting organized by our Construction Manager/Resident Engineer and attended by the City. The areas of project administration, design criteria, schedule, and budget are addressed in detail to establish clear expectations and lines of communication throughout the project. This document is updated continuously and is reviewed by the City at the beginning of each major phase of the project.

Communication of criteria, decisions, expectations, and responsibilities is essential on two levels – between the City and FALCON team's Construction Manager(s), and between the FALCON Construction Manager/Resident Engineer acting on behalf of the City and the rest of the project development team (PDT). We will utilize PDT and trend meetings to track the overall progress of the project and facilitate the flow of information between the City and

Magnolia Avenue Grade Separation original baseline schedule was reduced by ~6 months because of FALCON's constructability review (18 months from 24 months). Closing Magnolia Avenue helped the contractor revise his construction/ staging strategy significantly. The baseline schedule was re-evaluated and revised, reducing the construction duration by another three months. This allowed the contractor more access and higher production rates than anticipated. Local businesses were provided with uninterrupted vehicular/pedestrian access. Additionally, the County assisted all businesses in advertising their businesses along with the detours/approaches and local press.

the project team. PDT meetings are intended for the entire project team, including external entities, while the trend meetings are internal to the City staff, Consultant Construction Manager/Resident Engineer(s), and the design consultants. Agendas, minutes showing action items, submittal logs, and data request logs – all part of the Project Work Plan – will be utilized in the meetings to maximize their effectiveness.

Project Management Approach

Construction Manager/Resident Engineer Role and Responsibilities:

The FALCON team's Construction Manager (CM)/Resident Engineer (RE) will serve as our single point of contact for the City. In this capacity, the CM/RE will be responsible for:

- Serving as primary contact with the City and other agencies, as required, to meet project needs.
- Managing the FALCON team and to commit resources to meet project requirements.
- Ensuring that the contractual requirements are fulfilled.
- Establishing clear lines of communication both within the project team and externally with other agencies and stakeholders within the authority/role assigned by the City.
- Managing an effective project work plan and schedule.

On the I-15/SR-79 Interchange, due to the vicinity of Temecula Downtown, Hospitals, Casino, other business, and residential areas, the project team developed a project website in which the public notification of every aspect of the project was notified. Every Friday, public notification was delivered informing closures of I-15 and city streets. This notification included a closures map and detours to use. The Project was completed on schedule. CCOs are 5% of the project cost. No major accident or injuries happened during the construction of the project.

Effective Communication

The effectiveness of our communication with the City and all project participants is crucial to the success of City's projects. We are dedicated to fostering a productive communication process and to providing proactive issue resolution, working with the City as an extension of City staff.

Coordination Meetings

For successful delivery of projects, our team anticipates various meetings, including:

- "Set Expectations" or Kick-off Meeting
- Regular Project Delivery Team (PDT) Meetings – usually monthly
- Trend Meetings with City Staff
- External Agency Meetings including resource and permitting agencies
- As-needed Technical Focus Meetings
- Utility Coordination Meetings

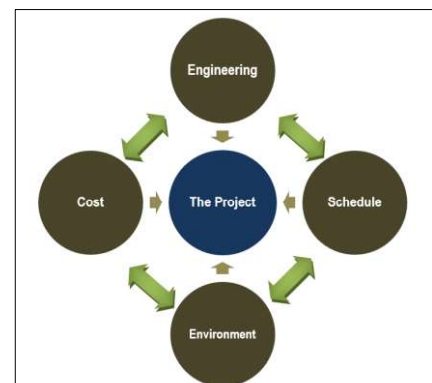
Meeting Agenda and Minutes

Our CM/RE will prepare meeting agendas that will cover items relevant to the meeting, review assignments and progress, and identify issues for resolution. Minutes will be prepared for each meeting and submitted a draft within one week following the meeting. The minutes will reflect the meeting's discussions and specify action items along with responsible parties. The minutes will be finalized and filed upon receipt of comments on the draft minutes by meeting attendees, but no later than one week.

Issue Resolution

Being proactive is necessary for addressing issues and comments as they arise – or the ability to anticipate them before they occur. Some useful techniques include:

- Develop a uniquely numbered action items list from each meeting and track the items through resolution.
- Conduct workshop meetings before submittal milestones to review the product and receive feedback from the stakeholders, as well as allow the stakeholders to familiarize themselves with the submittal package.
- Develop a comment response matrix to track comments through to closeout.
- Meet as necessary to ensure agreement on comment resolution before submittal.



Cost Estimates and Project Schedules

Similar to QA/QC, there are two distinct elements of cost estimates and schedules expected for FALCON Construction Manager(s):

1. Overall project cost estimates by phases such as engineering, right-of-way, and construction and milestone schedules developed by FALCON acting on behalf of the City. These estimates and schedules will have sufficient detail but will be of a higher level.
2. Detailed project cost estimates and schedules developed and submitted by City's design consultants. FALCON will review, comment, and assist in maintaining an accurate representation of this detailed status of various projects.

On the RCTD: Clinton Keith Extension project, FALCON Structures Representatives immediately communicated this issue with the County, designer, and the geotechnical engineer was able to have the designer re-evaluate the CIDH pile depth at both abutments and bents this eliminating significant potential delay and a considerable cost for idle equipment saving the County potential ~\$10,000 /day claims.

Project schedules will be updated periodically to track progress and to take proactive corrective measures if needed. Critical path items will be monitored routinely for schedule impact. The cost to complete will also be tracked to accurately evaluate the financial health of the project and take corrective measures if needed.

Project Accounting

Work consists of monitoring the project progress, investigating variances, approving expenses, and ensuring that project billings are issued for client approval and processing. This again is expected to be on two different levels:

1. Invoicing and progress reports submitted by FALCON for our team's scope of work.
2. Review and recommendation for approval of design consultants' invoices and progress report if included by the City in our scope of work.

Our invoicing and progress reports will comply with the City requirements. The Construction Manager will review all timesheets and expense reports. This allows us to monitor internal hours and expenses charged to the projects. Sub-consultant invoices will be reviewed and approved by the Construction Manager. FALCON accounting is expected to be simple as the individual(s) will be working at the City with time charged to assigned projects. Design Consultants' invoices are expected to include Earned Value Analysis to enable the City Engineer/Project Manager to monitor the status of both schedule and budget actively and also include status summaries showing the estimated percentage of completion, a summary of accomplishments during the reporting period and a list of planned activities for the next reporting period.



Presentations to City Staff, the Public, and other Stakeholders

As requested by the City, the FALCON team will assist in the preparation of presentations, provide relevant project content, and if the City so desires, to make the actual presentations in front of City Council, the public, or various stakeholders.

Change and Risk Management

Effective Construction Managers can control risk. And while some level of change is inevitable in any project, too much and unnecessary changes, which often result in scope creep can be managed. Scope creep itself is a risk to be included in a risk management plan. FALCON will identify potential risks and possible solutions, tabulate them, and monitor them regularly.

Capital improvement projects tend to be complicated with various elements feeding into the project and each other, and more importantly, improving and getting revised by each other. However, the trend needs to follow a sequential path from start to finish and not just remain in a loop. These elements of the project fall into one single category of critical issues – *the process*. The FALCON team Construction Managers are skillful in controlling this circular pattern and incrementally narrowing it down to a solution. Some general considerations include:

Balancing the Key Factors

The inability to balance cost, schedule, and technical considerations is also a risk that must be managed. FALCON team will work cohesively among themselves and with the City and its design consultants to achieve the needed balance to deliver successful projects done right. A clear understanding of how the process works is the key to manage change and risk toward successful project delivery. Our Construction Managers have that clear understanding and will be an asset to the City of Jurupa Valley in delivering its much-needed projects to the community.

DOCUMENTING DAILY OPERATIONS AND DIARIES

FALCON Construction Management team is comprised of Inspectors that are highly experienced with compiling daily diaries of all field activities, which are concise, factual, and detailed. The diaries are supported with pictures of existing field conditions, specific reference to various activities and bid items and detailed descriptions and field measurements of completed work, detailed description of an Extra Work "Contract Change Orders" where a special Force Account Report is signed by the Contractor's Representative and our Inspectors. Our Inspectors are very thorough and deliberate in detailing actual activities, discussions, and facts "without expressing opinions" their diaries have withstood lots of challenges during final negotiations and always came out on top in favor of the Owner.

FALCON managed a similar project "SR-91/Van Buren IC" for the City of Riverside with a 2-stage bridge replacement, grade differential, new ramp alignment, loop on-ramps and numerous retaining walls, including heavy traffic on SR-91 and Van Buren Blvd. The original schedule was 22Months, and the FALCON team was able to reduce construction duration to 14Months completing the project and opened to traffic on-time. Early completion was done through minor adjustments to staging plans (no design changes) and ability to expedite construction of loop on-ramp with a special dedicated falsework opening. FALCON team promoted the project to many reputable contractors/capable contractors with excellent local knowledge, cooperation with CT-OS and City's staff.

Our internal QA/QC process is simple and does not require additional time demands from the City. Juan Rojas (Construction Manager/Resident Engineer) will review all daily diaries, correspondences daily and ensure all documents are accurate and dealt with promptly (letters, RFI's, submittals, e-mails, communications with all stakeholders), No issues will be left unaddressed. The City will be copied on all correspondences and kept up to date with all matters without overloading the City Project Manager with unnecessary paperwork. Wael will transmit his daily diary to the City Project Manager daily and copy him on all relevant & important e-mails/correspondences, the weekly newsletter, Weekly Statement of Working Days, and monthly reports. **FALCON Team members are familiar with the City and Caltrans Construction Manual and LAPM chapters 15, 16, and 17 that details specific filing systems' Caltrans Construction Manual documentations" during the pre-construction, construction, and closeout phases.**



TRAFFIC CONTROL

Our team has considerable experience with all types of traffic control processes, including City streets, and Caltrans right-of-way, night closures, and traffic control, full and partial freeway & local streets closures. The Inspectors will work closely with the City, in performing street closures and provide uninterrupted access to residents and businesses. No closure shall be allowed without an approved Closure and Traffic Control Plan per the contract.

Our team members are also familiar with the traffic control standards in the Work Area Traffic Control Handbook (WATCH) manual and the Manual of Uniform Traffic Control Devices (MUTCD).



CHANGE ORDERS AND CLAIMS

Our Construction Manager/Resident Engineer Juan Rojas and the Inspection staff bring a detailed understanding of the City and Caltrans-LAPM processes for administering Contract Change Orders. He will work closely under the direction of City's Project Manager with the Contractor to verify that change orders are evaluated, negotiated, accepted by the City's Project Manager, and processed and executed promptly per the contract documents and procedures. He will verify that City's Project Manager has all the information needed to make the right determination including **accurate and detailed information and cost analysis, extra work reports with matching daily diaries, field measurements, photos, certificate of compliance, certified payrolls, supporting RFI's, correspondences, letters, design changes, and any other relevant information. If any claims do arise, it will be documented appropriately and act to resolve or mitigate the damage as needed.**

FALCON team has an excellent record of accomplishment, completing projects with no claims. Outstanding issues are usually resolved during the project through a mutual understanding and a spirit of partnering.

NEGOTIATION, RESOLUTION, ARBITRATION OR LITIGATION

If disputed project-related issues cannot be resolved in a manner acceptable to City and the Contractor, FALCON's Team can assist City's Project Manager with claims resolution.

AS-BUILT PLANS

FALCON's team will update the as-built plans during the construction phase of the project to ensure that plans are up to date. Certified final record revision drawings will be transferred to the City immediately after construction activities and final acceptance.



SWPPP

FALCON Inspectors understand the importance of managing the Storm Water Pollution Prevention Plan (SWPPP). FALCON Inspection staff has completed their QSP/QSD training, and the majority is QSP/QSD certified for the new permitting guidelines. Our SWPPP specialist, Dion Castro, is QSD-ToR and is a leader in this field and has intimate knowledge of this process, ensuring that the site has all protection measures throughout all construction stages.

SAFETY

FALCON recognizes that job site safety is the highest priority on any worksite and requires vigilance by everyone. The contractors with the goal of an accident-free worksite will execute job site safety duties. The Caltrans Safety manual and Contractor's Safety Plan will guide the inspectors. FALCON Inspection staff is knowledgeable with the Caltrans Safety Manual and the OSHA Construction Safety Orders. FALCON requires 10/30-hour OSHA training for all employees, focusing on such areas as confined spaces, fall protection, and personal safety equipment. Also, FALCON works under a drug-free environment, requires pre-employment drug testing, and randomly tests its existing employees. The Inspectors will attend the Contractors and City Safety Meetings and promote safety throughout the life of our contract.



FAMILIARITY WITH PROCEDURES & REQUIREMENTS/TEAM COMPETENCE

FALCON Resident Engineers and Inspections Staff will coordinate with local agencies and Caltrans. All work will be performed in compliance with the City's practices, regulations, policies, procedures, manuals, and standards. In addition (when applicable), this work includes full compliance with Caltrans-LAPM requirements, standard specifications, standard plans, construction manuals, safety manuals, traffic control requirements, WATCH Manual, and others to assure safe completion for the requested projects.



LABOR COMPLIANCE MONITORING

FALCON will review the Certified Payroll Records (CPR) that are submitted by the Contractor and its subcontractors, verify the Fringe Benefit Statement, compare Employee Interview Report and Daily Reports against Certified Payroll Record for accuracy. FALCON team will verify and confirm contractor DIR registration annually.

Firm Name	DIR Registration No.
FALCON Engineering	1000011720
Converse Consultants	1000001465
Z&K Consultants	1000029878

UTILITY AND OUTSIDE AGENCY COORDINATION

Our field staff will coordinate with the Contractor and pothole/identify all existing utilities and verify if any conflicts with the various construction activities & main structure or roadway improvements. We will implement the following procedures before the start of work:

- Send notification of pre-construction meetings to all affected utility companies, business administrators, and other agencies.
- Review the scope of work, review possible conflicts and work with the utility to ensure project needs are recognized.
- Coordinate with utility companies to identify unknown utilities found. Pothole and identify existing utilities and protect them in place during construction.



QUALITY ASSURANCE AND QUALITY CONTROL (QA/QC)

The Construction Manager/Resident Engineer and Inspectors will conduct independent reviews of the project records for their adherence to the City and Caltrans policies and procedures. FALCON Team will audit project files and submit documents, providing input when needed.

MATERIALS SAMPLING AND TESTING

Under the direction of the FALCON Resident Engineer, **Converse Consulting** will coordinate all materials testing in accordance with the County's approved Quality Assurance Program (QAP), Quality Control Plan (QCP), Encroachment Permit and, California Department of Transportation, Construction Manual.

SURVEYING

FALCON's Inspectors will coordinate with the Contractor, and the County all requests for initial control staking in accordance with the City of Jurupa Valley and Caltrans Guidelines and procedures.

PUBLIC OUTREACH

FALCON will be working closely with the City of Jurupa Valley and various stakeholders to ensure the public understanding and support of the various stakeholders.

SUMMARY

FALCON team has the project and construction management expertise, which will allow us to complete complex assignments within tight schedules, tight construction area, and budgets successfully. We attached our detailed schedule for your review, and our staffing schedule reflects the potential savings. FALCON has demonstrated this efficiency on multiple projects. FALCON team understands the scope of work and the City of Jurupa Valley's expectation and demand for deliverables. Our team was assembled to provide a depth of resources to meet or exceed the City's personnel and performance requirements. Most importantly, our team is comprised of individuals who are passionate about their work. The FALCON team is committed to the success of this contract.

Public Outreach Expected Services:

- ✓ Road closures will require a lot of notice to the public.
- ✓ Well planned closures and detailed detours.
- ✓ Organize a Neighborhood Town Meeting.
- ✓ Create Project Fact Sheet in English & Spanish.
- ✓ Create Traffic Advisories.
- ✓ Meetings with the Stakeholders.
- ✓ Meetings with the First Responders (CHP, Fire, Police, and Ambulance services).
- ✓ Public meetings with property owners and residents.
- ✓ Operate a Project information website.
- ✓ Time Lapse Cameras at strategic locations throughout the project.

ATTACHMENT B

CONSULTANT'S APPROVED COST PROPOSAL

EXHIBIT 10-H1 COST PROPOSAL Page 1 of 3

ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS

(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed ☒ Prime Consultant ☐ Subconsultant ☐ 2nd Tier SubconsultantConsultant FALCON Engineering Services, Inc.Project No. 5487(002) Contract No. _____ Date: 08/13/2020**DIRECT LABOR**

Classification/Title	Name	Hours	Actual Hourly Rate	Total
Resident Engineer	Wael Faqih, PE *	0		\$0.00
Resident Engineer	Juan Rojas, PE*	60	\$105.00	\$6,300.00
Lead Construction Inspector	Salvador Orozco * **	300	\$75.00	\$22,500.00
Construction Inspector	Naim Abu-Laban, EIT **	0	\$75.00	\$0.00
Scheduler/Labor Compl.	Mohammad Khalaileh, PE	24	\$90.00	\$2,160.00
Construction Surveyor	William (Bill) Henry, PLS **	0	\$75.00	\$0.00
Office Engineer / Inspector	Zaid Afanan, PE	0	\$80.00	\$0.00
Office Engineer	Nick Smith	80	\$25.00	\$2,000.00
SWPPP/Safety	Dion Castro **	12	\$75.00	\$900.00

LABOR COSTS

a) Subtotal Direct Labor Costs	\$33,860.00	
b) Anticipated Salary Increases (see page 2 for calculation)	\$0.00	
c) TOTAL DIRECT LABOR COSTS	[(a) + (b)]	\$33,860.00

INDIRECT COSTS

d) Fringe Benefits (Rate: 00%)	e) Total Fringe Benefits [(c) x (d)]	\$0.00
f) Overhead (Rate: 140.39%)	g) Overhead [(c) x (f)]	\$47,536.05
h) General and Administrative (Rate: <u>0</u> %)	i) Gen & Admin [(c) x (h)]	\$0.00
j) TOTAL INDIRECT COSTS [(e) + (g) + (i)]		\$47,536.05

FIXED FEE

k) TOTAL FIXED FEE [(c) + (j)] x fixed fee 10%	\$8,139.61
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l) TCONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add Additional pages if necessary)

Description of Item	Quantity	Unit	Unit Cost	Total
Mileage Costs			\$	\$
Equipment Rental and Supplies			\$	\$
Permit Fees			\$	\$
Plan Sheets			\$	\$
Test			\$	\$

l) **TOTAL OTHER DIRECT COSTS** 0m) **SUBCONSULTANTS' COSTS** (Add additional pages if necessary)

Subconsultant 1: Z&K Consultants, Inc.	\$ 16,765.00
Subconsultant 2: Converse Consultants	\$ 15,000.00
Subconsultant 3:	

m) **TOTAL SUBCONSULTANTS' COSTS** \$ 31,765.00

n) TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS [(l)+(m)]	\$31,765.00
TOTAL COST [(c) + (j) + (k) + (n)]	\$121,300.66

NOTES:

1. Key personnel **must** be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
2. The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
3. Anticipated salary increases calculation (page 2) must accompany.

EXHIBIT 10-H1 COST PROPOSAL Page 2 of 3

ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
(CALCULATIONS FOR ANTICIPATED SALARY INCREASES)**1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total hours)**

Direct Labor Subtotal per Cost Proposal	Total Hours per Cost Proposal		Avg Hourly Rate	5 Year Contract
\$33,860.00	476	=	\$71.13	Year 1 Avg

2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)

	Avg Hourly Rate		Proposed Escalation			
Year 1	\$71.13	+	0%	=	\$71.13	Year 1 Avg Hourly Rate
Year 2	\$0.00	+	0%	=	\$0.00	Year 2 Avg Hourly Rate
Year 3	\$0.00	+	0%	=	\$0.00	Year 3 Avg Hourly Rate
Year 4	\$0.00	+	0%	=	\$0.00	Year 4 Avg Hourly Rate
Year 5	\$0.00	+	0%	=	\$0.00	Year 5 Avg Hourly Rate

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed Each Year		Total Hours per Cost Proposal		Total Hours per Year	
Year 1	100.00%	*	476	=	476	Estimated Hours Year 1
Year 2	0.00%	*	476	=	0	Estimated Hours Year 2
Year 3	0.00%	*	476	=	0	Estimated Hours Year 3
Year 4	0.00%	*	476	=	0	Estimated Hours Year 4
Year 5	0.00%	*	476	=	0	Estimated Hours Year 5
Total	100%		Total	=	476	

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)		Cost per Year	
Year 1	\$71.13	*	476	=	\$33,860.00	Estimated Hours Year 1
Year 2	\$0.00	*	0	=	\$0.00	Estimated Hours Year 2
Year 3	\$0.00	*	0	=	\$0.00	Estimated Hours Year 3
Year 4	\$0.00	*	0	=	\$0.00	Estimated Hours Year 4
Year 5	\$0.00	*	0	=	\$0.00	Estimated Hours Year 5
Total Direct Labor Cost with Escalation				=	\$33,860.00	
Direct Labor Subtotal before Escalation				=	\$33,860.00	
Estimated total of Direct Labor Salary				=		
	Increase		\$0.00			

NOTES:

1. This is not the only way to estimate salary increases. Other methods will be accepted if they clearly indicate the % increase, the # of years of the contract, and a breakdown of the labor to be performed each year.
2. An estimation that is based on direct labor multiplied by salary increase % multiplied by the # of years is not acceptable. (i.e. \$250,000 x 2% x 5 yrs = \$25,000 is not an acceptable methodology)
3. This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.
4. Calculations for anticipated salary escalation must be provided.

EXHIBIT 10-H1 COST PROPOSAL Page 3 of 3

Certification of Direct Costs:


I, the undersigned, certify to the best of my knowledge and belief that all direct costs identified on the cost proposal(s) in this contract are actual, reasonable, allowable, and allocable to the contract in accordance with the contract terms and the following requirements:

1. Generally Accepted Accounting Principles (GAAP)
2. Terms and conditions of the contract
3. [Title 23 United States Code Section 112](#) - Letting of Contracts
4. [48 Code of Federal Regulations Part 31](#) - Contract Cost Principles and Procedures
5. [23 Code of Federal Regulations Part 172](#) - Procurement, Management, and Administration of Engineering and Design
6. [48 Code of Federal Regulations Part 9904 - Cost Accounting Standards Board](#) (when applicable)

All costs must be applied consistently and fairly to all contracts. All documentation of compliance must be retained in the project files and be in compliance with applicable federal and state requirements. Costs that are noncompliant with the federal and state requirements are not eligible for reimbursement.

Local governments are responsible for applying only cognizant agency approved or Caltrans accepted Indirect Cost Rate(s).

Prime Consultant or Subconsultant Certifying:

Name: Wael Faqih, PE Title * Vice President
 Signature :  Date of Certification (mm/dd/yy) August 13, 2020
 Email: Wfaqih@falcon-ca.com Phone N (951) 264-2350
 Address: 341 Corporate Terrace Circle, #101, Corona, CA 92879

*An individual executive or financial officer of the consultant's or subconsultant's organization at a level no lower than a Vice President or a Chief Financial Officer, or equivalent, who has authority to represent the financial information utilized to establish the cost proposal for the contract.

List services the consultant is providing under the proposed contract:

Construction Management/Construction Inspection, Labor Compliance, Sheduling, Office Engineering, SWPPP

City of Jurupa Valley

STAFF REPORT

DATE: OCTOBER 1, 2020

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: ROD BUTLER, CITY MANAGER

BY: STEVE R. LORISO, P.E., CITY ENGINEER/DIRECTOR OF PUBLIC WORKS

SUBJECT: AGENDA ITEM NO. 14.E

APPROVAL OF COOPERATIVE AGREEMENT BETWEEN THE CITY OF JURUPA VALLEY, LENNAR HOMES OF CALIFORNIA, INC., AND THE RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT FOR MAINTENANCE OF DRAINAGE FACILITIES ASSOCIATED WITH THE RIVERBEND DEVELOPMENT (TM 36391 – SOUTH OF 68TH STREET, BETWEEN PATS RANCH ROAD AND GOOSE CREEK GOLF CLUB)

RECOMMENDATION

It is recommended that the City Council:

- 1) Approve the cooperative agreement with the Riverside County Flood Control and Water Conservation District (District) and Lennar Homes of California, Inc. (Developer) and authorize the Mayor to sign the agreement.

BACKGROUND

TM 36391 includes 464 single family residential units south of 68th Street, generally between Pats Ranch Road and Goose Creek Golf Club. As a condition of approval, the Developer of TM 36391 constructed certain flood control facilities in order to provide flood protection and drainage for their project and surrounding development.

ANALYSIS

The flood control facilities include “Santa Ana River – Riverbend Slope Revetment, Stage 1”, which is a soil embankment along the north bank of the Santa Ana River; and “Jurupa Valley – Riverbend Storm Drain and Laterals, Stage 1”, which is a combination of storm drain systems and transition structures located throughout the development. These

facilities will be owned and maintained by the District and will outlet to the Santa Ana River.

Additionally, the Developer constructed a water quality basin, certain underground storm drain laterals, inlets, catch basins, connector pipes, v-ditch and sub-drain system located within City-held rights of way (identified as “APPURTENANCES” in the cooperative agreement).

The District will calendar the agreement for consideration at the Board of Supervisor’s regularly scheduled meeting upon City approval of this agreement. Prior to final acceptance of the facilities, the City will perform a final inspection of the site.

FISCAL IMPACT


Development fees have been paid to the City associated with TM 36391. The City will be responsible for the maintenance of the Appurtenances within the public right of way. The water quality basin is maintained through the Community Facilities District established for TM 36391. There is no financial impact anticipated other than routine cleaning of catch basins and pipes accepted into the City system as part of subdivision improvements. As the project velocities in the pipes are excessive, the catch basin inlet and pipe maintenance annual costs are minimal.

ALTERNATIVES

1. Do not approve the cooperative agreement.
2. Provide alternative direction to staff.

*****SIGNATURES ON FOLLOWING PAGE*****

Prepared by:


Steve R. Loriso, PE
City Engineer/Dir. Of Public Works

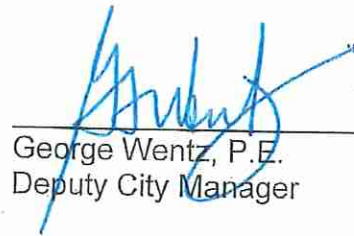
Submitted by:


Rod Butler
City Manager

Reviewed by:


Connie Cardenas
Administrative Services Director

Reviewed by:


George Wentz, P.E.
Deputy City Manager

Approved as to form by:


Peter M. Thorson
City Attorney

Attachments:

1. Exhibit #1 Cooperative Agreement

COOPERATIVE AGREEMENT

Santa Ana River – Riverbend Slope Revetment, Stage 1
Jurupa Valley – Riverbend Storm Drain and Laterals, Stage 1
Project No. 1-0-00014
Tract Map No. 36391

This Cooperative Agreement ("Agreement"), dated as of _____, 2020, is entered into by and between the Riverside County Flood Control and Water Conservation District, a body politic ("DISTRICT"), the City of Jurupa Valley, a municipal corporation ("CITY"), and Lennar Homes of California, Inc., a California corporation ("DEVELOPER"), (together, the "Parties"). The Parties hereto agree as follows:

RECITALS

A. DEVELOPER is the owner of Tract Map No. 36391, located in the city of Jurupa Valley; and

B. The legal description of Tract No. 36391 is provided in Exhibit "A" attached hereto and made a part hereof; and

C. Pursuant to a Right of Entry and Inspection Agreement executed by and between DISTRICT and DEVELOPER on July 20, 2016, DEVELOPER constructed or caused to be constructed the required flood control facility as shown on DISTRICT's Drawing Nos. 1-0722 and 1-0723, and as shown in concept on Exhibit "B", attached hereto and made a part hereof:

- i. Santa Ana River – Riverbend Slope Revetment, Stage 1 ("EMBANKMENT"), which is comprised of approximately 5,030 lineal feet of soil cement embankment running along the north bank of the Santa Ana River;
- ii. Jurupa Valley – Riverbend Storm Drain and Laterals, Stage 1, which is comprised of (i) approximately 2,550 lineal feet of underground storm drain system, its associated transition structures

and outlet riprap structure ("LINE A"); (ii) approximately 1,670 lineal feet of underground storm drain system, including its associated transition structures ("LINE B"); and (iii) approximately 140 lineal feet of underground storm drain system and outlet structure ("LINE T"). At its downstream terminus, LINE A drains to the Santa Ana River. At its downstream terminus, LINE T outlets to Santa Ana River. Together, LINE A, LINE B and LINE T are called "STORM DRAINS"; and

D. Altogether, EMBANKMENT and STORM DRAINS are hereinafter called "DISTRICT FACILITIES"; and

E. DISTRICT FACILITIES have not been accepted by DISTRICT for ownership, operation and maintenance; and

F. Associated with the construction of DISTRICT FACILITIES, DEVELOPER constructed or caused to be constructed a water quality basin, certain underground storm drain laterals, inlets, catch basins, connector pipes, v-ditch and subdrain system located within CITY-held easements or rights of way, hereinafter called "APPURTENANCES";

G. Also associated with the construction of DISTRICT FACILITIES, DEVELOPER constructed or caused to be constructed a fill slope over EMBANKMENT and a fill slope by v-ditch ("DEVELOPER FACILITIES"), to be initially owned and maintained by DEVELOPER and subsequently owned and maintained by the Homeowners Association for Tract Map No. 36391; and

H. Together, DISTRICT FACILITIES, APPURTENANCES and DEVELOPER FACILITIES are hereinafter called "PROJECT"; and

I. CITY and DEVELOPER desire DISTRICT to accept ownership and

responsibility for the operation and maintenance of DISTRICT FACILITIES. Therefore, DISTRICT must inspect the condition of DISTRICT FACILITIES to ensure that they are in an acceptable condition; and

J. DISTRICT and DEVELOPER desire CITY to accept ownership and responsibility for the operation and maintenance of APPURTENANCES. Therefore, CITY must inspect APPURTENANCES to ensure that they are in an acceptable condition; and

K. DISTRICT is willing to (i) conduct a final inspection of DISTRICT FACILITIES, (ii) accept ownership and responsibility for the operation and maintenance of DISTRICT FACILITIES, provided that DEVELOPER (i) complies with this Agreement, (ii) pays DISTRICT the amounts specified herein to cover DISTRICT's construction inspection costs for DISTRICT FACILITIES, (iii) provides compaction reports documenting that all soil compaction for DISTRICT FACILITIES were accomplished in compliance with DISTRICT standards, (iv) concrete testing report(s) – stamped and wet signed by the civil engineer of record, (v) the resolution of outstanding "punch list" items applicable to PROJECT, (vi) obtains and conveys to DISTRICT and CITY the necessary rights of way for the inspection, operation and maintenance of DISTRICT FACILITIES and APPURTENANCES as set forth herein, (vii) accepts ownership and responsibility for the operation and maintenance of PROJECT until such time as DISTRICT accepts ownership and responsibility for the operation and maintenance of DISTRICT FACILITIES and CITY accepts ownership and responsibility for the operation and maintenance of APPURTENANCES, and (viii) PROJECT is constructed in accordance with plans and specifications approved by DISTRICT and CITY; and

L. CITY is willing to (i) conduct a final inspection of APPURTENANCES, (ii) grant DISTRICT the right to inspect, operate and maintain DISTRICT FACILITIES located within CITY rights of way, and (iii) assume ownership and responsibility for the operation and

maintenance of APPURTENANCES, provided PROJECT is constructed in accordance with plans and specifications approved by DISTRICT and CITY.

NOW, THEREFORE, the parties hereto mutually agree as follows:

SECTION I

DEVELOPER shall:

1. Continue to pay DISTRICT, within thirty (30) days after receipt of periodic billings from DISTRICT, any and all such amounts as are deemed reasonably necessary by DISTRICT to cover DISTRICT's costs associated with the inspection, review and approval of right of way and conveyance documents, and with the processing and administration of this Agreement.
2. To the best of DEVELOPER's knowledge, without due diligence or inquiry, all necessary licenses, agreements, permits and rights of entry as may be needed for the inspection, operation and maintenance of DISTRICT FACILITIES have been secured.
3. Furnish DISTRICT (Attention: Plan Check Section) with final mylar PROJECT plans and assign their ownership to DISTRICT prior to DISTRICT's acceptance of DISTRICT FACILITIES.
4. Grant DISTRICT and CITY, by execution of this Agreement, the right to enter upon DEVELOPER's property where necessary and convenient for the purpose of gaining access to, and performing inspection service for the construction of PROJECT as set forth herein.
5. Within two (2) weeks of execution of this Agreement, provide DISTRICT with a confined space entry procedure specific to PROJECT. The procedure shall comply with requirements contained in California Code of Regulations, Title 8, Section 5158, Other Confined Space Operations, Section 5157, Permit Required Confined Space and District Confined Space

Procedures, SOM-18. The procedure shall be reviewed and approved by DISTRICT prior to DISTRICT's final inspection of PROJECT.

6. Within two (2) weeks of execution of this Agreement, certificates of insurance evidencing the required insurance coverage and endorsements shall be provided to DISTRICT and CITY. At minimum, the procured insurance coverages should adhere to the DISTRICT's required insurance provided in **Exhibit "C"**, attached hereto and made a part hereof. Failure to maintain the insurance required by this paragraph shall be deemed a material breach of this Agreement and shall authorize and constitute authority for DISTRICT, at its sole discretion, to provide written notice to DEVELOPER that DISTRICT is unable to perform its obligations hereunder, nor to accept responsibility for ownership, operation and maintenance of DISTRICT FACILITIES due, either in whole or in part, to said breach of this Agreement.

7. Comply with all Cal/OSHA safety regulations including regulations concerning confined space and maintain a safe working environment for DEVELOPER, CITY and DISTRICT employees on the site.

8. Notify DISTRICT (Attention: Construction Management Section) and CITY, after receiving DISTRICT's clearance of PROJECT, with written notice that PROJECT construction is substantially complete and request that DISTRICT conduct a final inspection of DISTRICT FACILITIES and CITY conduct a final inspection of APPURTENANCES.

9. Prior to DISTRICT acceptance of DISTRICT FACILITIES for ownership, operation and maintenance, provide or cause its civil engineer of record or construction civil engineer of record, duly registered in the State of California, to provide DISTRICT (Attention: Construction Management Section), with (i) soil compaction report(s) – stamped and wet signed by the geotechnical engineer, (ii) concrete testing report(s) – stamped and wet signed by the civil engineer of record, (iii) the resolution of outstanding "punch list" items applicable to PROJECT,

and (iv) a redlined "record drawings" copy of PROJECT plans. After DISTRICT approval of the redlined "record drawings", DEVELOPER's engineer shall schedule with DISTRICT a time to transfer the redlined changes onto DISTRICT's original mylars at DISTRICT's office, after which the engineer shall review, stamp and sign the original PROJECT engineering plans "record drawings".

10. Grant access easement(s) to the Riverside Conservation Authority ("RCA"), including ingress and egress, for the rights of way across EMBANKMENT for RCA's operation and maintenance of the conservation area south of the levee, prior to conveying the rights of way deemed necessary by DISTRICT for the operation and maintenance of EMBANKMENT.

11. Upon acceptance by CITY of all street rights of way deemed necessary by DISTRICT and CITY for the operation and maintenance of DISTRICT FACILITIES and APPURTENANCES, but prior to DISTRICT acceptance of DISTRICT FACILITIES for ownership, operation and maintenance, convey, or cause to be conveyed to DISTRICT the flood control easement(s), including ingress and egress, for the rights of way deemed necessary by DISTRICT for the operation and maintenance of DISTRICT FACILITIES, in a form approved by DISTRICT, for the rights of way as shown in concept in orange on Exhibit "D" attached hereto and made a part hereof.

12. Prior to the date of this Agreement, DISTRICT has obtained, reviewed and approved a preliminary commitment for title insurance covering each easement parcel to be conveyed to DISTRICT. DEVELOPER shall, at the time of recordation of the conveyance document(s), as set forth in Section I.11., furnish DISTRICT (Attention: Real Estate Services) with policies of title insurance, each in the amount of not less than fifty percent (50%) of the estimated fee value, as determined by DISTRICT, for each easement parcel to be conveyed to DISTRICT, guaranteeing DISTRICT's interest in said property subject to all matters of record.

13. Accept ownership and sole responsibility for the operation and maintenance of PROJECT until such time as DISTRICT accepts ownership and responsibility for operation and maintenance of DISTRICT FACILITIES, CITY accepts ownership and responsibility for operation and maintenance of APPURTENANCES, and the Homeowners Association for Tract Map No. 36391 accepts ownership and responsibility for the operation and maintenance of DEVELOPER FACILITIES.

14. Accept all liability whatsoever associated with the ownership, operation and maintenance of DISTRICT FACILITIES until such time as DISTRICT FACILITIES are formally accepted by DISTRICT for ownership, operation and maintenance.

15. Prior to acceptance of DISTRICT FACILITIES, obtain the necessary permits, approvals or agreements as may be required by any Federal, State or local resource and/or regulatory agency for the continuing operation and maintenance of the DISTRICT FACILITIES ("ONGOING REGULATORY PERMITS"). Upon completion of construction, DISTRICT FACILITIES may be considered jurisdictional or may otherwise require regulatory approvals and therefore may require ONGOING REGULATORY PERMITS in order to be maintained. ONGOING REGULATORY PERMITS include but are not limited to those issued by the U.S. Army Corps of Engineers, California Regional Water Quality Control Board, California State Department of Fish and Wildlife, State Water Resources Control Board, and Western Riverside County Regional Conservation Authority. DISTRICT will not accept DISTRICT FACILITIES until all required regulatory permits have been issued and transferred to DISTRICT.

16. Ensure that all work performed pursuant to this Agreement by DEVELOPER, its agents or contractors is done in accordance with all applicable laws and regulations, including but not limited to all applicable provisions of the Labor Code, Business and

Professions Code, and Water Code. DEVELOPER shall be solely responsible for all costs associated with compliance with applicable laws and regulations.

17. Pay, if suit is brought upon this Agreement or any bond guaranteeing the completion of PROJECT, all costs and reasonable expenses and fees, including reasonable attorneys' fees, and acknowledge that, upon entry of judgment, all such costs, expenses and fees shall be computed as costs and included in any judgment rendered.

SECTION II

DISTRICT shall:

1. Upon execution of this Agreement, record or cause to be recorded, a copy of this Agreement in the Official Records of the Riverside County Recorder.
2. Conduct final inspection of DISTRICT FACILITIES.
3. Keep an accurate accounting of all DISTRICT costs associated with the review and approval of right of way and conveyance documents, and the processing and administration of this Agreement.
4. Keep an accurate accounting of all DISTRICT construction inspection costs, and within forty-five (45) days after DISTRICT acceptance of DISTRICT FACILITIES as being complete, submit a final cost statement to DEVELOPER. If the deposit, as set forth in Section I.1., exceeds such costs, DISTRICT shall reimburse DEVELOPER the excess amount within sixty (60) days after DISTRICT acceptance of DISTRICT FACILITIES as being complete. If at any time the costs exceed the deposit or are anticipated by DISTRICT to exceed the deposit, DEVELOPER shall pay such additional amount(s), as deemed reasonably necessary by DISTRICT to complete inspection of DISTRICT FACILITIES, within thirty (30) days after receipt of billing from DISTRICT.

5. Prior to DISTRICT acceptance of ownership and responsibility for the operation and maintenance of DISTRICT FACILITIES, DISTRICT FACILITIES shall be in a satisfactorily maintained condition as solely determined by DISTRICT. If, subsequent to the inspection and, in the sole discretion of DISTRICT, DISTRICT FACILITIES are not in an acceptable condition, corrections shall be made at sole expense of DEVELOPER.

6. Accept ownership and sole responsibility for the operation and maintenance of DISTRICT FACILITIES upon (i) DISTRICT final inspection of DISTRICT FACILITIES, (ii) DISTRICT receipt of compaction reports documenting that all soil compaction for DISTRICT FACILITIES were accomplished in compliance with DISTRICT standards, (iii) concrete testing report(s) – stamped and wet signed by the civil engineer of record, (iv) the resolution of outstanding "punch list" items applicable to PROJECT, (v) DISTRICT acceptance of PROJECT construction as being complete, (vi) DISTRICT receipt of stamped and signed "record drawings" of PROJECT plans, as set forth in Section I.9., (vii) recordation of all conveyance documents described in Section I.11., (viii) DISTRICT receipt of all necessary rights of way as described in Section I.11, (ix) CITY acceptance of APPURTENANCES for ownership, operation, and maintenance, (x) DISTRICT FACILITIES are fully functioning as a flood control drainage system as solely determined by the DISTRICT, and (xi) DISTRICT's sole determination that DISTRICT FACILITIES are in a satisfactorily maintained condition.

7. Provide CITY with a reproducible duplicate copy of "record drawings" PROJECT plans upon DISTRICT acceptance of DISTRICT FACILITIES as being complete.

SECTION III

CITY shall:

1. As requested by DISTRICT, accept any outstanding offers of dedication necessary for the inspection, operation and maintenance of DISTRICT FACILITIES, and convey

sufficient rights of way to DISTRICT to allow DISTRICT to inspect, operate and maintain DISTRICT FACILITIES.

2. Inspect APPURTENANCES construction.
3. Grant DISTRICT, by execution of this Agreement, the right to inspect, operate and maintain DISTRICT FACILITIES within CITY rights of way.
4. Accept ownership and sole responsibility for the operation and maintenance of APPURTENANCES upon DISTRICT acceptance of DISTRICT FACILITIES for ownership, operation and maintenance.
5. Upon DISTRICT acceptance of PROJECT construction as being complete, accept sole responsibility for the adjustment of all PROJECT manhole rings and covers located within CITY rights of way which must be performed at such time(s) that the finished grade along and above the underground portions of DISTRICT FACILITIES are improved, repaired, replaced or changed. It being further understood and agreed that any such adjustments shall be performed at no cost to DISTRICT.

SECTION IV

It is further mutually agreed:

1. All work involved with PROJECT shall be inspected by DISTRICT and CITY but shall not be deemed complete until DISTRICT and CITY mutually agree in writing that construction is completed in accordance with DISTRICT and CITY approved IMPROVEMENT PLANS.
2. DEVELOPER for itself, its successors and assigns hereby release DISTRICT and County of Riverside (including their agencies, districts, special districts and departments, their respective directors, officer, Board of Supervisors, elected and appointed officials, employees, agents and representatives) from any and all claims, demands, actions, or suits of any

kind arising out of any liability, known or unknown, present or future, including but not limited to any claim or liability, based or asserted, pursuant to Article I, Section 19 of the California Constitution, the Fifth Amendment of the United States Constitution, or any other law or ordinance which seeks to impose any other liability or damage, whatsoever, for damage caused by the discharge of drainage within or from PROJECT. Nothing contained herein shall constitute a release by DEVELOPER of DISTRICT, its officers, agents and employees from any and all claims, demands, actions or suits of any kind arising out of any liability, known or unknown, present or future, for the negligent maintenance of DISTRICT FACILITIES, after the acceptance of ownership, operation and maintenance of DISTRICT FACILITIES by DISTRICT.

3. DEVELOPER shall indemnify and hold harmless DISTRICT, the County of Riverside, CITY, its Agencies, Districts, Special Districts and Departments, their respective directors, officers, Board of Supervisors, elected and appointed officials, employees, agents and representatives (individually and collectively hereinafter referred to as "Indemnitees") from any liability whatsoever, claim, damage, proceeding or action, present or future, based upon, arising out of or in any way relating to DEVELOPER's (including its officers, employees, contractors, subcontractors and agents) actual or alleged acts or omissions related to this Agreement, performance under this Agreement, or failure to comply with the requirements of this Agreement, including but not limited to: (a) property damage; (b) bodily injury or death; (c) liability or damage pursuant to Article I, Section 19 of the California Constitution, the Fifth Amendment of the United States Constitution or any other law, ordinance or regulation caused by the diversion of waters from the natural drainage patterns or the discharge of drainage within or from PROJECT; or (d) any other element of any kind or nature whatsoever arising from the performance of DEVELOPER, its officers, employees, contractors, subcontractors, agents or representatives ("Indemnitors") from this Agreement.

DEVELOPER shall defend, at its sole expense, including all costs and fees (including but not limited to attorney fees, cost of investigation, defense and settlements or awards), the Indemnitees in any claim, proceeding or action for which indemnification is required.

With respect to any action or claim subject to indemnification herein by DEVELOPER, DEVELOPER shall, at its sole cost, have the right to use counsel of their own choice and shall have the right to adjust, settle, compromise any such claim, proceeding or action without the prior consent of DISTRICT, the County of Riverside and CITY; provided, however, that any such adjustment, settlement or compromise in no manner whatsoever limits or circumscribes DEVELOPER's indemnification obligations to Indemnitees as set forth herein.

DEVELOPER's indemnification obligations hereunder shall be satisfied when DEVELOPER has provided to DISTRICT, the County of Riverside and CITY the appropriate form of dismissal (or similar document) relieving DISTRICT, the County of Riverside or CITY from any liability for the claim, proceeding or action involved.

The specified insurance limits required in this Agreement shall in no way limit or circumscribe DEVELOPER's obligations to indemnify and hold harmless the Indemnitees herein from third party claims.

In the event there is conflict between this section and California Civil Code Section 2782, this section shall be interpreted to comply with California Civil Code Section 2782. Such interpretation shall not relieve DEVELOPER from indemnifying the Indemnitees to the fullest extent allowed by law.

4. Any waiver by DISTRICT or by CITY of any breach of any one or more of the terms of this Agreement shall not be construed to be a waiver of any subsequent or other breach of the same or of any other term hereof. Failure on the part of DISTRICT or CITY to require exact, full and complete compliance with any terms of this Agreement shall not be

construed as in any manner changing the terms hereof, or estopping DISTRICT or CITY from enforcement hereof.

5. Any and all notices sent or required to be sent to the parties of this Agreement will be mailed by first class mail, postage prepaid, to the following addresses:

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT
1995 Market Street
Riverside, CA 92501
Attn: Contract Services Section

CITY OF JURUPA VALLEY
8930 Limonite Avenue
Jurupa Valley, CA 92509
Attn: Steve R. Loriso
City Engineer/Director of
Public Works

LENNAR HOMES OF CALIFORNIA, INC.
908 Montecito Drive, Suite 302
Corona, CA 92879
Attn: Brian King

6. This Agreement is to be construed in accordance with the laws of the State of California. If any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.

7. Any action at law or in equity brought by any of the parties hereto for the purpose of enforcing a right or rights provided for by the Agreement, shall be tried in a court of competent jurisdiction in the County of Riverside, State of California, and the parties hereto waive all provisions of law providing for a change of venue in such proceedings to any other county.

8. This Agreement is the result of negotiations between the parties hereto, and the advice and assistance of their respective counsel. The fact that this Agreement was prepared as a matter of convenience by DISTRICT shall have no import or significance. Any uncertainty or ambiguity in this Agreement shall not be construed against DISTRICT because DISTRICT prepared this Agreement in its final form.

9. The rights and obligations of DEVELOPER shall inure to and be binding

upon all heirs, successors and assignees.

10. DEVELOPER shall not assign or otherwise transfer any of its rights, duties or obligations hereunder to any person or entity without the written consent of the other parties hereto being first obtained. In the event of any such transfer or assignment, DEVELOPER expressly understands and agrees that it shall remain liable with respect to any and all of the obligations and duties contained in this Agreement.

11. The individual(s) executing this Agreement on behalf of DEVELOPER hereby certify that they have the authority within their company to enter into and execute this Agreement, and have been authorized to do so by any and all boards of directors, legal counsel, and/or any other board, committee or other entity within their company which have the authority to authorize or deny entering this Agreement.

12. This Agreement is intended by the parties hereto as a final expression of their understanding with respect to the subject matters hereof and as a complete and exclusive statement of the terms and conditions thereof and supersedes any and all prior and contemporaneous agreements and understandings, oral or written, in connection therewith. This Agreement may be changed or modified only upon the written consent of the parties hereto.

13. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument.

//

//

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on

(to be filled in by Clerk of the Board)

RECOMMENDED FOR APPROVAL:

**RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT**

By _____
JASON E. UHLEY
General Manager-Chief Engineer

By _____
MARION ASHLEY, Chairman
Riverside County Flood Control and Water
Conservation District Board of Supervisors

APPROVED AS TO FORM:

ATTEST:

GREGORY P. PRIAMOS
County Counsel

KECIA HARPER-IHEM
Clerk of the Board

By _____
LEILA MOSHREF-DANESH
Deputy County Counsel

By _____
Deputy

(SEAL)

Cooperative Agreement with City of Jurupa Valley and Lennar Homes of California, Inc.:
Santa Ana River – Riverbend Slope Revetment, Stage 1
Jurupa Valley – Riverbend Storm Drain and Laterals, Stage 1
Project No. 1-0-00014
Tract Map No. 36391
08/19/2020
AMR:blm

RECOMMENDED FOR APPROVAL:

CITY OF JURUPA VALLEY

By _____
STEVE LORISO
Public Works Director/City Engineer

By _____
ANTHONY KELLY, JR.
Mayor

APPROVED AS TO FORM:

ATTEST:

By _____
PETER M. THORSON
City Attorney

By _____
VICTORIA WASKO
City Clerk

(SEAL)

Cooperative Agreement with City of Jurupa Valley and Lennar Homes of California, Inc.:
Santa Ana River – Riverbend Slope Revetment, Stage 1
Jurupa Valley – Riverbend Storm Drain and Laterals, Stage 1
Project No. 1-0-00014
Tract Map No. 36391
08/19/2020
AMR:blm

LENNAR HOMES OF CALIFORNIA, INC.
a California corporation

By _____
JEFFREY T. CLEMENS
Vice President

(ATTACH NOTARY WITH CAPACITY STATEMENT)

Cooperative Agreement with City of Jurupa Valley and Lennar Homes of California, Inc.:
Santa Ana River – Riverbend Slope Revetment, Stage 1
Jurupa Valley – Riverbend Storm Drain and Laterals, Stage 1
Project No. 1-0-00014
Tract Map No. 36391
08/19/2020
AMR:blm

Exhibit A

LEGAL DESCRIPTION

In the City of Jurupa Valley, County of Riverside, State of California:

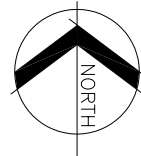
LOTS 469, 471, 484 AND 497 OF TRACT NO. 36391, IN THE CITY OF JURUPA VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 449 OF TRACT MAPS, AT PAGES 90 THROUGH 115, INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM FOR THE USE AND BENEFIT OF THE RIVERBEND COMMUNITY ASSOCIATION, A CALIFORNIA NONPROFIT MUTUAL BENEFIT CORPORATION, NONEXCLUSIVE EASEMENTS ON, OVER, UNDER AND ACROSS SAID LOTS FOR THE OPERATION, MANAGEMENT, MAINTENANCE, REPAIR AND REPLACEMENT OF LANDSCAPING, IRRIGATION AND DRAINAGE IMPROVEMENTS, IN ACCORDANCE WITH AND AS SET FORTH WITH RESPECT TO COMMON AREA LOTS IN THAT CERTAIN DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS AND RESERVATION OF EASEMENTS FOR RIVERBEND, RECORDED ON JULY 18, 2016, AS INSTRUMENT NO. 2016-0299048, OF OFFICIAL RECORDS, AND ANY AMENDMENTS THERETO ("**DECLARATION**"), OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, STATE OF CALIFORNIA, AND ALL AMENDMENTS THERETO.

COOPERATIVE AGREEMENT

Santa Ana River – Riverbend Slope Revetment, Stage 1
Jurupa Valley – Riverbend Storm Drain and Laterals, Stage 1
Project No. 1-0-00014
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EXHIBIT B



NOT TO SCALE

COOPERATIVE AGREEMENT
Santa Ana River – Riverbend Slope Revetment, Stage 1
Jurupa Valley – Riverbend Storm Drain and Laterals, Stage 1
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EXHIBIT B

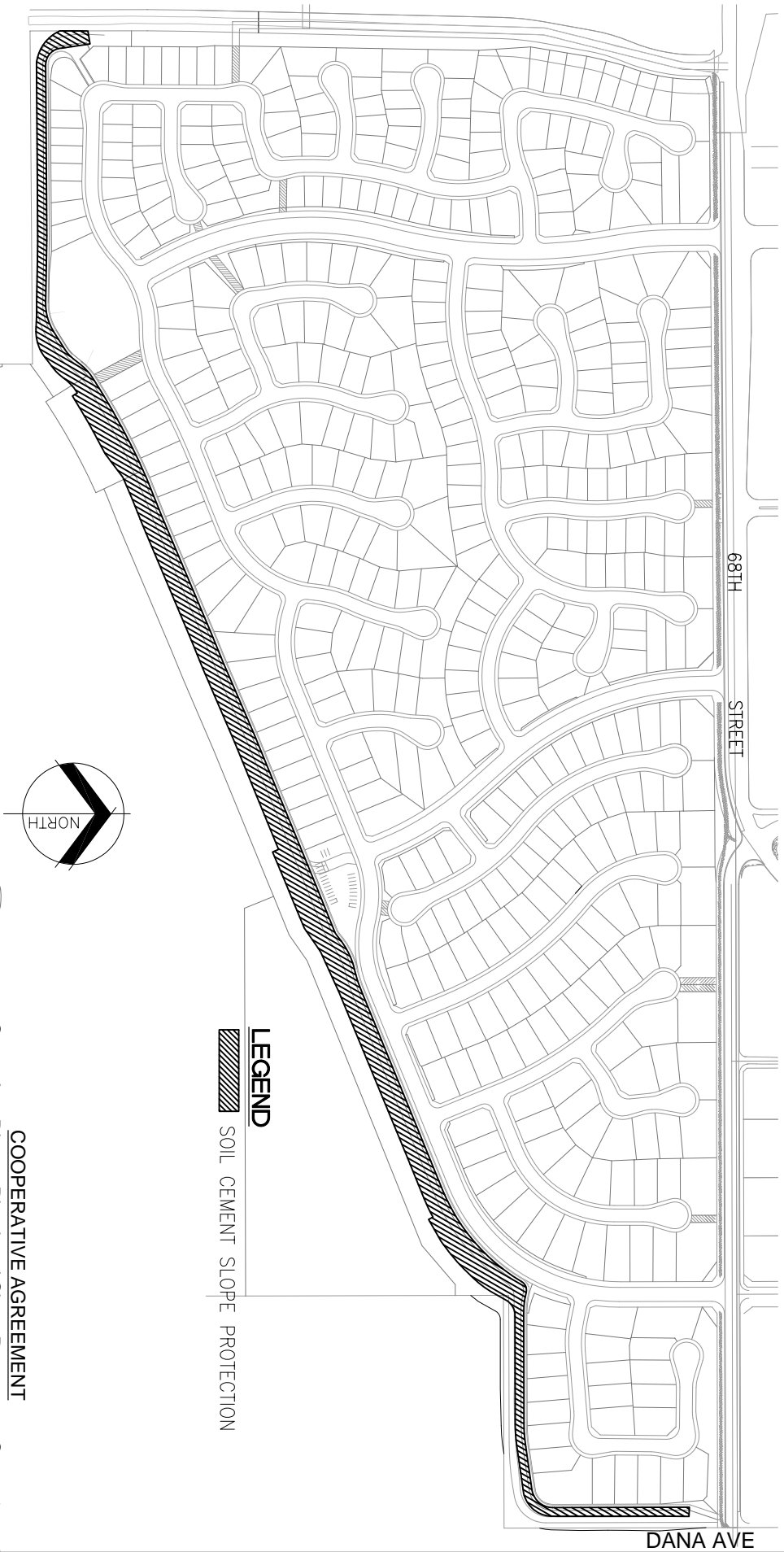


EXHIBIT C

DISTRICT's Insurance Requirements is as follows:

Without limiting or diminishing DEVELOPER's obligation to indemnify or hold DISTRICT harmless, DEVELOPER shall procure and maintain or cause to be maintained, at its sole cost and expense, the following insurance coverage's during the term of this Agreement. As respects to the insurance section only, the DISTRICT herein refers to the Riverside County Flood Control and Water Conservation District, the County of Riverside, its Agencies, Districts, Special Districts, and Departments, their respective directors, officers, Board of Supervisors, employees, elected or appointed officials, agents or representatives as Additional Insureds.

A. Workers' Compensation:

If DEVELOPER has employees as defined by the State of California, DEVELOPER shall maintain statutory Workers' Compensation Insurance (Coverage A) as prescribed by the laws of the State of California. Policy shall include Employers' Liability (Coverage B) including Occupational Disease with limits not less than \$1,000,000 per person per accident. Policy shall be endorsed to waive subrogation in favor of DISTRICT.

B. Commercial General Liability:

Commercial General Liability insurance coverage, including but not limited to, premises liability, unmodified contractual liability, products and completed operations liability, personal and advertising injury, and cross liability coverage, covering claims which may arise from or out of

COOPERATIVE AGREEMENT

EXHIBIT C

DEVELOPER's performance of its obligations hereunder. Policy shall name the DISTRICT as Additional Insured. Policy's limit of liability shall not be less than \$2,000,000 per occurrence combined single limit. If such insurance contains a general aggregate limit, it shall apply separately to this Agreement or be no less than two (2) times the occurrence limit.

C. Vehicle Liability:

If vehicles or mobile equipment are used in the performance of the obligations under this Agreement, then DEVELOPER shall maintain liability insurance for all owned, non-owned or hired vehicles so used in an amount not less than \$1,000,000 per occurrence combined single limit. If such insurance contains a general aggregate limit, it shall apply separately to this Agreement or be no less than two (2) times the occurrence limit. Policy shall name the DISTRICT as Additional Insureds.

D. Professional Liability:

DEVELOPER shall cause any architect or engineer retained by DEVELOPER in connection with the performance of DEVELOPER's obligations under this Agreement to maintain Professional Liability Insurance providing coverage for the performance of their work included within this Agreement, with a limit of liability of not less than \$2,000,000 per occurrence and \$4,000,000 annual aggregate. DEVELOPER shall require that, if such Professional Liability Insurance is written on a claims made basis rather than

COOPERATIVE AGREEMENT

EXHIBIT C

an occurrence basis, such insurance shall continue through the term of this Agreement and that such architect or engineer shall purchase at such architect or engineer's sole expense either 1) an Extended Reporting Endorsement (also known as Tail Coverage); or 2) Prior Dates Coverage from a new insurer with a retroactive date back to the date of, or prior to, the inception of this Agreement; or 3) demonstrate through Certificates of Insurance that such architect or engineer has maintained continuous coverage with the same or original insurer. Coverage provided under items: 1), 2) or 3) shall continue for the term specified in the insurance policy as long as the law allows.

E. General Insurance Provisions – All Lines:

- a. Any insurance carrier providing insurance coverage hereunder shall be admitted to the State of California and have an A.M. BEST rating of not less than an A: VIII (A: 8) unless such requirements are waived, in writing, by the DISTRICT Risk Manager. If the DISTRICT's Risk Manager waives a requirement for a particular insurer such waiver is only valid for that specific insurer and only for one policy term.
- b. The DEVELOPER must declare its insurance self-insured retention for each coverage required herein. If any such self-insured retention exceeds \$500,000 per occurrence each such retention shall have the prior written consent of the DISTRICT Risk Manager before the commencement of operations under this Agreement. Upon notification

COOPERATIVE AGREEMENT

Santa Ana River – Riverbend Slope Revetment, Stage 1
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EXHIBIT C

of self-insured retention deemed unacceptable to the DISTRICT, and at the election of the DISTRICT's Risk Manager, DEVELOPER's carriers shall either: 1) reduce or eliminate such self-insured retention with respect to this Agreement with DISTRICT, or 2) procure a bond which guarantees payment of losses and related investigations, claims administration, and defense costs and expenses.

- c. DEVELOPER shall cause their insurance carrier(s) or its contractor's insurance carrier(s), to furnish DISTRICT with 1) a properly executed original certificate(s) of insurance and certified original copies of endorsements effecting coverage as required herein; and 2) if requested to do so orally or in writing by the DISTRICT Risk Manager, provide original certified copies of policies including all endorsements and all attachments thereto, showing such insurance is in full force and effect. Further, said certificate(s) and policies of insurance shall contain the covenant of the insurance carrier(s) that a minimum of thirty (30) days written notice shall be given to the DISTRICT prior to any material modification, cancellation, expiration or reduction in coverage of such insurance. If DEVELOPER insurance carrier(s) policies does not meet the minimum notice requirement found herein, DEVELOPER shall cause DEVELOPER's insurance carrier(s) to furnish a 30 day Notice of Cancellation Endorsement.

COOPERATIVE AGREEMENT

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EXHIBIT C

- d. In the event of a material modification, cancellation, expiration or reduction in coverage, this Agreement shall terminate forthwith, unless DISTRICT receives, prior to such effective date, another properly executed original certificate of insurance and original copies of endorsements or certified original policies, including all endorsements and attachments thereto, evidencing coverages set forth herein and the insurance required herein is in full force and effect. An individual authorized by the insurance carrier to do so on its behalf shall sign the original endorsements for each policy and the certificate of insurance.
- e. It is understood and agreed by the parties hereto that DEVELOPER's insurance shall be construed as primary insurance, and DISTRICT's insurance and/or deductibles and/or self-insured retentions or self-insured programs shall not be construed as contributory.
- f. If, during the term of this Agreement or any extension thereof, there is a material change in the scope of services or there is a material change in the equipment to be used in the performance of the scope of work which will add additional exposures (such as the use of aircraft, watercraft, cranes, etc.); or the term of this Agreement, including any extensions thereof, exceeds five (5) years, DISTRICT reserves the right to adjust the types of insurance required under this Agreement and the monetary limits of liability for the insurance coverages currently

COOPERATIVE AGREEMENT

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EXHIBIT C

required herein, if, in the DISTRICT Risk Manager's reasonable judgment, the amount or type of insurance carried by DEVELOPER has become inadequate.

- g. DEVELOPER shall pass down the insurance obligations contained herein to all tiers of subcontractors working under this Agreement.
- h. The insurance requirements contained in this Agreement may be met with a program(s) of self-insurance acceptable to DISTRICT.
- i. DEVELOPER agrees to notify DISTRICT of any claim by a third party or any incident or event that may give rise to a claim arising from the performance of this Agreement.

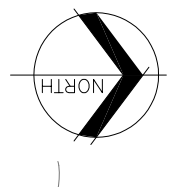
COOPERATIVE AGREEMENT

Santa Ana River – Riverbend Slope Revetment, Stage 1
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EXHIBIT D



NOT TO SCALE



COOPERATIVE AGREEMENT

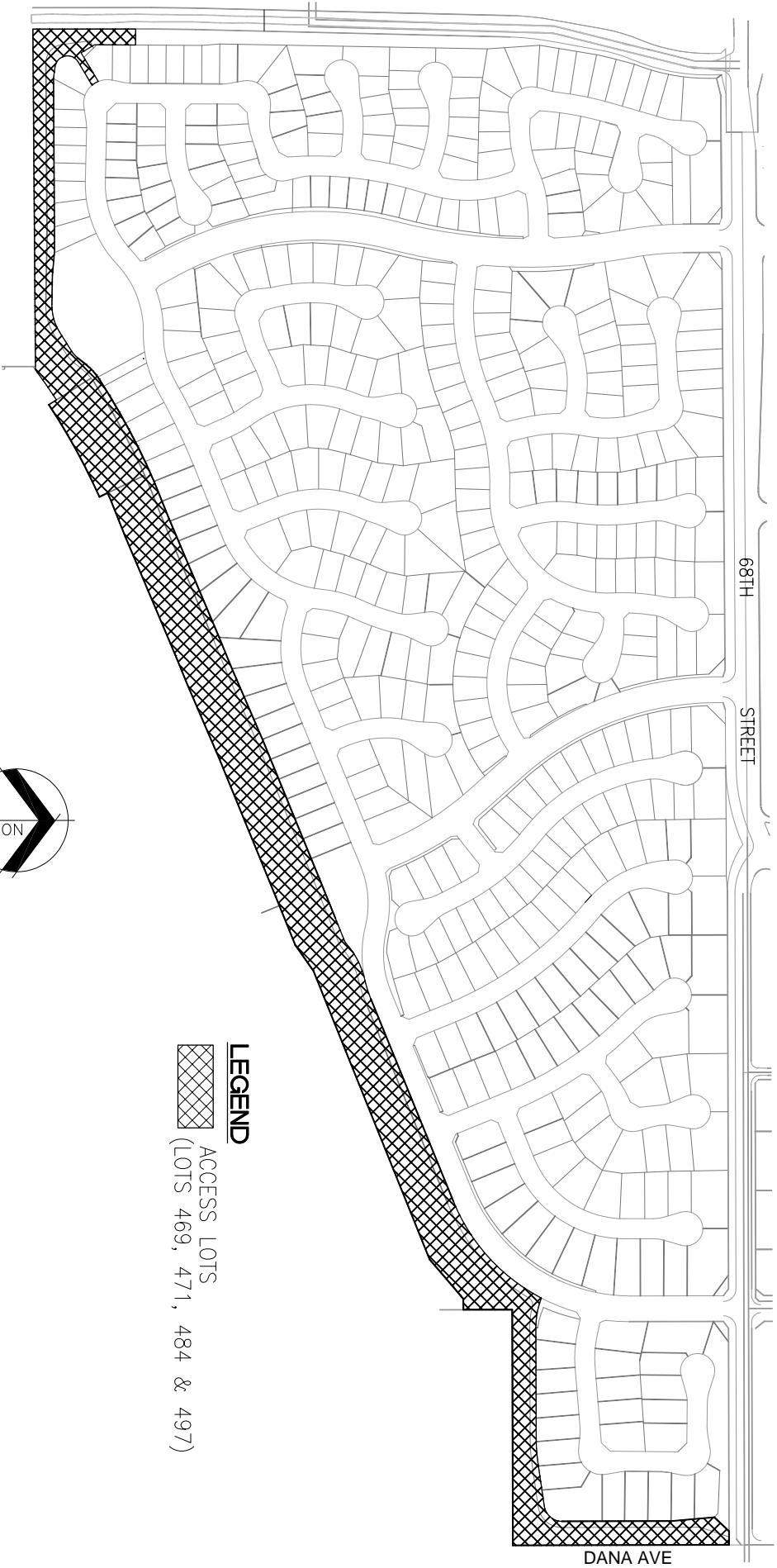
Santa Ana River – Riverbend Slope Revetment, Stage 1
Jurupa Valley – Riverbend Storm Drain and Laterals, Stage 1

Project No. 1-0-00014


Tract Map No. 36391

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EXHIBIT D



LEGEND

 ACCESS LOTS
(LOTS 469, 471, 484 & 497)

NOT TO SCALE



COOPERATIVE AGREEMENT

Santa Ana River – Riverbend Slope Revetment, Stage 1
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Project No. 1-0-00014

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City of Jurupa Valley

STAFF REPORT

DATE: OCTOBER 1, 2020

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: ROD BUTLER, CITY MANAGER
BY: STEVE R. LORISO, P.E., CITY ENGINEER/DIRECTOR OF PUBLIC WORKS

SUBJECT: AGENDA ITEM NO. 14.F

APPROVAL OF COOPERATIVE AGREEMENT BETWEEN THE CITY OF JURUPA VALLEY, SEQUANATA PARTNERS, LP, AND THE RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT FOR CONSTRUCTION AND MAINTENANCE OF PARAMOUNT ESTATES MDP LINE C (TM 37211 – SOUTHEAST OF THE INTERSECTION OF OPAL STREET AND CANAL STREET)

RECOMMENDATION

It is recommended that the City Council:

- 1) Approve the cooperative agreement with the Riverside County Flood Control and Water Conservation District (District) and Sequanata Partners, LP (Developer) and authorize the Mayor to sign the agreement.

BACKGROUND

As a condition of approval, the Developer of Tract Map 37211 must construct certain flood control facilities in order to provide flood protection and drainage for their project and surrounding development. The flood control facilities are identified in the District's Paramount Estates Master Drainage Plan (MDP).

ANALYSIS

The Developer and the District are proposing an agreement for the construction of flood control facilities in order to provide the required flood protection for the development. The proposed construction includes large diameter pipes (District Facilities) which will be owned and maintained by the District and which will outlet to existing District facilities (Sunnyslope Channel). The Developer and the District will construct all of the necessary

facilities. The City will own and maintain the catch basins, connector pipes, and inlets located within the City right of way (identified as “APPURTENANCES” in the cooperative agreement). The City is also party to this agreement as plan review and construction inspection will be conducted by City staff.

The District will calendar the agreement for consideration at the Board of Supervisor’s regularly scheduled meeting upon City approval of this agreement. Prior to the start of construction, a surety will be posted with the City for the Developer Facilities and District Facilities for work described in the agreement.

FISCAL IMPACT

Plan review and inspection fees will be deposited with the City prior to construction of the facilities. The City will be responsible for the maintenance of the catch basins, connector pipes and inlets within the public right of way. There is no financial impact anticipated other than routine cleaning of catch basins and pipes accepted into the City system as part of subdivision improvements. As the project velocities in the pipes are excessive, the catch basin inlet and pipe maintenance annual costs are minimal.

ALTERNATIVES

1. Do not approve the cooperative agreement.
2. Provide alternative direction to staff.

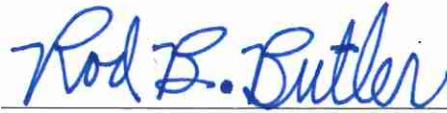
*****SIGNATURES ON FOLLOWING PAGE*****

Prepared by:



Steve R. Loriso, PE
City Engineer/Dir. Of Public Works

Submitted by:



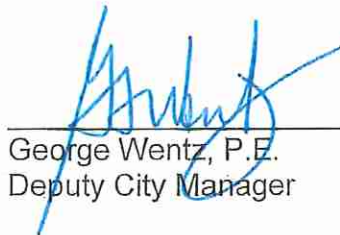
Rod Butler
City Manager

Reviewed by:



Connie Cardenas
Administrative Services Director

Reviewed by:



George Wentz, P.E.
Deputy City Manager

Approved as to form by:



Peter M. Thorson
City Attorney

Attachments:

1. Cooperative Agreement

COOPERATIVE AGREEMENT

Paramount Estates MDP Line C, Stage 1
Paramount Estates MDP Line C-1, Stage 1
Project No. 1-0-00266
Tract Map No. 37211

This Cooperative Agreement ("Agreement"), dated as of _____, 2020, is entered into by and between the Riverside County Flood Control and Water Conservation District, a body politic ("DISTRICT"), the City of Jurupa Valley, a municipal corporation ("CITY"), and Sequanota Partners, LP, a California limited partnership ("DEVELOPER"), (together, the "Parties"). The Parties hereto agree as follows:

RECITALS

A. DISTRICT operates and maintains Sunnyslope Channel, Stage 5 and Sunnyslope Freeway Lateral (Project No. 1-0-00100), hereinafter called "CHANNELS", located in the city of Jurupa Valley. CHANNELS were constructed by DISTRICT for the purpose of providing flood protection and drainage improvements to the area; and

B. The Paramount Estates Master Drainage Plan (MDP), when implemented, will provide adequate flood protection to the local community and serves as guide for the location and sizing of local drainage facilities to be constructed within the area. The Paramount Estates MDP Line C will address local flooding hazards by collecting and conveying the 100-year event storm runoff tributary to and from the project area, ultimately discharging into DISTRICT's existing Sunnyslope Channel. Therefore, DISTRICT has budgeted for and plans to construct project in order to protect the residents along Opal Street and to provide flood protection and drainage for certain areas within the City of Jurupa Valley and certain areas for DEVELOPER's planned development; and

C. DEVELOPER is the legal owner of record of certain real property, including Tract Map No. 37211, located within the County of Riverside ("DEVELOPER PARCEL"). As a

condition of approval for Tract Map No. 37211, certain flood control facilities must be constructed in order to provide flood protection and drainage for DEVELOPER's planned development. Construction of project would benefit the existing residents in the area and provide some of the required flood protection for DEVELOPER PARCEL; and

D. The required flood control facilities and drainage improvements, are identified in DISTRICT's MDP, as shown on District Drawing No. 1-0732, and as shown in concept on Exhibit "A", attached hereto and made a part hereof, includes the construction of an underground storm drain system consisting of approximately 510 lineal feet of underground reinforced concrete pipe from the upstream intersections of Opal Street and Canal Street, then southerly within Opal Street and easterly within the proposed street right of way, hereinafter collectively called ("LINE C"). At its downstream terminus, LINE C will connect to the proposed modified CHANNELS' design within DISTRICT's right of way, consisting of multiple cells of underground reinforced concrete boxes; and

E. Associated with the construction of LINE C is the construction of certain catch basins, connector pipes, and inlets that will be located within CITY held easements or rights of way ("APPURTENANCES"); and

F. Also associated with the construction of LINE C is the removal of a portion of DISTRICT's CHANNELS and replacement with an underground reinforced concrete box ("CROSSING") and two (2) transition structures ("STRUCTURES"); and

G. Together, LINE C and STRUCTURES are hereinafter called ("DISTRICT FACILITIES"). Altogether, DISTRICT FACILITIES, APPURTENANCES and CROSSING are hereinafter called "PROJECT"; and

H. DISTRICT, DEVELOPER and CITY desire to work collaboratively to construct PROJECT in order to provide drainage improvements associated with DISTRICT's Master Drainage Plan located in the City of Jurupa Valley; and

I. To facilitate DISTRICT's construction of PROJECT, DEVELOPER is willing to prepare or caused to be prepared, at no cost to DISTRICT, the necessary environmental studies, regulatory permits, and plans for PROJECT; and

J. DEVELOPER and CITY desire DISTRICT to construct PROJECT, and accept ownership and responsibility for the operation and maintenance of DISTRICT FACILITIES. Therefore, DISTRICT must review and approve DEVELOPER's plans, environmental studies for CITY's use in adopting an appropriate California Environmental Quality Act ("CEQA") document, and regulatory permits for PROJECT; and

K. DEVELOPER and DISTRICT desire CITY to accept ownership and responsibility for the operation and maintenance of APPURTENANCES. Therefore, CITY must review and approve DEVELOPER's plans, environmental studies, and regulatory permits for PROJECT; and

L. DISTRICT is willing to (i) review and approve DEVELOPER's plans for PROJECT, (ii) pay all costs related to plan checking, preparation of specifications and bid documents, bid administration, construction survey and staking, actual construction, construction management, contract administration, material testing, construction inspection, and the Multiple Species Habitat Conservation Plan ("MSHCP") fee for PROJECT, (iii) review and approve environmental studies and regulatory permits, (iv) advertise, award and administer a public works construction contract for PROJECT, (v) construct or caused the construction of PROJECT, (vi) inspect the construction of DISTRICT FACILITIES and CROSSING, (vii) accept ownership and responsibility for the operation and maintenance of DISTRICT FACILITIES, and (viii) accept

responsibility for the removal of sediment and debris from CROSSING, provided DEVELOPER (a) complies with this Agreement, (b) prepares PROJECT plans in accordance with DISTRICT and CITY approved standards, (c) complete all necessary environmental studies and secure all necessary environmental regulatory permits necessary for both construction and operation and maintenance of PROJECT, (d) implement all mitigation required as part of the environmental and regulatory permitting processes, except for the MSHCP fee, and (e) conveys to DISTRICT, prior to DISTRICT advertising PROJECT for construction bids, the necessary rights of way, as shown in concept cross-hatched in red on Exhibit "B", attached hereto and made part hereof, for the construction, inspection, operation and maintenance of DISTRICT FACILITIES, as set forth herein; and

M. CITY is willing to (i) act as the Lead Agency for the purposes of CEQA, (ii) review and approve DEVELOPER's plans, environmental studies, and regulatory permits for PROJECT, (iii) inspect the construction of PROJECT, (iv) grant DISTRICT the right to construct, inspect, operate and maintain DISTRICT FACILITIES within CITY rights of way, (v) grant DISTRICT the rights to maintain the removal of sediment and debris from CROSSING within CITY rights of way, (vi) accept ownership and responsibility for the operation and maintenance of APPURTENANCES, and (vii) accept ownership and responsibility for the operation and maintenance of the structural integrity for CROSSING upon completion of Street "C"; and

N. All Parties recognize and acknowledge that the construction of Street "C" by DEVELOPER, from Opal Street to Sunnyslope Channel ("STREET C"), will be located within future rights of way created in favor of CITY in connection with the recordation of DEVELOPER's final subdivision map for Tract 37211; and

O. It is anticipated that upon completion of STREET C construction, DEVELOPER will construct certain landscape features ("DEVELOPER LANDSCAPE"); and

P. The Parties hereby acknowledge and recognize that a certain portion of property located within DISTRICT's Sunnyslope Channel (Parcel No. 1100-22, Assessor's Parcel No. 177-14-2020) will need to be dedicated to the public for street and utility purposes ("OFFER OF DEDICATION"). OFFER OF DEDICATION is shown in concept cross-hatched in green on Exhibit "C" attached hereto and made a part hereof; and

Q. CITY is willing to incorporate the OFFER OF DEDICATION into the public right of way; and

R. The legal descriptions of STREET C and OFFER OF DEDICATION are provided on Exhibit "D", attached hereto and made a part hereof; and

S. Upon completion of PROJECT construction, DEVELOPER proposes to construct two (2) water quality basin facilities including its associated inlets and outlets ("DEVELOPER BASINS"). DEVELOPER BASINS are to be located within privately held easements or rights of way, and are to be initially owned and maintained by DEVELOPER and, subsequently, owned by the Home Owners' Association for Tract No. 37211 and maintained by the Home Owners' Association for Tract No. 37211 or via the anticipated formation of a maintenance Community Facilities District ("CFD"); and

NOW, THEREFORE, the parties hereto mutually agree as follows:

SECTION I

DEVELOPER shall:

1. Prepare, or cause to be prepared, at its sole cost and expense, PROJECT plans, hereinafter called "IMPROVEMENT PLANS", prior to DISTRICT's advertising PROJECT for construction bids, in accordance with applicable DISTRICT and CITY standards and submit to DISTRICT and CITY for their respective review and approval. IMPROVEMENT PLANS shall adhere to the submittals checklist as shown in "Exhibit E", attached hereto and made

part hereof, and the latest drafting manual available for download on DISTRICT's website at <https://rcflood.org/Business/Engineering-Tools>.

2. Prepare, or cause to be prepared, at its sole cost and expense, the necessary environmental studies for CITY's use in adopting an appropriate CEQA document for PROJECT and furnish to DISTRICT and CITY for its review and approval.

3. Prepare or cause to be prepared, at its sole cost and expense, all permits, approvals or agreements required by any federal, state or local resource and/or regulatory agency for the construction, inspection, operation and maintenance of PROJECT and furnish to DISTRICT and CITY for their review and approval. Such documents include but are not limited to those issued by the U.S. Army Corps of Engineers, California Regional Water Quality Control Board, California Department of Fish and Wildlife, State Water Resources Control Board and Western Riverside County Regional Conservation Authority ("REGULATORY PERMITS").

4. Implement or cause to be paid and implemented, in association with the construction, operation and maintenance of PROJECT, and pay all costs associated herewith as it relates to all environmental mitigation, except for the fees associated with MSHCP.

5. Secure, at its sole cost and expense, all necessary licenses, agreements, permits and rights of way as may be needed for the construction, inspection, operation and maintenance of DISTRICT FACILITIES. DEVELOPER shall furnish DISTRICT and CITY, prior to DISTRICT's advertising PROJECT for construction bids, or not less than twenty (20) days prior to recordation of the final map for Tract Map No. 37211 or any phase thereof, whichever occurs first, with sufficient evidence of DEVELOPER having secured such necessary licenses, agreements, permits and rights of way as determined and approved by DISTRICT and CITY, as appropriate.

6. Obtain and provide DISTRICT at no cost (Attention: Right of Way Acquisition Section), at the time of providing sixty percent (60%) IMPROVEMENT PLANS as set forth in Section I.1., and prior to DISTRICT's soliciting of bids for the construction of PROJECT, with a duly executed easement ("EASEMENT DEDICATION") in favor of the DISTRICT for (i) the flood control and drainage purposes, including ingress and egress, and (ii) the construction, inspection, operation and maintenance of DISTRICT FACILITIES for the rights of way over DEVELOPER PARCEL and within the future STREET C right of way alignment as deemed necessary by DISTRICT. EASEMENT DEDICATION shall be in a form prepared and approved by DISTRICT and shall be executed by all legal and equitable owners of the property described in the offer(s).

7. Furnish DISTRICT, when submitting EASEMENT DEDICATION as set forth in Section I.6., with Preliminary Reports on Title dated not more than thirty (30) days prior to date of submission of all the property described in the Easement Dedication.

8. At the time of recordation of the conveyance document(s) as set forth in Section II.7., furnish DISTRICT with policies of title insurance, each in the amount of not less than fifty percent (50%) of the estimated fee value, as determined by DISTRICT, for each easement parcel to be conveyed to DISTRICT, guaranteeing DISTRICT's interest in said property as being free and clear of all liens, encumbrances, assessments, easements, taxes and leases (recorded or unrecorded), and except those which, in the sole discretion of DISTRICT, are acceptable.

9. Grant DISTRICT and CITY, by execution of this Agreement the right to enter upon DEVELOPER's property where necessary and convenient for the purpose of gaining access to, constructing, performing inspection service, and operation and maintenance of the

PROJECT as set forth herein. This will expire upon the recordation of the DISTRICT's notice of completion.

10. Prior to DISTRICT's advertising PROJECT for construction bids, furnish DISTRICT and CITY each with (i) a set of final mylar plans for PROJECT, (ii) assign the ownership of said final mylar to DISTRICT and CITY respectively, (iii) provide DISTRICT with a digital copy of the final IMPROVEMENT PLANS drafted in a Computer Aided Design software such as AutoCAD or MicroStation.

11. Not permit any change to or modification of DISTRICT and CITY approved IMPROVEMENT PLANS without the prior written permission and consent of DISTRICT and CITY.

12. DEVELOPER shall not commence operations until DISTRICT (Attention: Contract Services Section) and CITY have been furnished with original certificate(s) of insurance and original certified copies of endorsements and if requested, certified original policies of insurance including all endorsements and any and all other attachments. Prior to construction of STREET C, an original certificate of insurance evidencing the required insurance coverage shall be provided to DISTRICT. At minimum, the procured insurance coverages should adhere to DISTRICT's required insurance provided in **Exhibit "F"**, attached hereto and made a part hereof. Failure to maintain the insurance required by this paragraph shall be deemed a material breach of this Agreement and shall authorize and constitute authority for DISTRICT, at its sole discretion, to provide written notice to DEVELOPER that DISTRICT is unable to perform its obligations hereunder, nor to accept responsibility for ownership, operation and maintenance of DISTRICT FACILITIES due, either in whole or in part, to said breach of this Agreement.

13. Obtain an encroachment permit from DISTRICT and CITY to construct STREET C within public rights of way, pursuant to their rules and regulations and comply with all provisions set forth therein.

14. Not allow any vehicular traffic, bicycling, and pedestrian usage by the public on STREET C through its respective rights-of-way property until STREET C is constructed per the approved plans and until such time that rights-of-way is accepted by the CITY.

15. DEVELOPER LANDSCAPE will be designed, constructed and maintained in such a manner so as to not to interfere with DISTRICT's ability to operate and maintain DISTRICT FACILITIES or restrict DISTRICT's ingress, egress, or access to DISTRICT FACILITIES.

16. Accept ownership and sole responsibility for the operation and maintenance of the DEVELOPER BASINS, until the Homeowners' Association for Tract No. 37211 or the CFD accepts ownership and responsibility of DEVELOPER BASINS, whichever occurs first.

17. Ensure that all work performed pursuant to this Agreement by DEVELOPER, its agents or contractors is done in accordance with all applicable laws and regulations including but not limited to all applicable provisions of the Labor Code, Business and Professions Code and Water Code. DEVELOPER shall be solely responsible for all costs associated with compliance with all laws and regulations applicable to DEVELOPER's obligations.

SECTION II

DISTRICT shall:

1. Act as a Responsible Agency under CEQA, taking all necessary and appropriate action to comply with CEQA.

2. Review and approve IMPROVEMENT PLANS prepared by DEVELOPER.

3. Provide CITY an opportunity to review and approve IMPROVEMENT PLANS prior to DISTRICT's final approval.
4. Review and approve all right of way documents necessary for the construction, operation and maintenance of PROJECT, as provided by DEVELOPER.
5. Review and approve REGULATORY PERMITS, as provided by DEVELOPER.
6. Upon execution of this Agreement, record or cause to be recorded a copy of this Agreement in the Official Records of the Riverside County Recorder.
7. Record or cause to be recorded, the Easement Dedication provided by DEVELOPER pursuant to Section I.6.
8. Subject to final budgetary approval by the DISTRICT's Board of Supervisors, and upon completion of all items described in Sections II.1., II.2, II.3, II.4, II.5 and II.7, endeavor to prepare specifications and bid documents, advertise for bids and award a construction contract for PROJECT within six (6) months following such completion.
9. Pay all costs associated with plan checking, preparation of specifications and bid documents, bid administration, construction survey and staking, actual construction, construction management, contract administration, material testing, construction inspection required in association with the construction of PROJECT.
10. Upon award date of the public works construction contract for PROJECT by the Board of Supervisors, provide CITY and DEVELOPER with written notice that DISTRICT has awarded a construction contract for PROJECT.
11. Within thirty (30) days of awarding PROJECT construction contract, pay the Western Riverside County Regional Conservation Agency the costs associated with MSHCP, which is either the lesser of three percent (3%) of the lowest responsible bid price or three percent

(3%) of the lowest responsible bid price, less the value of the applicable project specific mitigation.

12. Prior to commencing PROJECT construction, schedule and conduct a pre-construction meeting between DISTRICT, CITY, DEVELOPER and other affected entities. DISTRICT shall notify CITY and DEVELOPER at least five (5) business days prior to conducting the pre-construction meeting.

13. Furnish CITY and DEVELOPER, at the time of providing written notice for the pre-construction meeting as set forth in Section II.12., with a construction schedule which shall show the order and dates in which DISTRICT or DISTRICT's contractor proposes to carry on the various parts of work, including estimated start and completion dates.

14. Grant CITY, by execution of this Agreement, the right to enter upon DISTRICT's property where necessary and convenient for the purpose of gaining access to, and performing inspection service for the construction of PROJECT as set forth herein.

15. Construct or cause to be constructed, PROJECT pursuant to a DISTRICT administered construction contract, in accordance with IMPROVEMENT PLANS approved by DISTRICT and CITY, and pay all costs associated therewith.

16. Inspect or cause to be inspected, construction of PROJECT.

17. Require its construction contractor(s) to comply with all Cal/OSHA safety regulations including regulations concerning confined space and maintain a safe working environment for all DISTRICT and CITY employees on the site.

18. Require its construction contractor(s) to include CITY as an additional insured under the liability insurance coverage for PROJECT, and also require its construction contractor(s) to include CITY as a third party beneficiary of any and all warranties of the contractor's work with regard to APPURTENANCES and CROSSING.

19. Within two (2) weeks of completing PROJECT construction, provide CITY with written notice that PROJECT construction is substantially complete and requesting that CITY conduct a final inspection of APPURTENANCES and CROSSING and subsequently assume ownership and responsibility for operation and maintenance of APPURTENANCES.

20. Upon DISTRICT's acceptance of PROJECT construction as complete, provide CITY and DEVELOPER with a copy of DISTRICT's Notice of Completion.

21. Upon CITY's acceptance of APPURTENANCES and CROSSING construction as complete, provide CITY with a reproducible duplicate set of "record drawings" of PROJECT plans.

22. Accept ownership and sole responsibility for the operation and maintenance of DISTRICT FACILITIES.

23. Upon completion of STREET C, transfer ownership of OFFER OF DEDICATION to CITY and thereupon accept ownership and maintenance responsibility for the removal of sediment and debris from CROSSING.

24. Ensure that all work performed pursuant to this Agreement by DISTRICT, its agents or contractors is done in accordance with all applicable laws and regulations, including but not limited to prevailing wage laws, all applicable provisions of the Labor Code, Business and Professions Code, and Water Code. DISTRICT shall be solely responsible for all costs associated with compliance with applicable laws and regulations.

SECTION III

CITY shall:

1. Pursuant to the California Environmental Quality Act (CEQA), act as Lead Agency and assume responsibility for preparation, circulation and adoption of all necessary and

appropriate CEQA documents pertaining to the construction, operation and maintenance of PROJECT.

2. Process the appropriate CEQA documents to cover the construction of PROJECT as part of its review process for Tract Map No. 37211.

3. Review and approve IMPROVEMENT PLANS prior to DISTRICT's advertising PROJECT for construction bids. Approval of IMPROVEMENT PLANS shall be indicated in writing to DISTRICT (Attention: Chief of Design and Construction Division).

4. Grant DISTRICT, by execution of this Agreement, the right to construct and inspect PROJECT and operate and maintain DISTRICT FACILITIES within CITY rights of way as set forth herein.

5. Issue, at no cost to DISTRICT or DISTRICT's contractor, the necessary encroachment permit(s) required to construct PROJECT within CITY rights of way.

6. Order the relocation of all utilities installed by permit or franchise within CITY rights of way which conflict with the construction of PROJECT and which must be relocated at the utility owner's expense.

7. Relocate all CITY owned utilities within CITY rights of way which conflict with the construction of PROJECT at the CITY's expense.

8. Inspect the construction of PROJECT for quality control purposes at its sole cost, and provide any comments to DISTRICT personnel who shall be solely responsible for all quality control communications with DISTRICT's contractor(s) during the construction of PROJECT.

9. Upon receipt of DISTRICT's written notice that PROJECT construction is substantially complete as set forth in Section II.20, conduct a final inspection of APPURTENANCES and CROSSING.

10. Accept ownership and sole responsibility for the operation and maintenance of APPURTENANCES upon (i) receipt of DISTRICT's Notice of Completion as set forth in Section II.20; and (ii) receipt of a reproducible duplicate set of "record drawings" of PROJECT plans as set forth in Section II.21.

11. Upon completion of STREET C construction, accept ownership and maintenance responsibility for the structural integrity of CROSSING.

12. Upon DISTRICT acceptance of PROJECT construction as being complete, accept sole responsibility for the adjustment of all PROJECT manhole rings and covers located within CITY rights of way which must be performed at such time(s) that the finished grade along and above the underground portions of DISTRICT FACILITIES are improved, repaired, replaced or changed. It being further understood and agreed that any such adjustments shall be performed at no cost to DISTRICT.

SECTION IV

It is further mutually agreed:

1. In the event that CEQA document and environmental studies are deemed insufficient or DEVELOPER is unable to complete the environmental documents, or the CITY does not approve the development of Tract 37211, this Cooperative Agreement is hereby terminated.

2. CITY LANDSCAPE shall, at all times, remain in the sole ownership of and be the exclusive responsibility of CITY. Nothing herein shall be construed as creating any obligation or responsibility on the part of DISTRICT to operate or maintain CITY LANDSCAPE.

3. Except as otherwise provided herein, all construction work involved with PROJECT shall be inspected by DISTRICT, and shall not be deemed complete until approved and accepted as complete by DISTRICT.

4. DISTRICT shall indemnify, defend, save and hold harmless CITY (including its officers, elected and appointed officials, employees, agents, representatives, independent contractors and subcontractors) from any liabilities, claim, damage, proceeding or action, present or future, based upon, arising out of or in any way relating to DISTRICT's (including its officers, Board of Supervisors, elected and appointed officials, employees, agents, representatives, independent contractors and subcontractors) actual or alleged acts or omissions related to this Agreement, performance under this Agreement, or failure to comply with the requirements of this Agreement, including but not limited to: (a) property damage; (b) bodily injury or death; (c) payment of reasonable attorney's fees; or (d) any other element of any kind or nature whatsoever.

5. CITY shall indemnify, defend, save and hold harmless DEVELOPER, DISTRICT and the County of Riverside (including their agencies, districts, special districts and departments, their respective directors, officers, Board of Supervisors, elected and appointed officials, employees, agents, representatives, independent contractors, and subcontractors, affiliates, members successors and assigns) from any liabilities, claim, damage, proceeding or action, present or future, based upon, arising out of or in any way relating to CITY's (including its officers, elected and appointed officials, employees, agents, representatives, independent contractors, and subcontractors) actual or alleged acts or omissions related to this Agreement, performance under this Agreement, or failure to comply with the requirements of this Agreement, including but not limited to: (a) property damage; (b) bodily injury or death; (c) payment of reasonable attorney's fees; or (d) any other element of any kind or nature whatsoever.

6. DEVELOPER for itself, its successors and assigns hereby releases DISTRICT, County of Riverside and CITY (including their agencies, districts, special districts and departments, their respective directors, officers, Board of Supervisors, elected and appointed officials, employees, agents and representatives) from any and all claims, demands, actions, or

suits of any kind arising out of any liability, known or unknown, present or future, including but not limited to any claim or liability, based or asserted, pursuant to Article I, Section 19 of the California Constitution, the Fifth Amendment of the United States Constitution, or any other law or ordinance which seeks to impose any other liability or damage, whatsoever, for damage caused by the discharge of drainage within or from PROJECT. Nothing contained herein shall constitute a release by DEVELOPER of DISTRICT, its officers, agents and employees from any and all claims, demands, actions or suits of any kind arising out of any liability, known or unknown, present or future, for the negligent maintenance of DISTRICT FACILITIES, after the acceptance of ownership, operation and maintenance of DISTRICT FACILITIES by DISTRICT.

7. DEVELOPER shall indemnify and hold harmless DISTRICT, County of Riverside and CITY (including their agencies, districts, special districts and departments, their respective directors, officers, Board of Supervisors, elected and appointed officials, employees, agents and representatives) from any liability, claim, damage, proceeding or action, present or future, based upon, arising out of or in any way relating to DEVELOPER's (including its officers, employees, subcontractors and agents) actual or alleged acts or omissions related to this Agreement performance under this Agreement or failure to comply with the requirements of this Agreement, including but not limited to (a) property damage, (b) bodily injury or death, (c) liability or damage pursuant to Article I, Section 19 of the California Constitution, the Fifth Amendment of the United States Constitution or any other law, ordinance or regulation caused by the diversion of waters from the natural drainage patterns or the discharge of drainage within or from PROJECT, or (d) any other element of any kind or nature whatsoever.

DEVELOPER shall defend, at its sole expense, including all costs and fees (including but not limited to attorney fees, cost of investigation, defense and settlements or awards), DISTRICT, County of Riverside and CITY (including their agencies, districts, special

districts and departments, their respective directors, officers, Board of Supervisors, elected and appointed officials, employees, agents and representatives) in any claim, proceeding or action for which indemnification is required.

With respect to any of DEVELOPER's indemnification requirements, DEVELOPER shall, at its sole cost, have the right to use counsel of their own choice and shall have the limited right to adjust, settle, or compromise any such claim, proceeding or action without the prior consent of DISTRICT, County of Riverside and CITY; provided, however, that any such adjustment, settlement or compromise in no manner whatsoever limits or circumscribes DEVELOPER's indemnification obligations to DISTRICT, County of Riverside or CITY.

Developer shall have the right to adjust, settle or compromise any claim for personal injuries or property damages where the plaintiff only receives monetary damages and there is no statement or recognition of DISTRICT, County of Riverside or CITY liability for said damages. DISTRICT, County of Riverside or CITY, as respects the claims against them, shall be entitled to consent (such consent not to be unreasonably withheld) to any adjustment, settlement or compromise of any claim relating to liability or damage pursuant to Article I, Section 19 of the California Constitution, the Fifth Amendment of the United States Constitution or any other law, ordinance or regulation caused by the diversion of waters from natural drainage patterns or the discharge of drainage within or from PROJECT or any adjustment, settlement or compromise involving obligations by DISTRICT, County of Riverside or CITY for future maintenance, reconstruction or actions by DISTRICT or CITY.

DEVELOPER's indemnification obligations shall be satisfied when DEVELOPER has provided to DISTRICT and CITY the appropriate form of dismissal relieving DISTRICT, County of Riverside or CITY from any liability for the claim, proceeding or action involved as provided above.

The specified insurance limits required in this Agreement shall in no way limit or circumscribe DEVELOPER's obligations to indemnify and hold harmless DISTRICT, County of Riverside and CITY from third party claims as provided above.

In the event there is conflict between this section and California Civil Code Section 2782, this section shall be interpreted to comply with Civil Code Section 2782. Such interpretation shall not relieve DEVELOPER from indemnifying DISTRICT, County of Riverside or CITY pursuant to the terms of this Agreement to the fullest extent allowed by law.

8. Any waiver by any Party of any breach of any one or more of the terms of this Agreement shall not be construed to be a waiver of any subsequent or other breach of the same or of any other term hereof. Failure on the part of a Party to require exact, full and complete compliance with any terms of this Agreement shall not be construed as in any manner changing the terms hereof or estopping such Party from enforcement hereof.

9. This Agreement is to be construed in accordance with the laws of the State of California.

10. Any and all notices sent or required to be sent to the Parties to this Agreement will be mailed by first class mail, postage prepaid, to the following addresses:

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT
1995 Market Street
Riverside, CA 92501
Attn: Contract Services Section

CITY OF JURUPA VALLEY
8930 Limonite Avenue
Jurupa Valley, CA 92509
Attn: Steve R. Loriso
City Engineer/Director of
Public Works

SEQUANOTA PARTNERS, LP
556 South Fair Oaks Avenue, #337
Pasadena, CA 91105
Attention: Paul Onufer

11. Any action at law or in equity brought by any of the Parties hereto for the purpose of enforcing a right or rights provided for by the Agreement shall be tried in a court of

competent jurisdiction in the County of Riverside, State of California, and the parties hereto waive all provisions of law providing for a change of venue in such proceedings to any other county.

12. This Agreement is the result of negotiations between the Parties hereto and the advice and assistance of their respective counsel. The fact that this Agreement was prepared as a matter of convenience by DISTRICT shall have no import or significance. Any uncertainty or ambiguity in this Agreement shall not be construed against DISTRICT because DISTRICT prepared this Agreement in its final form.

13. The rights and obligations of DEVELOPER shall inure to and be binding upon all heirs, successors and assignees.

14. DEVELOPER shall not assign or otherwise transfer any of its rights, duties or obligations hereunder to any person or entity without the written consent of the other Parties hereto being first obtained. In the event of any such transfer or assignment, DEVELOPER expressly understands and agrees that it shall remain liable with respect to any and all of the obligations and duties contained in this Agreement. Provided, that, upon a transfer by DEVELOPER of all of its right, title and interest in the DEVELOPER PARCEL to a successor DEVELOPER, and the assumption in writing and agreed to by all parties hereto by such successor, of all obligations accruing from and after the date this Agreement, DEVELOPER shall be released from all obligations under this Agreement.

15. The individual(s) executing this Agreement on behalf of DEVELOPER, certify that they have the authority within their respective company(ies) to enter into and execute this Agreement and have been authorized to do so by all boards of directors, legal counsel and/or any other board, committee or other entity within their respective company(ies) which have the authority to authorize or deny entering into this Agreement.

16. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument.

17. This Agreement is intended by the parties hereto as a final expression of their understanding with respect to the subject matter hereof and as a complete and exclusive statement of the terms and conditions thereof and supersedes any and all prior and contemporaneous agreements and understandings, oral or written, in connection therewith. This Agreement may be changed or modified only upon the written consent of the parties hereto.

18. Upon the request of a Party to this Agreement, the other Parties shall take such actions and execute and deliver such documents and instruments as may be reasonably necessary to carry out this Agreement and implement the intent hereof.

19. Except as otherwise expressly provided in this Agreement, all consents, approvals and authorizations provided for herein to be given or provided by any Party shall not be unreasonably withheld conditioned or delayed.

//

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IN WITNESS WHEREOF, the parties hereto have executed this Agreement on

(to be filled in by Clerk of the Board)

RECOMMENDED FOR APPROVAL:

**RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT**

By _____
JASON E. UHLEY
General Manager-Chief Engineer

By _____
MARION ASHLEY, Chairman
Riverside County Flood Control and Water
Conservation District Board of Supervisors

APPROVED AS TO FORM:

ATTEST:

GREGORY P. PRIAMOS
County Counsel

KECIA HARPER-IHEM
Clerk of the Board

By _____
LEILA MOSHREF-DANESH
Deputy County Counsel

By _____
Deputy

(SEAL)

Cooperative Agreement:
Paramount Estates MDP Line C, Stage 1
Paramount Estates MDP Line C-1, Stage 1
Project No. 1-0-00266
Tract Map No. 37211
AMR:blm
08/10/2020

RECOMMENDED FOR APPROVAL:

CITY OF JURUPA VALLEY

By _____
STEVE LORISO
Public Works Director/City Engineer

By _____
ANTHONY KELLY, JR.
Mayor

APPROVED AS TO FORM:

ATTEST:

By _____
PETER M. THORSON
City Attorney

By _____
VICTORIA WASKO
City Clerk

(SEAL)

Cooperative Agreement:
Paramount Estates MDP Line C, Stage 1
Paramount Estates MDP Line C-1, Stage 1
Project No. 1-0-00266
Tract Map No. 37211
AMR:blm
08/10/2020

SEQUANOTA PARTNERS, LP,
a California limited partnership

By: JPMB Investments, LLC,
a Delaware limited liability company
its General Partner

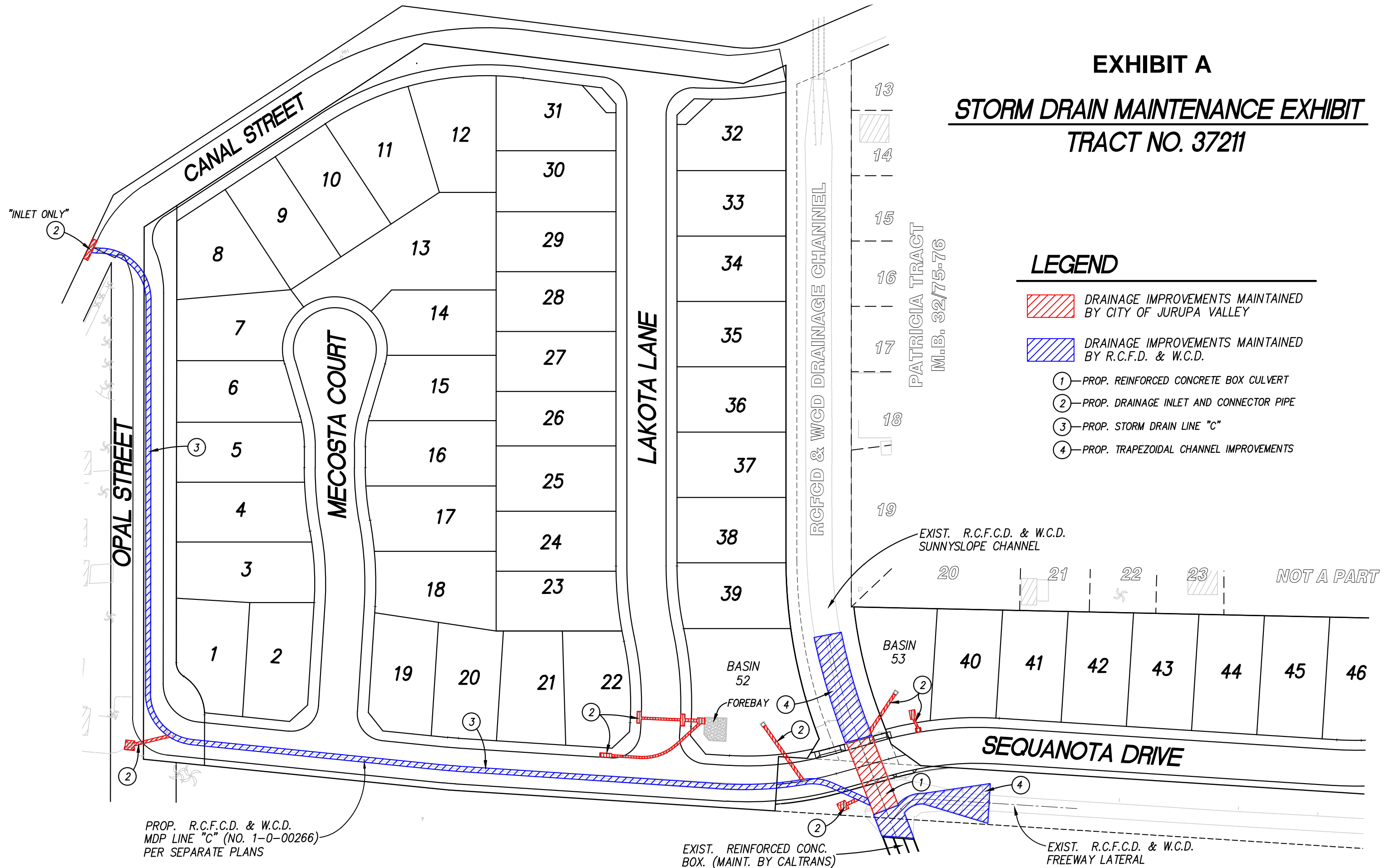
By _____
PAUL ONUFER
Managing Member

(ATTACH NOTARY WITH CAPACITY
STATEMENT)

Cooperative Agreement:
Paramount Estates MDP Line C, Stage 1
Paramount Estates MDP Line C-1, Stage 1
Project No. 1-0-00266
Tract Map No. 37211
AMR:blm
08/10/2020

EXHIBIT A

STORM DRAIN MAINTENANCE EXHIBIT TRACT NO. 37211





C/L OPAL STREET

30'

PARCEL 1
CORPORATION GRANT DEED
REC'D 06/19/97
INST. NO. 215476

ADDITION TO WEST RIVERSIDE BLOCK A,
PORTION LOT 5
MB 9/34 S.B. CO.

STORM DRAIN
EASEMENT

48'

PARCEL "1100-1B"
R.S. 66/70-71

PARCEL "1100-1A"
RCFCD & WCD CHANNEL
R.S. 66/70-71

JURUPA RANCHO
RUBIDOUX RANCHO

STATE HIGHWAY 60

SOUTHERLY LINE LOT 5

NORTH LINE OF PARCEL 1-A OF
FINAL ORDER OF CONDEMNATION
RECORDED 7/27/1960, BK 2739,
PAGE 192, O.R.

EXHIBIT "B"
**STORM DRAIN
EASEMENT
CITY OF JURUPA VALLEY**

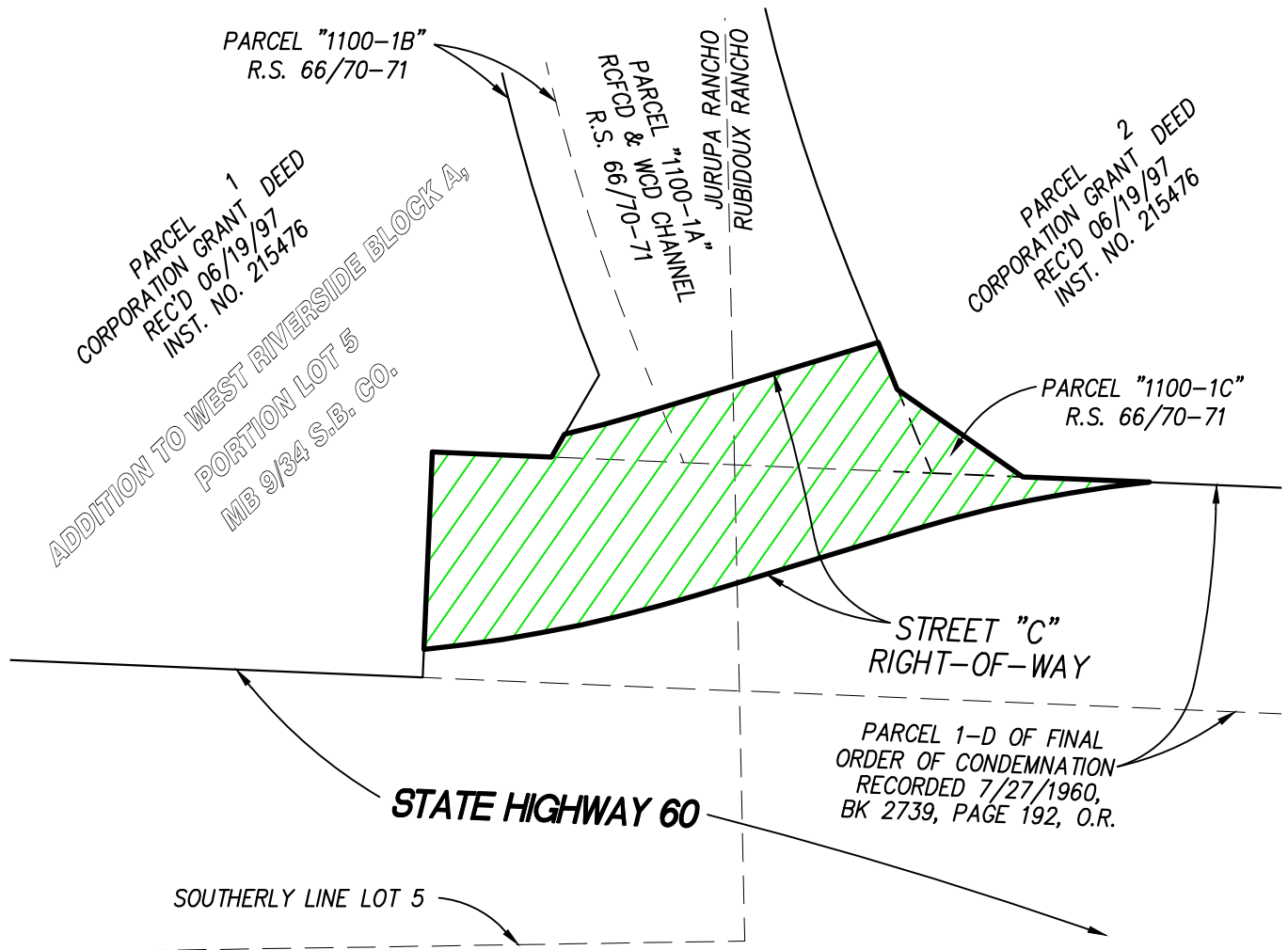
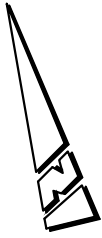


EXHIBIT "C"
STREET "C"
RIGHT-OF-WAY
CITY OF JURUPA VALLEY

EXHIBIT D

LEGAL DESCRIPTION FOR STORM DRAIN EASEMENT

BEING A PORTION OF LOT 5 IN BLOCK "A" OF ADDITION TO WEST RIVERSIDE, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA AS SHOWN BY MAP ON FILE IN BOOK 9 PAGE 34 OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT, SOUTH 67°25'23" WEST, A DISTANCE OF 26.13 FEET, FROM THE NORTHWESTERLY CORNER OF THAT PARCEL OF LAND DESCRIBED AS PARCEL 1-A OF FINAL ORDER OF CONDEMNATION, RECORDED JULY 27, 1960 IN BOOK 2739 PAGE 192 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. SAID POINT ALSO LYING ON THE EASTERLY LINE OF THAT PARCEL OF LAND DESCRIBED AS PARCEL 1-B IN SAID FINAL ORDER OF CONDEMNATION;

THENCE NORTH ALONG THE SAID EASTERLY LINE OF PARCEL 1-B, NORTH 16°52'05" EAST, A DISTANCE OF 46.41 FEET, TO THE BEGINNING OF A TANGENT CURVE, CONCAVE EASTERLY AND HAVING A RADIUS OF 42.00 FEET;

THENCE CONTINUING NORTH ALONG SAID EASTERLY LINE AND OF PARCEL 1-B AND CURVE, THROUGH A CENTRAL ANGLE OF 02°30'06" A DISTANCE OF 1.83 FEET, TO A POINT ON A NON-TANGENT LINE BEING PARALLEL WITH AND 48.00 FEET NORTH OF THE NORTH LINE OF SAID PARCEL 1-A, A RADIAL LINE TO SAID POINT BEARS NORTH 75°38'01" WEST;

THENCE EAST ALONG SAID NON-TANGENT LINE, SOUTH 67°25'32" EAST, A DISTANCE OF 224.25 FEET, TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHERLY HAVING A RADIUS OF 273.00 FEET;

THENCE CONTINUING EAST ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°07'20" A DISTANCE OF 10.11 FEET, TO THE BEGINNING OF A TANGENT LINE BEING PARALLEL WITH AND 48.00 FEET NORTH OF THE NORTH LINE OF SAID PARCEL 1-A;

THENCE EAST ALONG SAID TANGENT LINE, SOUTH 69°32'42" EAST, A DISTANCE OF 249.13 FEET, TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHERLY AND HAVING A RADIUS OF 273.00 FEET;

THENCE CONTINUING EAST ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 16°10'04" A DISTANCE OF 77.04 FEET, TO A POINT ON A NON-TANGENT LINE BEING THE WEST LINE OF PARCEL 1100-1B, AS SHOWN BY MAP ON FILE IN BOOK 66, PAGES 70 THROUGH 71, OF RECORDS OF SURVEYS, RECORDS OF RIVERSIDE COUNTY, A RADIAL LINE TO SAID POINT BEARS NORTH 04°17'13" WEST;

THENCE SOUTHWEST ALONG SAID NON-TANGENT LINE, SOUTH 48°18'03" WEST, A DISTANCE OF 9.95 FEET, TO A POINT ON THE NORTH LINE OF PARCEL 1-D OF SAID FINAL ORDER OF CONDEMNATION;

THENCE WEST ALONG SAID NORTH LINE OF PARCEL 1-D, SOUTH 69°32'42" EAST, A DISTANCE OF 26.41 FEET, TO THE NORTHWEST CORNER OF SAID PARCEL 1-D:

THENCE SOUTH ALONG THE EAST LINE OF SAID PARCEL 1-D, SOUTH 20°27'18" WEST, A DISTANCE OF 50.00 FEET, TO A POINT ON THE NORTH LINE OF SAID PARCEL 1-A,

THENCE WEST ALONG SAID NORTH LINE OF PARCEL 1-A, NORTH 69°32'42" WEST, A DISTANCE OF 300.03 FEET, TO AN ANGLE POINT IN SAID LINE,

THENCE CONTINUING WEST ALONG SAID NORTH LINE OF PARCEL 1-A, NORTH 67°25'32" WEST, A DISTANCE OF 225.36 FEET, TO THE **POINT OF BEGINNING**.

CONTAINING 25,480 SQUARE FEET, MORE OR LESS.

SEE PLAT ATTACHED HERETO AS EXHIBIT "D" AND MADE A PART HEREOF.

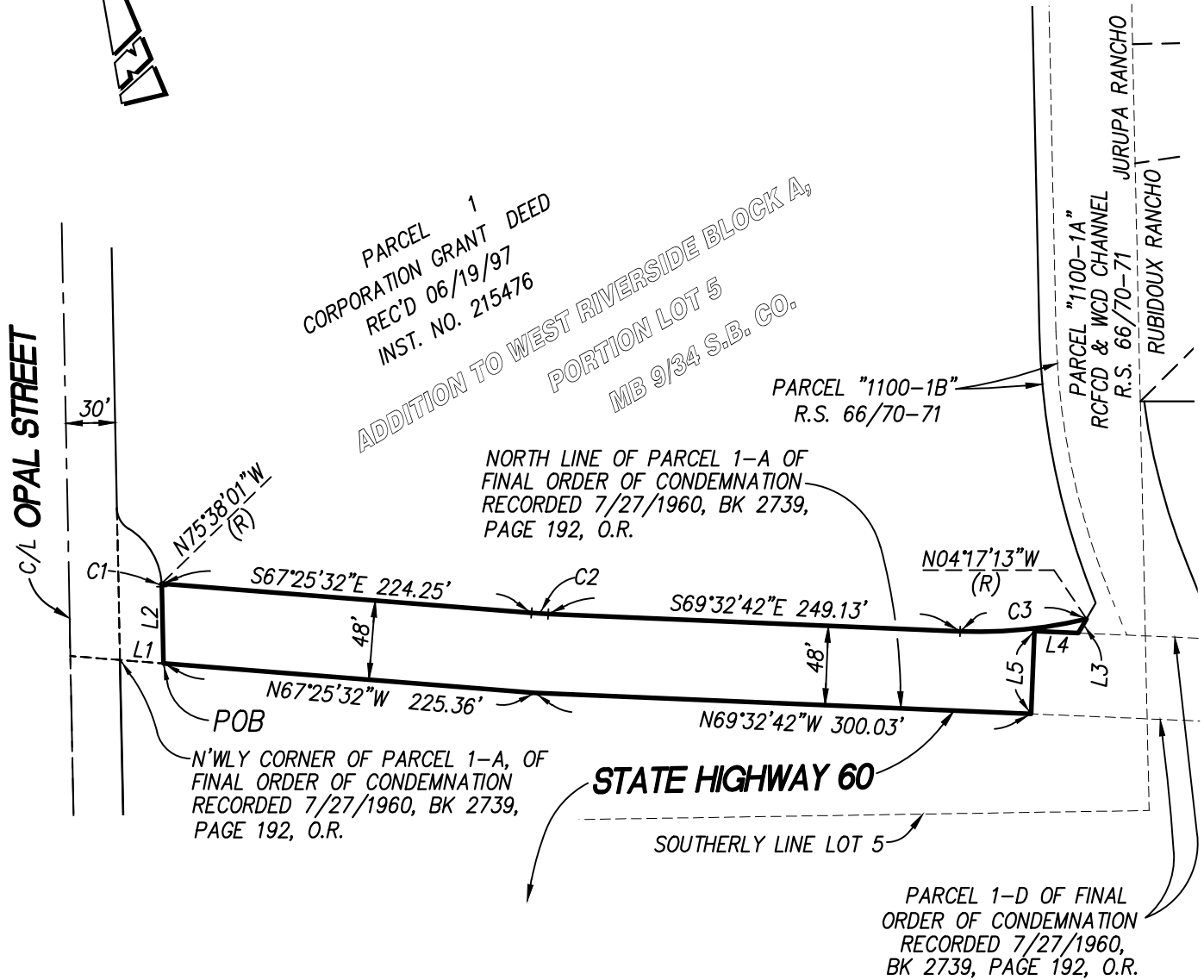
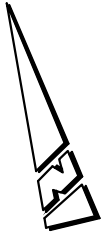


EXHIBIT "D"
**STORM DRAIN
EASEMENT
CITY OF JURUPA VALLEY**

**LEGAL DESCRIPTION
FOR
STREET "C" RIGHT OF WAY**

BEING PORTIONS OF PARCELS 1100-1A, 1100-1B, 1100-1C, 1100-22A AND 1100-22A1, AS SHOWN BY A MAP ON FILE IN BOOK 66, PAGES 70 THROUGH 71, OF RECORDS OF SURVEYS, RECORDS OF RIVERSIDE COUNTY, STATE OF CALIFORNIA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT, AT THE MOST NORTHWEST CORNER OF SAID PARCEL 1100-22A1, SAID POINT ALSO BEING THE MOST NORTHWEST CORNER OF PARCEL 1-D OF FINAL ORDER OF CONDEMNATION, RECORDED JULY 27, 1960 IN BOOK 2739 PAGE 192 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.;

THENCE EAST ALONG THE NORTH LINE OF SAID PARCEL 1100-22A1 AND 1-D, SOUTH 69°32'42" EAST, A DISTANCE OF 26.41 FEET, TO A POINT AT THE MOST SOUTHWEST CORNER OF SAID PARCEL 1100-1A;

THENCE NORTHEAST ALONG THE NORTHWEST LINE OF SAID PARCEL 1100-22A1, NORTH 48°18'03" EAST, A DISTANCE OF 5.80 FEET, TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE NORTHERLY AND HAVING A RADIUS OF 276.00 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 04°53'08" EAST;

THENCE EAST ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 3°40'22", AN ARC DISTANCE OF 17.69 FEET, TO THE BEGINNING OF A TANGENT LINE;

THENCE EAST ALONG SAID TANGENT LINE, SOUTH 88°47'14" EAST, A DISTANCE OF 50.01 FEET, TO THE BEGINNING OF A TANGENT CURVE, CONVANCE SOUTHERLY AND HAVING A RADIUS OF 324.00 FEET;

THENCE EAST ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 00°49'47", AN ARC DISTANCE OF 4.69 FEET, TO A POINT ON A NON-TANGENT LINE BEING THE EAST LINE OF SAID PARCEL 1100-1A, A RADIAL LINE TO SAID POINT BEARS NORTH 02°02'33" EAST;

THENCE SOUTH 03°59'44" EAST, A DISTANCE OF 11.26 FEET, TO THE MOST NORTHERLY CORNER OF SAID PARCEL 1100-1C;

THENCE SOUTHWEST ALONG THE NORTHEAST LINE OF SAID PARCEL 1100-1C, SOUTH 37°04'25" EAST, A DISTANCE OF 33.83 FEET, TO THE MOST EASTERLY CORNER OF SAID PARCEL 1100-1C, SAID POINT ALSO LYING ON THE NORTHERLY LINE OF SAID PARCELS 1100-22A AND 1-D;

THENCE EAST ALONG SAID NORTHERLY LINE, SOUTH 69°32'42" EAST, A DISTANCE OF 28.11 FEET, TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE SOUTHERLY AND HAVING A RADIUS OF 282.00 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 12°05'24" EAST;

THENCE WEST ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 10°52'38", AN ARC DISTANCE OF 53.54 FEET, TO THE BEGINNING OF A TANGENT LINE;

THENCE WEST ALONG SAID TANGENT LINE, NORTH $88^{\circ}47'14''$ WEST, A DISTANCE OF 50.01 FEET, TO THE BEGINNING OF A TANGENT CURVE, CONVANCE SOUTHERLY AND HAVING A RADIUS OF 318.00 FEET;

THENCE WEST ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF $11^{\circ}06'53''$, AN ARC DISTANCE OF 61.69 FEET, TO A POINT ON A NON-TANGENT LINE BEING THE EAST LINE OF SAID PARCEL 1100-22A1, A RADIAL LINE TO SAID POINT BEARS NORTH $12^{\circ}19'36''$ WEST;

THENCE NORTH ALONG SAID EAST LINE OF PARCEL 1100-22A1, NORTH $20^{\circ}27'18''$ EAST, A DISTANCE OF 43.81 FEET, TO THE **POINT OF BEGINNING**.

CONTAINING 5,032 SQUARE FEET, MORE OR LESS.

SEE PLAT ATTACHED HERETO AS EXHIBIT "D-1" AND MADE A PART HEREOF.

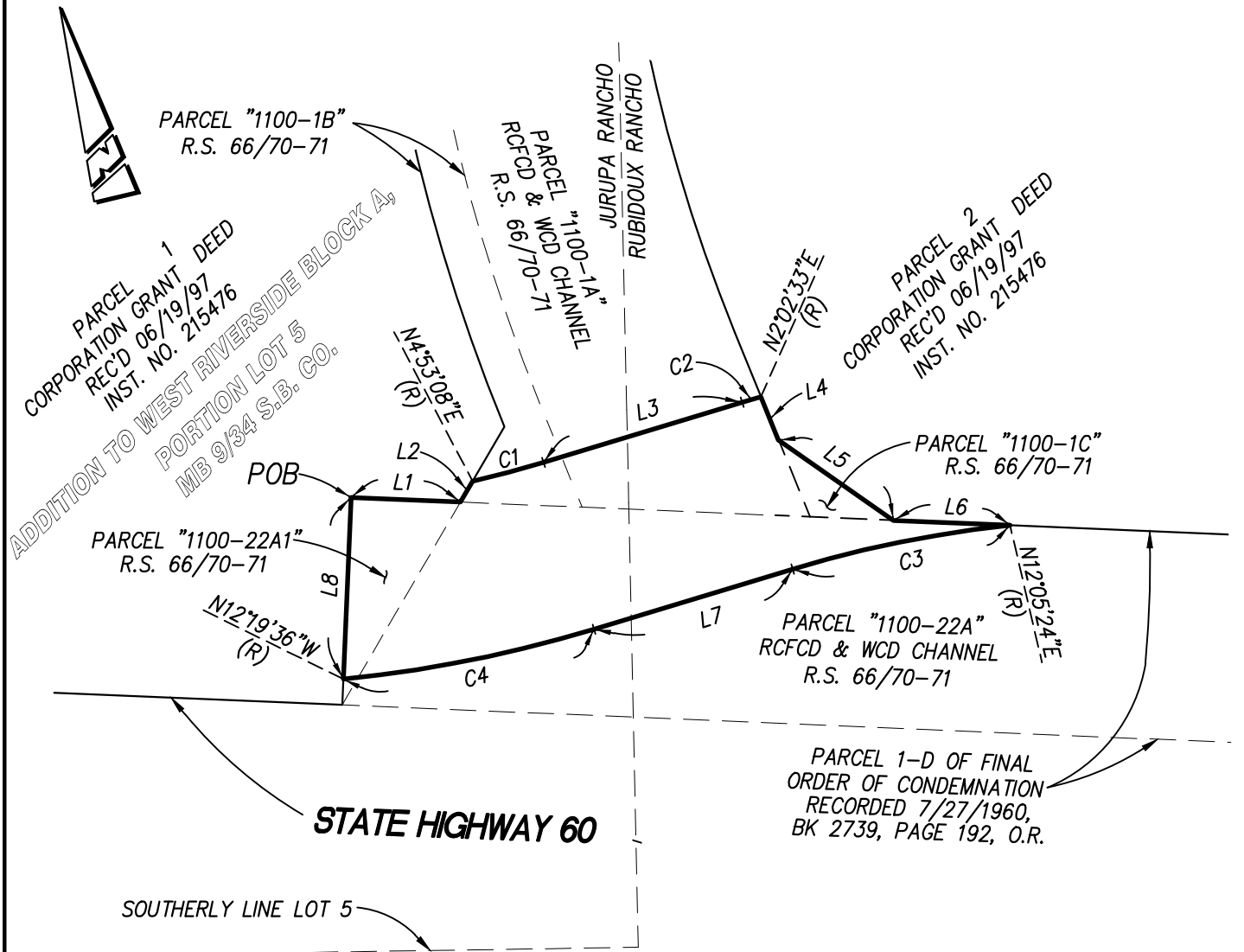


EXHIBIT "D-1"
STREET "C"
RIGHT-OF-WAY
CITY OF JURUPA VALLEY

EXHIBIT E

Submittal Requirements

for developer-designed projects that will be constructed by the District

updated: 7/25/2018

Deliverable	Submittal Required	Timeframe
Project Schedule	Project Schedule for when District can expect key submittals	ASAP, update regularly (bi-weekly)
CEQA	Copy of final City-approved CEQA documents	Once adopted by the City
Regulatory Permits	Draft Permit Application	before submittal to the agencies
Regulatory Permits	Draft Permits	Once drafts are received from the agencies, before any response to those agencies
Regulatory Permits	Final Permits	Upon final approval by the agencies.
Right of Way Basemap	Submit CAD files and other data supporting your Right of Way / Property Line basemap, together with the basis of survey, benchmarks, datum's, street centerlines, etc.	ASAP and exact time to be determined by Developer. Allow additional 2-3 weeks for District review and approval before finalizing 30% plans
30% Plans	Submit 30% Plans ('full size' PDF) drafted in accordance with the District's Drafting Manual (obtain latest edition from Design and Construction Staff)	To be determined by Developer. Allow additional 3-4 weeks for District review and comments for each submittal.
30% Plans	Catch Basin Hydrology study report, supporting your placement and sizing of catch basins for the project. Catch Basin length shall be sized according to HEC-22 methods as described in the Document "Accepted Methodology for Determining Catch Basin Length" to be provided by the District. Source files and output files are required for any software used, as well as an engineer memo overviewing the analysis, key assumptions, and results	To be determined by the developer, can be reviewed concurrently with 30% plans.
30% Plans	Mainline Hydraulics prepared using District Approved Software http://rcflood.org/Downloads/Information%20Technology/District%20Accepted%20Software.pdf Source (input) files and output files are required, as well as an engineer memo overviewing the analysis, key assumptions, and results.	To be determined by the developer, can be reviewed concurrently with 30% plans.
30% Plans	Utilities: Prepare a list of all known or potential utility conflicts, present a plan for proposed potholing locations, and develop a list of all known utility providers in the project vicinity.	To be determined by the developer, can be reviewed concurrently with 30% plans.
30% Plans	Develop a scope of work for geotechnical investigation, including as applicable: borings, trenching, seismic refraction, and/or other investigative methods. Provide the scope of work to the District for review.	To be determined by the developer, can be reviewed concurrently with 30% plans. Should be reviewed by the District prior to commencing geotechnical investigation.
30% Plans	Second submittals of the above documents as needed / requested by the District (based on extent of initial comments)	To be determined by Developer and allow additional 3-4 weeks for District Review (more depending on extent of initial comments)

Deliverable	Submittal Required	Timeframe
Utilities	Submit 30% plans highlighting utilities that are in conflict and cannot be avoided. In addition a draft conflict and no conflict letters will accompany the 30% plans for District review. District will send out letters with 30% plans and potential conflicts to utility companies and public agencies to request their review of the accuracy of mapped utility locations. District will forward responses to the design engineer for their use.	To be determined by Developer. Allow additional 1-2 weeks after 30% plans approved
Potholing	Pothole to verify the location of utilities that may be in conflict with the project. Provide survey control for the potholed locations. Submit a report summarizing the results. The report should identify the depth and material of conduit for the utility.	To be determined by Developer. Potholing results must be compared to the plans to confirm the need for relocations. Any necessary relocations need to be coordinated with the District, and reflected on the 60% plans. In some cases the City / County may be able to order the relocation of conflicting utilities in public street right of way.
Geotechnical Report	Prepare a geotechnical report based on the scope of work from the 30% plans.	Allow 1-2 weeks for District review and comment on the report. Note that the soil boring logs will be included in the District's contract documents.
60% Plans	Submit 60% Plans ('full size' PDF) drafted in accordance with the District's Drafting Manual (obtain latest edition from Design and Construction Staff)	To be determined by Developer, allow additional 3-4 weeks for District Comments for each submittal.
60% Plans	Based upon potholing results, preliminary utility relocation designs will be incorporated into the storm drain plans where necessary. If the utility company prepares the relocation design, the plans must be reviewed to ensure the utility relocation is clear of the flood control project.	To be determined by Developer, can be reviewed concurrently with 60% plans.
60% Plans	Finalize catch basin design: Review catch basin/inlet locations in the field, and finalize the hydrology and complete hydraulics for catch basins.	To be determined by Developer, can be reviewed concurrently with 60% plans.
60% Plans	Prepare a hydrology and hydraulics report, which includes a narrative, maps, exhibits, calculations, assumptions used, and reference drawings and materials. This report should be a single document that organizes and compiles the final mainline hydraulics, lateral / connector pipe hydraulics, mainline hydrology (may be provided by District), and Catch Basin Hydrology.	To be determined by Developer, can be reviewed concurrently with 60% plans.

Deliverable	Submittal Required	Timeframe
60% Plans	Preliminary Cost Estimate: Prepare a bid sheet in the District's standard format ensuring that each item to be constructed has a bid item in the schedule and is identified in the construction notes and details on the plans. Coordinate the bid items used in your estimate with the District.	To be determined by Developer, can be reviewed concurrently with 60% plans.
60% Plans	Second submittals of the above documents as needed / requested by the District (based on extent of initial comments)	To be determined by Developer, allow additional 2-3 weeks for District Review for each submittal
90% Plans	Submit 60% Plans ('full size' PDF) drafted in accordance with the District's Drafting Manual (obtain latest edition from Design and Construction Staff)	To be determined by Developer, allow additional 3-4 weeks for District Comment.
90% Plans	Prepare a Structural Design Report which is a complete record of structural analysis for all custom design elements in this project as well as D-load calculations. Report will contain narrative explaining assumptions, methods, load cases, and reference other source input data.	To be determined by Developer, can be reviewed concurrently with 90% plans.
90% Plans	Provide Water Pollution Control Plans and Risk Level Determination Calculations to include in the District preparation of "90% Stormwater Pollution Prevention Plan" (SWPPP) or a pollution protection plan (PPP) (as applies) following the template given by the District.	To be determined by Developer, can be reviewed concurrently with 90% plans.
90% Plans	Second submittals of the above documents as needed or requested by the District (based on extent of initial comments)	To be determined by Developer, allow additional 2-3 weeks for District Review for each submittal
100% Plans	Finalize plans in accordance with all District comments, and prepare a final cost estimate.	To be determined by Developer, allow additional 2-3 weeks for District Review.
Construction Support	After 100% Approval, the District will prepare contract specifications and perform the required administration work to advertise and award the project. Once the project is awarded, developer and developer's engineer will be invited to pre-construction meeting and will be required to provide construction support as needed.	Throughout construction

City of Jurupa Valley

STAFF REPORT

DATE: OCTOBER 1, 2020

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: ROD BUTLER, CITY MANAGER

BY: STEVE LORISO, P.E., CITY ENGINEER, DIRECTOR OF PUBLIC WORKS

SUBJECT: AGENDA ITEM NO. 14.G

APPROVAL OF TRACT MAP 36572 LOCATED ON NORTH SIDE OF BELLEGRAVE AVENUE BETWEEN KENNETH STREET AND AVON STREET INCLUDING ACCEPTANCE OF OFFERS OF DEDICATION, (AL-WAFA FAMILY TRUST)

RECOMMENDATION

It is recommended that the City Council:

1. Approve Tract Map 36572 and accept the dedications as follows:
 - a.) Accept the offers of dedication of easement for street and public utility purposes over all of Lot "A" (Bellegrave Avenue) as shown on Final Tract Map 36572.
 - b.) Accept the offers of dedication of easement for public utilities and fire lane for ingress, egress of emergency vehicles purposes as shown on Final Tract Map 36572.
2. Authorize the Mayor and City Clerk to sign Tract Map 36572.

BACKGROUND

Tentative Tract Map 36572 was conditionally approved by the Planning Commission at the regular meeting on July 12, 2017. Staff has reviewed Tract Map 36572 and finds that it is in substantial conformance with the approved Tentative Map. This action approves the Final Tract Map and accepts offers of dedication related to the subdivision.

ANALYSIS

Tract Map 36572 provides for the development of six (6) single-family residential condominium units and all associated road and utility improvements on a 0.84 acre site

located on the north side of Bellegrave Avenue about 835 feet east of Kenneth Street and 785 feet west of Avon Street. The next step in the process is consideration of the final map and the agreement for the map monumentation.

The development proposes single family condominium dwelling units. There is one main entrance to the development from Bellegrave Avenue. The City Engineer has reviewed the Tract map (attached) and finds that it is in substantial conformance with the tentative map. CC&Rs are required per the conditions of approval for this subdivision and will be recorded concurrently with this map. The Engineering Department and Planning Department staff have reviewed the conditions of approval and have determined all conditions required for map recordation have been met. No bonds or agreements are required for Tract Map 36572 as no public improvements are proposed and the required monuments have been set, inspected, and approved. Staff recommends that the City Council approve Tract Map 36572 and accept the offers of dedication, the subdivision agreements, and the public improvement bonds.

FISCAL IMPACT


The City will receive development fees and payments as part of the obligations defined in the Municipal Code.

ALTERNATIVES


1. Take no action.
2. Provide alternative direction to staff.

***** SIGNATURES ON FOLLOWING PAGE *****

Reviewed by:


Steve R. Loriso, PE
City Engineer/Dir. Of Public Works

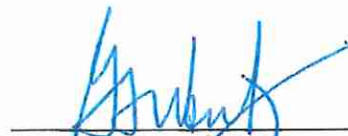
Submitted by:


Rod Butler
City Manager


Prepared by:


Tina M. York, PE
Development Services Manager

Reviewed by:


George Wentz, P.E.
Deputy City Manager

Approved as to Form:


Peter M. Thorson
City Attorney

Reviewed by:


Connie Cardenas
Administrative Services Director

Attachments:

1. Exhibit #1 Tract Map 36572

LOT INFORMATION

NUMBERED LOTS: 1

UNITS: 6

LETTER LOTS: 1

TOTAL ACREAGE= 39,811 SF GROSS

36,602 SF NET

IN THE CITY OF JURUPA VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 36572

FOR CONDOMINIUM PURPOSES

BEING A SUBDIVISION OF A PORTION OF LOT 83 OF THE RESUBDIVISION OF GLEN AVON HEIGHTS AS SHOWN BY MAP ON FILE IN BOOK 10, PAGE 100, MISCELLANEOUS MAPS AND DESCRIBED IN DOCUMENT RECORDED JUNE 8, 2017, AS INSTRUMENT NO. 2017-0230709 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, LYING WITHIN SECTION 11, TOWNSHIP 2 SOUTH, RANGE 6 WEST, SAN BERNARDINO MERIDIAN.

ROD POSADA

APRIL 2018

SHEET 1 OF 3 SHEETS

RECORDER’S STATEMENT:

FILED THIS____DAY OF _____, 20____,

AT_____.M. IN BOOK_____OF MAPS, AT

PAGES_____, AT THE REQUEST OF

THE CITY CLERK OF THE JURUPA VALLEY

NO. _____

FEE _____

PETER ALDANA

ASSESSOR-COUNTY CLERK-RECORDER

BY: _____,DEPUTY

SUBDIVISION GUARANTEE:

LAWYERS TITLE COMPANY.

OWNER’S STATEMENT:

WE HEREBY STATE THAT WE ARE THE OWNERS OF THE LAND INCLUDED WITHIN THE SUBDIVISION SHOWN HEREON; THAT WE ARE THE ONLY PERSONS WHOSE CONSENT IS NECESSARY TO PASS A CLEAR TITLE TO SAID LAND; THAT WE CONSENT TO THE MAKING AND RECORDING OF THIS SUBDIVISION MAP AS SHOWN WITHIN THE DISTINCTIVE BORDER LINE.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES: LOT "A". THE DEDICATION IS FOR STREET AND PUBLIC UTILITY PURPOSES.

WE HEREBY DEDICATE TO THE CITY OF JURUPA VALLEY AN EASEMENT FOR PUBLIC UTILITIES AND FIRE LANE FOR THE INGRESS, EGRESS OF EMERGENCY VEHICLE ACCESS.

AL-WAFAA FAMILY TRUST DATED FEBRUARY 23, 2011

BY: _____

FATHI MOHAMMED MANASRAH, TRUSTEE

NOTARY ACKNOWLEDGEMENT:

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY OR VALIDITY OF THAT DOCUMENT.

STATE OF _____)

COUNTY OF _____) SS

ON_____, BEFORE ME,

A NOTARY PUBLIC, PERSONALLY APPEARED

WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND.

SIGNATURE_____

PRINT NAME_____

MY COMMISSION EXPIRES_____, MY COMMISSION NUMBER_____

MY PRINCIPAL PLACE OF BUSINESS IS IN _____ COUNTY.

SIGNATURE OMISSIONS:

PURSUANT TO SECTION 66436 OF THE SUBDIVISION MAP ACT, THE SIGNATURES OF THE FOLLOWING OWNERS OF EASEMENTS AND/OR OTHER INTEREST HAVE BEEN OMITTED:

AN EASEMENT TO THE HELLMAN COMMERCIAL TRUST AND SAVINGS BANK, FOR PUBLIC UTILITIES PURPOSES, RECORDED APRIL 14, 1926, IN BOOK 667, PAGE 510 OF DEEDS.

AN EASEMENT TO MUTUAL WATER CO. OF GLEN AVON HGTS., FOR LAYING, MAINTAINING WATER PIPES PURPOSES, RECORDED DECEMBER 31, 1943, IN BOOK 609, PAGE 371 OF OFFICIAL RECORDS.

AN EASEMENT FOR LAYING AND MAINTAINING GAS LINES PURPOSES, IN FAVOR OF THE SOUTHERN GAS COMPANY, A CALIFORNIA CORPORATION, RECORDED JUNE 21, 2018, INSTRUMENT NO 2018-0251430 OF OFFICIAL RECORDS.

TAX COLLECTOR’S CERTIFICATE:

I HEREBY CERTIFY THAT ACCORDING TO THE RECORDS OF THIS OFFICE, AS OF THIS DAY, THERE ARE NO LIENS AGAINST THE PROPERTY SHOWN ON THE WITHIN MAP FOR UNPAID STATE, COUNTY, MUNICIPAL OR LOCAL TAXES OR SPECIAL ASSESSMENTS COLLECTED AS TAXES, EXCEPT TAXES OR SPECIAL ASSESSMENTS COLLECTED AS TAXES NOW A LIEN BUT NOT YET PAYABLE, WHICH ARE ESTIMATED TO BE \$_____.

DATED _____, 20____

JON CHRISTENSEN, COUNTY TAX COLLECTOR

BY: _____, DEPUTY

TAX BOND CERTIFICATE:

I HEREBY CERTIFY THAT A BOND IN THE SUM OF \$_____HAS BEEN EXECUTED AND FILED WITH THE BOARD OF SUPERVISORS OF THE COUNTY OF RIVERSIDE, CALIFORNIA, CONDITIONED UPON THE PAYMENT OF ALL TAXES, STATE, COUNTY, MUNICIPAL, OR LOCAL, AND ALL SPECIAL ASSESSMENTS COLLECTED AS TAXES WHICH AT THE TIME OF FILING OF THIS MAP WITH THE COUNTY RECORDER ARE A LIEN AGAINST SAID PROPERTY BUT NOT YET PAYABLE, AND SAID BOND HAS BEEN DULY APPROVED BY SAID BOARD OF SUPERVISORS.

DATED _____, 20____

CASH OR SURETY TAX BOND

JON CHRISTENSEN

COUNTY TAX COLLECTOR

BY: _____, DEPUTY

NOTICE OF DRAINAGE FEES:

NOTICE IS HEREBY GIVEN THAT THIS PROPERTY IS LOCATED IN THE DRAINAGE PLAN WHICH WAS ADOPTED BY THE BOARD OF SUPERVISORS OF THE COUNTY OF RIVERSIDE PURSUANT TO SECTION 10.25 OF ORDINANCE 460 AND SECTION 66483, ET SEQ. OF THE GOVERNMENT CODE AND THAT SAID PROPERTY IS SUBJECT TO FEES FOR SAID DRAINAGE AREA.

NOTICE IS FURTHER GIVEN THAT, PURSUANT TO SECTION 10.25 OF ORDINANCE 460, PAYMENT OF THE DRAINAGE FEES SHALL BE PAID WITH CASHIER’S CHECK OR MONEY ORDER ONLY TO THE RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT AT THE TIME OF ISSUANCE OF THE GRADING PERMIT FOR SAID PARCEL, WHICHEVER OCCURS FIRST, AND THAT THE OWNER OF EACH PARCEL, AT THE TIME OF ISSUANCE OF EITHER THE GRADING OR BUILDING PERMIT, SHALL PAY THE FEE REQUIRED AT THE RATE IN EFFECT AT THE TIME OF ISSUANCE OF THE ACTUAL PERMIT.

SURVEYOR’S STATEMENT:

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF FATHI MANSARAH ON APRIL 2018. I HEREBY STATE THAT ALL MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED OR WILL BE IN ACCORDANCE WITH THE TERMS OF THE MONUMENT AGREEMENT FOR THE MAP AND THAT SAID MONUMENTS ARE, OR WILL BE, SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. I HEREBY STATE THIS PARCEL MAP SUBSTANTIALLY CONFORMS TO THE APPROVED OR CONDITIONALLY APPROVED MAP, IF ANY.

DATED _____

ROD POSADA, P.L.S. 8314

LICENSE EXPIRES: 12/31/21

CITY SURVEYOR’S STATEMENT:

THIS MAP CONFORMS WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE. I HEREBY STATE THAT THIS MAP HAS BEEN EXAMINED BY ME OR UNDER MY SUPERVISION AND FOUND TO BE SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP OF TRACT MAP NO. 36572, AND APPROVED BY THE CITY COUNCIL ON DECEMBER 7, 2017, THE EXPIRATION DATE BEING DECEMBER 7, 2020, AND THAT I AM SATISFIED THIS MAP IS TECHNICALLY CORRECT.

DATED _____, 20____

MICHAEL D MYERS, CITY SURVEYOR, RCE 30702

CITY COUNCIL’S STATEMENT:

THE CITY OF JURUPA VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, BY ITS CITY COUNCIL, HEREBY APPROVES THE TRACT MAP AND ACCEPTS THE OFFER OF DEDICATION MADE HEREON FOR PUBLIC STREET AND PUBLIC UTILITY PURPOSES. THE COUNCIL DECLARES THAT THE ACCEPTANCE OF THE OFFER IS TO VEST TITLE IN THE CITY ON BEHALF OF THE PUBLIC FOR SAID PURPOSES BUT THAT SAID STREET SHALL NOT BECOME PART OF THE CITY MAINTAINED STREET SYSTEM UNTIL ACCEPTED BY RESOLUTION OF THIS COUNCIL ADOPTED PURSUANT TO SECTION 1806 OF THE STREETS AND HIGHWAYS CODE.

THE EASEMENT FOR STREET AND PUBLIC UTILITY PURPOSES, LOT "A" (BELLEGRAVE AVENUE).

AN EASEMENT FOR PUBLIC UTILITIES AND FIRE LANE FOR THE INGRESS, EGRESS OF EMERGENCY VEHICLE ACCESS IS HEREBY ACCEPTED SUBJECT TO IMPROVEMENTS.

DATED _____, 20____

CITY OF JURUPA VALLEY, STATE OF CALIFORNIA

ATTEST:

CITY CLERK

BY: _____

BRIAN BERKSON, MAYOR

BY: _____

VICTORIA WASKO, CITY CLERK

SECTION 11, T2S R6W

SCHEDULE A

ENVIRONMENTAL CONSTRAINT NOTE:

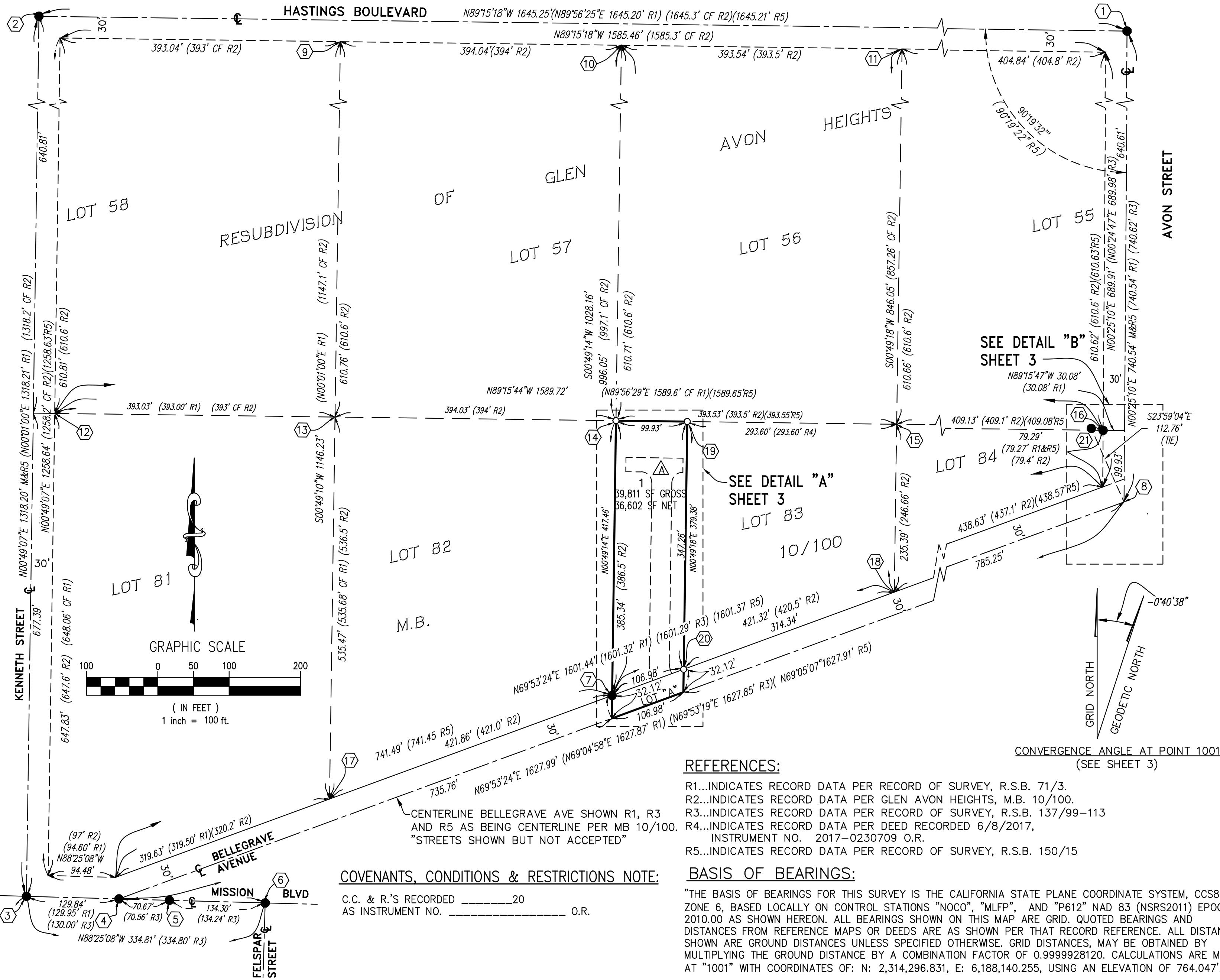
ENVIRONMENTAL CONSTRAINT SHEET AFFECTING THIS MAP IS ON FILE IN THE OFFICE OF THE CITY OF JURUPA VALLEY CITY ENGINEER, E.C.S. BOOK _____, PAGE _____. THIS AFFECTS LOT 1.

TRACT NO. 36572
FOR CONDOMINIUM PURPOSES

BEING A SUBDIVISION OF A PORTION OF LOT 83 OF THE RESUBDIVISION OF GLEN AVON HEIGHTS AS SHOWN BY MAP ON FILE IN BOOK 10, PAGE 100, MISCELLANEOUS MAPS AND DESCRIBED IN DOCUMENT RECORDED JUNE 8, 2017, AS INSTRUMENT NO. 2017-0230709 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, LYING WITHIN SECTION 11, TOWNSHIP 2 SOUTH, RANGE 6 WEST, SAN BERNARDINO MERIDIAN.

ROD POSADA

APRIL 2018



REFERENCES:

- R1...INDICATES RECORD DATA PER RECORD OF SURVEY, R.S.B. 71/3.
- R2...INDICATES RECORD DATA PER GLEN AVON HEIGHTS, M.B. 10/100.
- R3...INDICATES RECORD DATA PER RECORD OF SURVEY, R.S.B. 137/99-113
- R4...INDICATES RECORD DATA PER DEED RECORDED 6/8/2017, INSTRUMENT NO. 2017-0230709 O.R.
- R5...INDICATES RECORD DATA PER RECORD OF SURVEY, R.S.B. 150/15

BASIS OF BEARINGS:

"THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, CCS83, ZONE 6, BASED LOCALLY ON CONTROL STATIONS "NOCO", "MLFP", AND "P612" NAD 83 (NSRS2011) EPOCH 2010.00 AS SHOWN HEREON. ALL BEARINGS SHOWN ON THIS MAP ARE GRID. QUOTED BEARINGS AND DISTANCES FROM REFERENCE MAPS OR DEEDS ARE AS SHOWN PER THAT RECORD REFERENCE. ALL DISTANCES SHOWN ARE GROUND DISTANCES UNLESS SPECIFIED OTHERWISE. GRID DISTANCES, MAY BE OBTAINED BY MULTIPLYING THE GROUND DISTANCE BY A COMBINATION FACTOR OF 0.9999928120. CALCULATIONS ARE MADE AT "1001" WITH COORDINATES OF: N: 2,314,296.831, E: 6,188,140.255, USING AN ELEVATION OF 764.047'.

COVENANTS, CONDITIONS & RESTRICTIONS NOTE:

C.C. & R.'S RECORDED _____20
AS INSTRUMENT NO. _____ O.R.

MONUMENT DESCRIPTIONS & ESTABLISHMENT NOTES:

- ① FD 1 1/2" BRASS DISK PUNCHED PER R1,R3 & R5, FLUSH; ACCEPTED AS CENTERLINE INTERSECTION OF HASTINGS BOULEVARD & AVON STREET.
- ② FD MH & CHISELED MARKS PER R1 & R5, FLUSH; ACCEPTED AS CENTERLINE INTERSECTION OF HASTINGS BOULEVARD & KENNETH STREET.
- ③ FD SPIKE & WASHER STAMPED "RIV. CO. SURV.", IN LIEU OF NAIL & "RIV. CO SURV." WASHER PER R3, MATCH DESCRIPTION PER R5, FLUSH; ACCEPTED AS CENTERLINE INTERSECTION OF MISSION BOULEVARD & KENNETH STREET.
- ④ FD 1" IRON PIPE & PLASTIC PLUG STAMPING ILLEGIBLE, NO REF., ACCEPTED AS POSITION OF 1" IP & "LS 5390" TAG PER R3 & R5, FLUSH; ACCEPTED AS CENTERLINE INTERSECTION OF MISSION BOULEVARD & BELLEGRAVE AVENUE.
- ⑤ FD 1" IRON PIPE & TAG "LS 5390" PER R3, FLUSH; ACCEPTED AS CENTERLINE OF MISSION BOULEVARD ONLY.
- ⑥ FD NAIL & WASHER STAMPED "RIV. CO. TRANS" PER R3, FLUSH; ACCEPTED AS CENTERLINE INTERSECTION OF MISSION BOULEVARD & FELPAR STREET.
- ⑦ FD 1" IRON PIPE & TAG "LS 8244" PER R5, FLUSH; ACCEPTED AS THE SW'LY CORNER OF LOT 83 OF R2.
- ⑧ SEARCHED FD NOTHING, SET NOTHING; CENTERLINE INTERSECTION OF BELLEGRAVE AVENUE & AVON STREET ESTABLISHED BY BEARING BEARING INTERSECTION.
- ⑨ SEARCHED FD NOTHING, SET NOTHING; NW'LY CORNER OF LOT 57 OF R2 ESTABLISHED BY PRORATED DISTANCE FROM THE NW'LY CORNER OF LOT 58 OF R2 TO THE NE'LY CORNER OF LOT 55 OF R2.
- ⑩ SEARCHED FD NOTHING, SET NOTHING; NW'LY CORNER OF LOT 56 OF R2 ESTABLISHED BY PRORATED DISTANCE FROM THE NW'LY CORNER OF LOT 58 OF R2 TO THE NE'LY CORNER OF LOT 55 OF R2.
- ⑪ SEARCHED FD NOTHING, SET NOTHING; NW'LY CORNER OF LOT 55 OF R2 ESTABLISHED BY PRORATED DISTANCE FROM THE NW'LY CORNER OF LOT 58 OF R2 TO THE NE'LY CORNER OF LOT 55 OF R2.
- ⑫ FD 1 1/2" IRON PIPE & TAG "LS 4079", DN. 0.6", PER R5, ACCEPTED AS NW CORNER OF LOT 81 OF R2.
- ⑬ SEARCHED FD NOTHING, SET NOTHING; NW'LY CORNER OF LOT 82 OF R2 ESTABLISHED BY PRORATED DISTANCE FROM THE NW'LY CORNER OF LOT 81 OF R2 TO THE NE'LY CORNER OF LOT 84 OF R2.
- ⑭ SEARCHED FD NOTHING, SET 1" IP & TAG "LS 8314", FLUSH; NW'LY CORNER OF LOT 83 OF R2 ESTABLISHED BY PRORATED DISTANCE FROM THE NW'LY CORNER OF LOT 81 OF R2 TO THE NE'LY CORNER OF LOT 84 OF R2.
- ⑮ SEARCHED FD NOTHING, SET NOTHING; NW'LY CORNER OF LOT 84 OF R2 ESTABLISHED BY PRORATED DISTANCE FROM THE NW'LY CORNER OF LOT 81 OF R2 TO THE NE'LY CORNER OF LOT 84 OF R2.
- ⑯ FD. 3/4" IP, NO TAG, DN. 0.7 DN, IN LIEU OF FD 3/4" I.P. WITH RCE 862" TAG PER R1. ACCEPTED FOR POSITION PER R1. HELD 30.08' DISTANCE PARALLEL TO ESTABLISH CENTERLINE OF AVON AVE. SET "LS 8314" TAG.
- ⑰ SEARCHED FD NOTHING, SET NOTHING; SW'LY CORNER OF LOT 82 OF R2 ESTABLISHED BY THE INTERSECTION OF THE S'LY PROLONGATION OF THE W'LY LINE OF LOT 57 OF R2, WITH THE NW'LY RIGHT OF WAY OF BELLGRAVE AVENUE.
- ⑱ SEARCHED FD NOTHING, SET NOTHING; SW'LY CORNER OF LOT 84 OF R2 ESTABLISHED BY THE INTERSECTION OF THE S'LY PROLONGATION OF THE W'LY LINE OF LOT 55 OF R2, WITH THE NW'LY RIGHT OF WAY OF BELLGRAVE AVENUE.
- ⑲ SEARCHED FD NOTHING, SET 1" IP & TAG "LS 8314", FLUSH; NE'LY CORNER OF R4 ESTABLISHED BY THE EAST 293.6 FEET OF THE E'LY LINE OF LOT 83 OF R2, PARALLEL WITH AND AT RIGHT ANGLES OF SAID EAST LOT LINE.
- ⑳ SEARCHED FD NOTHING, SET 1" IP & TAG "LS 8314", FLUSH; NE'LY CORNER OF R4 ESTABLISHED BY THE EAST 293.6 FEET OF THE E'LY LINE OF LOT 83 OF R2, PARALLEL WITH AND AT RIGHT ANGLES OF SAID EAST LOT LINE.
- ㉑ FD 20D NAIL WITH RIV. CO. ALUMINUM TAG UP 4.0'. IN UTILITY POLE NO. 1990428E. MATCH DESCRIPTION PER CONSTRUCTION TIES FB 1035, PG 126. NO RECORD DISTANCE.

SURVEYOR'S NOTES:

- INDICATES FOUND MONUMENT AS NOTED. FOR SIZE AND DESCRIPTION SEE DESCRIPTION NUMBER.
- # INDICATES NUMBER OF FOUND MONUMENT DESCRIPTION AS SHOWN HEREON.
- R# INDICATES REFERENCE RECORD DATA AS NOTED ABOVE.
- CF CALCULATED FROM.
- () INDICATES RECORD DATA OR CALCULATED FROM RECORD DATA.
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TRACT NO. 36572
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ROD POSADA

APRIL 2018

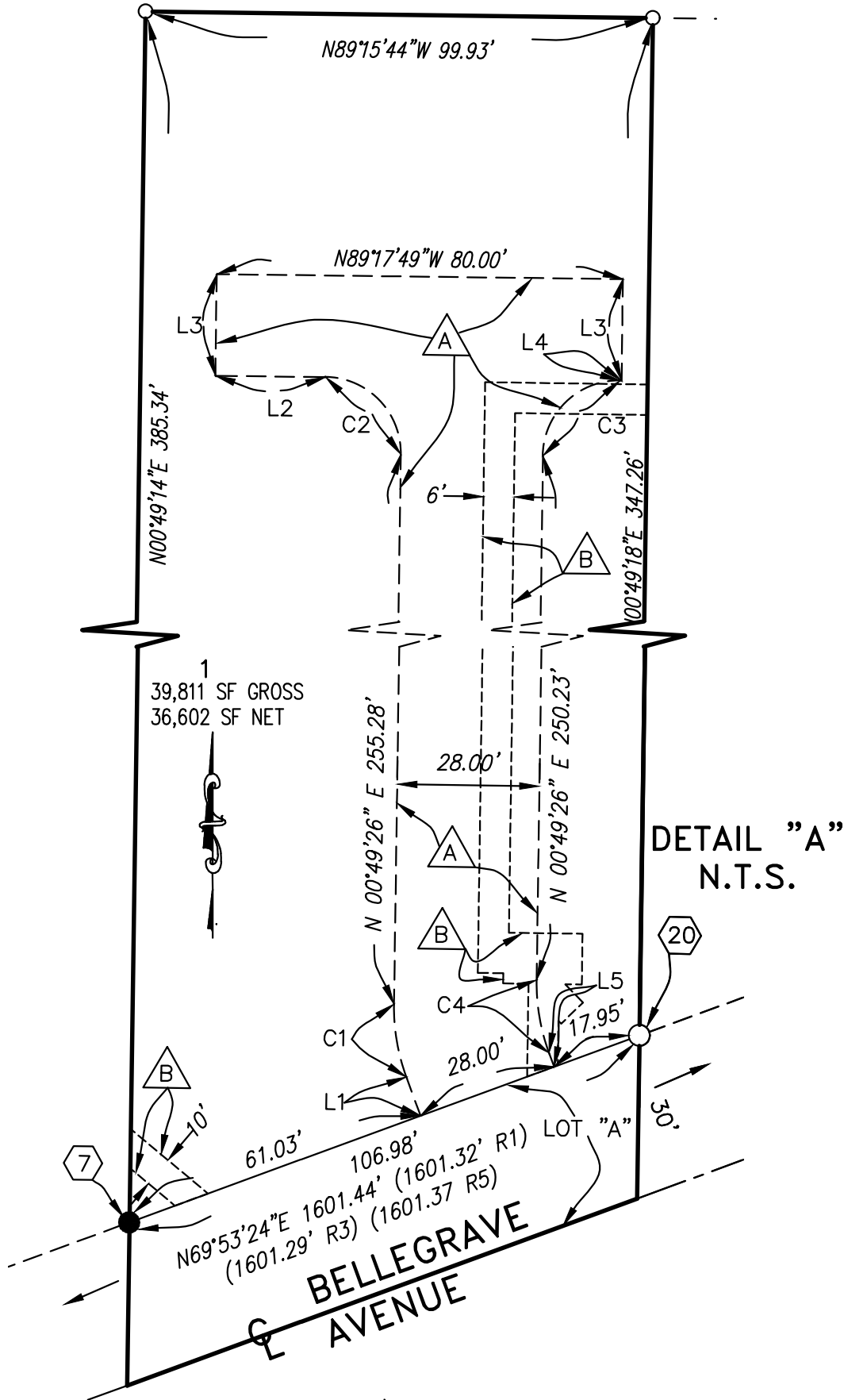
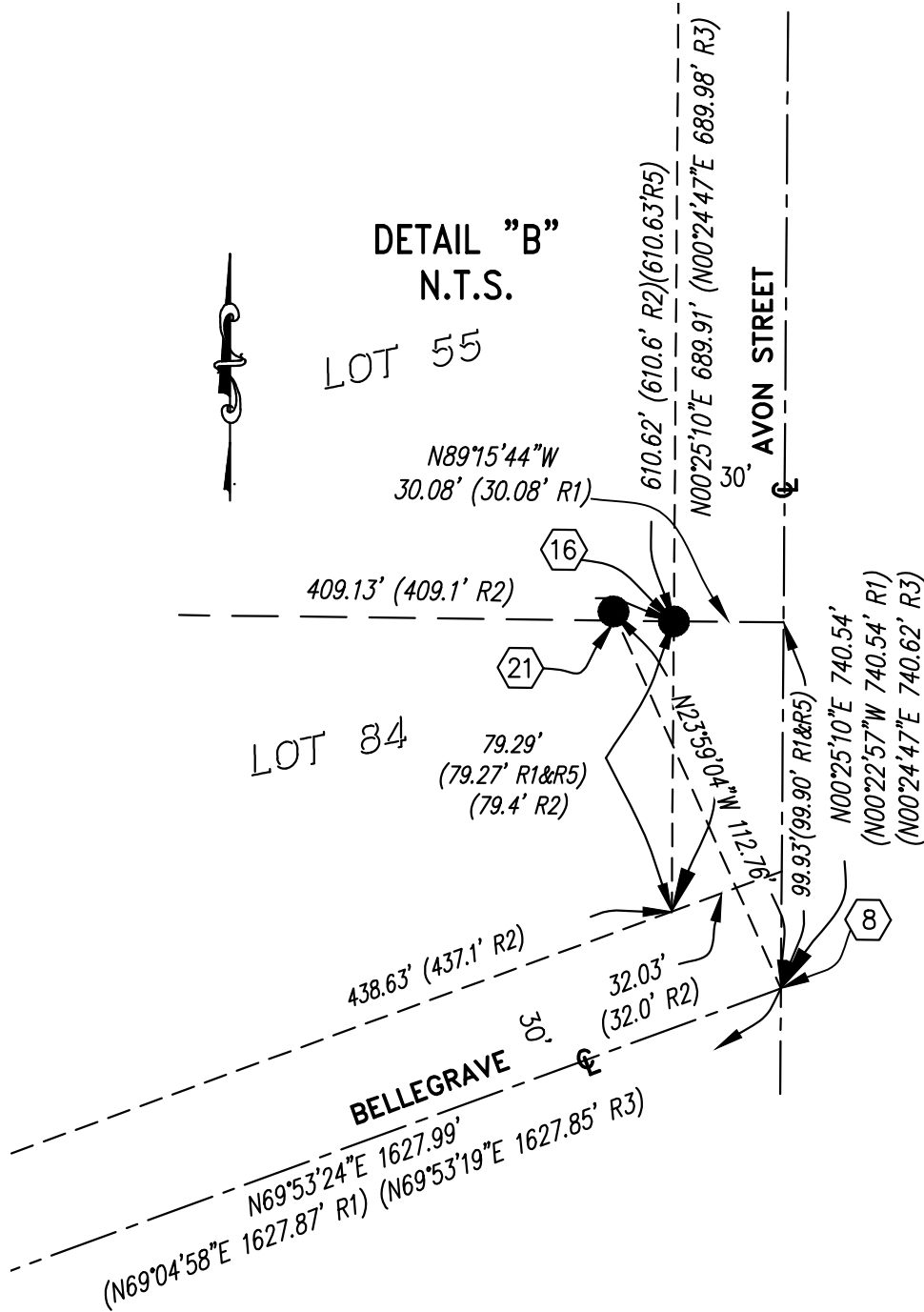
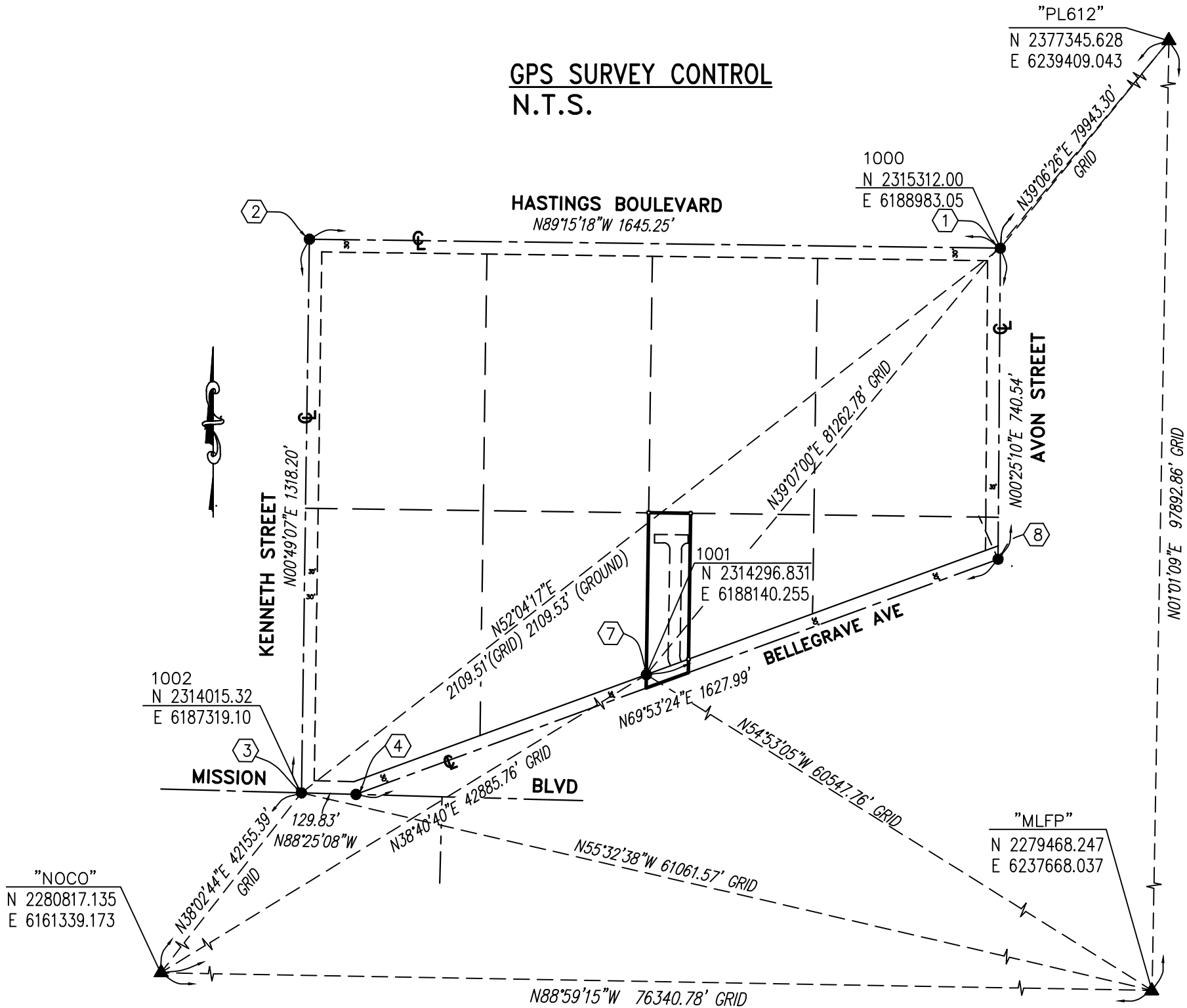
NOTES:

SEE SHEET 2 FOR BASIS OF BEARINGS, ESTABLISHMENT NOTES, RECORD REFERENCES AND MONUMENT NOTES.

EASEMENT NOTES:

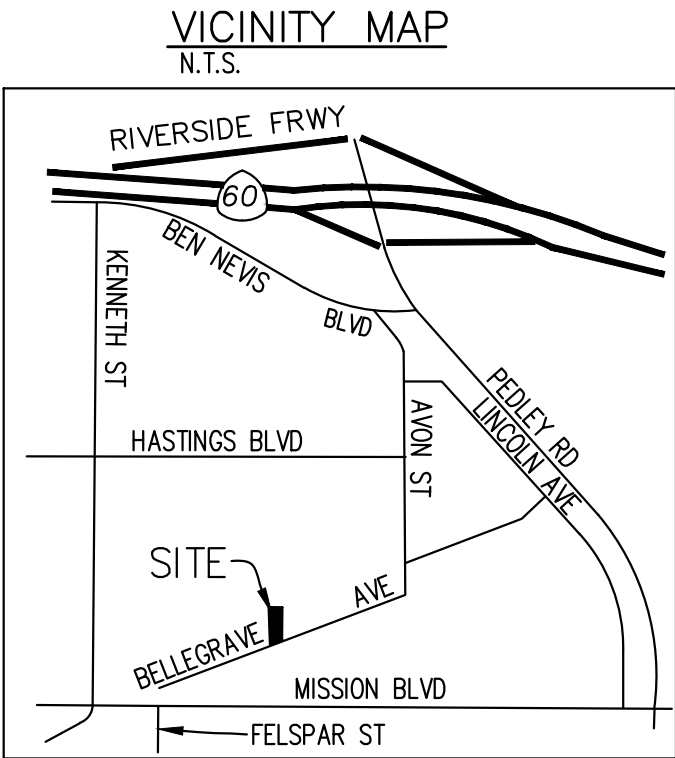
- AN EASEMENT FOR PUBLIC UTILITIES PURPOSES, IN FAVOR OF THE HELLMAN COMMERCIAL TRUST AND SAVINGS BANK, RECORDED APRIL 14, 1926, IN BOOK 667, PAGE 510 OF DEEDS (BLANKET IN NATURE).
- AN EASEMENT FOR LAYING, MAINTAINING WATER PIPES PURPOSES, IN FAVOR OF MUTUAL WATER CO. OF GLEN AVON HGTS., RECORDED DECEMBER 31, 1943, IN BOOK 609, PAGE 371 OF OFFICIAL RECORDS (BLANKET IN NATURE).
- AN EASEMENT FOR LAYING AND MAINTAINING GAS LINES PURPOSES, IN FAVOR OF THE SOUTHERN GAS COMPANY, A CALIFORNIA CORPORATION, RECORDED JUNE 21, 2018, INSTRUMENT NO 2018-0251430 OF OFFICIAL RECORDS. (CAN NOT BE PLOTTED FROM THE RECORDS).

- A** AN EASEMENT FOR PUBLIC UTILITIES AND FIRE LANE FOR THE INGRESS, EGRESS OF EMERGENCY VEHICLE ACCESS DEDICATED HEREON.
- B** AN EASEMENT FOR PUBLIC UTILITIES PURPOSES, IN FAVOR OF THE SOUTHERN CALIFORNIA EDISON COMPANY, A CALIFORNIA CORPORATION, RECORDED AUGUST 14, 2019, INSTRUMENT NO. 2019-0309585 OF OFFICIAL RECORDS.



LINE DATA TABLE		
NO.	BEARING	LENGTH
L1	N20°06'37\"W	8.10'
L2	N89°17'49\"W	21.70'
L3	N00°42'11\"E	20.00'
L4	N89°17'49\"W	0.30'
L5	N20°06'37\"W	2.93'

CURVE DATA TABLE			
NO.	DELTA	RADIUS	LENGTH
C1	Δ=20°56'03\"	R=40.00'	L=14.61'
C2	Δ=90°07'15\"	R=15.00'	L=23.59'
C3	Δ=89°52'46\"	R=15.00'	L=23.53'
C4	Δ=20°56'03\"	R=40.00'	L=14.61'



ENVIRONMENTAL CONSTRAINT SHEET

IN THE CITY OF JURUPA VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

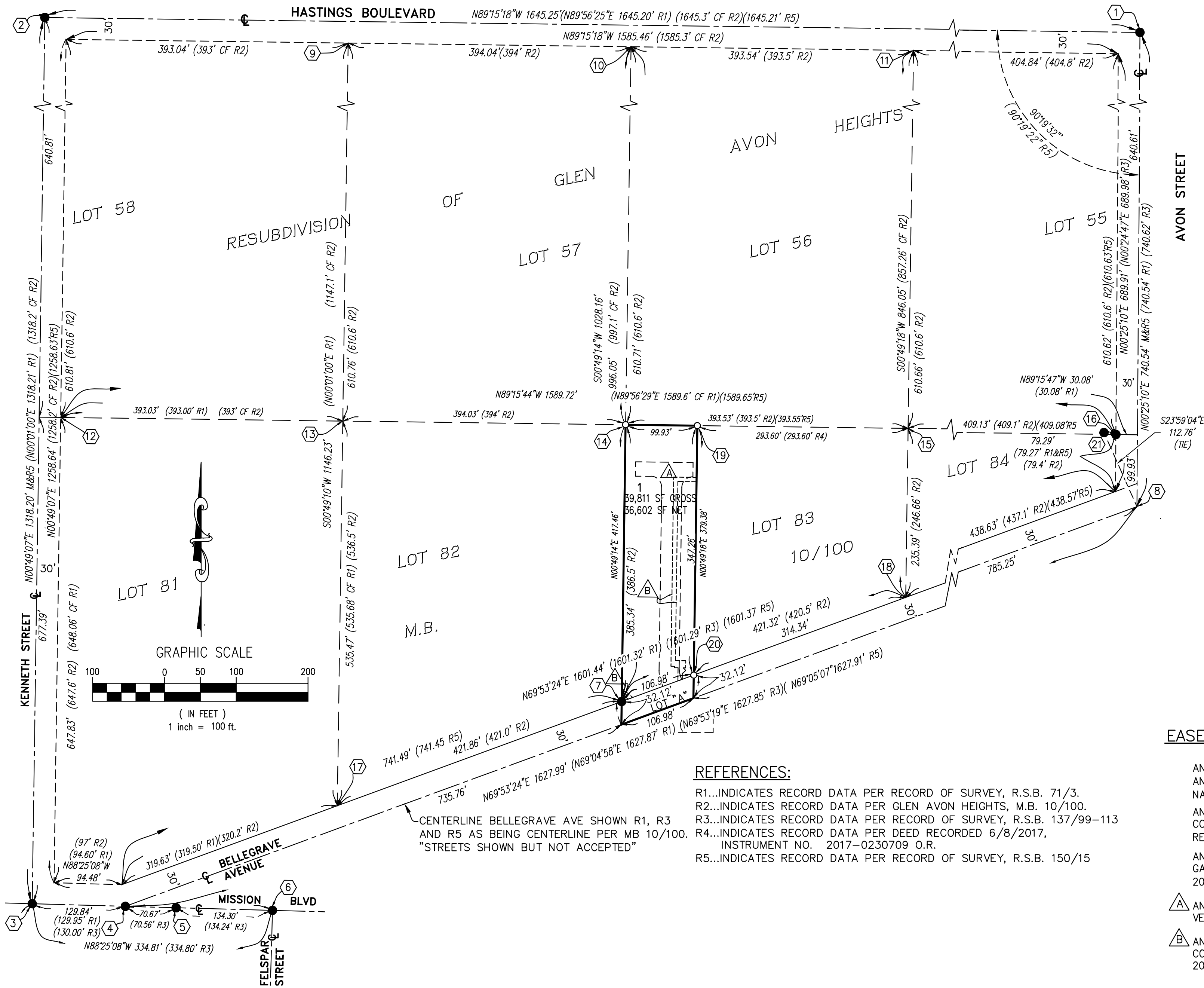
SHEET 1 OF 1 SHEETS

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APRIL 2018



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R5...INDICATES RECORD DATA PER RECORD OF SURVEY, R.S.B. 150/15
- CENTERLINE BELLEGRAVE AVE SHOWN R1, R3 AND R5 AS BEING CENTERLINE PER MB 10/100. "STREETS SHOWN BUT NOT ACCEPTED"

City of Jurupa Valley

STAFF REPORT

DATE: OCTOBER 1, 2020

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: ROD BUTLER, CITY MANAGER

BY: THOMAS G. MERRELL, AICP, PLANNING DIRECTOR

SUBJECT: AGENDA ITEM NO. 16.A

CONTINUED PUBLIC HEARING TO CONSIDER MASTER APPLICATION (MA) NO. 16224: GENERAL PLAN AMENDMENT (GPA) NO. 16006, CHANGE OF ZONE (CZ) NO. 16011, TENTATIVE PARCEL MAP (TPM) NO. 37126 AND SITE DEVELOPMENT PERMIT (SDP) NO. 16043 FOR MISSION GATEWAY PLAZA & MISSION GATEWAY VILLAS (A MIXED-USE PROJECT CONSISTING OF COMMERCIAL AND 57-UNIT MULTI-HOUSING DEVELOPMENT) LOCATED AT THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, 003, 004, 005 & 006) (APPLICANT: NORTHTOWN HOUSING DEVELOPMENT CORPORATION) (CONTINUED FROM THE SEPTEMBER 3, 2020 MEETING)

RECOMMENDATION

1) That the City Council adopt Resolution No. 2020-54 entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, CERTIFYING AN ENVIRONMENTAL IMPACT REPORT AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS AND MITIGATION MONITORING AND REPORTING PROGRAM FOR A MIXED-USE DEVELOPMENT PROJECT ON APPROXIMATELY 7.13 GROSS ACRES LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, -003, -004, -005, AND -006), OVERRULING THE AIRPORT LAND USE COMMISSION'S DETERMINATION OF INCONSISTENCY, AND APPROVING GENERAL PLAN AMENDMENT NO. 16006, TENTATIVE PARCEL MAP NO. 37126, AND SITE DEVELOPMENT PERMIT NO. 16043 TO PERMIT THE SUBDIVISION OF APPROXIMATELY 7.13 GROSS ACRES LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, -003, -004, -005, AND -006) INTO 2 PARCELS TO ALLOW FOR A MIXED-USE DEVELOPMENT PROJECT

- 2) That the City Council conduct a first reading and introduce Ordinance No. 2020-10, entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, APPROVING AN AMENDMENT TO THE CITY OF JURUPA VALLEY OFFICIAL ZONING MAP CHANGING THE ZONE OF APPROXIMATELY 1.81 ACRES OF REAL PROPERTY LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, -003, -004, -005, AND -006) FROM RUBIDOUX-VILLAGE COMMERCIAL (R-VC), MULTIPLE FAMILY DWELLINGS (R-2), AND LIGHT AGRICULTURE (A-1) ZONES TO RUBIDOUX-VILLAGE COMMERCIAL (R-VC) ZONE, APPROVING AN AMENDMENT TO THE CITY OF JURUPA VALLEY OFFICIAL ZONING MAP CHANGING THE ZONE OF APPROXIMATELY 5.20 ACRES OF REAL PROPERTY LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, -003, -004, -005, AND -006) FROM RUBIDOUX-VILLAGE COMMERCIAL (R-VC), MULTIPLE FAMILY DWELLINGS (R-2), AND LIGHT AGRICULTURE (A-1) ZONES TO GENERAL RESIDENTIAL (R-3) ZONE, AND MAKING FINDINGS PURSUANT TO CEQA

BACKGROUND

On August 6, 2020, the City Council held a public hearing to consider a request by the Applicant ("Applicant" or "Northtown Housing Development Corporation") for General Plan Amendment (GPA) No. 16006, Change Of Zone (CZ) No. 16011, Tentative Parcel Map (TPM) No. 37126 and Site Development Permit (SDP) No. 16043 for "Mission Gateway Plaza & Mission Gateway Villas" (hereafter, the "Project"), a mixed-use project consisting of a commercial building and 68-unit, affordable multi-family housing development project.

After careful consideration and discussion, the City Council voted to continue the item to September 3, 2020 and requested that the Applicant address the following items:

1. Protect views to Mount Rubidoux
2. Reduce street parking and consider permit parking
3. Consideration on reducing the number of residential units to meet code required parking spaces
4. Eliminate parking spaces south of Mission Boulevard
5. Add gateway sign to the project identifying City of Jurupa Valley
6. Increase fence height between the residential and commercial parcels from six (6) to eight (8) feet.

The August 6, 2020 City Council staff report is provided as an Attachment to this report.

On September 3, 2020, the City Council held a public hearing to consider this continued item and on a 4-0 vote recommended that this item be continued to the October 1, 2020 City Council public hearing in order to allow the Applicant additional time to address the Council's comments and revise the plans accordingly.

ANALYSIS

In revising the plans to address the City Council's comments, the Applicant's Engineer corrected the property boundary of Parcels 1 and 2 which resulted in a slight increase in Parcel 1 from 1.79 to 1.81 acres and Parcel 2 from 5.14 to 5.20 acres. The increase in area also allowed the Applicant to add five (5) on-site parking spaces for commercial Parcel 1 and add an additional lot area to residential Parcel 2.

The Applicant has revised the development plans to address the City Council's comments at the August 6, 2020 public hearing. A summary of the Applicant's responses are as follows:

1. Protect Views to Mount Rubidoux

The plans were revised by eliminating the second story from Residential Bldgs. 1, 2 and 3 and Commercial Bldg. 15. Thereby, making these buildings one-story. The change from two to one-story on these four (4) structures now allow the residential land uses on the west side of Crestmore Road to have views of Mount Rubidoux. See the Building "A.1" Plans and Exterior Elevations sheet within the development plans provided as an attachment to this report.

- a. The reduction in the heights of four (4) proposed buildings along Crestmore Road (3 Residential and 1 Commercial) to one-story structures makes the project more in scale and compatible to the existing single-family homes located across the street along Crestmore Road. The residential development was reduced from 95,862 to 83,032 square feet and the commercial development was reduced from 30,715 to 28,015 square feet.
- b. The revised plans eliminated 11 residential dwelling units, from 68 to 57 units, and reduced the parking requirements of the residential use from 177 spaces to 151 (includes 2 employee parking spaces). The reduction of two-story units to one-story reduced the required parking without changing the Site Plan layout. The residential development contains 155 on-site parking spaces, which complies with the Jurupa Valley Municipal Code (JVMC) parking requirements, plus accommodates three (3) additional spaces above the required 151 spaces.
- b. With the elimination of a portion of the second floor for Commercial Bldg. 15, the building was reduced by 2,700 square feet. Additionally, due to the engineer's correction in the TPM boundary line, the Applicant was able to add five (5) additional parking spaces to the on-site commercial parking spaces. As a result, per the JVMC, the commercial development now requires 125 parking spaces, 78 spaces are provided on-site and 47 are proposed as street parking. Street parking is permitted within the RV-C (Rubidoux Village Commercial) zone so long as the parking is proposed within 600 feet of the subject site and not more than 50% of the required parking is proposed as street parking. The project proposes 37% of the required parking as street parking and the revised plans have reduced

street parking by 16 spaces. Street parking is also encouraged within the framework of the Rubidoux Village Design Workbook to encourage pedestrian activity and commercial village centers located close to residential land uses.

2. Reduce Street Parking and Consider Permit Parking

- a. As described in Section No. 1 abovementioned, the Commercial property will now have 78 on-site parking spaces and 16 street parking spaces have been eliminated to now provide 47 street parking spaces. The Applicant indicates that since the office use is expected to close by 6 p.m. and retail is expected to close by 9 p.m., no parking will be utilized on the Commercial Parcel between 10:00 pm and 8:00 am.
- b. The anticipated hours of operation, therefore, between office and commercial use should minimize the impact of parking on the surrounding area and will eliminate any overnight street parking. An agreement with the commercial development will allow any overflow parking from the Apartment project to utilize the available parking on the Commercial property in the evening and early morning, eliminating the need for any guests to park on the street in the surrounding neighborhood. However, since the residential project is now designed to meet JVMC requirements, this should not be an issue.
- c. The Applicant is in support of having permit parking in the residential neighborhood to the west and north of the project site to prohibit residents or commercial customers from parking in those areas. However, with the reduction in the number of residential units and on-site overnight parking available within the adjacent commercial center, overnight street parking should no longer be an issue. As for the 47 proposed street parking spaces, these spaces would primarily be utilized between the hours of 8 a.m. to 6 p.m., when most residents are not home. Additionally, the Applicant has worked with staff and the Engineering Department to strategically place the street parking spaces away from the front of any homes, see Section 4 below and refer to the Public Parking 600' Radius Map exhibit within the development plans provided as an attachment to this report.

3. Consideration on Reducing the Number of Residential Units to Meet Code Required Parking Spaces

Please refer to Sections Nos. 1 and 2 abovementioned.

4. Eliminate Parking Spaces South of Mission Boulevard

- a. By reducing the square footage of a portion of Commercial Bldg. 15 from two to one-story, the Applicant has omitted 20 proposed parking spaces on Crestmore Road south of Mission Boulevard and has added four (4) street

parking spaces on Crestmore Road, north of Mission Blvd in front of the project site.

- b. The reduction in commercial square footage also reduced the parking required for the commercial use by 11 spaces. In addition, five (5) additional parking spaces were added to the commercial property due to an increase in the site area which was discovered during the civil engineer's survey analysis.
- c. Street parking for the commercial use has been reduced by 16 spaces, from 63 to 47. Street parking is now proposed as follows:
 - 15 spaces on Mission Boulevard
 - 15 spaces along the south side of 37th Street adjacent to the former County's fleet services facility
 - Three (3) spaces on the west side of Crestmore Road between Mission Blvd. and 37th Street
 - 14 spaces along the east side of Crestmore Road adjacent to the project site.

Please reference the revised Public Parking 600' Radius Map exhibit within the development plans provided as an attachment to this report.

5. Add Gateway Sign to Project Identifying City of Jurupa Valley

The site plan was revised to incorporate a pylon/monument sign which will incorporate City identification at southeast corner of the property for vehicles traveling west bound along Mission Boulevard. Please refer to the revised Site Plan attached to this report for location. The sign could feature the City Logo and "Welcome to Rubidoux" or other identification suggested by the City Council.

Per the project's Conditions of Approval, a Master Sign Program shall be approved by the Planning Director prior to the issuance of the first Building permit of the project. The applicant shall submit a Site Development Permit (SDP) to the Planning Department for review and approval of the Master Sign Program by the Planning Director. The Master Sign Program shall meet the following requirements: (1) Demonstrate consistency with Title 9 (Planning and Zoning) including the maximum surface area for wall signs; (2) All signage, including freestanding signs, shall incorporate the overall development's architectural theme.

6. Increase Fence Height between the Residential and Commercial Parcels from Six (6) to Eight (8) Feet.

In response to Council's concerns to raise the proposed fencing between both the commercial and residential parcels, the Applicant has revised their plans

increasing the 6-foot high fence to 8-feet high fence from the main driveway entry into the project (after the monument signage) along the commercial driveway including raising the residential gates to 8-feet in height. The fence/wall was also increased in height from 6 to 8 feet along the rear of the commercial parcel where it connects to the residential parcel adjacent to Building 14. Both fences connect to the Community Center Building. This will provide increased security to the residents within the Residential parcel.

REVISED PROJECT DESCRIPTION

The Project is a proposed mixed-use development consisting of a 1.81-acre parcel for a 28,015 square foot commercial building (ranging from two to one-story) and a 5.20-acre parcel for a 57-unit multi-family affordable housing development totaling 83,032 square feet. The Project includes ground level parking; landscaping; internal paving and walkways; community center and pool facility space.

The Applicant has submitted the following applications:

1. **General Plan Amendment (GPA) No. 16006:** Change existing land use designation from Commercial Retail (CR) and Medium High Density Residential (MHDR: 5 to 8 dwelling units per acre) to Commercial Retail (CR) for the 1.81-acre commercial parcel and High Density Residential (HDR: 8 to 14 dwelling units per acre) for the 5.20-acre residential parcel.
2. **Change of Zone (CZ) No. 16011:** Change the zone classification from R-VC (Rubidoux-Village Commercial), R-2 (Multiple Family Dwellings) and A-1 (Light Agriculture) to R-VC (Rubidoux-Village Commercial) for the 1.81-acre commercial parcel and R-3 (Multiple Family Dwellings) for the 5.20 acre residential parcel.
3. **Tentative Parcel Map (TPM) No. 37126:** Parcel map to merge five (5) parcels and create two (2) parcels: Parcel 1 would be a 1.81-acre parcel for commercial development and Parcel 2 would be a 5.20-acre parcel for residential development.
4. **Site Development Permit (SDP) No. 16043:** For the construction of the (a) commercial development on a 1.81-acre parcel and (b) 57-unit multi-family affordable housing development with community center, pool and maintenance building, and covered and uncovered ground level parking, on a 5.20-acre parcel. The Project includes landscaping, internal paving and walkways.

The project site (comprised of five (5) parcels) is located at the northeast corner of Mission Boulevard and Crestmore Road within the Rubidoux Overlay. The site is bounded by Crestmore Road on the west followed by the County of Riverside Fleet Services facility further to the west, single-family residential development and vacant land to the north, the Santa Ana River to the east, Riverside County Flood Control and Water Conservation District maintenance access road to the immediate south and Mission Boulevard to the south with a mobile home park and vacant land further to the south. Exhibit 1 provides an aerial view of the project site.

EXHIBIT 1: AERIAL VIEW



PROJECT'S CONSISTENCY WITH JVMC AND GENERAL PLAN

The Project adheres to the applicable goals and policies within the General Plan and is consistent with the requirements in the City's zoning code (with approval of the GPA, CZ, and overruling of ALUC's inconsistency decision). The Project will revitalize a currently blighted and underutilized vacant parcel and will promote the vision within the Rubidoux Village Design Workbook, the Rubidoux Overlay and the R-VC Zone. The Project encompasses village town center design elements and land uses which are consistent with the General Plan goals and policies.

The Project's attractive Craftsman architectural theme, multiple residential amenities, decorative perimeter walls/fencing, landscape screening, and overall site improvements makes this development a showcase project. Additionally, the Project will become a landmark development at the eastern gateway into the City as well as serve to revitalize the downtown Rubidoux village. Potential impacts have been analyzed within the EIR, Facts and Findings and also within the proposed Mitigation Monitoring and Reporting Program to reduce any impacts to a "less than significant level."

CONCLUSION

The Rubidoux 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 General Plan provides several land use policies. To implement the policies further, the Rubidoux Village Commercial (RV-C) 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.

Over the past several years, the Applicant has worked closely with Planning and Engineering staff to meet the JVMC requirements and the goals and policies of the General Plan, including the vision of the Rubidoux Town Center Overlay, the Rubidoux Village Design Workbook and the R-VC zone which include the following elements:

- Revitalization efforts on the commercial strip on each side of Mission Boulevard in the Rubidoux area from Crestmore (at the Santa Ana River bridge) to Riverview.
- Revitalization and economic stimulus of vacant, underutilized and dilapidated buildings and parcels.
- Emphasis on an economic development strategy to promote economic development which in turn will lead to job growth and economic sustainability.
- The Mission Boulevard district must function as a classic neighborhood, both because of and in spite of its commercial orientation. This means having a center of focus; definable edges; safe and walkable streets; civic facilities and public open space; and an appropriate mix of uses.
- Increase in affordable housing units to comply with the State's mandated Regional Housing Needs Assessment (RHNA) numbers.

The Applicant has revised their development plans to meet the City Council's discussion items, including reducing four (4) of their structures from two to one-stories. With the overall changes and concessions made to the project, staff believes that the City Council's concerns have now been addressed.

FINANCIAL IMPACT

Staff time to process this application will be covered by a developer application deposit. No additional costs to the City are anticipated.

ALTERNATIVES

1. **Recommended Action:** That the City Council adopt Resolution No. 2020-54 and introduce and conduct the first reading of Ordinance No. 2020-10 to do the following:
 - a. Certify the Environmental Impact Report and adopt a Mitigation Monitoring and Reporting Program;
 - b. Approve GPA16006, CZ16011, TPM37126 and SDP16043; and
 - c. Overrule the Airport Land Use Commission's (ALUC) Inconsistency decision in order to allow the construction of Mission Gateway Plaza and Mission Gateway Villas development project on the approximately 7.13 gross acre site.

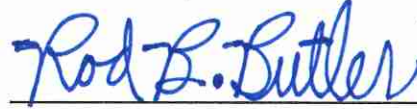
2. Deny MA16224 (GPA16006, CZ16011, TPM37126 and SDP16043) - No action, maintaining the status quo
3. Continue the public hearing and provide direction to staff.

Prepared by:



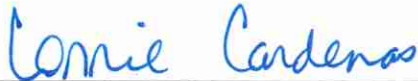
Thomas G. Merrell, AICP
Planning Director

Submitted by:



Rod B. Butler
City Manager

Reviewed by:



Connie Cardenas
Administrative Services Director

Reviewed by:



Peter M. Thorson
City Attorney

ATTACHMENTS:

1. Resolution No. 2020-54
 - a. Exhibit A. "Draft EIR"
 - b. Exhibit B. "Final EIR, Fact and Findings and Statement of Overriding Considerations"
 - c. Exhibit C. Recommended Conditions of Approval
2. Ordinance No. 2020-10
 - a. Exhibit A: Change of Zone Exhibit
3. August 6, 2020 City Council Staff Report (without Attachments)
4. Excerpt of the August 6, 2020 City Council Minutes
5. Letter from Applicant (September 9, 2020)
6. Rubidoux Village Design Workbook
7. Adopted Planning Commission Resolution No. 2020-05-27-03 *without exhibits as these exhibits are the same as the one attached to Resolution No. 2020-54*)
8. Planning Commission Staff Report from May 27, 2020 with all attachments, *except for Resolution No. 2020-05-27-03 and Project Plans.*
9. Planning Commission Minutes from March 27, 2020
10. ALUC's May 11, 2017 Staff Report
11. ALUC's June 8, 2020 Letter
12. Project Plans (Architectural Set; Tentative Parcel Map, Civil Set and Concept Landscape Plan Set) dated 10-1-20

ATTACHMENT NO. 1

Council Resolution No. 2020-54

RESOLUTION NO. 2020-54

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, CERTIFYING AN ENVIRONMENTAL IMPACT REPORT AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS AND MITIGATION MONITORING AND REPORTING PROGRAM FOR A MIXED-USE DEVELOPMENT PROJECT ON APPROXIMATELY 6.93 GROSS ACRES LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, -003, -004, -005, AND -006), OVERRULING THE AIRPORT LAND USE COMMISSION'S DETERMINATION OF INCONSISTENCY, AND APPROVING GENERAL PLAN AMENDMENT NO. 16006, TENTATIVE PARCEL MAP NO. 37126, AND SITE DEVELOPMENT PERMIT NO. 16043 TO PERMIT THE SUBDIVISION OF APPROXIMATELY 6.93 GROSS ACRES LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, -003, -004, -005, AND -006) INTO 2 PARCELS TO ALLOW FOR A MIXED-USE DEVELOPMENT PROJECT

THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY DOES RESOLVE AS FOLLOWS:

Section 1. Project. Northtown Housing Development (the "Applicant") has applied for General Plan Amendment No. 16006, Change of Zone No. 16011, Tentative Parcel Map No. 37126, Site Development Permit No. 16043, and an overruling of an Airport Land Use Commission determination (collectively, Master Application No. 16224 or MA No. 16224) to permit the subdivision of approximately 6.93 gross acres into 2 parcels on real property located on the northeast corner of Mission Boulevard and Crestmore Road (APNs: 179-330-002, -003, -004, -005, and -006) in the Rubidoux-Village Commercial (R-VC), Multiple Family Dwellings (R-2), and Light Agricultural (A-1) Zones and designated Commercial Retail (CR) and Medium High Density Residential (MHDR) with Rubidoux Town Center (RTCO), Flabob Municipal Airport (FLO), and Santa Ana River Corridor (SRO) Overlays to allow for a mixed-use development project consisting of a 30,715 square foot commercial building on a 1.79 acre parcel and sixty-eight (68) multi-family affordable housing dwelling units on a 5.14 acre parcel (the "Project"). General Plan Amendment No. 16006, Tentative Parcel Map No. 37126, Site Development Permit No. 16043, and the overruling of an Airport Land Use Commission determination are the subject of this Resolution.

Section 2. General Plan Amendment.

(a) The Applicant is seeking approval of General Plan Amendment No. 16006 to change the General Plan land use designations of the parcels from Commercial Retail (CR) and Medium High Density Residential (MHDR) to Commercial Retail (CR) for the proposed 1.79 acre

commercial parcel (APN: 179-330-005) and High Density Residential (HDR) for the proposed 5.14-acre residential parcel (APNs: 179-330-002, -003, -004, and -006).

(b) Section 9.30.010.A. of the Jurupa Valley Municipal Code provides that any amendment to any part of the Jurupa Valley General Plan, shall be adopted in accordance with the provisions of Section 65300 *et seq.* of the Government Code, as now written or hereafter amended, and Chapter 9.30 of the Jurupa Valley Municipal Code.

(c) Section 9.30.010.B. of the Jurupa Valley Municipal Code provides that the initiation of proceedings for the amendment of any part of the Jurupa Valley General Plan shall be conducted in accordance with the provisions of Chapter 9.30 of the Jurupa Valley Municipal Code.

(d) Section 9.30.040.D. of the Jurupa Valley Municipal Code provides that the owner of real property, or a person authorized by the owner, seeking to change the land use designation on that real property, shall have the right to apply for a General Plan amendment without having to request that the City Council adopt an order initiating proceedings for an amendment as detailed in Section 9.30.040. Instead, the owner of real property, or a person authorized by the owner, seeking to change the land use designation on that real property may apply for a General Plan amendment through the Planning Department and pay the required fee. Upon submittal of an application, the amendment shall be processed, heard and decided in accordance with Sections 9.30.010 and 9.30.100 of the Jurupa Valley Municipal Code.

(e) Section 9.30.100.(1) of the Jurupa Valley Municipal Code provides that proposals to amend any part of the Jurupa Valley General Plan shall be heard by the Planning Commission during a public hearing on the matter. Further, Government Code Section 65353 provides that when a city has a planning commission authorized by local ordinance or resolution to review and recommend action on a proposed general plan, the commission shall hold at least one public hearing before approving a recommendation on the adoption of a general plan.

(f) Section 9.30.100.(2) of the Jurupa Valley Municipal Code provides that after closing the public hearing, the Planning Commission shall make a recommendation for approval or disapproval within a reasonable time, by resolution, including therein its findings, and transmit it to the City Council with a copy mailed to the applicant. A recommendation for approval shall be made by the affirmative vote of not less than a majority of the total membership of the Planning Commission. If the Planning Commission cannot reach a decision within a reasonable time after closing the hearing, that fact shall be reported to the City Council and shall be deemed a recommendation to deny the proposal. Further, Government Code Section 65354 provides that the planning commission shall make a written recommendation on the adoption of a general plan, that a recommendation for approval shall be made by the affirmative vote of not less than a majority of the total membership of the commission, and that the planning commission shall send its recommendation to the legislative body.

(g) Section 9.30.100.(3) of the Jurupa Valley Municipal Code provides that upon receipt of a recommendation of the Planning Commission on an amendment of the General Plan, the City Clerk must set the matter for public hearing before the City Council at the earliest convenient day and give notice of public hearing in the same manner as notice was given of the hearing before the Planning Commission.

(h) Section 9.30.100.(4) of the Jurupa Valley Municipal Code provides that after closing the public hearing, the City Council must render its decision within a reasonable time. A decision to amend the General Plan, or any part or element thereof, must be made by resolution, which resolution must be adopted by the affirmative vote of not less than the majority of the total membership of the City Council. The City Council may approve, modify or disapprove the recommendation of the Planning Commission; provided, however, that any substantial modification of the Planning Commission's recommendation not previously considered by the Commission shall first be referred to the Commission for its recommendation.

(i) Section 9.30.100.(5) of the Jurupa Valley Municipal Code provides that a proposal to amend any part or element of the General Plan may not be approved by the City Council until all procedures required by the Jurupa Valley EQA implementing procedures to approve a matter have been completed.

Section 3. Tentative Parcel Map.

(a) The Applicant is seeking approval of Tentative Parcel Map No. 37126, a Schedule "E" subdivision of approximately 6.93 gross acres into two parcels totaling 1.79 and 5.14 acres each on real property located on the northeast corner of Mission Boulevard and Crestmore Road (APNs: 179-330-002, -003, -004, -005, and -006).

(b) Section 7.05.020.A. of the Jurupa Valley Municipal Code provides that the Jurupa Valley Planning Commission is designated as the "Advisory Agency" charged with the duty of making investigations and reports on the design and improvement of all proposed tentative Schedule "E" maps. Further, Section 7.05.020.A. of the Jurupa Valley Municipal Code provides that the Commission is authorized to approve, conditionally approve or disapprove all such tentative map land divisions and report the action directly to the City Council and the land divider..

(c) Section 7.15.150 of the Jurupa Valley Municipal Code provides that the Planning Commission is the advisory agency authorized to directly approve, conditionally approve or disapprove all such tentative maps.

(d) Section 7.15.130.A. of the Jurupa Valley Municipal Code provides that within fifty (50) days after the date of filing of a commercial parcel map, a public hearing on the map must be held before the Planning Commission. Section 7.15.130.B. of the Jurupa Valley Municipal Code provides that after the close of the hearing, the Planning Commission must approve, conditionally approve, or disapprove the proposed tentative map, file notice of the decision with the City Clerk, and mail notice of the decision to the land divider, or his or her authorized agent, and any interested party requesting a copy.

(e) Section 9.05.110 of the Jurupa Valley Municipal Code provides that notwithstanding any other provisions of this title, in the event that a project requires a general plan amendment, zone change, specific plan amendment, development agreement or other legislative action in addition to the tentative subdivision map, site development permit, conditional use permit, variance or other quasi-judicial land use applications for the project, the Planning Commission shall make a recommendation to the City Council to approve, modify or deny the applications for the legislative action for the project and a recommendation to the City Council to

approve, conditionally approve or deny the quasi-judicial land use applications. The Council shall hear the applications for the legislative actions along with the applicable procedures of Section 9.05.100. The decision of the City Council shall be made by ordinance or resolution as required by law and shall require three (3) affirmative votes of the City Council. The purpose of this section is to enable the City Council to hear and decide all of the land use entitlements for a project in a comprehensive and coordinated manner.

(f) Section 7.15.180 of the Jurupa Valley Municipal Code requires denial of a tentative parcel map if it does not meet all of the requirements of Title 7 of the Jurupa Valley Municipal Code, or if any of the following findings are made:

1) That the proposed land division is not consistent with applicable general and specific plans.

2) That the design or improvement of the proposed land division is not consistent with applicable general and specific plans.

3) That the site of the proposed land division is not physically suitable for the type of development.

4) That the site of the proposed land division is not physically suitable for the proposed density of the development.

5) That the design of the proposed land division or proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

6) That the design of the proposed land division or the type of improvements are likely to cause serious public health problems.

7) That the design of the proposed land division or the type of improvements will conflict with easements, acquired by the public at large, for access through, or use of, property within the proposed land division. A land division may be approved if it is found that alternate easements for access or for use will be provided and that they will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction.

8) Notwithstanding subsection 5) above, a tentative map may be approved if an environmental impact report was prepared with respect to the project and a finding was made, pursuant to the California Environmental Quality Act (Pub. Resources Code Section 21000 *et seq.*), that specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

Section 4. Site Development Permit.

(a) The Applicant is seeking approval of Site Development Permit No. 16043 to develop approximately 6.93 acres of real property located on the northeast corner of Mission Boulevard and Crestmore Road (APNs: 179-330-002, -003, -004, -005, and -006) with a mixed-

use development consisting of a 30,715 square foot commercial building on a 1.79 acre parcel and sixty-eight (68) multi-family affordable housing dwelling units on a 5.14 acre parcel.

(b) Section 9.80.020.A.(12) of the Jurupa Valley Municipal Code provides that two-family dwellings, multiple-family dwellings, bungalow courts and apartment houses are allowed in the R-3 Zone, providing a Site Development Permit shall first have been obtained pursuant to the provisions of Section 9.240.330 of the Jurupa Valley Municipal Code.

(c) Sections 9.140.020.A. and 9.140.020.B. of the Jurupa Valley Municipal Code provide that certain commercial and office uses are permitted on any site within the East Village planning sub-area of the R-VC Zone subject to a Site Development Permit approved pursuant to the provisions of Section 9.240.330 of the Jurupa Valley Municipal Code.

(d) Section 9.240.330.(3) of the Jurupa Valley Municipal Code provides that no site development permit shall be approved unless it complies with the following standards:

1) The proposed use must conform to all the requirements of the City of Jurupa General Plan and with all applicable requirements of State law and the ordinances of the City of Jurupa Valley.

2) The overall development of the land shall be designed for the protection of the public health, safety and general welfare; to conform to the logical development of the land and to be compatible with the present and future logical development of the surrounding property. The plan shall consider the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion; and shall take into account topographical and drainage conditions, including the need for dedication and improvements of necessary structures as a part thereof.

3) All site development plans which permit the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Riverside County Ordinance No. 460, as adopted by the City of Jurupa Valley pursuant to Chapter 1.35 of the Jurupa Valley Municipal Code, in such a manner that each building is located on a separate legally divided parcel.

(e) Section 9.240.330.(4)(d)(i) of the Jurupa Valley Municipal Code provides that a site development permit application that requires the approval of a general plan amendment, a specific plan amendment, or a change of zone shall be heard in accordance with the provisions of Section 9.285.040, and all of the procedural requirements and rights of appeal as set forth therein shall govern the hearing.

(f) Section 9.05.110 of the Jurupa Valley Municipal Code provides that notwithstanding any other provisions of this title, in the event that a project requires a general plan amendment, zone change, specific plan amendment, development agreement or other legislative action in addition to the tentative subdivision map, site development permit, conditional use permit, variance or other quasi-judicial land use applications for the project, the Planning Commission shall make a recommendation to the City Council to approve, modify or deny the

applications for the legislative action for the project and a recommendation to the City Council to approve, conditionally approve or deny the quasi-judicial land use applications. The Council shall hear the applications for the legislative actions along with the applicable procedures of Section 9.05.100. The decision of the City Council shall be made by ordinance or resolution as required by law and shall require three (3) affirmative votes of the City Council. The purpose of this section is to enable the City Council to hear and decide all of the land use entitlements for a project in a comprehensive and coordinated manner

Section 5. Overruling of Airport Land Use Commission Inconsistency Determination.

(a) The Applicant is seeking the City Council's overruling of a determination made by the Riverside County Airport Land Use Commission ("ALUC") that the Project is inconsistent with the 2004 Flabob Airport Land Use Plan ("ALUP").

(b) Public Utilities Code Section 21676(b) provides that prior to the amendment of a general plan within the planning boundary established by an Airport Land Use Commission pursuant to Public Utilities Code Section 21675, a local agency must first refer the proposed action to the Airport Land Use Commission.

(c) Public Utilities Code Section 21676(b) provides that if the Airport Land Use Commission determines that the proposed action is inconsistent with the Commission's plan, the referring agency must be notified.

(d) On July 13, 2017, the Riverside County ALUC found the Project inconsistent with the 2004 Flabob ALUP due to the subject site's location within Compatibility Zone C, which limits residential density to one (1) dwelling unit per five (5) acres and limits nonresidential intensity to a maximum occupancy of 150 persons per one (1) acre ("Inconsistency Determination").

(e) Public Utilities Code Section 21676(b) provides that a local agency may, after a public hearing, propose to overrule an Airport Land Use 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 Article 3.5 of Chapter 4 of Part 1 of Division 9 of the Public Utilities Code as stated in Section 21670(a)(2).

(f) Public Utilities Code Section 21670(a)(2) provides that it is the purpose of Article 3.5 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.

(g) Public Utilities Code Section 21676(b) provides that at least forty-five (45) days prior to a decision to overrule an Airport Land Use Commission, the local agency governing body must provide the Commission and the Division of Aeronautics a copy of the proposed decision and findings.

(h) On June 2, 2020, the City provided the Riverside County ALUC and the State Division of Aeronautics with a copy of the City's proposed decision and findings to overrule the Inconsistency Determination as set forth in Planning Commission Resolution No. 2020-05-27-03.

(i) Public Utilities Code Section 21676(b) provides that the Airport Land Use Commission and the Division of Aeronautics may provide comments to the local agency governing body within thirty (30) days of receiving the proposed decision and findings. If the Commission's or the Division of Aeronautics' comments are not available within this time limit, the local agency governing body may act without them. The comments by the Division of Aeronautics or the Commission are advisory to the local agency governing body. The local agency governing body must include comments from the Commission and the Division of Aeronautics in the public record of any final decision to overrule a Commission, which may only be adopted by a two-thirds vote of the governing body.

(j) On June 8, 2020, the Riverside County ALUC provided comments to the City Council regarding the City's proposed decision and findings to overrule the Inconsistency Determination. The City has not received comments from the State Division of Aeronautics.

Section 6. Procedural Findings. The City Council of the City of Jurupa Valley does hereby find, determine and declare that:

(a) The application for MA No. 16224 was processed including, but not limited to a public notice, in the time and manner prescribed by State law and Jurupa Valley Ordinances.

(b) On May 27, 2020, the Planning Commission of the City of Jurupa Valley held a public hearing on MA No. 16224, at which time all persons interested in the Project had the opportunity and did address the Planning Commission on these matters. Following the receipt of public testimony the Planning Commission closed the public hearing. Following a discussion of the Project the Planning Commission voted to recommend approval of MA No. 16224 by adopting Planning Commission Resolution No. 2020-05-27-03, a Resolution of the Planning Commission of the City of Jurupa Valley Recommending that the City Council of the City of Jurupa Valley Certify an Environmental Impact Report and Adopt a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for a Mixed-Use Development Project on Approximately 6.93 Gross Acres Located on the Northeast Corner of Mission Boulevard and Crestmore Road (APNS: 179-330-002, -003, -004, -005, And -006), Overrule the Airport Land Use Commission's Determination of Inconsistency, and Approve General Plan Amendment No. 16006, Change of Zone No. 16011, Tentative Parcel Map No. 37126, and Site Development Permit No. 16043 to Permit the Subdivision of Approximately 6.93 Gross Acres Located on the Northeast Corner of Mission Boulevard and Crestmore Road (APNS: 179-330-002, -003, -004, -005, And -006) Into 2 Parcels to Allow for a Mixed-Use Development Project.

(c) On July 16, 2020, the City Council held a public hearing on MA No. 16224, at which time all persons interested in the Project had the opportunity and did address the City Council on these matters. Following the receipt of public testimony the City Council continued the public hearing.

(d) On August 6, 2020, the City Council held a public hearing on MA No. 16224, at which time all persons interested in the Project had the opportunity and did address the City Council on these matters. Following the receipt of public testimony the City Council continued the public hearing.

(e) On September 3, 2020, the City Council held a public hearing on MA No. 16224, at which time all persons interested in the Project had the opportunity and did address the City Council on these matters. Following the receipt of public testimony the City Council continued the public hearing.

(f) On October 1, 2020, the City Council held a public hearing on MA No. 16224, at which time all persons interested in the Project had the opportunity and did address the City Council on these matters. Following the receipt of public testimony the City Council closed the public hearing.

(g) All legal preconditions to the adoption of this Resolution have occurred.

Section 7. California Environmental Quality Act Findings for Certification of Environmental Impact Report and Adoption of Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program.

(a) **Procedural Findings.** The City Council of the City of Jurupa Valley does hereby find, determine, and declare that:

1) Northtown Housing Development Corporation (the Applicant) has applied for General Plan Amendment No. 16006, Change of Zone No. 16011, Tentative Parcel Map No. 37126, Site Development Permit No. 16043, and an overruling of an Airport Land Use Commission determination (collectively, Master Application No. 16224 or MA No. 16224) to permit the subdivision of approximately 6.93 gross acres into 2 parcels on real property located on the northeast corner of Mission Boulevard and Crestmore Road (APNs: 179-330-002, -003, -004, -005, and -006) in the Rubidoux-Village Commercial (R-VC), Multiple Family Dwellings (R-2), and Light Agricultural (A-1) Zones and designated Commercial Retail (CR) and Medium High Density Residential (MHDR) with Town Center (TCO), Flabob Municipal Airport (FLO), and Santa Ana River (SRO) Overlays to allow for a mixed-use development project consisting of a 30,715 square foot commercial building on a 1.79 acre parcel and sixty-eight (68) multi-family affordable housing dwelling units on a 5.14 acre parcel (the “Project”).

2) The proposed Project was processed, including, but not limited to, all public notices, in the time and manner prescribed by State and local law, including the California Environmental Quality Act (Cal. Pub. Resources Code, § 21000 *et seq.*) (CEQA) and the CEQA Guidelines (14. Cal. Code Regs. § 15000 *et seq.*)

3) Pursuant to CEQA, the City is the lead agency for the proposed Project because it is the public agency with the authority and principal responsibility for reviewing, considering, and potentially approving the proposed Project.

4) The City determined that an Environmental Impact Report (EIR) would be required for the proposed Project and issued a Notice of Preparation (NOP) on June 20,

2018. The NOP was sent to the State Clearinghouse (SCH #2018061047), responsible agencies, trustee agencies, and interested parties and posted on the City's website on June 20, 2018. The thirty (30)-day public review period ran from June 20, 2018, to July 19, 2018, and its purpose was to receive comments and input from interested public agencies and private parties on issues to be addressed in the EIR for the proposed Project.

5) The scope of the Draft EIR was determined based on an Initial Study and NOP, comments received in response to the NOP, and technical input from environmental consultants.

6) Thereafter, the City staff commenced the preparation of a Draft EIR for the proposed Project, including preparation and review, as applicable, of all necessary technical studies and reports in support of the Draft EIR. In accordance with CEQA and the CEQA Guidelines, the City analyzed the proposed Project's potential impacts on the environment, potential mitigation, and potential alternatives to the proposed Project.

7) Upon completion of the Draft EIR on January 7, 2019, the City initiated a public comment period by preparing and sending a Notice of Availability (NOA) for the Draft EIR to all interested persons, agencies, and organizations; the NOA also was published in the Press Enterprise. The City also filed a Notice of Completion (NOC) with the State Office of Planning and Research. The Draft EIR was made available for a thirty (30)-day public review period beginning January 11, 2019, and ending on February 25, 2019.

8) Copies of the Draft EIR were sent to various public agencies, as well as to organizations and individuals requesting copies. In addition, copies of the documents have been available for public review and inspection at the Jurupa Valley City Hall and two Jurupa Valley Public Library facilities (Glen Avon Library, and Louis Rubidoux Library). The DEIR was also made available for download via the City's website: <http://www.jurupavalley.org>.

9) In response to the Draft EIR, six (6) written comments were received from various agencies, individuals, and organizations. In compliance with CEQA Guidelines Section 15088, the City prepared written responses to all comments that were timely received on the Draft EIR. None of the comments presented any new significant environmental impacts or otherwise constituted significant new information requiring recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.

10) The Final EIR consists of the Draft EIR and all of its appendices, the comments and responses to comments on the Draft EIR, and clarifications/revisions to the Draft EIR. The Final EIR was made available to the public and to all commenting agencies at least 10 days prior to certification of the Final EIR, in compliance with Public Resources Code Section 21092.5(a).

11) On October 1, 2020, the City Council, at a duly noticed public hearing, considered the proposed Project and the Final EIR, at which time the City staff presented its report and interested persons had an opportunity to be heard and to present evidence regarding the proposed Project and the Final EIR.

12) Section 15091 of the CEQA Guidelines requires that the City, before approving a project for which an EIR is required, make one or more of the following written finding(s) for each significant effect identified in the EIR accompanied by a brief explanation of the rationale for each finding:

a) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR; or,

b) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency; or,

c) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

13) These required written findings are set forth in Exhibit “B” to this Resolution and incorporated herein by reference as if set forth in full, and are hereby adopted.

a) Environmental impacts determined during the scoping process to be less than significant and not potentially impacted by the proposed Project are described in the Notice of Preparation and “Exhibit “B.”

b) Environmental impacts determined in the EIR to be less than significant and not requiring mitigation are described in Section 3.0 of Exhibit “B.”

c) Environmental impacts determined in the EIR to be less than significant with mitigation are described in Section 4.0 of Exhibit “B.”

d) Environmental impacts that remain significant and unavoidable despite the imposition of all feasible mitigation are described in Section 5.0 of Exhibit “B.”

e) Alternatives to the proposed Project that might eliminate or reduce significant environmental impacts are described in Section 8.0 of Exhibit “B.”

14) CEQA Guidelines Section 15093 requires that if a project will cause significant unavoidable adverse impacts, the City must adopt a Statement of Overriding Considerations prior to approving the project. A Statement of Overriding Considerations states that any significant adverse project effects are acceptable if expected project benefits outweigh unavoidable adverse environmental impacts. The Statement of Overriding Considerations is attached hereto as Exhibit “B,” is incorporated herein by reference as if set forth in full, and is hereby adopted.

15) CEQA Section 21081.6 requires the City to prepare and adopt a Mitigation Monitoring and Reporting Program for any project for which mitigation measures have been imposed to ensure compliance with the adopted mitigation measures. The Mitigation

Monitoring and Reporting Program is attached to this Resolution as Exhibit “B,” is herein incorporated by reference as if set forth in full, and is hereby adopted.

16) Prior to taking action, the City Council has heard, been presented with, reviewed, and considered the information and data in the administrative record, including the Final EIR, the written and oral comments on the Draft EIR and Final EIR, responses to comments, staff reports and presentations, and all oral and written testimony presented during the public hearings on the proposed Project.

17) Custodian of Records. The City Clerk of the City of Jurupa Valley is the custodian of records, and the documents and other materials that constitute the record of proceedings upon which this decision is based are located at the Office of the City Clerk, City of Jurupa Valley, 8930 Limonite Avenue, Jurupa Valley, California, 92509.

(b) Substantive Findings. The City Council of the City of Jurupa Valley, California does hereby:

1) Declare that the above Procedural Findings are true and correct, and hereby incorporates them herein by this reference.

2) Find that agencies and interested members of the public have been afforded ample notice and opportunity to comment on the Final EIR and the proposed Project.

3) Find and declare that the City Council has independently considered the administrative record before it, which is hereby incorporated by reference and which includes the Final EIR, the written and oral comments on the Draft EIR, staff reports and responses to comments incorporated into the Final EIR, and all testimony related to environmental issues regarding the proposed Project.

4) Find and determine that the Final EIR fully analyzes and discloses the potential impacts of the proposed Project, and that those impacts have been mitigated or avoided to the extent feasible for the reasons set forth in the Findings attached as Exhibit “A” and incorporated herein by reference, with the exception of those impacts found to be significant and unmitigable as discussed therein.

5) Find and declare that the Final EIR reflects the independent judgment of the City Council. The City Council further finds that the additional information provided in the staff reports, in comments on the Draft EIR, the responses to comments on the Draft EIR, and the evidence presented in written and oral testimony does not constitute new information requiring recirculation of the EIR under CEQA. None of the information presented has deprived the public of a meaningful opportunity to comment upon a substantial environmental impact of the proposed Project or a feasible mitigation measure or alternative that the City has declined to implement.

6) Certify the Final EIR as being in compliance with CEQA. The City Council further adopts the Findings pursuant to CEQA and the Statement of Overriding Considerations as set forth in Exhibits “A” and “B,” respectively, and adopts the Mitigation Monitoring and Reporting Program attached as Exhibit “C.” The City Council further determines

that all of the findings made in this Resolution (including Exhibits “A” and “B”) are based upon the information and evidence set forth in the Final EIR and upon other substantial evidence that has been presented at the hearings before the City Council, and in the record of the proceedings. The City Council further finds that each of the overriding benefits stated in Exhibit “B,” by itself, would individually justify proceeding with the proposed Project despite any significant unavoidable impacts identified in the Final EIR or alleged in the record of proceedings.

7) The City Council hereby imposes as a condition on the Project each mitigation measure specified in Exhibit “C,” and directs City staff to implement and to monitor the mitigation measures as described in Exhibit “C.”

8) The City Council hereby directs staff to file a Notice of Determination as set forth in Public Resources Code Section 21152.

Section 8. Findings for Approval of General Plan Amendment. The City Council of the City of Jurupa Valley hereby finds and determines that General Plan Amendment No. 16006 should be adopted because:

(a) The proposed amendment would either contribute to the purposes of the General Plan or, at a minimum, would not be detrimental to them. The proposed Commercial Retail (CR) land use designation for the 1.79 acre parcel (APN: 179-330-005) and the proposed High Density Residential (HDR) land use designation for the 5.14 acre parcel (APNs: 179-330-002, -003, -004 and -006) will contribute to the purpose of the General Plan by broadening commercial and higher density residential zones in the City, which would allow the development of general commercial land uses, add to the City’s affordable housing stock and promote revitalization within the Rubidoux Town Center Overlay (RTCO).

(b) The proposed amendment will expand basic employment job opportunities (jobs that contribute directly to the City’s economic base) and improve the ratio of jobs-to-workers in the City by providing jobs ranging from construction workers necessary for the development, to the jobs necessary to operate the general commercial and office uses. The proposed Project would help promote jobs for people of all income levels, including low-income residents.

Section 9. Findings for Approval of Tentative Parcel Map. The City Council of the City of Jurupa Valley hereby finds and determines that the proposed Tentative Parcel Map No. 37126 should be granted because:

(a) The proposed Tentative Parcel Map No. 37126 meets all requirements of Title 7 (Subdivisions) of the Jurupa Valley Municipal Code.

(b) The proposed land division will be consistent with the City’s General Plan upon approval of the proposed General Plan Amendment. The proposed land division is consistent with the requirements of the proposed Commercial Retail (CR) General Plan land use designation and the proposed High Density Residential (HDR) General Plan land use designation.

(c) The design or improvement of the proposed land division is consistent with the City’s General Plan, upon approval of the proposed General Plan Amendment, in that the land division meets the intent and policies of the Commercial Retail (CR) land use designation for

recommended Floor Area Ratio (FAR) and the High Density Residential (HDR) land use designation for recommended density of 8 to 14 dwelling units per acre.

(d) The site of the proposed land division is physically suitable for the type of development in that the combined 6.93 acre site is physically is a relatively flat, undeveloped, vacant lot that is adjacent to other residential and commercial land uses. The subject site is physically suitable to accommodate the subdivision and future development of the commercial building and the 68-unit multi-family residential development as there is adequate water and sewer connections and public services are available to the subject site.

(e) The site of the proposed land division is physically suitable for the proposed density of the development. The proposed subdivision will facilitate the future construction of a 30,715 square foot commercial building on a 1.79 acre parcel and a 68-unit multi-family affordable housing development on a 5.14-acre parcel (total 95,862 square feet). The proposed residential density is 13.2 dwelling units per acre, which is below the recommended maximum allowable density in the General Plan for the High Density Residential (HDR) land use designation.

(f) The design of the proposed land division or proposed improvements is not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat in that the subject site is highly disturbed and occupied by ruderal flora and bare ground. Because of the existing degraded site condition, the absence of special-status plant communities, and overall low potential for most special-status species to utilize or reside on-site, the proposed Project would not be expected to directly impact federal or state-listed threatened or endangered species.

(g) The design of the proposed land division or the type of improvements is not likely to cause serious public health problems. An EIR was prepared for the Project that evaluated potential effects with respect to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems. The land division meets the intent and policies of the Commercial Retail (CR) land use designation for recommended Floor Area Ratio (FAR) and High Density Residential (HDR) land use designation for recommended density of 8 to 14 dwelling units per acre. The land division will not cause any serious public health problems in that it meets all the requirements of the Zoning Code, Title 7 of the Municipal Code (Subdivisions) and the General Plan. Furthermore, a Phase 1 Environmental Site Assessment (ESA) report prepared for the Project did not reveal evidence of a recognized environmental condition in connection with the Project site. The EIR determined that, although there are significant and unavoidable impacts to Hazards and Land Use and Planning related to the Project with the Flabob Airport Land Use Plan (ALUP) and to Transportation and Traffic, those impacts are balanced by economic, legal, social, technological, or other benefits as set forth in the proposed Statement of Overriding Considerations.

(h) The design of the proposed land division or the type of improvements will not conflict with easements, acquired by the public at large, for access through, or use of, property within the proposed land division. There are no on-site easements within the subject site and, therefore, the Project does not conflict with any on-site easements. The Project will connect to

existing water and sewer lines located on Crestmore Road and all proposed utilities will be required to be undergrounded.

(i) Notwithstanding paragraph (f) above, the proposed Tentative Parcel Map No. 37126 should be approved because a Final EIR was prepared for the Project and findings were made, pursuant to CEQA, that specific economic, social, or other considerations make infeasible the mitigation measures or Project alternatives identified in the Final EIR.

Section 10. Findings for Approval of Site Development Permit. The City Council of the City of Jurupa Valley hereby finds and determines that Site Development Permit No. 16043 should be approved because:

(a) The proposed use will conform to all the requirements of the City of Jurupa General Plan, as amended by General Plan Amendment No. 16006. The proposed commercial and office uses, two-family dwellings, multiple-family dwellings, bungalow courts and apartment houses conform to all of the applicable goals and policies within the General Plan, including, but not limited to, promoting infill and improvement of established town centers, creating a more urbanized, pedestrian-oriented mix of residential, commercial, office, entertainment, civic, transit, educational, and/or recreational uses.

(b) The proposed use will conform to all applicable requirements of State law pertaining to the commercial and residential development, including applicable Planning and Zoning Laws.

(c) The proposed use will conform to all applicable requirements of the ordinances of the City of Jurupa Valley, including Title 9 (Planning and Zoning) of the Jurupa Valley Municipal Code.

(d) The proposed overall development of the land is designed for the protection of the public health, safety and general welfare. The proposed Project has been designed to minimize any potential impacts to adjacent residential land uses including orienting the parking within the interior of the Project site, and incorporating dense landscape screening and decorative masonry walls and fencing around the perimeter of the site.

(e) The proposed overall development of the land is designed to conform to the logical development of the land in that it complies with Title 9 (Planning and Zoning) of the Jurupa Valley Municipal Code, including, but not limited to, the development standards applicable to the Rubidoux Village Commercial (R-VC) and R-3 (General Residential) Zones, and also conforms to the Commercial Retail (CR) and High Density Residential (HDR) General Plan land use designations.

(f) The proposed overall development of the land is designed to be compatible with the present and future logical development of the surrounding commercial property and residential land uses within the Rubidoux Town Center Overlay (RTCO). Furthermore, the proposed overall development of the land will enhance the community with its attractive architecture, dense landscaping, new trees, and decorative perimeter walls.

(g) The proposed site development plans consider the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion. The proposed Site Development Plan will require public improvements in the form of new landscaped parkway, new street lighting, curb and gutter, new sidewalk, and pedestrian walkways connecting to the center. The creation of a new sidewalk along the subject property's entire frontage (Crestmore Road) will enable pedestrians to safely access the shopping center and the residential development.

(h) The proposed site development plans take into account topographical and drainage conditions, including the need for dedication and improvements of necessary structures as a part thereof. The subject site will be graded and will drain per recommended Engineering Conditions of Approval.

(i) Together with the proposed Tentative Parcel Map, the proposed site development plans do not permit the construction of more than one structure on a single legally divided parcel. A Condition of Approval will be imposed to prohibit the sale of any existing or subsequently constructed structures on the existing 6.93 acre parcel until the parcel is divided per Title 7 (Subdivisions) of the Jurupa Valley Municipal Code.

Section 11. Findings for Overruling of Airport Land Use Commission Inconsistency Determination. The City Council of the City of Jurupa Valley hereby finds and determines that the determination made by the Riverside County ALUC, dated July 13, 2017, that the proposed Project is inconsistent with the 2004 Flabob ALUP, should be overruled because:

(a) The proposed Project minimizes the public's exposure to excessive noise and safety hazards within areas around the Flabob Airport in that:

1) None of the proposed on-site structures penetrate Flabob Airport's obstruction criteria. As identified in the Aviation Report prepared by Williams Aviation Consultants and dated January 23, 2018 ("Aviation Report"), at the study location, a proposed building will not penetrate the Flabob Airport (RIR) Obstruction Criteria if it does not exceed approximately 887' Above Mean Sea Level (AMSL) on the south west corner and increases in height to the east. The RIR Obstruction Surfaces over the subject property are approximately 780' Above Ground Level (AGL). A proposed 39'6" building will not penetrate this surface.

2) None of the proposed on-site structures penetrate Flabob Airport's area of navigation. As identified in the Aviation Report, the proposed Project is located outside of the Flabob Airport (RIR) Area of Navigation (RNAV) (GPS) Obstacle Clearance Surfaces (OCS).

3) The highest building elevation for any of the proposed on-site structures is 39'-6" versus the required 780' maximum height. As identified in the Aviation Report, at the study location, the proposed Project building will not penetrate Circle-to-Land Obstacle Clearance Surfaces (OCS) at Flabob Airport (RIR) if it does not exceed 1,560' AMSL (approximately 780' AGL (Above Ground Level)).

4) With an approximate ground elevation of 780' Above Ground Level (AGL) the proposed 39'-6" Project building will not exceed Runway 06 Departure ICA and Flabob

Airport will not have to modify its departure procedures. As identified in the Aviation Report, at the study location, proposed buildings will not penetrate Departure Initial Climb Area (ICA) Standard Climb Gradient of 200 ft. per Nautical Mile (NM) at RIR if it does not exceed 832' AMSL (approximately 52' AGL). Additionally, at the study location, proposed buildings will not penetrate Departure ICA Climb Gradient of 480 ft. per NM at RIR if it does not exceed 922' AMSL (approximately 142' AGL).

5) With an approximate ground elevation of 780' Above Ground Level (AGL), the proposed 39'-6" Project building will not penetrate the RIR VFR Traffic Pattern. As identified in the Aviation Report, at the study location, the proposed Project building will not penetrate RIR VFR (Visual Flight Rule) Traffic Pattern if it does not exceed approximately 887' AMSL on the south west corner and increases in height to the east. With an approximate ground elevation of 780' Above Ground Level (AGL) a proposed 39'6" building will not penetrate the RIR VFR Traffic Pattern.

6) The Project area is located outside of the Flabob Airport's 65 DNL noise contour mapped area and, as such, the Project would not be exposed to noise levels that exceed the daily noise limits set by the ALUP. As identified in the Aviation Report, most land uses are considered to be compatible with airport noise that does not exceed 65 dB, although Part 150 declares that "acceptable" sound levels should be subject to local conditions and community decisions. Nevertheless, a 65 dB is generally identified as the threshold level of aviation noise, and other sounds of community noise, which are "significant." Based on the 2004 noise contour map for RIR (Figure 1), it is clearly shown that the proposed Project is located outside the 65 DNL noise contour.

7) The area adjacent to the subject property is primarily residential with some commercial/industrial use. The area in between Flabob Airport and the Project site is open space near Flabob Airport and predominately residential thereafter. The area to the east of the Project site is open space (the Santa Ana River). The open space near Flabob Airport, combined with the large undeveloped space along the Santa Ana River provides an unusually large area in case an aircraft suffering a catastrophic failure requires an emergency landing location. The proposed Project does not, in any way, diminish this opportunity. While the ALUP Safety Zone C limits new residential development to a density of only one (1) dwelling per five (5) acres and limits the maximum commercial occupancy to one hundred fifty (150) persons per one (1) acre, the ALUP is clearly inconsistent with the goals and policies within the Rubidoux Overlay, the R-VC Zone and the Rubidoux Village Design Workbook (RVDW), which encourages neighborhood town centers with FARs up .70 and high density housing developments. Furthermore, the ALUP is inconsistent with the Housing Element of the 2017 Jurupa Valley General Plan, which promotes high density, affordable housing units. Furthermore, the proposed Project is consistent with the criteria contained in the ALUP as related to Flabob Airport and does not propose to contain any of the "Prohibited Uses" established by the ALUP.

8) The Federal Aviation Administration (FAA) has issued a Determination of No Hazard to Air Navigation for all Project buildings. The FAA has conducted an aeronautical study of the proposed Project buildings under the provisions of 49 U.S.C. Section 44718 and, if applicable Title 14 of the Code of Federal Regulations, part 77. The study revealed

that the Project buildings do not exceed obstruction standards and would not be a hazard to air navigation provided certain conditions are met.

Section 12. Approval of General Plan Amendment No. 16006, Tentative Parcel Map No. 37126, Site Development Permit No. 16043, and Overruling of ALUC Determination, with Conditions. Based on the foregoing, the City Council hereby approves General Plan Amendment No. 16006, Tentative Parcel Map No. 37126, Site Development Permit No. 16043, and the overruling of the Riverside County Airport Land Use Commission determination dated July 13, 2017, to permit the subdivision of approximately 6.93 gross acres into 2 parcels on real property located on the northeast corner of Mission Boulevard and Crestmore Road (APNs: 179-330-002, -003, -004, -005, and -006) to allow for a mixed-use development project consisting of a 30,715 square foot commercial building on a 1.79 acre parcel and sixty-eight (68) multi-family affordable housing dwelling units on a 5.14 acre parcel, subject to the recommended conditions of approval attached hereto as Exhibit “C.”

(a) The City Council’s approval of General Plan Amendment No. 16006, Tentative Parcel Map No. 37126, Site Development Permit No. 16043, and the overruling of the Riverside County Airport Land Use Commission determination shall not be effective until the effective date of the ordinance adopting Change of Zone No. 16011.

Section 13. Certification. The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Jurupa Valley on this 1st day of October 2020.

Anthony Kelly, Jr.
Mayor

ATTEST:

Victoria Wasko, CMC
City Clerk

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF JURUPA VALLEY)

I, Victoria Wasko, City Clerk of the City of Jurupa Valley, do hereby certify that the foregoing Resolution No. 2020-54, was duly passed and adopted at a regular meeting of the City Council of the City of Jurupa Valley on the 1st day of October 2020 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Jurupa Valley, California, this 1st day of October 2020.

Victoria Wasko, City Clerk
City of Jurupa Valley

EXHIBIT A OF ATTACHMENT 1

Draft EIR

Mission Gateway Plaza Mission Gateway Villas Mixed Use Project

Draft Environmental Impact Report SCH No. 2018061047 City of Jurupa Valley Master Application (MA) 16224



Lead Agency

City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509

Applicant:

Northtown Housing Development Corporation
10071 Feron Boulevard
Rancho Cucamonga, CA 91730

January 7, 2019

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APPENDICES (UNDER SEPARATE COVER OR ON COMPACT DISK)

- Appendix A. Notice of Preparation/Initial Study.
- Appendix B. Obstruction Evaluation and Airspace Analysis, Williams Aviation Consultants, Inc.,
January 23, 2018.
- Appendix C. Traffic Impact Analysis, Urban Crossroads, April 16, 2018.

City of Jurupa Valley

SECTION 1- EXECUTIVE SUMMARY

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA), Public Resources Code § 21000, et seq. requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project's potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

This Draft Environmental Impact Report (EIR), having California State Clearinghouse (SCH) No. 201806047, was prepared in accordance with CEQA Guidelines Article 9, § 15120 to § 15132, to evaluate the potential environmental impacts associated with planning, constructing, and operating the proposed Mission Gateway Plaza and Mission Gateway Villas project (hereafter, the "Project" or "proposed Project"). This Draft EIR does not recommend approval, approval with modification, or denial of the proposed Project; rather, this Draft EIR is a source of factual information regarding potential impacts that the Project may cause damage to the physical environment. The Draft EIR will be available for public review for a minimum period of 45 days. After consideration of public comment, the City of Jurupa Valley will consider certifying the Final EIR and adopting required findings in conjunction with Project approval.

This Executive Summary complies with CEQA Guidelines § 15123, "Summary." This Draft EIR document includes a description of the proposed Project and evaluates the physical environmental effects that could result from Project implementation.

1.2 SCOPE OF THE EIR

Pursuant to Section 15143 of the State CEQA Guidelines, "*The EIR shall focus on the significant effects on the environment. The significant effects should be discussed with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an Initial Study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless the Lead Agency subsequently receives information inconsistent with the finding in the Initial Study. A copy of the Initial Study may be attached to the EIR to provide the basis for limiting the impacts discussed.*" The Initial Study for this Project is included in Appendix A of this Draft EIR.

1.2.1 Topics Not Addressed in Detail in this Draft EIR

The information and analysis presented in the Initial Study (Appendix A) of this Draft EIR provides substantial evidence for the conclusion, for all the issues listed below (i.e., those not addressed in detail in this EIR), that:

- 1) CEQA standards triggering preparation of further environmental review do not exist for those issues; and
- 2) Impacts under these topics would be less than significant with incorporation of appropriate mitigation measures.

The three environmental subject areas that could be reasonably and significantly affected by planning, constructing, and/or operating the proposed Project are analyzed herein, including:

- 4.1 Hazards and Hazardous Materials.
- 4.2 Land Use and Planning.
- 4.3 Transportation and Traffic.

Refer to Draft EIR Section 4.0, *Environmental Impact Evaluation*, for a full account and analysis of the subject matters listed above. For each of the three environmental subject areas analyzed in detail in Section 4.0, this Draft EIR describes: 1) the physical conditions that existed at the approximate time this Draft EIR's Notice of Preparation (NOP) was filed with the California State Clearinghouse (June 20, 2018); 2) discloses the type and magnitude of potential environmental impacts resulting from Project planning, construction, and operation; and 3) if warranted, Plans Policies, or Programs (PPP); Project Design Features (PDFs), or feasible mitigation measures; that would reduce or avoid significant adverse environmental impacts that the proposed Project may cause. Topics **not** addressed in this Draft EIR in detail are listed below by impact category:

- Aesthetics.
- Agriculture and Forestry Resources.
- Air Quality.
- Biological Resources.
- Cultural Resources.
- Geology/Soils.
- Greenhouse Gas Emissions.
- Hydrology/Water Quality.
- Mineral Resources.
- Noise.
- Population/Housing.
- Public Services.
- Recreation.
- Tribal Cultural Resources.
- Utilities/Service Systems.

Mitigation measures that have been recommended in the Initial Study to reduce the environmental impacts of the proposed Project in relation to the above topics will be included in the Mitigation Monitoring and Reporting Program (MMRP) that the City will prepare (pursuant to the CEQA Guidelines Section 15097) if the City determines that the proposed Project should be adopted. The Initial Study/NOP is attached to this Draft EIR as *Technical Appendix A*.

The City of Jurupa Valley applies mitigation measures which it determines 1) are feasible and practical for project applicants to implement, 2) are feasible and practical for the City of Jurupa Valley to monitor and enforce, 3) are legal for the City to impose, 4) have an essential nexus to the Project's impacts, and 4) would result in a benefit to the physical environment. CEQA does not require the Lead Agency to analyze an exhaustive list of every imaginable mitigation measure, or measures that are duplicative of mandatory regulatory requirements.

This Draft EIR also discusses alternatives to the proposed Project. Alternatives are described that would attain most of the Project's objectives while avoiding or substantially lessening the proposed Project's significant adverse environmental effects. A full discussion of Project alternatives is found in Section 6.0, *Alternatives*.

1.3 PROPOSED PROJECT

1.3.1 Location and Regional Setting

The City of Jurupa Valley covers approximately 43.5 square miles within the County of Riverside. The City is bordered by the City of Fontana and County of San Bernardino to the north, the City of Riverside and the City of Norco to the south, the City of Eastvale to the west, and the City of Riverside and County of San Bernardino to the east.

The Project consists of approximately 7.27 gross acres (6.95 net acres) and is located on the northeast corner of Mission Boulevard and Crestmore Road. (Refer to *Exhibit 3-2, Project Site Location Map/Aerial Photo*). The Project site includes the following Assessor Parcel Numbers (APN):

179-330-002.
179-330-003.
179-330-004.
179-330-005.
179-330-006.

(Refer to *Exhibit 3-1, City of Jurupa Valley, Regional Vicinity Map*).

1.3.2 Project Objectives

The proposed Project includes the following objectives to achieve the vision of the City of Jurupa Valley General Plan for the Project site:

1. Help revitalize the commercial area by giving high priority to infill development of vacant and deteriorated properties that provide for high-quality development of vacant infill properties that will stimulate economic development of the area served by Mission Boulevard.
2. Require development within the Village Center Overlay, to be compact, pedestrian-oriented, and designed to accommodate a broad range of uses, including commercial and residential uses, consistent with the Community's historic character.
3. Accommodate higher density residential development in walkable, pedestrian-oriented areas near major transportation corridors, concentrated employment areas, and community and village centers, and promote the development of high quality apartments.
4. Accommodate the development of structures and sites with a mix of housing and retail in areas designated as "Village Centers" on the General Plan.
5. Facilitate the Housing Authority of the County of Riverside in its capacity as housing successor to the former Redevelopment Agency for the County of Riverside, to develop a mixed use project that will include affordable rental housing, with a preference for veteran households with related infrastructure improvements, and commercial facilities with commercial uses.

1.3.3 Project Description Summary

The applicant is proposing to: amend *Figure 2-5: 2017 General Plan Land Use Plan* from Commercial Retail (CR) and Medium High Density Residential (MHDR) to Commercial Retail (CR) for the proposed 1.79- acre commercial parcel and to High Density Residential (HDR) for the 5.16-acre residential parcel; amend the *Jurupa Valley Zoning Map* from R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture) to R-VC (Rubidoux Village Commercial) for the proposed 1.79-acre commercial parcel and to R-2 (Multiple Family Dwellings) for the 5.16-acre residential parcel; and merge 5 parcels and create 2 parcels for the purpose of developing a mixed-use development consisting of a 1.79-acre parcel for a 31,375 sq.ft. commercial building; and a 5.16-acre parcel for a 68-unit multi-family housing development. The Project includes ground level parking; landscaping; internal paving and walkways; community center and pool facility space.

Refer to Draft EIR Section 3.0, *Project Description*, for a detailed description of the proposed Project.

1.4 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

CEQA Guidelines § 15123(b) (2) requires that areas of controversy known to the Lead Agency (City of Jurupa Valley) be identified in the Executive Summary. The City has identified that there are no issues of controversy associated with the proposed Project after considering all comments received in response to the NOP.

Regarding issues to be resolved, this Draft EIR addresses the environmental issues associated with the proposed Project, including those identified in the comment letters that the City of Jurupa Valley received on this Draft EIR's NOP (refer to *Technical Appendix A*). The environmental topic raised in written comments to the NOP is summarized in Table 1-1, *Summary of Notice of Preparation Comments*, and only involve tribal cultural resources.

Table 1-1 Summary of Notice of Preparation Comments

Agency/Organization/Individual	Date	Comments	Location in This Draft EIR Where Comment is Addressed
Native American Heritage Commission (NAHC)	June 28, 2018	Draft EIR should address AB 52 and SB 18. Recommended conducting a cultural resources assessment that includes consultation with the regional California Historical Research Information System (CHRIS) Center, an archaeological inventory survey (if necessary), consultation with the NAHC regarding a Sacred Lands File search, and mitigation measures that address how to deal with unknown archaeological resources that may be encountered during grading activities.	Initial Study Section 3.17, <i>Tribal Cultural Resources</i>

1.5 ALTERNATIVES TO THE PROPOSED PROJECT

In compliance with CEQA Guidelines § 15126.6, an EIR must describe a range of reasonable alternatives to the Project or to the location of the Project. Each alternative must be able to feasibly attain most of the Project's objectives and avoid or substantially lessen the Project's significant effects on the environment. A detailed description of each alternative evaluated in this Draft EIR, as well as an analysis of the potential environmental impacts associated with each alternative, is provided in Draft EIR Section 6.0, *Alternatives*. Also described in Section 6.0 is a list of alternatives that were considered but rejected from further analysis.

The alternatives considered by this Draft EIR include those listed below.

1.5.1 No Project/No Development Alternative

CEQA Guidelines §15126.6(e) requires that an alternative be included that describes what would reasonably be expected to occur on the property in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services (i.e., the "no project" alternative). For development projects that would occur on an

identifiable property (such as the proposed Project site), the “no project” alternative is considered to be a circumstance under which the proposed project does not proceed (CEQA Guidelines §15126.6(e) (3) (A-B)). This alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project with an alternative that would leave the property in its existing condition. The No Project/No Development Alternative would fail to meet all of the Project’s objectives. Refer to Table 6-1, *Comparison of Environmental Impacts by Alternative*, in Draft EIR Section 6.0, *Alternatives*, for a summary of impacts that would result under the No Project/No Development Alternative compared to the level of impact that would occur under the proposed Project.

1.5.2 No Project/General Plan Development Alternative

The No Project/General Plan Development Alternative proposes land uses consistent with the City’s General Plan Land Use Map - the northern 1.3 acres of the site are designated for High Density Residential uses (HDR - 14 units/acre max.) while the southern 5.65 acres are designated for Commercial Retail uses [CR – Floor Area Ratio (FAR) 0.35] under the Rubidoux Village Center. These designations mean the site could be developed with up to 18 residential units and 86,000 square feet of commercial uses. This alternative would not require a General Plan Amendment or Zone Change. At this development density, the commercial use would meet the Flabob Airport Land Use Plan (ALUP) limitation (80 vs. 150 persons per acre) but the residential use would not meet the Flabob ALUP limit (18 units vs. 1 unit). This alternative would not require a General Plan Amendment or Zone Change.

1.5.3 Commercial Retail Alternative

The Commercial Retail Alternative would develop the Project site into all commercial uses. The Flabob Airport ALUP recommends only one residential unit on the site which essentially precludes any viable residential development on the site. If the entire site were to support commercial retail uses, a maximum of 106,000 square feet of commercial space could be built on the 6.95-acre site based on an FAR of 0.35. This alternative would require a General Plan Amendment and Zone Change to eliminate the High Density Residential (HDR) land use designation from the northern portion of the site. Due to the number of vehicular trips generated by retail uses, this alternative may result in increased traffic and air quality impacts. General Plan Table 2.3 *Non-Residential Land Use Statistics and Buildout Projections*, indicates retail uses generate 1 employee per 600 square feet which would result in 177 employees for the site. Extrapolating data from Table 4.3-4, *Project Trip Generation*, indicates the site would generate 10,805 vehicular trips per day if it was built out with all commercial uses.

1.5.4 Commercial Office Alternative

The Commercial Office Alternative proposes to build all offices on the Project site to reduce the high number of persons per acre generated by commercial retail uses (i.e., employees and customers). According to General Plan Table 2.3, *Non-Residential Land Use Statistics and Buildout Projections*, office uses have a recommended FAR of 1.0 so a maximum of 302,742 square feet of offices could be built on the site (6.95 acres x 43,560 square feet/acre = 302,742 @ 1.0 FAR = 302,742 square feet). General Plan Table 2.3 also indicates office uses generate 1 employee per 800 square feet (no customers assumed) which would result in 379 employees which is 55 persons per acre which is well below the Flabob ALUP limit of 150 persons per acre. This alternative would require a General Plan Amendment and Zone Change to eliminate the HDR residential land use designation from the northern portion of the site and change the entire site to Commercial Office (CO). It is also estimated these office uses would generate 2,949 daily vehicle trips based on the appropriate ITE¹ data (9.74 trips per thousand square feet).

This Alternative would eliminate significant impacts related to Hazards and Hazardous Materials (i.e., consistency with the Flabob ALUP) and would have reduced impacts relative to Land Use and Planning since it would be consistent with the General Plan policies regarding the Flabob ALUP. However, this Alternative would still have significant direct and cumulative traffic impacts even though it would generate almost 20 percent less traffic compared to the proposed Project, it warrants consideration as the “environmentally superior alternative.”

1.6 SUMMARY OF IMPACTS, MITIGATION, AND LEVEL OF IMPACTS

The following provides a summary of the proposed Project’s environmental impacts, as required by CEQA Guidelines § 15123(a). After the application of all feasible mitigation measures (MMs), Plans, Policies, and Programs (PPPs), and Project Design Features (PDFs), the Project would result in the following unavoidable environmental effects:

Hazards: No feasible mitigation is available to eliminate the identified inconsistency of the Project with the Flabob ALUP, so potential impacts related to airport safety are **significant and unavoidable** on both a direct and cumulative basis, and a Statement of Overriding Considerations for this impact will be required if the Project is approved.

Land Use and Planning: There is no feasible mitigation available related to the Project’s inconsistencies with various General Plan policies regarding land use (inconsistent with Flabob ALUP) and traffic (cannot install necessary road or intersection improvements to achieve City Level of Service (LOS) standards. Therefore, potential impacts of the Project related to consistency with City General Plan policies for the Flabob ALUP and the several policies contained in the General Plan Mobility Element are **significant and unavoidable** on both a direct and cumulative basis, and a Statement of Overriding Considerations for this impact will be required if the Project is approved.

¹ Institute of Traffic Engineering (ITE) Code 710, General Office, ITE Trip Generation Manual, 10th Edition. ITE 2018.

Transportation and Traffic: Even with implementation of the recommended Mitigation Measures 4.3-1 through 4.3-5, there will still be significant Project-specific traffic impacts at the intersections and roadway segments as shown in Table 1.2 below under the Transportation/Traffic heading. Therefore impacts are considered **significant and unavoidable** and the adoption of a Statement of Overriding Considerations for these impacts will be required if the Project is approved.

Table 1.2. Environmental Impacts and Mitigation Summary

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
AESTHETICS				
a. Have a substantial adverse effect on a scenic vista?	Initial Study Section 3.1 (a)	No	No mitigation required.	No
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Initial Study Section 3.1(b)	No	No mitigation required.	No
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Initial Study Section 3.1 (c)	No	No mitigation required.	No
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	Initial Study Section 3.1 (d)	No	No mitigation required.	No
AGRICULTURE AND FORESTRY RESOURCES				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Initial Study Section 3.2 (a)	No	No mitigation required.	No

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Initial Study Section 3.2 (b)	No	No mitigation required.	No
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Initial Study Section 3.2 (c)	No	No mitigation required.	No
d. Result in the loss of forest land or conversion of forest land to non-forest use?	Initial Study Section 3.2 (d)	No	No mitigation required.	No
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Initial Study Section 3.2 (e)	No	No mitigation required.	No
AIR QUALITY				
a. Conflict with or obstruct implementation of the applicable air quality plan?	Initial Study Section 3.3 (a)	Yes	<u>MM-AQ-1:</u> Construction Equipment. Comply with EPA/CARB Tier 3 emissions and construction equipment be tuned and maintained in accordance with the manufacturer's	No

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
			specifications.	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Initial Study Section 3.3 (b)	Yes	<u>MM-AQ-1:</u> (see above)	No
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Initial Study Section 3.3 (c)	Yes	<u>MM-AQ-1:</u> (see above)	No
d. Expose sensitive receptors to substantial pollutant concentrations?	Initial Study Section 3.3 (d)	Yes	<u>MM-AQ-1:</u> (see above)	No
e. Create objectionable odors affecting a substantial number of people?	Initial Study Section 3.3 (e)	No	No mitigation required.	No
BIOLOGICAL RESOURCES				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Initial Study Section 3.4 (a)	Yes. Even though burrowing owls were not located on the site, a pre-construction survey for burrowing owl is required because burrowing owls may encroach or migrate to the property at any time, and therefore steps should be taken to ensure avoidance, including reevaluating the locations/presence of burrowing owl or burrows.	<u>MM-BIO-1:</u> Pre-Construction Burrowing Owl Survey.	No

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Initial Study Section 3.4 (b)	No	No mitigation required.	No
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Initial Study Section 3.4 (c)	No	No mitigation required.	No
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Initial Study Section 3.4 (d)	Yes. There are two (2) cottonwood trees are located on the Project site which could provide habitat for nesting birds protected under the Migratory Bird Treaty Act.	<u>MM BIO-2:</u> Nesting Bird Survey.	No
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Initial Study Section 3.4 (e)	Yes. Per <i>General Plan</i> policy COS 1.3, two (2) cottonwood trees are considered to have "aesthetic value."	<u>MM BIO-3:</u> Tree Preservation and Replacement.	No
f. Conflict with the	Initial Study	Yes. Even though	<u>MM BIO-3:</u> Tree	No

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Section 3.4 (f)	burrowing owls were not located on the site, a pre-construction survey for burrowing owl is required because burrowing owls may encroach or migrate to the property at any time, and therefore steps should be taken to ensure avoidance, including reevaluating the locations/presence of burrowing owl or burrows.	Preservation and Replacement.	
CULTURAL RESOURCES				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?	Initial Study Section 3.5 (a)	No	No mitigation required.	No
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5 or a tribal cultural resource pursuant to Public Resources Code 21074?	Initial Study Section 3.5 (b)	Yes. If intact buried cultural materials are encountered during construction, work in that area must halt until a qualified archaeologist can evaluate the nature and significance of the find.	<u>MM- CR-1:</u> Archaeological Monitoring. <u>MM- CR-2:</u> Archeological Treatment Plan	No
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Initial Study Section 3.5 (c)	Yes. The Project site is located in a “low potential” for paleontological resources. However, there is always the possibility that paleontological resources can be discovered if excavation in previously undisturbed sub-surface soils occurs.	<u>MM-CR-3:</u> Paleontological Monitoring. <u>MM-CR-4:</u> Paleontological Treatment Plan.	No
d. Disturb any human remains, including those interred outside	Initial Study Section 3.5 (d)	No	No mitigation required.	No

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
of formal cemeteries?				
GEOLOGY AND SOILS				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Initial Study Section 3.6 (a) (1)	No	No mitigation required.	No
2) Strong seismic ground shaking?	Initial Study Section 3.6 (a) (2)	No	No mitigation required.	No
3) Seismic-related ground failure, including liquefaction?	Initial Study Section 3.6 (a) (3)	Yes. The Project site has a “very high” potential for liquefaction.	<u>MM-GEO-1:</u> Compliance with Preliminary Soils Investigation.	No
4) Landslides?	Initial Study Section 3.6 (a) (4)	No	No mitigation required.	No
b. Result in substantial soil erosion or the loss of topsoil?	Initial Study Section 3.6 (b)	No	No mitigation required.	No
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on-site or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	Initial Study Section 3.6 (c)	Yes. The Project site has a “very high” potential for liquefaction.	<u>MM-GEO-1:</u> Compliance with Preliminary Soils Investigation.	No
d. Be located on expansive soil, as defined in the Uniform	Initial Study Section 3.6 (d)	No	No mitigation required.	No

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
Building Code, creating substantial risks to life or property?				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Initial Study Section 3.6 (e)	No	No mitigation required.	No
GREENHOUSE GAS EMISSIONS				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Initial Study Section 3.7 (a)	No	No mitigation required.	No
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Initial Study Section 3.7 (b)	No	No mitigation required.	No
HAZARDS AND HAZARDOUS MATERIALS				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Initial Study Section 3.8 (a)	No	No mitigation required.	No
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Initial Study Section 3.8 (b)	No	No mitigation required.	No
c. Emit hazardous emissions or handle	Initial Study Section 3.8 (c)	No	No mitigation required.	No

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				
d. Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?	Initial Study Section 3.8 (d)	No	No mitigation required.	No
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	EIR Section 4.1	Yes. The proposed Project is not consistent with the land use intensity limits of the Flabob ALUP. However, the Williams Aviation Consultants Report demonstrated the Project would not result in significant risks to airport operations or safety, or a significant risk to public health or safety. It is important to note the City policy inconsistencies all result from the Project exceeding the land use intensity limits of the Flabob ALUP for both residential and commercial uses. Based on the available information and erring on the side of caution, it is concluded the Project may result in a significant environmental impact in terms of airport hazards (i.e., Flabob ALUP inconsistency.	No feasible mitigation.	Yes

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
f. For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	Initial Study Section 3.8 (f)	No	No mitigation required.	No
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Initial Study Section 3.8 (g)	No	No mitigation required.	No
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Initial Study Section 3.8 (h)	No	No mitigation required.	No
HYDROLOGY AND WATER QUALITY				
a. Violate any water quality standards or waste discharge requirements?	Initial Study Section 3.9 (a)	No	No mitigation required.	No
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not	Initial Study Section 3.9 (b)	No	No mitigation required.	No

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
support existing land uses or planned uses for which permits have been granted)?				
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner, which would result in substantial erosion or siltation on- or offsite?	Initial Study Section 3.9 (c)	No	No mitigation required.	No
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or offsite?	Initial Study Section 3.9 (d)	No	No mitigation required.	No
e. Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	Initial Study Section 3.9 (e)	No	No mitigation required.	No
f. Otherwise substantially degrade water quality?	Initial Study Section 3.9 (f)	No	No mitigation required.	No
g. Place housing within a 100-year flood hazard as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard	Initial Study Section 3.9 (g)	No	No mitigation required.	No

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
delineation map?				
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	Initial Study Section 3.9 (h)	No	No mitigation required.	No
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Initial Study Section 3.9 (i)	No	No mitigation required.	No
j. Inundation by seiche, tsunami, or mudflow?	Initial Study Section 3.9 (j)	No	No mitigation required.	No
LAND USE AND PLANNING				
a. Physically divide an established community?	Initial Study Section 3.10 (a)	No	No mitigation required.	No
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	EIR	Yes. Significant and unavoidable land use and planning impacts will result from the following: <ul style="list-style-type: none"> Inconsistency with Land Use Element Policies LUE-5.55, 5.57, 5.58, and 5.61 with respect to consistency with the Flabob Airport ALUP. Inconsistency with Mobility Element Policies ME 2.12, 2.15, and 2.17 due to the inability to install necessary improvements for significantly impacted 	No feasible mitigation.	Yes

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
		intersections and roadway segments. There is no feasible mitigation available for reducing the Project intensity to the point it would be consistent with the Flabob ALUP.		
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	Initial Study Section 3.10 (c)	Yes. Even though burrowing owls were not located on the site, a pre-construction survey for burrowing owl is required because burrowing owls may encroach or migrate to the property at any time, and therefore steps should be taken to ensure avoidance, including reevaluating the locations/presence of burrowing owl or burrows.	<u>MM-BIO-1</u> : Pre-Construction Burrowing Owl Survey.	No
MINERAL RESOURCES				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Initial Study Section 3.11 (a)	No	No mitigation required.	No
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Initial Study Section 3.11 (b)	No	No mitigation required.	No
NOISE				
a. Exposure of persons to or generation of noise levels in excess of standards	Initial Study Section 3.12 (a)	Yes. Construction activities on the Project site, especially those involving heavy	<u>MM NOI-1</u> : Construction Noise Mitigation Plan.	No

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
established in the local general plan or noise ordinance, or applicable standards of other agencies?		equipment, would result in noise levels up to 79.8 dBA during grading which would exceed the exterior noise level for residential uses of 55 dBA CNEL.		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Initial Study Section 3.12 (b)	Yes. At distances ranging from 24 to 463 feet from the Project construction activities, construction vibration velocity levels are expected to range from 0.001 to 0.095 in/sec RMS. This level of vibration does not exceed 0.20 PPV inch/second threshold. However, in order to reduce impacts to the maximum extent feasible, mitigation is required	<u>MM NOI-2:</u> Loaded trucks and dozers shall be prohibited within 90 feet of nearby occupied sensitive residential homes	No
c. A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	Initial Study Section 3.12 (c)	Yes. (Refer to impact "b" above).	<u>MM NOI-1:</u> Construction Noise Mitigation Plan.	No
d. A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	Initial Study Section 3.12 (d)	Yes. (Refer to impact "b" above).	<u>MM NOI-1:</u> Construction Noise Mitigation Plan.	No
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	Initial Study Section 3.12 (e)	No	No mitigation required.	No

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
f. For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	Initial Study Section 3.12 (f)	No	No mitigation required.	No
POPULATION AND HOUSING				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Initial Study Section 3.13 (a)	No	No mitigation required.	No
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Initial Study Section 3.13 (b)	No	No mitigation required.	No
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Initial Study Section 3.13 (c)	No	No mitigation required.	No
PUBLIC SERVICES				
a. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?	Initial Study Section 3.14 (a) (1)	No	No mitigation required.	No
2) Police protection?	Initial Study Section 3.14 (a) (2)	No	No mitigation required.	No
3) Schools?				

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
	Initial Study Section 3.14 (a) (3)	No	No mitigation required.	No
4) Parks?	Initial Study Section 3.14 (a) (4)	No	No mitigation required.	No
5) Other public facilities?	Initial Study Section 3.14 (a) (5)	No	No mitigation required.	No
RECREATION				
a. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Initial Study Section 3.15 (a)	No	No mitigation required	No
b. Does the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	Initial Study Section 3.15 (b)	No	No mitigation required	No
TRANSPORTATION/TRAFFIC				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit	EIR Section 4.3	Yes. The Project would have significant intersection impacts and thus is inconsistent with Thresholds (a) and (b) because payment of fair share towards improvements does not guarantee that the improvements will be made at the following	<u>MM-TRA-1: Fair Share Payment Rubidoux Blvd. and Mission Blvd. Intersection (#3) Improvements.</u> Prior to the issuance of building permits, the Project applicant shall	Yes

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
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?		<p>intersections or roadway segments:</p> <p>#13- Rubidoux Boulevard/SR-60 EB Off-Ramp-Frontage Road.</p> <p>#14-Rubidoux Boulevard/SR-60 WB Off-Ramp.</p> <p>#15- Rubidoux Boulevard/SR-60 WB Off-Ramp-30th Street.</p> <p>In addition, there is no feasible mitigation due to physical limitations at the following intersections or roadway segments:</p> <p>#6-Redwood Drive/Mission Boulevard (Riverside)</p> <p>#8- Market Street/Mission Boulevard (Riverside)</p> <p>Mission Avenue Between Redwood Avenue & Brockton Avenue.</p> <p>Rubidoux Boulevard between SR-60 EB Ramp and 34th Street.</p>	<p>pay the Project's fair share cost (6.5%) towards the City's Capital Improvement Project No. 19-C.2, Mission Blvd. and Rubidoux Blvd.</p> <p><u>MM-TRA-2: Fair Share Payment for Traffic Signal at Rubidoux Boulevard / SR-60 WB On Ramp (Intersection #14).</u> Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (14.8%) towards a traffic signal at the intersection of Rubidoux Boulevard / SR-60 WB On Ramp.</p> <p><u>MM-TRA-3: Fair Share Payment for Intersection Improvements Rubidoux Bl. / SR-60 EB Off Ramp-Frontage Rd. (Intersection #13).</u> Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (17.7%) towards</p>	

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
			<p>construction of a separate northbound right turn lane and a dedicated eastbound left turn lane.</p> <p><u>MM-TRA-4: Fair Share Payment Crestmore Road/Mission Boulevard Intersection Improvements (Intersection #5).</u> Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (12.3%) towards the City's Capital Improvement Project No. 13-H.2, Mission Boulevard Bridge Crossing Santa Ana River.</p> <p><u>MM-TRA-5: Fair Share Payment for Intersection Improvements Rubidoux Bl. /SR-60 WB Off Ramp-30th St. (Intersection #15).</u> Prior to the issuance of building permits, the Project applicant shall pay the Project's</p>	

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
			fair share cost (8.5%) towards construction of 2 westbound lanes (Alternative # 1) or eliminate existing traffic signal & install an EB stop control, Eliminate NB left lane, construct 1 Southbound right lane, or eliminate eastbound lane & stripe an eastbound right lane (Alternative #2).	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	EIR Section 4.3	Yes. The Project would have significant intersection impacts and thus is inconsistent with Thresholds (a) and (b) due to an inability to make improvements at four impacted intersections due to physical limitations (Mission Blvd. at Crestmore Rd., Rubidoux Blvd., Redwood Rd., and Market St.) as well as widening the east- and west-bound SR-60 Freeway Ramps at Rubidoux Blvd).	<u>MM-TRA-1</u> through <u>MM-TRA-5</u> .	Yes
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety	EIR Section 4.3	Yes. The proposed Project is not consistent with the land use intensity limits of the Flabob ALUP. However, the Williams Aviation Consultants Report demonstrated the	No feasible mitigation.	Yes

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
risks?		Project would not result in significant risks to airport operations or safety, or a significant risk to public health or safety. It is important to note the City policy inconsistencies all result from the Project exceeding the land use intensity limits of the Flabob ALUP for both residential and commercial uses. Based on the available information and erring on the side of caution, it is concluded the Project may result in a significant environmental impact in terms of airport hazards (i.e., Flabob ALUP inconsistency.		
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Initial Study Section 3.16(d)	No	No mitigation required.	No
e. Result in inadequate emergency access?	Initial Study Section 3.16(e)	No	No mitigation required.	No
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Initial Study Section 3.16(f)	No	No mitigation required.	No
TRIBAL CULTURAL RESOURCES				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local	Initial Study Section 3.17(a)	No	No mitigation required.	No

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
register of historical resources as defined in Public Resources Code section 5020.1(k)?				
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Initial Study Section 3.17(b)	Yes	<u>MM- TCR-1:</u> Native American Monitoring, Treatment of Discoveries, and Disposition of Discoveries.	No
UTILITIES AND SERVICE SYSTEMS				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Initial Study Section 3.18(a)	No	No mitigation required.	No
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Initial Study Section 3.18(b)	No	No mitigation required.	No
c. Require or result in the construction of new storm water drainage facilities or	Initial Study Section 3.18(c)	No	No mitigation required.	No

Issue/Impact	Document Section	Significant Before Mitigation?	Summary of Mitigation Measures	Significant After Mitigation?
expansion of existing facilities, the construction of which could cause significant environmental effects?				
d. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	Initial Study Section 3.18(d)	No	No mitigation required.	No
e. Result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	Initial Study Section 3.18(e)	No	No mitigation required.	No
f. Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	Initial Study Section 3.18 (f)	No	No mitigation required.	No
g. Comply with federal, state, and local statutes and regulations related to solid waste?	Initial Study Section 3.18 (g)	No	No mitigation required.	No

SECTION 2 – INTRODUCTION AND PURPOSE

2.1 INTRODUCTION

The Mission Gateway Plaza and Mission Gateway Villas (“Project”) is a proposed mixed-use development consisting of a 1.79-acre parcel for a 31,436 square foot commercial building and a 5.16-acre parcel for a 68-unit multi-family housing development. The Project includes ground level parking; landscaping; internal paving and walkways; community center and pool facility space.

This Draft Environmental Impact Report (EIR) has been prepared in accordance with all criteria, standards, and procedures of CEQA (California Public Resource Code § 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, § 15000 et seq.) in order to address the environmental impacts of the proposed Project.

Pursuant to CEQA § 21067 and CEQA Guidelines Article 4 and § 15367, the City of Jurupa Valley is the Lead Agency under whose authority this Draft EIR has been prepared. “Lead Agency” refers to the public agency that has the principal responsibility for carrying out or approving a project. Serving as the Lead Agency and before taking action to approve the Project, the City of Jurupa Valley has the obligations to: (1) ensure that this Draft EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this Draft EIR as part of its decision making process; (3) make a statement that this Draft EIR reflects the City of Jurupa Valley’s independent judgment; (4) ensure that all significant effects on the environment are eliminated or substantially lessened where feasible; and, if necessary (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this Draft EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines §§ 15090 through 15093).

Pursuant to CEQA Guidelines § 15040 through § 15043, and upon completion of the CEQA review process, the City of Jurupa Valley will have the legal authority to do any of the following:

- Approve the proposed Project;
- Require feasible changes in any or all activities involved in the Project in order to substantially lessen or avoid significant effects on the environment;
- Disapprove the Project, if necessary, in order to avoid one or more significant effects on the environment that would occur if the Project was approved as proposed; or
- Approve the Project even though the Project would cause a significant effect on the environment if the City makes a fully informed and publicly disclosed decision that: 1) there is no feasible way to lessen the effect or avoid the significant effect; and 2) expected benefits from the Project will outweigh significant environmental impacts of the Project.

This Draft EIR fulfills the CEQA environmental review requirements for the proposed Project and all other governmental discretionary and administrative actions related to the Project.

2.2 INTENDED USES OF THIS DRAFT EIR

It is the intent of this Draft EIR to enable the City of Jurupa Valley and other responsible agencies and interested parties to evaluate the environmental impacts of the Project (refer to Section 3.4 *Land Use Entitlement/Permits*, for a list of the requested entitlements for the Project). This Draft EIR will provide the City of Jurupa Valley with the information required to make an informed decision regarding Project related permits and approvals.

2.3 SCOPE OF THE DRAFT EIR

Pursuant to Section 15063 (c) (3) (A) of the State CEQA Guidelines, the purposes of an Initial Study include assisting in the preparation of an EIR, if one is required, by:

- (A) Focusing the EIR on the effects determined to be significant,
- (B) Identifying the effects determined not to be significant,
- (C) Explaining the reasons for determining that potentially significant effects would not be significant, and
- (D) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.

Pursuant to Section 15143 of the State CEQA Guidelines, *"The EIR shall focus on the significant effects on the environment. The significant effects should be discussed with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an Initial Study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless the Lead Agency subsequently receives information inconsistent with the finding in the Initial Study. A copy of the Initial Study may be attached to the EIR to provide the basis for limiting the impacts discussed."* The Initial Study for this project is included in Appendix A of this Draft EIR.

2.3.1 Topics Not Addressed in Detail in this Draft EIR

The information and analysis presented in the Initial Study (Appendix A) of this Draft EIR provides substantial evidence for the conclusion, for all the issues listed below (i.e., those not addressed in detail in this EIR), that:

- 1) CEQA standards triggering preparation of further environmental review do not exist for those issues; and
- 2) Impacts under these topics would be less than significant with incorporation of appropriate mitigation measures.

Topics not addressed in this Draft EIR in detail are listed below by impact category:

- Aesthetics.
- Agriculture and Forestry Resources.
- Air Quality.
- Cultural Resources.
- Geology/Soils.
- Greenhouse Gas Emissions.
- Hydrology/Water Quality.
- Mineral Resources.
- Noise.
- Population/Housing.
- Public Services.
- Recreation.
- Tribal Cultural Resources.
- Utilities/Service Systems.

Plans, Policies, Programs (PPPs), Project Design Features (PDFs), or Mitigation Measures (MMs) that have been recommended in the Initial Study to reduce the environmental impacts of the proposed Project in relation to the above topics will be included in the Mitigation Monitoring and Reporting Program (MMRP) that the City will prepare (pursuant to the CEQA Guidelines Section 15097) if the City determines that the proposed Project should be adopted.

2.3.2. Potential Impacts of the Project Discussed in the Draft EIR

As a first step in the CEQA compliance process, the City of Jurupa Valley completed an Initial Study (Draft EIR *Technical Appendix A*) pursuant to CEQA Guidelines § 15063 to determine if the Project could have a significant effect on the environment. The Initial Study determined that implementation of the Project has the potential to result in significant environmental effects in three (3) environmental topics, and a Project EIR, as defined by CEQA Guidelines § 15161, is required. Accordingly, this Draft EIR is a focused EIR and as such, the following three (3) environmental topics are addressed:

- Hazards & Hazardous Materials.
- Land Use / Planning.
- Transportation/Traffic.

2.4 DOCUMENT FORMAT

This Draft EIR contains all of the information required to be included in an EIR as specified by the CEQA Statutes and Guidelines (California Public Resources Code, § 21000 et. seq. and California Code of Regulations, Title 14, Chapter 5). CEQA requires that an EIR contain, at a minimum, certain specified content.

Table 2-1. Location of CEQA Required Topics in this Draft EIR, provides a quick reference in locating the CEQA-required content within this document.

Table 2-1. Location of CEQA Required Topics in this Draft EIR

CEQA Required Topic	CEQA Guidelines Reference	Location in this Draft EIR
Table of Contents	§ 15122	Table of Contents
Executive Summary	§ 15123	Section 1.0
Project Description	§ 15124	Section 3.0
Environmental Setting	§ 15125	Sections 4.1 through 4.3
Consideration and Discussion of Environmental Impacts	§ 15126	Sections 3.1 through 3.3 and Section 5.0
Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented	§ 15126.2(b)	Sections 4.1 through 4.3 and Section 5.0
Significant Irreversible Environmental Changes Which Would be Caused by the Proposed Project Should it be Implemented	§ 15126.2(c)	Section 5.0
Growth-Inducing Impact of the Proposed Project	§ 15126.2(d)	Subsection 5.3
Analysis of the Project's Energy Conservation Measures	§ 151264(c)	Subsection 5.4
Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects	§ 15126.4	Sections 4.1 through 4.3 and Section 5.0
Consideration and Discussion of Alternatives to the Proposed Project	§ 15126.6	Section 6.0
Effects Not Found to be Significant	§ 15128	Sections 4.1 through 4.3 and Section 5.0
Organizations and Persons Consulted	§ 15129	Section 8.0
Discussion of Cumulative Impacts	§ 15130	Sections 4.1 through 4.3 and Section 5.0
Energy Conservation	Appendix F	Subsection 5.4
<i>Source: City of Jurupa Valley, 2018</i>		

In summary, the content and format of this Draft EIR is as follows:

Section 1.0, Executive Summary, includes a Project introduction, a brief description of the proposed Project, a summary of areas of controversy/issues to be resolved, a description of the Notice of Preparation (NOP) comments received, as well as a description of the Project alternatives and a summary of impacts, mitigation measures, and level of impacts following mitigation.

Section 2.0, Introduction and Purpose, provides introductory information about the CEQA process and the responsibilities of the City of Jurupa Valley, serving as the Lead Agency of this Draft EIR. This section also includes a description of the document format as well as the purpose of CEQA and this Draft EIR.

Section 3.0, Project Description, serves as the EIR's Project Description for purposes of CEQA and contains a level of specificity commensurate with the level of detail proposed by the Project, including the summary requirements pursuant to CEQA Guidelines § 15123.

Section 4.0, Environmental Analysis, provides an analysis of potential direct, indirect, and cumulative impacts that may occur with implementation of the proposed Project. A conclusion concerning significance is reached for each discussion; mitigation measures are presented as warranted. Section 4.0 is organized by three (3) issue areas *Hazards and Hazardous Materials* (Section 4.1), *Land Use and Planning* (Section 4.2) and *Transportation/Traffic* (Section 4.3) with each having following the framework:

- **Environmental Setting.** Describes the environmental setting, including descriptions of the Project site's physical conditions, the surrounding physical context, and applicable plans and policies. The existing setting is defined as the physical condition of the Project site and surrounding area at the approximate date this Draft EIR's Notice of Preparation (NOP) was released for public review on June 20, 2018.
- **NOP/Scoping Comments.** Includes public comments received by the City of Jurupa Valley in response to the NOP.
- **Impact Analysis.** As required by CEQA Guidelines § 15126.2(a), this Draft EIR identifies direct, indirect, cumulative, short-term, long-term, on-site, and/or off-site impacts of the proposed Project. A summarized "impact statement" is provided in each subsection following the analysis. The following terms are used in this Draft EIR to describe the level of significance related to the physical conditions within the area affected by the proposed Project:
 - *No Impact:* An adverse change in the physical environment would not occur.
 - *Less than Significant Impact:* An adverse change in the physical environment would occur but the change would not be substantial or potentially substantial and would not exceed the threshold(s) of significance presented in this Draft EIR.
 - *Less than Significant Impact with Mitigation Incorporated:* A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this Draft EIR; however, the impact can be avoided or reduced to a less than significant level through the application of feasible mitigation measures.
 - *Significant and Unavoidable Impact:* A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this Draft EIR. Feasible and enforceable mitigation measures that have a proportional nexus to the Project's impact are either not available or would not be fully effective in avoiding or reducing the impact to below a level of significance. For any impact identified as significant and unavoidable, the City of Jurupa Valley would be required to adopt a statement of overriding considerations pursuant to CEQA Guidelines § 15093 in order to approve the Project despite its significant impact(s) to the environment. The statement of overriding considerations would list the specific economic, legal, social, technological, and other benefits of the Project, supported by

substantial evidence in the Project's administrative record, that outweigh the unavoidable impacts.

- The format for the impact analysis is as follows:
 - *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.
 - *Plans, Policies, or Programs (PPP).* These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on current federal, state, or local laws which effectively reduce environmental impacts.
 - *Project Design Features (PDF).* These include features proposed by the Project that are already incorporated into the project's design and are specifically intended to reduce or avoid environmental impacts.
 - *Level of Significance Before Mitigation.* Concludes whether or not potential Project impacts and cumulative impacts would have no impact, a less than significant impact, or be reduced to less than significant levels with implementation of Plans, Policies, or Programs (PPPs) or Project Design Features (PDFs). Also identifies if mitigation measures are required to reduce impacts to less than significant.
 - *Mitigation Measures.* These include requirements that are imposed where the impact analysis determines that implementation of the proposed project would result in significant impacts. Mitigation measures are proposed to reduce impacts to less than significant levels.
 - *Level of Significance after Mitigation.* Concludes whether or not potential Project impacts and cumulative impacts would be reduced to less than significant levels with implementation of mitigation measures.
 - *Cumulative Impacts.* CEQA requires that an EIR contain an assessment of the cumulative impacts that may be associated with a proposed project. As noted in CEQA Guidelines § 15130(a), "*an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable.*" "*A cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects creating related impacts*" (CEQA Guidelines § 15130(a)(1)).

Section 5.0, Additional Topics Required by CEQA, includes specific topics that are required by CEQA. These include a summary of the Project's significant and unavoidable environmental effects, a discussion of the significant environmental effects which cannot be avoided if the Project is

implemented, significant environmental changes, potential growth-inducing impacts of the proposed Project, as well as an evaluation of the Project's energy conservation and consumption.

Section 6.0, Project Alternatives, describes and evaluates alternatives to the proposed Project that could reduce or avoid the Project's adverse environmental effects. CEQA does not require an EIR to consider every conceivable alternative to the Project but rather to consider a reasonable range of alternatives that will foster informed decision making and public participation. A range of three (3) alternatives in addition to the No Project Alternative are presented in Section 6.0, *Alternatives*.

Section 7.0, References, cites all reference sources used in preparing this Draft EIR.

Section 8.0, List of Preparers, lists the persons who authored or participated in preparing this Draft EIR, including agencies and persons consulted.

Technical Appendices. CEQA Guidelines § 15147 states that the "information contained in an EIR shall include summarized...information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public," and that the "placement of highly technical and specialized analysis and data in the body of an EIR shall be avoided." Therefore, the detailed technical studies, reports, and supporting documentation that were used in preparing this Draft EIR are bound separately as Technical Appendices.

The Technical Appendices are available for review at the City of Jurupa Valley Planning Department, 8930 Limonite Avenue, Jurupa Valley, California 92509, during the City's regular business hours or can be requested in electronic form by contacting the City's Planning Department. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are as follows:

- **Appendix A:** Initial Study (including its appendices), NOP, and written comments on the NOP
- **Appendix B:** Williams Aviation Consultants, 2018. *Obstruction Evaluation and Airspace Analysis*. January 23.
- **Appendix C:** Urban Crossroads, Inc. 2018. *Traffic Impact Analysis*. April 16.

2.5 INCORPORATED DOCUMENTS

CEQA Guidelines § 15150 allows for the incorporation "*by reference, all or portions of another document ... [and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand.*" Documents, analyses, and reports that are incorporated into this Draft EIR by reference are listed below and are also found in Section 7.0, *References*, of this Draft EIR. The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of a Draft EIR. Where this Draft EIR incorporates a document by reference, the document is identified in the body of the Draft EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between

the incorporated part of the referenced document and this Draft EIR. All references cited in this Draft EIR are available at the web address provided in Section 7.0, *References*, and/or at the City of Jurupa Valley City Hall, Planning Department, 8930 Limonite Avenue, Jurupa Valley, California 92509.

The following documents have been incorporated by reference and cited as appropriate:

- The City of Jurupa Valley General Plan, various elements, adopted by the City Council in September 2017.
- City of Jurupa Valley Zoning Map, current through June 2018.
- City of Jurupa Valley Zoning Ordinance No. 348, adopted by the City Council through Ordinance No. 2011-01 on July 1, 2011 and superseded by the approval of the City of Jurupa Valley Municipal Code (Title 9, Planning and Zoning), approved through Ordinance 2017-14 and last updated on November 30, 2017.

2.6 PUBLIC REVIEW OF THE DRAFT EIR

This Draft EIR was distributed to responsible and trustee agencies, other affected agencies, and interested parties. Additionally, in accordance with Public Resources Code § 21092(b) (3), the Draft EIR was provided to all parties who previously requested copies. The Notice of Completion (NOC) and Notice of Availability (NOA) of the Draft EIR were distributed as required by CEQA.

During the 45-day public review period, the Draft EIR and technical appendices were made available for review.

Written comments regarding this Draft EIR should be addressed to:

Rocio Lopez, Senior Planner
City of Jurupa Valley
Planning Department
8930 Limonite Avenue
Jurupa Valley, California 92509
Phone: 951-332-6464
Email: rlopez@jurupavalley.org

The City of Jurupa Valley Planning Commission has the authority to recommend, conditionally recommend, or not recommend the Project for approval. The City of Jurupa Valley City Council has exclusive authority to approve, conditionally approve, or deny the Project.

Following the close of the 45-day public review period, a Final EIR will be prepared to respond to all substantive comments related to environmental issues surrounding the proposed Project. The Final EIR will be available prior to Planning Commission and City Council public hearings to consider the Final EIR and the proposed Project.

If the proposed Project is approved, the City Council may impose mitigation measures specified in the Final EIR as conditions of Project approval. Alternatively, the City Council could require other mitigation measures deemed to be effective mitigations for the identified impacts, or it could find that the mitigation measures cannot be feasibly implemented. For any identified significant impacts for which no mitigation measure is feasible, or where mitigation would not reduce the impact to a less than significant level, the City Council will be required to adopt a Statement of Overriding Considerations finding that the impacts are considered acceptable because specific overriding considerations indicate that the proposed Project's benefits outweigh the impacts in question.

2.7 NOTICE OF PREPARATION

Table 2-2-Summary of Notice of Preparation, summarizes the comments received regarding the NOP issued for this Draft EIR and identifies the location in this Draft EIR document where the comments are addressed.

Table 2-2-Summary of Notice of Preparation

Agency/Organization/Individual	Date	Comments	Location in this Draft EIR where Comment is Addressed
Native American Heritage Commission (NAHC)	June 28, 2018	Draft EIR should address AB 52 and SB 18. Recommended conducting a cultural resources assessment that includes consultation with the regional California Historical Research Information System (CHRIS) Center, an archaeological inventory survey (if necessary), consultation with the NAHC regarding a Sacred Lands File search, and mitigation measures that address how to deal with unknown archaeological resources that may be encountered during grading activities.	Initial Study Section 3.17, <i>Tribal Cultural Resources</i>
All NOP response letters are included in <i>Technical Appendix A</i> of this Draft EIR.			

2.8 MITIGATION MONITORING AND REPORTING PROGRAM

In compliance with State law (Public Resources Code Section 21081.6) a Mitigation Monitoring and Reporting Program (MMRP) will be prepared for this Draft EIR. Per CEQA Section 15091(d), "*When making the findings required in subdivision (a)(1), the agency shall also adopt a program for*

reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.” An MMRP will be adopted by the City Council concurrent with certification of the Final EIR if the proposed Project is approved.

City of Jurupa Valley

SECTION 3 - PROJECT DESCRIPTION

This section provides all of the information required of an EIR Project Description by CEQA Guidelines § 15124, including a description of the Project's location; Project objectives; primary design components of the Project (site plan, access, infrastructure improvements etc.); Project technical characteristics; and proposed discretionary approvals.

3.1 OVERVIEW OF THE PROPOSED PROJECT

The applicant is proposing to: amend *Figure 2-5: 2017 General Plan Land Use Plan* from Commercial Retail (CR) and Medium High Density Residential (MHDR) to Commercial Retail (CR) for the proposed 1.79- acre commercial parcel and to High Density Residential (HDR) for the 5.16-acre residential parcel; amend the *Jurupa Valley Zoning Map* from R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture) to R-VC (Rubidoux Village Commercial) for the proposed 1.79-acre commercial parcel and to R-2 (Multiple Family Dwellings) for the 5.16-acre residential parcel; and merge 5 parcels and create 2 parcels for the purpose of developing a mixed-use development consisting of a 1.79-acre parcel for a 31,436 sq.ft. commercial building; and a 5.16-acre parcel for a 68-unit multi-family housing development. The Project includes ground level parking; landscaping; internal paving and walkways; community center and pool facility space.

3.2 PROJECT LOCATION

3.2.1 Regional Location

The City of Jurupa Valley covers approximately 43.5 square miles within the County of Riverside. The City is bordered by the City of Fontana and County of San Bernardino to the north, the City of Riverside and the City of Norco to the south, the City of Eastvale to the west, and the City of Riverside and County of San Bernardino to the east. (Refer to *Exhibit 3-1, City of Jurupa Valley, Regional Vicinity Map*).

3.2.2 Project Site Location

The Project consists of approximately 7.27 gross acres (6.95 net acres) and is located on the northeast corner of Mission Boulevard and Crestmore Road. (Refer to *Exhibit 3-2, Project Site Location Map/Aerial Photo*). The Project site includes the following Assessor Parcel Numbers (APN):

179-330-002
179-330-003
179-330-004
179-330-005
179-330-006



**Mission Gateway Plaza
Mission Gateway Villas**

**City of Jurupa Valley
Regional Location Map**

Exhibit 3-1



**Mission Gateway Plaza
Mission Gateway Villas**

Project Site Location Map/Aerial Photo

Exhibit 3-2

3.3 ENVIRONMENTAL SETTING/EXISTING CONDITIONS

The City of Jurupa Valley was incorporated on July 1, 2011. The City encompasses approximately 44 square miles and includes the communities of Jurupa Hills, Mira Loma, Glen Avon, Pedley, Indian Hills, Belltown, Sunnyslope, Crestmore Heights, and Rubidoux. Currently the City is composed of a mix of high and low-density residential development, rural farming, agricultural activities, and commercial retail/industrial activity (City of Jurupa Valley, 2017d).

The subject property was formerly undeveloped as early as 1901; developed with apparent residences from 1931 to 2016; developed with a hotel from approximately 1946 to 1959; developed with a mobile home park from 1953 to 2010.

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

In the case of the proposed Project, the Initial Study Checklist determined that an EIR is the appropriate form of CEQA compliance document, which requires a Notice of Preparation (NOP). Thus, the baseline environmental setting for the Project is the date that the Project’s NOP was issued on June 20, 2018.

3.3.1 On-Site Land Uses

The Project site consists of approximately 6.95 net acres of vacant land. The site was previously a mobile home park as recently as 2010, and the paved access roads from that time are still on site. The site is very flat with a slope of 0.005 feet per foot in the northeast to southwest direction. When the site functioned as a mobile home park, there was access off of Crestmore Road, and off of the frontage road that is north of Mission Boulevard. That frontage road is now an access road to the Santa Ana River for the Riverside County Flood Control and Water Conservation District. The site is bounded by Crestmore Road on the west followed by the County of Riverside Fleet Services facility further to the west, single-family residential development and vacant land to the north, a vacant parcel to the east with the Santa Ana River further to the east, and Mission Boulevard to the south with a mobile home park and vacant land further to the south.

The Project site has been subject to historic human disturbances. Existing habitat on the site consists primarily of non-native, ruderal vegetation and non-native grasses. The ruderal vegetation present within the Project site consists of low-growing perennial plants and some taller trees. The dominant plant species include tree of heaven (*Ailanthus altissima*), California pepper tree (*Schinus molle*), castor bean (*Ricinus communis*), Mexican fan palm (*Washingtonia robusta*), tamarisk (*Tamarix* spp), ripgut (*Bromus diandrus*), coastal heron’s-bill (*Erodium cicutarium*), slender oat (*Avena barbata*), and stinknet (*Oncosiphon piluliferum*).

3.3.2 Surrounding Land Uses

Existing and surrounding land uses are shown in Table 3-1.

Table 3-1. Existing and Surrounding Land Uses

Location	Existing Land Uses
Site	Vacant land.
North	Single-family residential and vacant land.
South	Mission Boulevard followed by a mobile home park and vacant land.
East	Vacant land followed by the Santa Ana River.
West	Crestmore Road followed by the County of Riverside Fleet Services facility.
<i>Source: Field Inspection, June, 2018.</i>	

3.3.3 Existing General Plan Land Use Designations and Zoning Classifications

A summary of the existing General Plan land use designations and zoning classifications for the Project site and surrounding properties is provided in Table 3-2.

Table 3-2. Existing and Surrounding General Plan Land Use Designations and Zoning Classifications

Location	General Plan Designation	Zoning Classification
Site	Commercial Retail (CR) and Medium High Density Residential (MHDR)	R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture)
North	Medium High Density Residential (MHDR)	R-2 (Multiple Family Dwellings) A-1 (Light Agriculture)
South	High Density Residential (HDR)	C-1/C-P (General Commercial)
East	OS-W- Open Space-Water	C-1/C-P (General Commercial)
West	Commercial Retail (CR) and Medium High Density Residential (MHDR)	R-1 (One-Family Dwellings) R-2 (Multiple Family Dwellings) R-VC (Rubidoux Village Commercial),
<i>Source: General Plan Land Use Map and Zoning Map, June, 2018.</i>		

3.4 LAND USE ENTITLEMENTS/PERMITS

The Applicant is requesting approval of the following land use entitlements:

3.4.1 General Plan Amendment (GPA) No. 16006

Amend *Figure 2-5: 2017 General Plan Land Use Plan* from Commercial Retail (CR) and Medium High Density Residential (MHDR) to Commercial Retail (CR) for the proposed 1.79 acre commercial parcel and to High Density Residential (HDR) for the 5.16 acre residential parcel.

Note: General Plan Table 2.3: *Non-Residential Land Use Statistics and Buildout Projections*, identifies the Floor Area Ratio (FAR) for the Project site as a maximum of 0.35. The proposed FAR for the Project is 0.40. As part of the review of the Project, the City Council may modify the FAR for the Project to 0.40 per the General Plan FAR section below:

“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 2-15) 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.”

3.4.2 Change of Zone (CZ) No. 16011

Amend the *Jurupa Valley Zoning Map* from R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture) to R-VC (Rubidoux Village Commercial) for the 5.16 acre residential parcel.

3.4.3 Tentative Parcel Map (TPM) No. 37126

Parcel Map to merge five (5) parcels and create two (2) parcels. Parcel 1 would be a 1.79 acre parcel to accommodate a 31,436 square foot commercial development and Parcel 2 would be a 5.16 acres parcel to accommodate a 68-unit multi-family housing development.

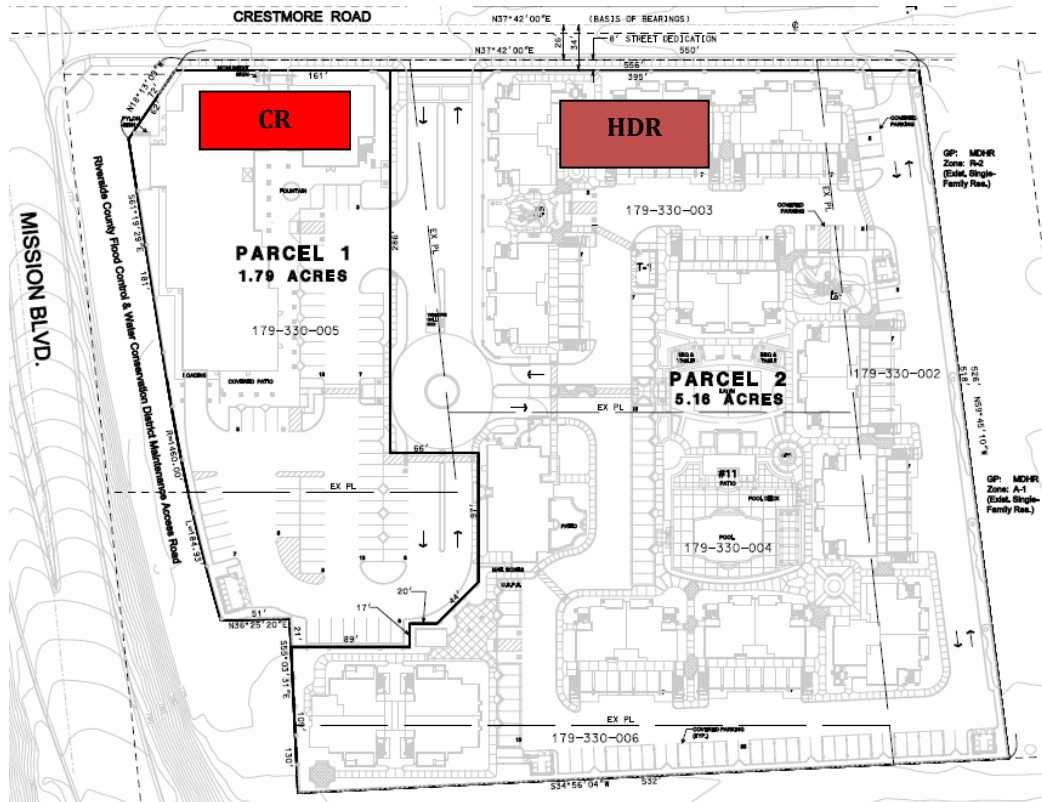
3.4.4 Site Development Permit (SDP) No. 16043

A Site Development Permit is required to determine consistency with the Municipal Code for development requirements including, but not limited to: planned buildings and structures, access, drainage, yards, drives, parking areas, landscaping, signs, walls or fences and infrastructure.

In order to implement the Project, the following approvals/permits are required:

- Approve landscape and irrigation plans.
- Issue grading permits.
- Issue building permits.
- Approve road improvement plans.
- Issue encroachment permits.
- Approve community facilities district(s) or other financing mechanisms for public improvements.
- Approve construction of water and sewer infrastructure plans.

SECTION 3- PROJECT DESCRIPTION

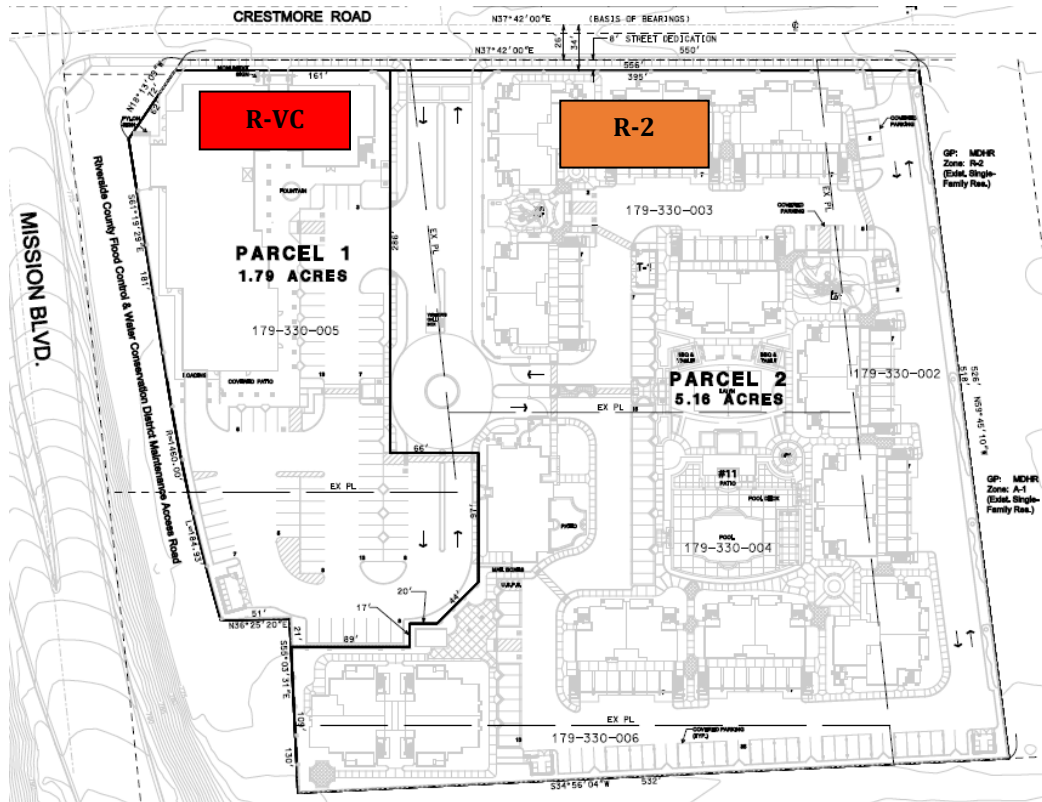


**Mission Gateway Plaza
Mission Gateway Villas**

**Proposed General Plan Land Use
Designation Amendment**

Exhibit 3-3

SECTION 3- PROJECT DESCRIPTION

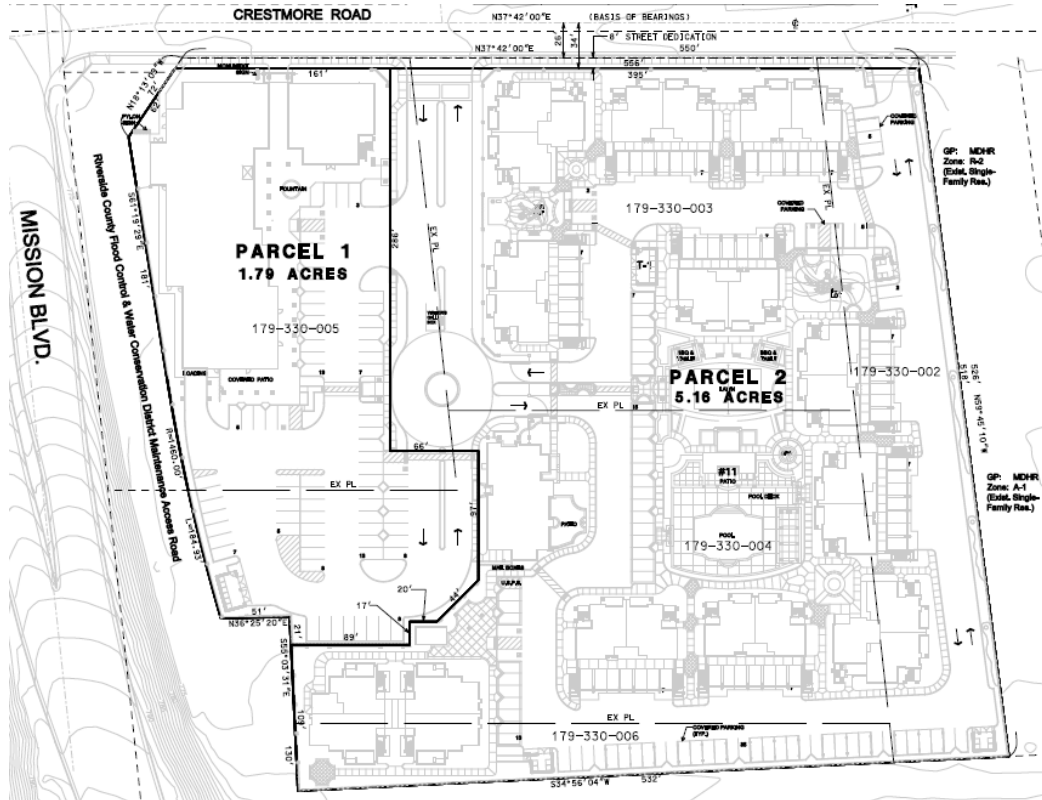


**Mission Gateway Plaza
Mission Gateway Villas**

Proposed Change of Zone

Exhibit 3-4

SECTION 3- PROJECT DESCRIPTION



**Mission Gateway Plaza
Mission Gateway Villas**

Site Plan

Exhibit 3-5

3.5 PROPOSED IMPROVEMENTS

The Project proposes the following major improvements:

3.5.1 Street Improvements and Access

- Construct Crestmore Road from the Project's northern boundary to the Project's southern boundary at its ultimate half-width section (Secondary Roadway-100 foot right-of-way).
- Construct necessary parking and drive aisles for circulation, including a central traffic circle that provides the entry to the residential development from within. The parking lot for the commercial buildings is between the central driveway and the commercial buildings to the south.
- Access to the Project site will be provided along Crestmore Road via the following driveways:
 - Crestmore Road & Driveway 1 – Full access driveway is proposed to align with existing 37th Street and the Project will install a stop control on the westbound approach and construct the intersection with the following geometrics: Northbound Approach: Provide a separate left turn lane and maintain existing through lane. Southbound Approach: Provide a separate left turn lane and maintain existing through lane. Eastbound Approach: Allow through movement from the one shared left-through-right turn lane. Westbound Approach: Provide one shared left-through-right turn lane.
 - Crestmore Road & Driveway 2 – Full access driveway is proposed to be slightly south of Odell Street and the Project will install stop a sign control for the westbound approach and update the intersection with the following geometrics: Northbound Approach: Provide a separate left turn lane and maintain existing through lane. Southbound Approach: Provide a separate left turn lane and maintain existing through lane. Eastbound Approach: Allow through movement from the one shared left-through-right turn lane. Westbound Approach: Provide one shared left-through-right turn lane.

3.5.2 Sewer and Water Improvements

Water and sewer service to the Project site will be provided by the Rubidoux Community Services District. Water and sewer facilities are available to serve the Project site from existing facilities in Crestmore Road. No sewer or water infrastructure extensions are required other than to connect to the existing facilities.

3.5.3 Drainage Improvements

Many of the proposed parking stalls will be constructed with pervious, open-jointed pavers. In the commercial area the pavers will function as stormwater Best Management Practices (BMP's), but in the residential area their primary function is to reduce the amount of impervious surface. The drainage pattern is generally from northeast to southwest. Inlets on site will convey stormwater to the proposed underground detention chambers. The chambers will have an underdrain because infiltration is not feasible onsite due to high groundwater concerns. The chamber volumes and the volumes under the pervious pavers are required to mitigate the hydrologic conditions of concern in addition to stormwater treatment.

The Project also proposes to construct a 30" storm drain in Crestmore Road from the terminus of the existing 30" storm drain at the northeast corner of Crestmore Road and Mission Boulevard, to the northerly property line. This new storm drain will convey runoff from the underground detention chambers described above, and will accept runoff that reaches the site from the adjacent property to the north.

3.5.4 Infrastructure Extensions

No infrastructure extensions are proposed except for connection to existing sewer and water lines in the adjacent streets and the construction of the 30" storm drain in Crestmore Road from the terminus of the existing 30" storm drain at the northeast corner of Crestmore Road and Mission Boulevard as described above.

3.6 CONSTRUCTION AND OPERATIONAL CHARACTERISTICS

3.6.1 Construction Equipment

The type of construction equipment is shown in Table 3.3.

Table 3-3. Type of Construction Equipment

Activity	Equipment	Number	Hours per Day
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	3	8
	Excavators	1	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Cranes	1	8
Building Construction	Crawler Tractors	3	8
	Forklifts	3	8

SECTION 3- PROJECT DESCRIPTION

Activity	Equipment	Number	Hours per Day
Paving	Generator Sets	1	8
	Welders	1	8
	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

Source: Initial Study, (Appendix A).

3.6.2 Construction Duration

The Project is expected to be constructed in one phase and will take approximately 300 days. Construction activities include site preparation, grading, building construction, paving, and architectural coating. The duration of construction activities is shown in Table 3.4

Table 3-4. Duration of Construction Activity

Construction Activity	Number of Days
Site Preparation	10
Grading	20
Building Construction	230
Architectural Coating	20
Paving	20

Source: Initial Study, (Appendix A).

3.6.3 Operational Characteristics

The commercial component of the Project has no end users identified at this time and would be operated as a commercial use pursuant to the permitted and conditionally permitted uses allowed by the R-VC (Rubidoux Village Commercial) zoning regulations. The residential component of the Project proposes a 68-unit multi-family housing development including a 3,818 square foot community center, a pool area with a 1,057 square foot pool building, and a 336 square foot maintenance building. Typical activities include playground activity, and outdoor pool/spa activity, parking lot vehicle movements, and maintenance activities.

3.7 PROJECT OBJECTIVES

The proposed Project includes the following objectives to achieve the vision of the City of Jurupa Valley General Plan for Rubidoux Village:

1. Help revitalize the commercial area by giving high priority to infill development of vacant and deteriorated properties that provide for high-quality development of vacant infill properties that will stimulate economic development or the area served by Mission Boulevard.
2. Require development within the Village Center Overlay, to be compact, pedestrian-oriented, and designed to accommodate a broad range of uses, including commercial and residential uses, consistent with the Community's historic character.
3. Accommodate higher density residential development in walkable, pedestrian-oriented areas near major transportation corridors, concentrated employment areas, and community and village centers, and promote the development of high quality apartments.
4. Accommodate the development of structures and sites with a mix of housing and retail in areas designated as "Village Centers" on the General Plan.
5. Facilitate the Housing Authority of the County of Riverside in its capacity as housing successor to the former Redevelopment Agency for the County of Riverside, to develop a mixed use project that will include affordable rental housing, with a preference for veteran households with related infrastructure improvements, and commercial facilities with commercial uses.

City of Jurupa Valley

SECTION 4- ENVIRONMENTAL IMPACT EVALUATION

4.1 SUMMARY OF THE DRAFT EIR SCOPE

In accordance with CEQA Guidelines §§ 15126-15126.4, this Draft EIR Section 4.0, *Environmental Impact Evaluation*, provides analyses of potential direct, indirect, and cumulatively considerable impacts that could occur from planning, constructing, and operating the proposed Project.

The information and analysis presented in the Initial Study (Appendix A) of this Draft EIR provides substantial evidence for the conclusion, for all the issues listed below (i.e., those not addressed in detail in this EIR), that:

- 1) CEQA standards triggering preparation of further environmental review do not exist for those issues; and
- 2) Impacts under these topics would be less than significant with incorporation of appropriate mitigation measures.

Topics not addressed in this Draft EIR in detail are listed below by impact category:

- Aesthetics.
- Agriculture and Forestry Resources.
- Air Quality.
- Biological Resources.
- Cultural Resources.
- Geology/Soils.
- Greenhouse Gas Emissions.
- Hydrology/Water Quality.
- Mineral Resources.
- Noise.
- Population/Housing.
- Public Services.
- Recreation.
- Tribal Cultural Resources.
- Utilities/Service Systems.

Plans, Policies, Programs (PPPs), Project Design Features (PDFs), and Mitigation Measures (MMs) that have been recommended in the Initial Study to reduce the environmental impacts of the proposed project in relation to the above topics will be included in the Mitigation Monitoring and Reporting Program (MMRP) that the City will prepare (pursuant to the CEQA Guidelines Section 15097) if the City determines that the proposed Project should be approved.

The Initial Study also determined that implementation of the Project has the potential to result in significant environmental effects for three (3) environmental topics, and a Project EIR, as defined by CEQA Guidelines § 15161, is required. Accordingly, this Draft EIR is a focused EIR and as such, the following three (3) environmental topics are addressed:

- Hazards (for a project located within an airport land use plan, result in a safety hazard for people residing or working in the Project area).
- Land Use and Planning (conflict with the *Flabob Airport Land Use Compatibility Plan*).
- Transportation/Traffic (exceeds performance standards and/or conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities).

4.2 IDENTIFICATION OF IMPACTS

Subsections 4.1 through 4.3 of this Draft EIR evaluate the three (3) environmental subject areas warranting detailed analysis. The format of discussion is standardized as much as possible in each subsection for ease of review. The environmental setting is discussed first followed by a discussion of the Project's potential environmental impacts based on specified thresholds of significance used as criteria to determine whether potential environmental effects are significant. 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 thresholds are intended to assist the reader of this Draft EIR in understanding how and why this Draft EIR reaches a conclusion that an impact would or would not occur, is significant, or is less than significant.

Within each subsection 4.1 thorough 4.3, the following information is presented:

- Description of the existing setting as it relates to the specific environmental issue;
- A summary of the regulatory framework (Federal, State, Regional, City General Plan Policies) relevant to the specific environmental issue;
- Methodology;
- Thresholds of significance;
- Impact Analysis - evaluation of project-specific impacts and a determination of significance based on identified threshold levels;
- Significance of Impacts before Plans, Policies, or Programs (PPP), Product Design Features (PDFs), and Mitigation Measures are implemented;
- Description of Plans, Policies, or Programs (PPP) that will help reduce potential impacts;
- Description of proposed Project Design Features (PDF) that will help reduce potential impacts;

- Identification of mitigation measures (if required);
- A determination of the level of significance after implementation of mitigation measures; and
- Cumulative impacts.

Serving as the CEQA Lead Agency for this Draft EIR, the City of Jurupa Valley is responsible for determining whether an adverse environmental effect identified in this Draft EIR should be classified as significant or less than significant. The standards of significance used in this Draft EIR are based on the independent judgment of the City of Jurupa Valley, taking into consideration CEQA Guidelines Appendix G, the City of Jurupa Valley's Municipal Code and adopted City policies, the judgment of the technical experts that prepared this Draft EIR's Technical Appendices, performance standards adopted, implemented, and monitored by regulatory agencies, significance standards recommended by regulatory agencies, and the standards in CEQA that trigger the preparation of an EIR.

As required by CEQA Guidelines § 15126.2(a), this Draft EIR identifies direct, indirect, cumulative, short-term, long-term, on-site, and/or off-site impacts of the proposed Project. A summarized "impact statement" is provided in each subsection following the analysis. The following terms are used in this Draft EIR to describe the level of significance related to the physical conditions within the area affected by the proposed Project:

- **No Impact:** An adverse change in the physical environment would not occur.
- **Less than Significant Impact:** An adverse change in the physical environment would occur but the change would not be substantial or potentially substantial and would not exceed the threshold(s) of significance presented in this Draft EIR.
- **Less than Significant Impact with Mitigation:** A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this Draft EIR; however, the impact can be avoided or reduced to a less than significant level through the application of feasible mitigation measures.
- **Significant and Unavoidable Impact:** A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this Draft EIR. Feasible and enforceable mitigation measures that have a proportional nexus to the Project's impact are either not available or would not be fully effective in avoiding or reducing the impact to below a level of significance. For any impact identified as significant and unavoidable, the City of Jurupa Valley would be required to adopt a statement of overriding considerations pursuant to CEQA Guidelines § 15093 to approve the Project despite its significant impact(s) to the environment. The statement of overriding considerations would list the specific economic, legal, social, technological, and

other benefits of the Project, supported by substantial evidence in the Project's administrative record, that outweigh the unavoidable impacts.

Throughout the impact analysis in this Draft EIR, references are made to the following:

- Plans, Policies, or Programs (PPP): These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, state, or local laws which effectively reduce environmental impacts.
- Project Design Features (PDF): These include features proposed by the project that are already incorporated into the project's design and are specifically intended to reduce or avoid environmental impacts.
- Mitigation Measures (MM): These include requirements that are imposed where the impact analysis determines that implementation of the proposed project would result in significant impacts. Mitigation measures are proposed to reduce impacts to less than significant levels.

PPPs and PDFs were accounted for in the assessment of impacts for each issue area. MMs were developed for those issue areas where the results of the impact analysis identified potentially significant impacts that could be reduced to less than significant levels. All three types of measures described above will be required to be implemented as part of the Project, and will be included in the Mitigation Monitoring and Reporting Program (MMRP) for the Project.

CEQA Guidelines §15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as "*...the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation is published, or if no Notice of Preparation is published, at the time the environmental analysis is commenced...*" (CEQA Guidelines §15125[a]). The environmental analysis provided in Subsections 4.1 through 4.3 focuses on changes in the existing physical environment at the approximate time the NOP was issued on June 10, 2018 and identifies direct and indirect significant impacts associated with the proposed Project.

4.3 SCOPE OF THE CUMULATIVE IMPACTS ANALYSIS

CEQA requires that a Draft EIR contain an assessment of the cumulative impacts that may be associated with a proposed project. As noted in CEQA Guidelines § 15130(a), "a Draft EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." A cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the Draft EIR together with other projects creating related impacts" (CEQA Guidelines § 15130(a)(1)).

CEQA Guidelines § 15130(b) describes two acceptable methods for identifying a study area for purposes of conducting a cumulative impact analysis. These two approaches include: 1) a list of

past, present, and probable future projects producing related or cumulative impacts, including if necessary, those projects outside the control of the agency (commonly referred to as the 'the list of

projects approach'), or 2) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact (commonly referred to as the 'summary of projections approach').

The cumulative analysis presented in this Draft EIR relies on the list of projects approach. This approach was determined to be appropriate by the City of Jurupa Valley because much of the land within the general Project area is built out, and the summary of projections approach would not adequately account for ambient and other growth (e.g., redevelopment) in the Project's cumulative study area. Specific development projects included in the cumulative analysis are listed in **Error! Not a valid bookmark self-reference..** The list of projects approach is considered conservative because the cumulative study area encompasses an area surrounding the Project site and it is unlikely that the Project's impacts would directly or indirectly interact with impacts from all of the identified past, present, and reasonably foreseeable projects listed, including the proposed projects in Table 4.1 below. The list of projects was compiled in consultation with planning staff from the City of Jurupa Valley. In instances where a wider or different geographic cumulative effects area is appropriate, the rationale for determining the area is described in the relevant subsection of this Draft EIR Sections 4.1 through 4.3 under the subheading "*Cumulative Impacts.*"

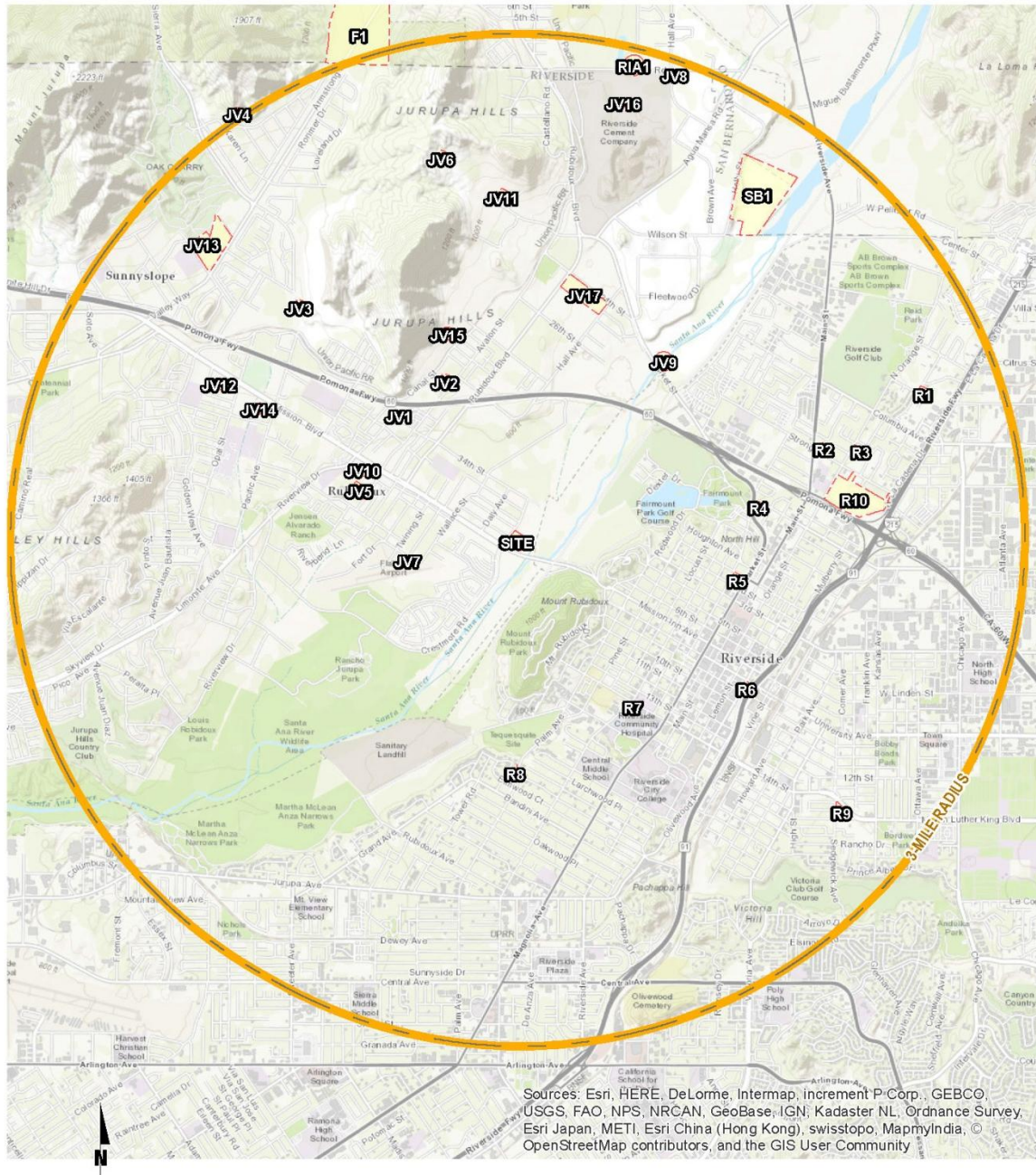
Table 4-1. List of Cumulative Development Projects

ID	Project Name	Land Use ¹	Quantity	Units ²
CITY OF JURUPA VALLEY				
JV1	Avalon Court (Tentative Tract 33649	SFDR	24	DU
JV2	Emerald Ridge South	SFDR	97	DU
		Condo/Townhomes	121	DU
JV3	Highland Park	SFDR	398	DU
JV4	Tentative Tract Map 33373 (KR Land)	SFDR	97	DU
JV5	Palm Communities	Apartment	49	DU
JV6	New Rio Vista Specific Plan 243	SFDR	579	DU
		Condo/Townhomes	290	DU
		Apartment	346	DU
		Active Park	22.2	AC
		School (K-8)	600	STU
JV7	Flabob-River Springs Charter School	7th-12th Grade School	200	STU
JV8	Inland Empire Cold Storage	Cold Storage Facility	40.800	TSF
JV9	Market Street Commercial	High Turnover Sit-down Restaurant	4.750	TSF
		Fast Food w/ Drive-thru	2.860	TSF
		Gas station w/ foot mart and	16	VFP
JV10	Mission Plaza	Shopping Center	118.683	TSF
JV11	Rubidoux Commercial Development LLC	General Light Industrial	306.894	TSF
JV12	99-Cent Only Store	Free Standing Discount Store	18.012	TSF
JV13	Monarch at the Quarry (Armada	SFDR	86	DU
JV14	Legend Shopping Center	Shopping Center	50,000	TSF
JV15	Emerald Ridge North	SFDR	184	DU
JV16	Agua Mansa Commerce Park Specific Plan	High-Cube Warehouse	4,277,000	TSF
		General Light Industrial	150.000	TSF
		Commercial Retail	25.000	TSF
JV17	Truck Repair Facility	Truck Repair	60	TSF
CITY OF RIVERSIDE				
R1	P06-0782 (Tract Map 34908) (1006 & 1008	SFDR	15	DU
R2	P05-0269 & P08-0416 (Tract Map 33550) (3719 Strong St.)	SFDR	9	DU
R3	P06-1031 (Tract Map 31825) (1562 Orange	SFDR	7	DU
R4	P13-0087 P13-0262 (2450 Market St.)	Senior Housing	67	DU
R5	P14-0183 (Centerpointe Apartments)	Apartments	146	DU
R6	P09-0835 P10-0002 (3372 University Av.)	General Office	132.136	TSF

SECTION 4- ENVIRONMENTAL IMPACT EVALUATION

ID	Project Name	Land Use ¹	Quantity	Units ²
R7	P06-1237 (Jacobs Medical Office) (14th and Brockton Av.)	Medical Office	65.281	TSF
R8	P12-0799 & P12-0800 (Tract Map 36516)	SFDR	7	DU
R9	P09-0808 & P08-0809 (2340 14th St.)	Senior Housing	134	Beds
R10	Northgate Center	Apartments	438	DU
		Hotel	250	Room
		Shopping Center	14	TSF
		High-Turnover Restaurant	18	TSF
		Fast-Food with Drive-Thru	4	TSF
		Gas Station w/ market	18	VFP
COUNTY OF SAN BERNARDINO				
SB1	Holly Street Truck Terminal	Truck Terminal	450,000	TSF
CITY OF FONTANA				
F1	West Valley Logistics	Warehouse	3,473,690	TSF
CITY OF RIALTO				
RIA1	Panattoni I-10 (Cactus Av. & El Rivino Rd.)	Warehouse	2,475.745	TSF
¹ Descriptions of the cumulative development projects are presented as described in Table I of the Project-specific Traffic Impact Analysis (Draft EIR Technical Appendix C).				
² DU = Dwelling Units; TSF = Thousand Square Feet; STU = Students; AC = Acres				

EXHIBIT 4-1. CUMULATIVE DEVELOPMENT LOCATIONS



SECTION 4-1 – HAZARDS AND HAZARDOUS MATERIALS

4.1.1 INTRODUCTION

The Initial Study² that was prepared as part of the Notice of Preparation (NOP) determined that the proposed Project “...may result in or cause potentially significant impacts related to:

- Hazards (for a project located within an airport land use plan, result in a safety hazard for people residing or working in the Project area).” (page 1, NOP 2018).

This section examines the potential environmental impacts of the proposed Project relative to airport-related hazards. The remaining environmental questions or issues in the Initial Study related to other hazards or hazardous materials were screened out or removed from more detailed analysis in this EIR (i.e., they were determined to have “no impact”, a “less than significant impact”, or be “less than significant with mitigation incorporated” in the Initial Study).

4.1.2 ENVIRONMENTAL SETTING

The Project site is bounded by the Santa Ana River on the east, by residential uses to the north and northwest, and a mixture of residential and commercial development to the south and southwest (along Mission Boulevard). At its closest point the Project site is located approximately 1,500 feet northeast of the Flabob Airport property, a general aviation airport which began operations in 1925. The airport has an approved Airport Land Use Compatibility Plan (ALUP) from 2004 which establishes safety or compatibility zones around the airport to facilitate safe and efficient air operations at the airport.

The Project site is located within Airport Compatibility Zone C (Zone C), the Extended Approach/Departure Zone, which limits new residential development to a gross density of one dwelling per 5 acres. The location of the Project site in relation to the Airport’s Compatibility Zones and airport environs are shown in Exhibits 4.1.1 and 4.1.2, respectively.

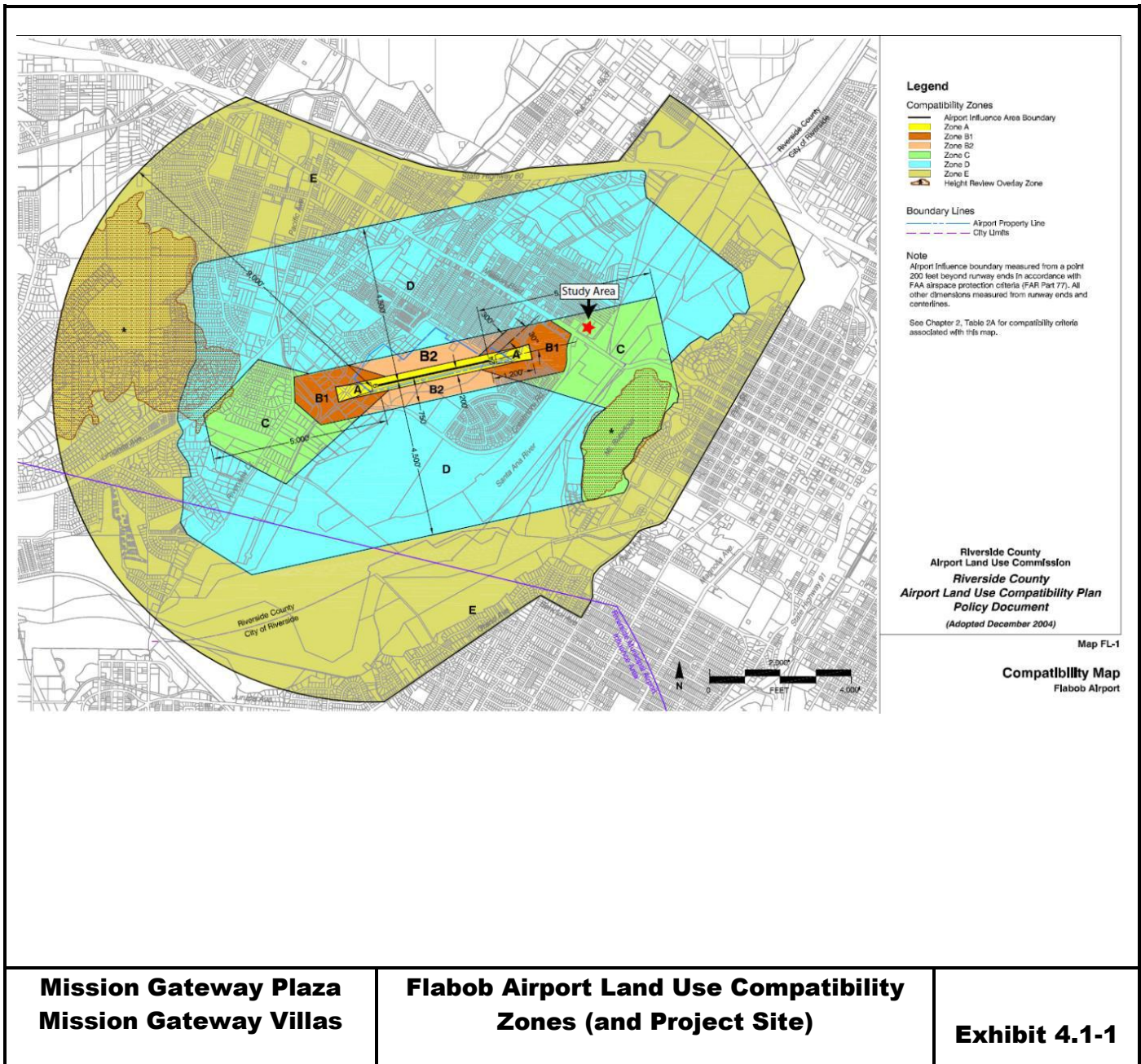
Under existing conditions, the Project site has General Plan Land Use designations of Commercial Retail (CR), Medium High Density Residential (MHDR), and Zoning Classifications of R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture). With the exception of the A-1 (Light Agriculture) zone, all of the Project’s current General Plan land use designations and zoning classifications would be inconsistent with the Flabob Airport ALUP.

4.1.3 NOP/SCOPING COMMENTS

A Notice of Preparation (NOP) for the proposed Project was released for public review on June 20, 2018. No comments were received during the NOP comment period that pertains to the topic of hazards and hazardous materials.

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² Based on analysis in the Initial Study Checklist dated June 12, 2018, Hazards and Hazardous Materials, Page 66





Project Site = 

Mission Gateway Plaza Mission Gateway Villas	Flabob Airport and Project Site	Exhibit 4.1-2
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4.1.4 REGULATORY FRAMEWORK

The following is a brief description of the federal, State, and local environmental laws, and related regulations addressing airport hazards.

A. Federal Regulations

The Federal Aviation Administration (FAA) is the agency of the United States Department of Transportation (USDOT) responsible for the regulation and oversight of civil aviation within the U.S., and its primary mission is to ensure safety of civil aviation. Airports that serve scheduled passenger air service are governed by Code of Federal Regulations (CFR) 14 Part 139 and related regulations. According to the FAA website³, “Civilian airports that do not serve scheduled passenger service are typically known as general aviation airports. These airports usually serve private aircraft and small aircraft charter operations. Part 139 typically does not apply to general aviation airports because they do not serve defined air carrier operations. At this time the Flabob Airport is not governed by Part 139. However, it is governed by Part 77 regulations regarding navigable airspace.

The FAA utilizes the criteria contained in Federal Aviation Regulation (FAR) Part 77 to determine reporting requirements, the impact of a proposed structure on imaginary surfaces that could affect navigable airspace, and whether the structure, if constructed, will require lighting and/or marking. FAR Part 77 defines the criteria for determining if a structure will require reporting to the FAA, if the structure exceeds the stated criteria and whether or not the structure has an impact on navigable airspace. If the FAA determines that there is an impact to navigable airspace, a Notice of Presumed Hazard (NPH) will be issued and an aeronautical study is conducted. If the FAA determines that the proposed structure has a substantial adverse impact they will issue a Determination of Hazard. In some cases the FAA will offer a project proponent options to mitigate the adverse impact, i.e., lower the structure, redesign etc.

B. State Regulations

The State of California adopted the Airport Land Use Law, *California Public Utilities Code* §§21670-21679.5. 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 Airport.

C. Local Regulations – City General Plan Policies

The Project site is subject to the following policies of the City General Plan that address the Flabob Airport:

³ FAA website accessed July 30, 2018 <https://www.faa.gov/>

Land Use Element

- **LUE 5.55 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 set forth in *Appendix 4.0*, 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 5.56 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 5.57 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 5.58 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 5.61 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 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 5.63 Encroachment.** Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.
- **LUE 5.65 Airport Referrals.** Submit all development proposals located within an Airport Influence Area to the affected airport for review.

4.1.5 METHODOLOGY

The development aspects of the proposed Project will be compared to applicable requirements of the Airport Land Use Compatibility Plan (ALUP) of Flabob Airport, including airport operational safety as well as land use compatibility. If necessary, the *California Airport Land Use Planning Handbook* will be used as an additional reference against which to evaluate the proposed development. An Obstruction Evaluation and Airspace Analysis was also prepared by Williams Aviation Consultants (Appendix B) for the Project and appropriate information from that report

will be used to evaluate safety-related issues of the Project on airport operations. Finally, the Project's consistency with the City's General Plan policies will be evaluated.

4.1.6 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 Environmental Checklist Form included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts, but only for those impacts identified in the Initial Study for the Project that required additional analysis in the EIR. Appendix G of the State CEQA Guidelines recognizes the following significance thresholds related to airport safety hazards. Based on these significance thresholds, a project would have a significant impact on airport safety hazards if it would:

- e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?;*

4.1.7 IMPACT ANALYSIS

Threshold e): For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?

A. **Plans, Policies, Programs (PPPs)**

There are no PPPs applicable to the Project pertaining to Threshold e.

B. **Project Design Features (PDFs)**

There are no PDFs applicable to airport-related Threshold e.

C. **Level of Significance Before Mitigation**

According to the *California Airport Land Use Planning Handbook*, October 2011, "...the land use compatibility concerns of airport land use commissions (ALUCs) fall under two broad headings identified in state law: noise and safety. However, for purposes of formulating compatibility policies and criteria, further dividing these basic concerns into four functional categories is more practical. These categories are:

- *Noise: As defined by the exposure to noise attributable to aircraft operations.*
- *Overflight: As defined by the annoyance and other general concerns arising from routine aircraft flight over a community.*
- *Safety: As defined by the protection of people on the ground and in the air from accidents.*

- *Airspace Protection: As defined by the protection of airspace from hazards to flight.*" (page 3-1, Airport Land Use Planning Handbook, 2011).

Of the above described categories, noise and overflight were screened out as an issue by the Initial Study because the Project site is not located within an area that will be significantly impacted by aircraft noise. The primary compatibility concern with the Project involves safety for people on the ground in the event of an aircraft accident. According to the *California Airport Land Use Planning Handbook*, October 2011, "From the standpoint of land use planning, two variables determine the degree of risk posed by potential aircraft accidents:

- *Accident Frequency: Where and when aircraft accidents occur in the vicinity of an airport; and*
- *Accident Consequences: Land uses and land use characteristics that affect the severity of an accident when one occurs.* (page 3-11, Airport Land Use Planning Handbook, 2011).

Table 4.1-1 describes the basic compatibility criteria applicable to Zone C.

Table 4.1-1. Basic Compatibility Criteria for Zone C

Zone	Maximum Densities/Intensities					Prohibited Uses	Other Development Conditions
	Residential d.u/ac	Other Uses (people/ac) (1)					
		Average	Single Acre	With Bonus	Req'd Open Land		
C. Extended Approach/Departure Zone	0.2 (average parcel size greater than or equal to 5.0 ac.	75	150	195	20%	Children's schools, day care centers, libraries; Hospitals, nursing homes; Buildings with >3 aboveground habitable floors; Hazards to flight (2)	Airspace review required for objects >70 feet tall; Deed notice required
Notes: (1) 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. (2) 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.							
Source: Table 2A, Riverside County Airport Land Use Compatibility Plan Policy Document, October 2004.							

1. ALUP Consistency. On July 13, 2017 the Riverside County Airport Land Use Commission (ALUC) sent a letter to the City of Jurupa Valley stating it had determined the following requested entitlements of the proposed Project were inconsistent with the 2004 Flabob Airport Land Use Compatibility Plan:

1) General Plan Amendment (GPA) No. 16006, a proposal to amend Figure 2-5: 2017 General Plan Land Use Plan from Commercial Retail (CR) and Medium High Density Residential (MHDR)

to Commercial Retail (CR) for the proposed 1.79 acre commercial parcel and to High Density Residential (HDR) for the 5.16 acre residential parcel because of the Project site's location within Compatibility Zone C, which limits residential density to one (1) dwelling unit per five (5) acres.

2) Change of Zone (CZ) No.16011, a proposal to amend the Jurupa Valley Zoning Map from R-VC (Rubidoux Village Commercial) and A-1 (Light Agriculture) to R-2 (Multiple Family Dwellings) for the 5.16-acre residential parcel because of the Project site's location within Compatibility Zone C, which limits residential density to one (1) dwelling unit per five (5) acres.

3) Site Development Permit (SDP) No. 16043, a proposal to construct a 31,436 square foot two-story commercial building with related parking and landscaping; and a 5.16-acre parcel for a 68-unit multi-family housing development including a 3,818 square foot community center, a pool area with a 1,057 square foot pool building, and a 336 square foot maintenance building because of the Project site's location within Compatibility Zone C, which limits residential density to one (1) dwelling unit per five (5) acres and the commercial development exceeding the non-residential intensity of 75 people per acre (average) and 150 people per acre (single acre). Usage intensity calculations 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.

The ALUC determined the Project was not consistent with the Flabob ALUP due to the residential density restriction (1 unit/5 acres), and the commercial per acre occupancy limits (75 persons average, 150 persons max.). However, the ALUC comment letter did not provide calculations to support these conclusions. The Project proposes 68 units on 6.95 acres or 9.8 units per gross acre, so it does exceed the Zone C residential limit of 1 unit per 5 acres. It is estimated the proposed Project would generate a maximum of 57 employees and 241 customers at any given time on the site. These estimates are based on US Green Building Code (USGBC) employee⁴ and USGBC customer⁵ data, respectively, applied to the proposed 31,436 square feet of commercial space. This equals 298 total persons or 166.5 persons per acre at any given time on the commercial portion of the site (1.79 acres). Therefore, the Project exceeds or is not consistent with the Zone C restrictions for other commercial uses. It should also be noted the Project proposes no uses that are specifically prohibited within Zone C (i.e., public assembly uses such as theaters).

2. Airport Operations and Public Safety. While the ALUC determined the Project is not consistent with the Flabob Airport ALUP, the City's CEQA significance threshold is based on whether the Project would *"result in a safety hazard for people residing or working in the project area"* and not strictly whether or not it is consistent with the ALUP. To that end, the applicant submitted a safety

⁴ "Building Area Per Employee by Business Type", US Green Building Code, 549 SF/employee for "Specialty Retail" (ITE Code 814) which is comparable to the independent SANDAG rate of 588 SF/employee for neighborhood commercial uses. <https://www.usgbc.org/Docs/Archive/General/Docs4111.pdf>

⁵ "Table 1, Appendix 2, Default Occupancy Counts," US Green Building Code, data for General Retail category indicates 550 square feet/employee (similar to above) and 130 square feet per transients (customers and others). Website accessed July 30, 2018 <https://www.usgbc.org/credits/new-construction-existing-buildings-commercial-interiors-core-and-shell-schools-new-constr-3>

evaluation of the proposed Project prepared by Williams Aviation Consultants dated January 23, 2018. (Appendix B).

First, the Williams Aviation Consultants report prepared a FAR Part 77 evaluation of the Project. The report stated “*FAR Part 77 Obstruction Criteria is not used to determine if a structure will be a hazard to air navigation, rather, structures exceeding this criteria are studied closely by the FAA to determine if the structure will require mitigation or if the structure will impact terminal instrument procedures or visual flight rule traffic pattern airspace. Generally, a structure that exceeds FAR Part 77 Obstruction Standards will require mitigation such as lighting and/or marking in order to make it more conspicuous to...*” pilots (page 4, Williams Aviation Consultants Report, 2018). The Williams Aviation Consultants Report concluded the buildings of the Project, as proposed, would not infringe on the imaginary surfaces of the navigable airspace or other safety criteria established for the Flabob Airport (page 5, Williams Aviation Consultants 2018).

Next, the Williams Aviation Consultants Report then conducted a similar analysis of the Project relative to the following safety-related airport operational criteria:

- Terminal Instrument Procedures;
- Instrument Approach Procedures;
- Circle-to-Land Instrument Approach Procedures;
- Instrument Departure Procedures; and
- Visual Flight Rules Traffic Pattern Airspace.

This analysis determined the Project would also not have significant impacts on these airport safety and flight operations.

3. General Plan Consistency. Table 4.4-2 below evaluates the Project relative to the policies of the City’s General Plan that relate to Flabob Airport.

Table 4.1-2. General Plan Consistency Analysis (Hazards)

General Plan Policy	Consistency Analysis
LAND USE ELEMENT	
LUE 5.55 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 set forth in <i>Appendix 4.0</i> , 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.	Not Consistent. The evaluation letter from ALUC determined the Project, including the proposed General Plan Amendment and Change of Zone, is not consistent with the Flabob ALUP.
LUE 5.56 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	Consistent. The Project was submitted to the ALUC for review.

General Plan Policy	Consistency Analysis
Commission elects not to review a particular action.	
LUE 5.57 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.	Not Fully Consistent. The Initial Study determined the proposed Project would not experience significant noise impacts from the airport and the Williams Aviation Consultants Report determined the Project would not create significant safety impacts on airport operations. However, the evaluation letter from ALUC determined the Project was not consistent with the Flabob ALUP.
LUE 5.58 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 <i>Appendix A-4.0</i> , and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.	Not Consistent. The evaluation letter from ALUC determined the Project was not consistent with the Flabob ALUP.
LUE 5.61 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.	Not Consistent. The evaluation letter from ALUC determined the project was not consistent with the Flabob ALUP. The site plan does not cluster uses in a way that would achieve compatibility with the ALUP. Therefore, the proposed General Plan Amendment and Zone Change would not be consistent with the Flabob ALUP.
LUE 5.62 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.	Consistent. The proposed Project does not propose any uses that would attract birds or other wildlife that would be detrimental to airport operations.
LUE 5.63 Encroachment. Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.	Consistent. The Project would not introduce any structures that would encroach into or adversely affect navigable airspace.
LUE 5.65 Airport Referrals. Submit all development proposals located within an Airport Influence Area to the affected airport for review.	Consistent. The proposed Project was submitted to ALUC for review and comment.
<i>Source: City of Jurupa Valley General Plan, Land Use Element, adopted September 17, 2017.</i>	

Table 4.4-1 demonstrates the proposed Project is not fully consistent with the policies of the General Plan relative to the Flabob Airport, mainly due to the Project exceeding the Flabob ALUP Compatibility Zone C restrictions for residential uses (9.8 units/acre proposed vs. 1 unit/5 acres limit) and commercial uses (166.4 persons/acre average proposed vs. 150 persons/acre average occupancy limit).

Summary. The proposed Project is not consistent with the land use intensity limits of the Flabob ALUP. However, the Williams Aviation Consultants Report demonstrated the Project would not result in significant risks to airport operations or safety, or a significant risk to public health or

safety. The evaluation in Table 4.4-1 demonstrates the proposed Project is not fully consistent with all of the policies of the City General Plan relative to the Flabob Airport. It is important to note the General Plan policy inconsistencies all result from the Project exceeding the land use intensity limits of the Flabob ALUP for both residential and commercial uses. Based on the available information and erring on the side of caution, it is concluded the Project may result in a significant environmental impact in terms of airport hazards (i.e., Flabob ALUP inconsistency). Because there is no feasible mitigation for this impact, approval of the Project will require adoption of a Statement of Overriding Considerations from the City Council if the Project is approved due to this inconsistency with the Flabob ALUP.

D. Mitigation Measures

Any measures that would effectively mitigate the impacts of the proposed Project regarding consistency with the Flabob ALUP would require reduction or elimination of ten percent of the commercial space on the same acreage and elimination of essentially all of the residential units on the site (Flabob ALUP would allow only 1-2 units on the site). Such mitigation would essentially preclude development of the site and is therefore infeasible (i.e., any feasible mitigation would require fundamental changes to the Project's land use plan).

E. Level of Significance After Mitigation

No feasible mitigation is available to eliminate the identified inconsistency of the Project with the Flabob ALUP, so potential impacts related to airport safety are **significant and unavoidable**. A Statement of Overriding Considerations for this impact will be required if the Project is approved.

4.1.8 CUMULATIVE IMPACTS

The area of potential cumulative effects relative to airport hazards is the influence area of the Flabob Airport as outlined in the Flabob Airport Land Use Plan (ALUP). The 2004 ALUP identified a number of vacant properties with General Plan land use designations and/or zoning classifications that, if developed, would be in conflict with the land use intensity limits of the Flabob ALUP for Compatibility Zones C and potentially Zone D, as shown in Figure 4.4.1.

There were no feasible mitigation measures identified to reduce Project-level impacts, in this regard to less than significant levels. Since the Flabob ALUP also identifies a number of potential land use conflicts for future development within Zones C and D of the ALUP, development of the proposed Project, due to the inconsistency with the Flabob ALUP, could make a significant contribution to a cumulatively considerable impact related to airport safety and land use compatibility. This impact is considered **significant and unavoidable**. Approval of the proposed Project would require adoption of a Statement of Overriding Considerations from the City Council if the Project is approved since the ALUP determined the Project was not consistent with the land use intensity limits of Zone C of the Flabob ALUP.

SECTION 4.2 – LAND USE AND PLANNING

4.2.1 INTRODUCTION

The Initial Study⁶ that was prepared as part of the Notice of Preparation (NOP) determined that the proposed Project... “may result in or cause potentially significant impacts related to:

- Land Use and Planning (conflict with the *Flabob Airport Land Use Compatibility Plan*) (*Impact 3.10b*).” (page 1, NOP 2018).

This section examines the potential environmental impacts of the proposed Project relative to consistency with land use designations on the site as well as those of surrounding properties. The remaining environmental questions or issues in the Initial Study related to other land use and planning impacts were screened out or removed from more detailed analysis in this EIR (i.e., they were determined to be less than significant as outlined in the Initial Study). The following analysis is based on information obtained from: the *Jurupa Valley General Plan* (City of Jurupa Valley 2017a); the *Jurupa Valley Zoning Map* (City of Jurupa Valley 2017b), the *City of Jurupa Valley Municipal Code* (City of Jurupa Valley 2017c); Southern California Association of Governments (SCAG) *Final 2008 Regional Comprehensive Plan* (RCP) (SCAG, 2008); SCAG’s 2016-2040 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS)(SCAG, 2016); and Google Earth (Google Earth Pro, 2017). Refer to Section 7.0, *References*, for a complete list for referenced sources.

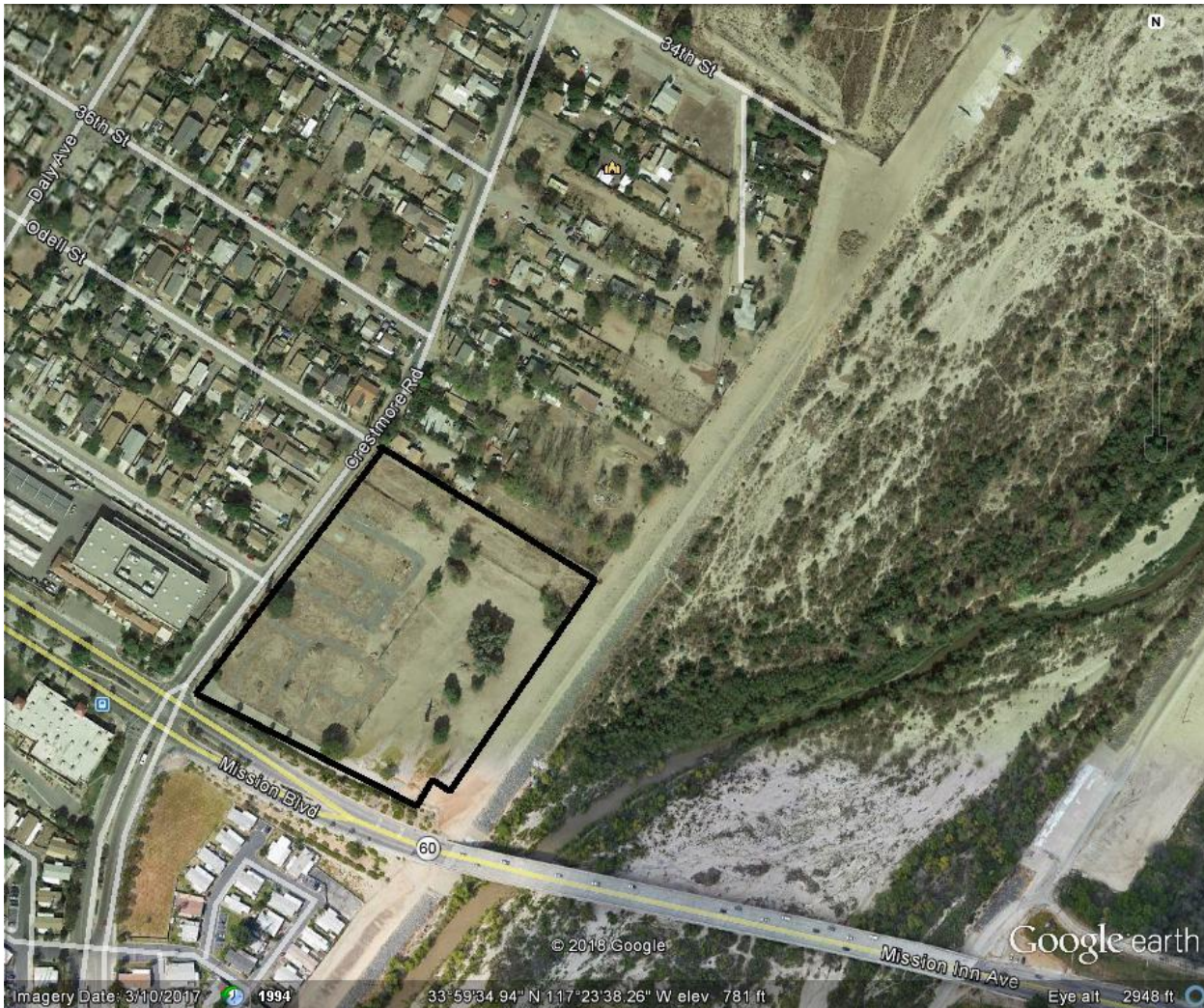
4.2.2 ENVIRONMENTAL SETTING

The Project site consists of approximately 6.95 net acres of vacant land. The site was previously a mobile home park as recently as 2010, and the paved access roads from that time are still on site. The site is very flat with a slope of 0.005 feet per foot in the northeast to southwest direction. When the site functioned as a mobile home park, there was access off of Crestmore Road, and off of the frontage road that is north of Mission Boulevard. That frontage road is now an access road to the Santa Ana River for the Riverside County Flood Control and Water Conservation District. The site is bounded by Crestmore Road on the west followed by the County of Riverside Fleet Services facility further to the west, single-family residential development and vacant land to the north, a vacant parcel to the east with the Santa Ana River further to the east, and Mission Boulevard to the south with a mobile home park and vacant land further to the south.

The Project site has been subject to historic human disturbances. Existing habitat on the site consists primarily of non-native, ruderal vegetation and non-native grasses. The ruderal vegetation present within the Project site consists of low-growing perennial plants and some taller trees. The dominant plant species include tree of heaven (*Ailanthus altissima*), California pepper tree (*Schinus molle*), castor bean (*Ricinus communis*), Mexican fan palm (*Washingtonia robusta*), tamarisk (*Tamarix* spp), ripgut (*Bromus diandrus*), coastal heron’s-bill (*Erodium cicutarium*), slender oat (*Avena barbata*), and stinknet (*Oncosiphon piluliferum*).

⁶ Based on analysis in the Initial Study Checklist dated June 12, 2018, Land Use and Planning, Page 79

An aerial photograph of the site is shown in Exhibit 4.2.1 while various site photograph of the Project area are shown in Exhibits 4.2.1 through 4.2-5. The existing land use designations and zoning classifications of the Project site and surrounding land area shown in Table 4.2-1. The existing and proposed General Plan land use designations for the site and surrounding lands are shown in Exhibit 4.2.6 and existing and proposed zoning classification are shown in Exhibit 4.2.7.



**Mission Gateway Plaza
Mission Gateway Villas**

Aerial Photo

Exhibit 4.2-1



**Mission Gateway Plaza
Mission Gateway Villas**

**Looking East Across Northern Portion of the
Site from Western Boundary**

Exhibit 4.2-2



**Mission Gateway Plaza
Mission Gateway Villas**

**Looking Northeast Across Center of the
Site from Western Boundary**

Exhibit 4.2-3



**Mission Gateway Plaza
Mission Gateway Villas**

**Looking Northeast Across the Site from
Southwest Corner**

Exhibit 4.2-4



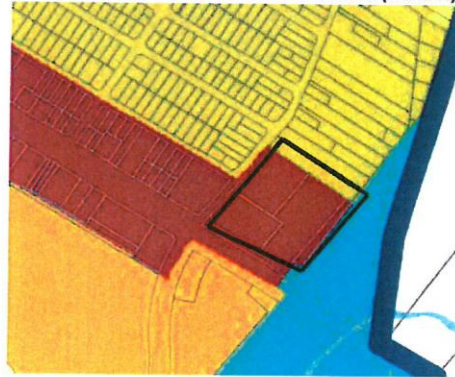
**Mission Gateway Plaza
Mission Gateway Villas**

**Looking Southeast Across Center of the Site
(Mt. Rubidoux in Background)**

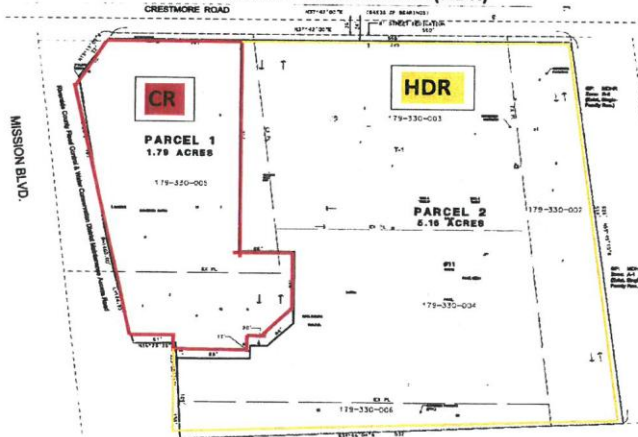
Exhibit 4.2-5

3,10

EXISTING GENERAL PLAN MAP: COMMERCIAL RETAIL (CR) & MEDIUM HIGH DENSITY RESIDENTIAL (MHDR)



PROPOSED GENERAL PLAN MAP: COMMERCIAL RETAIL (CR) & HIGH DENSITY RESIDENTIAL (HDR)



GPA #16006 Exhibit



Mission Gateway Plaza &
Mission Gateway Villas
Northtown Housing Development Corporation

- Legend:
- Medium High Density Residential
 - High Density Residential
 - Very High Density Residential
 - Commercial Retail
 - Water
 - City of Jurupa Valley Boundary



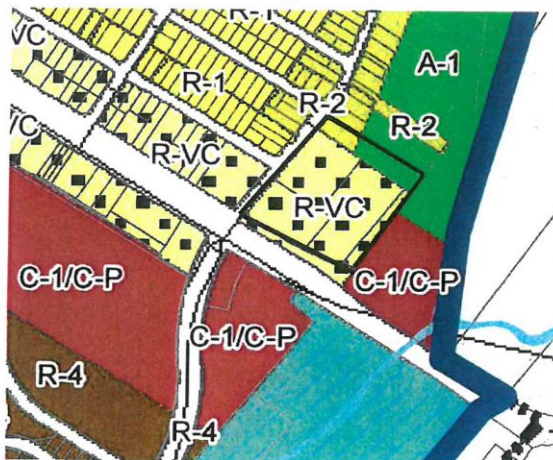
**Mission Gateway Plaza
Mission Gateway Villas**

**Existing and Proposed General Plan
Land Use Designations**

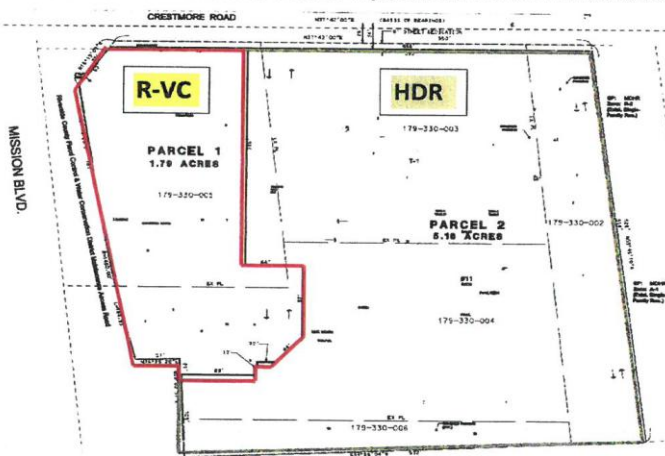
Exhibit 4.2-6

3.10

MA16224 - NORTHTOWN HOUSING DEVELOPMENT CORP
EXISTING ZONING MAP: RVC (RUBIDOUX VILLAGE COMMERCIAL); R-2
(MULTIPLE FAMILY DWELLINGS) & A-1 (LIGHT AGRICULTURAL)



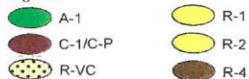
PROPOSED ZONING MAP: R-VC & R-2 (MULTIPLE FAMILY DWELLINGS)



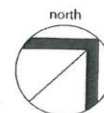
CZ #16011 Exhibit

Mission Gateway Plaza &
Mission Gateway Villas
Northtown Housing Development Corporation

Legend:



04.21.17



**Mission Gateway Plaza
Mission Gateway Villas**

**Existing and Proposed Zoning
Classifications**

Exhibit 4.2-7

4.2.3 NOP/SCOPING COMMENTS

A Notice of Preparation (NOP) for the proposed Project was released for public review on June 20, 2018. No comments were received during the NOP comment period that pertain to the topic of land use and planning.

4.2.4 REGULATORY FRAMEWORK

Regional Policies

The Southern California Council of Governments (SCAG) is a Joint Powers Authority (JPA) under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and other plans for the region.

As a MPO and public agency, SCAG develops transportation and housing plans that transcend jurisdictional boundaries that affect the quality of life for southern California as a whole. SCAG's *2008 Regional Comprehensive Plan (RCP)* and *2016-2040 RTP/SCS* serve as advisory documents 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.

SCAG's most recent 2008 RCP is a holistic, strategic plan for defining and solving inter-related housing, traffic, water, air quality, and other regional challenges. The RCP ties together SCAG's role in transportation, land use, and air quality planning and recommends key roles and responsibilities for public and private sector stakeholders and invites them to implement reasonable policies that are within their control. (SCAG, 2008, p. 2)

SCAG adopted their most recent RTP/SCS in April 2016. The RTP/SCS sets forth the long-range regional plan, policies, and strategies for transportation improvements and regional growth throughout the SCAG region through the horizon year of 2040. (SCAG, 2016, Resolution No. 16-578-2)

City General Plan Policies

A number of specific policies outlined in various City's General Plan Elements apply to the proposed Project. For brevity, these many policies are not outlined here, but the Project's consistency with these various policies is evaluated later in *Table 4.2-2: General Plan Consistency*.

City of Jurupa Valley Municipal Code – Planning and Zoning (Title 9)

The Project is proposing a change of zone (CZ) from R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture) to R-VC (Rubidoux Village Commercial) for the proposed 1.79-acre commercial parcel and to R-2 (Multiple Family Dwellings) for the 5.16-acre residential parcel. As detailed in Municipal Code Title 9, *Planning and Zoning*, the intent of each of these zones is listed below:

***R-VC (Rubidoux Village Commercial):** This zone would “...create a tool for implementation of the Jurupa Valley Redevelopment Plan as it pertains to the “Rubidoux Village Policy Area” designated in the Jurupa Area Plan. The Rubidoux Village Policy Area has been designated to receive specific assistance in the terms of redevelopment activities and public facilities improvements. The development standards of this zone are intended to ensure the redevelopment of the Rubidoux Village Policy Area with a variety of intense compact commercial and service uses appropriate for a community commercial center. Development within the Rubidoux Village Policy Area shall be subject to an architectural theme as illustrated in the “Rubidoux Village Design Workbook.”... The Rubidoux Village Policy Area is comprised of one (1) commercial designation and zone (Rubidoux-Village Commercial) in the Jurupa Community Plan. The Village Commercial designated area is subdivided into three (3) distinct planning sub-areas: West Village, Village Center and East Village. Given the nature and intensity of the commercial uses and the desired characteristics for the Rubidoux Village Policy Area, particular uses shall or shall not be permitted in the sub-areas...” (CJV MC Section 9.140.010)*

***R-2 (Multiple Family Dwellings):** “The development objective of this section is to facilitate single-family residential subdivision projects which exhibit excellence in design and in the provision of housing opportunities through an integration of site planning, subdivision design, and housing development. It is envisioned that the site plans for these developments will be determined through a thorough analysis of a project site in terms of its constraints, opportunities, grading requirements, area characteristics, the requirements of the Jurupa Valley General Plan, and other city ordinances governing the development of land.” (CJV MC Section 9.70.120)*

4.2.5 METHODOLOGY

The Project site and surrounding areas were reviewed relative to the Project's proposed land use designations and zoning classifications. The City's General Plan, Municipal Code, and SCAG documents are referenced as appropriate to determine potential impacts of the proposed Project regarding land use and planning. This analysis includes consistency with existing land use and zoning designations as well as consistency with surrounding land uses since the Project is requesting a General Plan Amendment (GPA) and Change of Zone (CZ) to create a mixed-use development consisting of one (1) 1.79-acre parcel for a 31,436 square foot commercial building in the southern portion of the site, adjacent to Mission Boulevard, and a 5.16-acre parcel for a 68-unit multi-family housing development in the central and northern portions of the site, as shown in Figure 4.2.5. The GPA and CZ are summarized below:

General Plan Amendment. Change the land use designation from Commercial Retail (CR) and Medium High Density Residential (MHDR) to Commercial Retail (CR) for the proposed 1.79-acre commercial parcel and to High Density Residential (HDR) for the 5.16-acre residential parcel.

Change of Zone. Change the zoning from R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture) to R-VC (Rubidoux Village Commercial) for the proposed 1.79-acre commercial parcel and to R-2 (Multiple Family Dwellings) for the 5.16-acre residential parcel.

4.2.6 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 Environmental Checklist Form included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts, but only for those impacts identified in the Initial Study for the Project that required additional analysis in the EIR. Appendix G of the State CEQA Guidelines recognizes the following significance threshold related to land use and planning. Based on this significance threshold, a project would have a significant impact on land use and planning if it would:

- b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.*

4.2.7 IMPACT ANALYSIS

Threshold b: Would the Project 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?

A. Plans, Policies, and Programs (PPPs)

The following applies to the Project and would reduce impacts relating to conflicts with any applicable land use plan, policy, or regulation. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.3-1 The Project is required to pay mitigation fees pursuant to the Western Riverside County Multiple Species Habitat Conservation Plan (MHSCP).

B. Project Design Features (PDFs), and Mitigation Measures

There are no Project Design Features applicable to the Project related to the topic of land use and planning.

C. Level of Significance Before Mitigation

The land use plans, policies, and regulations applicable to the proposed Project include, from regional to local: (1) SCAG's 2008 RCP and 2016-2040 RTP/SCS; (2) Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP); (3) City's General Plan; and (4) City's Zoning Code.

1. Analysis of Consistency with the SCAG 2008 RCP and 2016-2040 RTP/SCS

SCAG's 2008 RCP and 2016-2040 RTP/SCS are the applicable SCAG planning documents that apply to the proposed Project. The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. The RTP/SCS goals are meant to provide guidance for considering proposed projects for municipalities throughout the SCAG jurisdictional area within the context of regional goals and policies. Table 4.2.1 evaluates the proposed Project relative to the applicable SCAG RTP and SCS goals.

Table 4.2.1: Analysis of Consistency with SCAG 2016-2040 RTP/SCS Goals

RTP/ SCS GOAL	GOAL STATEMENT	PROJECT CONSISTENCY DISCUSSION
G1	Align the plan investments and policies with improving regional economic development and competitiveness.	Consistent. The proposed Project would not impede economic development in the Project area or elsewhere in the City of Jurupa Valley.
G2	Maximize mobility and accessibility for all people and goods in the region.	Consistent. The Project would develop new commercial uses within this mixed-use project that would help reduce vehicle miles traveled by Project residents, as well as residents in the neighboring residential areas as well.
G3	Ensure travel safety and reliability for all people and goods in the region.	Consistent. There is no component of the proposed Project that would result in a substantial safety hazard to motorists and the Project is at an existing signalized intersection (i.e., Mission Boulevard and Crestmore Road).
G4	Preserve and ensure a sustainable regional transportation system.	Consistent. This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would not affect roadway system planning or maintenance efforts within the City of Jurupa Valley.
G5	Maximize the productivity of our transportation system.	Consistent. This policy would be implemented by cities and the counties within the SCAG region as part of comprehensive transportation planning efforts. The Project does not have any components that will interfere with how efficiently transportation providers move people and goods.
G6	Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	Consistent. As concluded in Section 3.3 of the Initial Study, pages 26-38, implementation of the Project would result in less than significant impacts to air quality. The Project would also have a less than significant impact with respect to conflicts with adopted policies or programs regarding public transit, bicycle, or pedestrian facilities. The Project would encourage active transportation by maintaining or where needed constructing sidewalks along the Project's frontages of Mission Boulevard and Crestmore Road. The Project is located within the service areas of Riverside Transit Agency (RTA), a public transit agency serving various jurisdictions within Riverside County. There are several RTA bus stops in the vicinity of the Project site along Mission Boulevard. The closest Metrolink train station to the Project site (Pedley Station) is located approximately 4.6 miles west-southwest of the Project site. Based on the foregoing, the Project would be consistent with RTP/SCS Goal G6.

Table 4.2.1: Analysis of Consistency with SCAG 2016-2040 RTP/SCS Goals

RTP/ SCS GOAL	GOAL STATEMENT	PROJECT CONSISTENCY DISCUSSION
G7	Actively encourage and create incentives for energy efficiency, where possible.	Consistent. This policy provides guidance to establish local incentive programs to encourage and promote energy efficient development. The Project includes design features related to building design, landscaping, and energy systems to promote the efficient use of energy for both the commercial and residential portions of the Project, as required by Title 24 of the California Code of Regulations (the “California Building Standards Code”; particularly Part 6 [the California Energy Code]) and Part 11 (the California Green Building Standards Code).
G8	Encourage land use and growth patterns that facilitate transit and active transportation.	Consistent. This policy provides guidance to establish a local land use plan that facilitates the use of transit and active (non-motorized) forms of transportation. The Project proposes to develop the property as mixed-use with commercial uses along Mission Boulevard and multi-family residential uses in the center and northern portions of the site, adjacent to existing residential uses. Accordingly, the proposed Project would implement the City of Jurupa Valley’s vision for a planned and orderly pattern of growth within the Project area. The proposed Project also does not include any elements that would impede access to public transit. As such, the Project is consistent with G8.
G9	Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Consistent. This policy provides guidance to the City of Jurupa Valley to monitor the transportation network and to coordinate with other agencies as appropriate. The proposed Project does not include any components that would affect the security of the regional transportation system or would otherwise interfere with transportation system monitoring, rapid recovery planning, and/or coordination efforts between security agencies. (Note: SCAG does not yet have an agreed-upon security performance measure).

As shown in *Table 4.2.1: Analysis of Consistency with SCAG 2016-2040 RTP/SCS Goals*, implementation of the proposed Project would not result in an inconsistency with the adopted *2016-2040 RTP/SCS*. Based on this analysis, the Project would not conflict with any applicable (regional) land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating adverse environmental effects and impacts. Accordingly, impacts would be less than significant with respect to Threshold b.

2. Analysis of Consistency with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

As discussed in the Initial Study (Appendix A), The Project site is not in or immediately adjacent to any Criteria Cells or Linkages of the MSHCP, although it is close to the Santa Ana River which is considered a key regional habitat resource and wildlife movement corridor of the MSHCP. The Project site has been disturbed by residential and related development since the 1930's, including a mobile home park until 2010. The site is currently vacant and supports a number of large trees, large shrubs, and weedy groundcover. Development of the Project site is not expected to have any significant impacts on biological resources covered by the MSHCP with implementation of Mitigation Measure BIO-1 (Pre-construction Burrowing Owl Survey). In addition, the developer will pay the appropriate MSHCP development impact fee if the Project is approved (per PPP 3.4-1 described in Section A above). Therefore, impacts related to the MSHCP would be less than significant with implementation of PPP 3.4-1 and MM-BIO-1 with respect to Threshold b.

3. Analysis of Consistency with the City's General Plan

The first level of analysis is the Project's consistency with surrounding General Plan land use designations (see Exhibit 4.2.6, *Existing and Proposed General Plan Land Use Designations*). For context, most of the Project site is classified as Commercial Retail (CR) with a small strip in the northern portion of the site designated for Medium High Density Residential (MHDR). The Project proposes the designations on the site be changed to allow Commercial Retail (CR) uses in the southern portion of the site, along Mission Boulevard, while allowing high density residential uses (HDR) in the central and northern portions of the site.

The new commercial uses of the Project would be consistent with existing commercial uses further west along both sides of Mission Boulevard, as well as with planned future commercial uses southeast of the site (i.e., property designated CR). Therefore, the proposed uses would be consistent with these existing and planned uses in terms of the General Plan.

The proposed HDR portion of the site would have 68 units on 5.16 acres or a gross density of 13.2 units per acre. The Project proposes the residential units in ten buildings with up to three (3) stories and a maximum height of forty (40) feet. The existing residential uses to the north and west are small lot single family residences but these areas are designated for Medium High Density Residential (MHDR). The proposed uses would be compatible with the existing residences to the degree that both are residential in nature, and they are both designated for relatively high density residential uses. However, the proposed uses would be considerably more dense than the existing small lot single family uses there at present. For example, the area west of the site has approximately 7 units per acre or 5,500 square foot lots along Odell Street to the west. In contrast, the area north of the site has some large almost rural-style lots up to one acre in size that were planned long ago to support light agricultural uses (e.g., 70 feet wide by 600 feet deep).

Although the proposed Project increases the residential density adjacent to the area north of the site that has some large almost rural-style lots up to one acre in size, the residential structures on

the site would be separated from the single-family development to the north by a landscaped buffer, a driveway, parking spaces, and a block wall. The Project will meet zoning code setback requirements between higher density residential and lower density residential. The proposed Project also increases the residential density near the area west of the site that is developed at a density of approximately 7 units per acre (5,500 square foot lots along Odell Street) to the west of Crestmore Road. In this area, Crestmore Road provides a buffer between the proposed higher density residential on the east of Crestmore Road and the existing lower density residential development on Odell Street west of Crestmore Road.

While the differing densities could represent a potential land use conflict between the two areas, with adherence to zoning code requirement for adequate setbacks and the site design features noted above, the potential impacts are less than significant. In addition, the location of the proposed higher density residential uses adjacent to a new commercial center, and similar commercial uses along Mission Boulevard, makes this higher density residential development an appropriate use of the site. This higher density residential mixed-use project with commercial uses along a major roadway with transit service is also consistent with regional land use and economic goals outlined earlier in the analysis of SCAG documents (see Subsection 1 above).

Table 4.2-2: General Plan Consistency Analysis (Land Use), provides an analysis of the Project's consistency with all applicable General Plan goals, objectives, and policies that were adopted for the purpose of avoiding or mitigating an environmental effect. As shown in Table 4.2-2, the Project would not result in an inconsistency with any of the applicable General Plan goals, objectives, and policies except for those related to consistency with the Flabob Airport Land Use Plan (ALUP) which are addressed in detail in EIR Section 4.1, *Hazards and Hazardous Materials*.

Table 4.2-2: General Plan Consistency Analysis (Land Use)

General Plan Goal/Objective/Policy	Proposed Project Consistency
Air Quality Element	
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 from polluting sources, wherever possible.	Consistent. The proposed Project is required to adhere to applicable SCAQMD regulations that are intended to reduce impacts to air quality. The proposed Project is not located directly adjacent to any major sources of criteria air pollutants or toxic air contaminants. It is also adjacent to the Santa Ana River which provides open space and air movement to help reduce the localized buildup of air pollutants. As indicated in the analysis contained in the Initial Study, Section 3.3, pages 26-38, the proposed Project's construction-source and operational localized emissions would not expose sensitive receptors to substantial pollutant concentrations and would be below applicable significance criteria established by the SCAQMD.
AQ 2.2. Pollution Control Measures. Strongly encourage the use of pollution control	Consistent. The Project includes comprehensive landscaping throughout the Project site, which

General Plan Goal/Objective/Policy	Proposed Project Consistency
measures such as landscaping, vegetation and other materials that trap particulate matter or control pollution.	include trees and vegetation along the Project boundary. As indicated in the analysis contained in the Initial Study, Section 3.3, pages 26-38, the proposed Project's construction-source and operational localized emissions would not expose sensitive receptors to substantial pollutant concentrations.
AQ 3.1 Efficient Building Materials/Equipment. Encourage the use of building materials/methods and heating equipment that are efficient and reduce emissions.	Consistent. The proposed Project is required to be constructed in accordance with all applicable CALGreen Building Standards and California Energy Efficiency Standards. Compliance with CALGreen Building Standards and California Energy Efficiency Standards would ensure that the Project would utilize building materials and methods that would be designed to reduce energy consumption for both its commercial and residential uses.
AQ 3.3. Stationary Pollution Reduction. Require stationary pollution sources to prevent the release of toxic pollutants through the following: 1. Design features; 2. Operating procedures; 3. Preventive maintenance; 4. Operator training; and 5. Emergency response planning	Consistent. The proposed Project does not include any components that would result in the release of toxic pollutants through stationary pollution sources. The Project is required to comply with all applicable regulatory requirements, including those that are listed in the Initial Study, Section 3.3, pages 26-38.
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.	Consistent. As indicated in the Initial Study, Section 3.3, pages 26-38, the Project would be required to implement PPPs and Mitigation Measure AQ-1 that would reduce the potential for impacts associated with construction emissions to levels that are below applicable significance thresholds.
AQ 3.5. Fugitive Dust Reduction Measures. Apply, as appropriate, measures contained in the County's Fugitive Dust Reduction to the entire City.	Consistent. The proposed Project is required to comply with the SCAQMD Rule 403, "Fugitive Dust." The proposed Project will implement the best available dust control measures during construction.
AQ 3.6 Grading in High Winds. Suspend all grading when wind speeds exceed 25 miles per hour.	Consistent. The proposed Project is required to comply with SCAQMD Rule 403, "Fugitive Dust" including the mandatory provisions applicable to conditions when wind speeds exceed 25 miles per hour.
Community Safety Services and Facilities Element	
CSSF 2.44. Drought-Tolerant Landscaping. Require the use of drought-tolerant landscaping in all new development.	Consistent. The Project is required to comply with Section 9.283 (Water Efficient Landscape Design Requirement) of the City of Jurupa Valley Municipal Code. Compliance with these provisions would result in the installation of drought-tolerant landscaping at the Project site.

General Plan Goal/Objective/Policy	Proposed Project Consistency
Conservation and Open Space Element	
COS 5.5. Energy Efficiency and Green Building. Encourage energy-efficient “green buildings” as addressed by the U.S Green Building Council’s LEED (Leadership in Energy and Environmental Design) Program or through other similar programs.	Consistent. The proposed Project is required to be in accordance to the CALGreen Building Standards and California Energy Efficiency Standards that are intended to reduce the Project’s energy demand for both its commercial and residential uses.
Land Use Element	
LUE 5.55. 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 set forth in <i>Appendix 4.0</i> , 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.	Not Consistent. The evaluation letter from ALUC determined the project, including the GPA and CZ, is not consistent with the Flabob ALUP.
LUE 5.56. 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.	Consistent. The proposed Project was submitted to ALUC for review and comment.
LUE 5.57. 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.	Not Fully Consistent. The Initial Study determined the proposed Project would not experience significant noise impacts from the airport and the Williams Aviation Consultants Report determined the Project would not create significant safety impacts on airport operations. However, the evaluation letter from ALUC determined the Project was not consistent with the Flabob Airport Land Use Compatibility Plan.
LUE 5.58. 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 <i>Appendix A-4.0</i> , and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.	Not Consistent. The evaluation letter from ALUC determined the project was not consistent with the Flabob ALUP.
LUE 5.61. Cluster Development. Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable	Not Consistent. The evaluation letter from ALUC determined the project was not consistent with the Flabob ALUP. The site plan does not cluster uses in a way that would achieve compatibility with the ALUP.

General Plan Goal/Objective/Policy	Proposed Project Consistency
Airport Land Use Compatibility Plan.	Therefore, the proposed Project would not be consistent with the ALUP.
LUE 5.62 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.	Consistent. The proposed Project does not propose any uses that would attract birds or other wildlife that would be detrimental to airport operations.
LUE 5.63. Encroachment. Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.	Consistent. The project would not introduce any structures that would encroach into or adversely affect navigable airspace.
LUE 5.65. Airport Referrals. Submit all development proposals located within an Airport Influence Area to the affected airport for review.	Consistent. The proposed Project was submitted to ALUC for review and comment.
LUE 7.4. 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.	Consistent. The proposed Project requests a General Plan Amendment (GPA) and Change of Zone (CZ) to modify the land use and zoning designations for the Project site, however, the requested GPA and CZ are compatible with adjacent residential uses to the north and west, and commercial uses to the southwest and south (along Mission Boulevard). The proposed land use changes are also generally consistent with the overall land use goals of the Rubidoux Village Center Overlay.
LUE 7.5. 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.	Consistent. The proposed Project requests a General Plan Amendment (GPA) and Change of Zone (CZ) to modify the land use and zoning designations for the Project site, however, the requested GPA and CZ are consistent with adjacent residential uses to the north and west, and commercial uses to the southwest and south (along Mission Boulevard). The proposed land use changes are also consistent with the overall land use goals of the Rubidoux Village Center Overlay.
LUE 7.6. 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.	Consistent. The proposed Project requests a General Plan Amendment (GPA) and Change of Zone (CZ) to modify the land use and zoning designations for the Project site. The requested changes will result in providing commercial uses within the Rubidoux Village Center Overlay.
LUE 10.1. Land Use Balance. Encourage communities that provide a balanced mix of land uses, including open space, employment, recreation, shopping, and housing.	Consistent. The Project site is currently vacant and underutilized. The proposed Project would provide a mix of residential and commercial uses consistent with surrounding uses and those planned in the general area. The proposed land use changes are also consistent with the overall land use goals of the

General Plan Goal/Objective/Policy	Proposed Project Consistency
	Rubidoux Village Center Overlay. The Project would increase employment in the area by creating jobs as well as contributing to the mix of residential land uses in the surrounding area.
<p>LUE 10.2. 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.</p>	<p>Consistent. According to the General Plan Land Use Map, the Project site is not located in or in proximity to any Opportunity areas. The proposed Project would result in the implementation of a mixed-use commercial/residential development on the underutilized Project site and would not interfere with the development of infill and underutilized parcels within Opportunity areas identified in the General Plan. The proposed uses would be consistent with residential uses to the north and west and commercial uses to the southwest and south.</p>
<p>LUE 10.3. Parcel Consolidation. Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance, where appropriate.</p>	<p>Consistent. The proposed Project would consolidate 5 parcels into 2 parcels and implement a mixed-use commercial and residential development plan.</p>
<p>LUE 10.4. Street and Trail Connectivity. Create street and trail networks that directly connect local destinations and that promote use by pedestrians, equestrians, and bicyclists.</p>	<p>Consistent. The proposed Project is located in a predominantly developed area. Bikeways and pedestrian facilities are located in the immediate vicinity of the Project site and within surrounding roadways. In addition, the (regional) Santa Ana River bicycle trail is just east of the site.</p>
<p>LUE 11.6 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.</p>	<p>Consistent. The proposed Project is required to submit building plans and a Title 24 Compliance Report to the City of Jurupa Valley for review to ensure the Project meets CALGreen Codes, CA Title 24 Energy Efficiency Standards, and City water efficient landscape requirements for both commercial and residential uses.</p>
<p>LUE 12.1. Service Capacity. Ensure that development does not exceed the City's or the community service 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.</p>	<p>Consistent. The City of Jurupa Valley and Rubidoux Community Services District has reviewed the proposed Project to ensure that it would not have an adverse impact on infrastructure and services. Through the payment of mandatory development impact fees, the Project would have a less than significant impact in this regard.</p>
<p>LUE 13.1. 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.</p>	<p>Consistent. The Project would be required by the City to contribute its fair share to fund infrastructure and public facilities via City of Jurupa Municipal Code Chapter 3.75, <i>Development Impact Fee</i>.</p>
Mobility Element	

General Plan Goal/Objective/Policy	Proposed Project Consistency
<p>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.</p>	<p><u>Consistent.</u> The proposed Project would generate a small amount of new employment and additional housing in the City, however, it is not anticipated that the Project would be a major employment center. Bikeways and pedestrian facilities occur in the immediate vicinity within surrounding roadways, including Mission Boulevard and the regional trail along the Santa Ana River just east of the site.</p>
<p>ME 2.9. Project Integration. Encourage development of projects that facilitate and enhance the 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.</p>	<p><u>Consistent.</u> The proposed Project area is served by existing alternative modes of transportation including bus service along Mission Boulevard as well as bikeways and pedestrian facilities. The Project would not discourage or otherwise impede the development of other projects within portions of the City where such alternative modes of transportation are available.</p>
<p>ME 2.12. Target Levels of Service. Until a multi-modal based metric is adopted, City will maintain the following target Levels of Service, or “LOS”:</p> <p>a. LOS C along all County 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, Expressways, conventional state highways or freeway ramp intersections.</p> <p>b. LOS D or E may be deemed acceptable by the City Council in designated village centers and for multi-modal mobility corridors that include facilities for at least three transportation modes in addition to motor vehicles, and that support transit-oriented development and walkable communities. LOS F is not considered an acceptable level of service.</p>	<p><u>Not Consistent.</u> A traffic impact study was performed for the proposed Project as summarized in Draft EIR Section 4.3 <i>Transportation and Traffic</i>. The study analyzed the Project’s potential traffic impacts and determined that impacts would be significant. Mitigation, which must have a proportional nexus to the Project’s impacts, would require the payment of fair share fees to the City of Jurupa Valley that would be spent by the City towards the improvements that would address the Project’s impacts. However, the contribution of fair-share fees towards roadway improvements would not ensure the physical implementation of the improvements at their time of need, resulting in significant and unavoidable traffic-related impacts.</p>
<p>ME 2.14. 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 measure for new development.</p>	<p><u>Consistent.</u> A traffic impact study was performed for the proposed Project as summarized in EIR Section 4.3 <i>Transportation and Traffic</i>, which utilizes the City’s level of service standards to analyze the Project’s potential traffic impacts.</p>
<p>ME 2.15. Traffic Impact Evaluation. New developments shall be reviewed to identify project-related impacts to circulation facilities and shall provide site improvements necessary to</p>	<p><u>Not Consistent.</u> A traffic impact study was performed for the proposed Project as summarized in Draft EIR Section 4.3 <i>Transportation and Traffic</i>. The study analyzed the Project’s potential traffic</p>

General Plan Goal/Objective/Policy	Proposed Project Consistency
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.	impacts and determined that impacts would be significant. Mitigation, which must have a proportional nexus to the Project's impacts, would require the payment of fair share fees to the City of Jurupa Valley that would be spent by the City towards the improvements that would address the Project's impacts. However, the contribution of fair-share fees towards roadway improvements would not ensure the physical implementation of the improvements at their time of need, resulting in significant and unavoidable traffic-related impacts.
ME 2.16. 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.	Consistent. A traffic impact analysis was prepared as a component of this Draft EIR (see Appendix C) to evaluate the Project's impacts to circulation facilities. The traffic impact analysis determined the significance of all impacts associated with the Project.
ME 2.17. Impact Mitigation. Mitigate direct project related traffic impacts by requiring street improvements as conditions of approval, or for indirect and cumulative impacts, through the payment of mitigation fees to fund improvement of streets and other transportation facilities.	Not Consistent. The implementation of PPP 4.5-1 and Mitigation Measures MM 4.5-1 through MM 4.5-5 identified EIR Section 4.3, <i>Transportation and Traffic</i> , would require the Project Applicant to pay development impact fees and participate in fair-share funding programs to address the Project's impacts to the local roadway network. The required contribution of fair-share fees towards the needed intersection improvements would not ensure the physical implementation of the improvements at their time of need, resulting in a significant and unavoidable direct traffic impact.
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.	Consistent. The proposed Project has been designed to include pedestrian walkways between the proposed buildings and would include bicycle racks for employees. Moreover, the proposed Project includes pedestrian walkways that connect to existing pedestrian facilities in the surrounding roadways.
ME 3.17. Public Transit Connections. Ensure safe pedestrian access through developments to existing and future transit routes and terminal facilities through project design.	Consistent. The proposed Project has been designed to include onsite pedestrian walkways that connect to existing pedestrian facilities within the surrounding roadways which would allow for access to existing and future transit facilities.
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.	Consistent. The proposed Project has been designed to include ADA-compliant walkways throughout the Project site.

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<p>ME 7.9. 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.</p>	<p>Consistent. Recycled water is not available at the Project site. However, the proposed Project includes drought tolerant landscaping.</p>
<p>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.</p>	<p>Consistent. The proposed Project would have access to Mission Boulevard via two driveways on Crestmore Road, and the Project would provide pedestrian entry walkways that would connect with existing walkways along the surrounding roadways. No other right-of-way dedication and improvements are required for the Project.</p>
<p>ME 8.12. Heavy Truck Restrictions in Residential Neighbor-hoods. 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.</p>	<p>Consistent. During Project operation, heavy trucks would not utilize the site but rather smaller commercial vehicles for the commercial uses planned onsite.</p>
<p>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.</p>	<p>Consistent. The proposed Project has been designed to minimize off-street loading facilities from facing the existing roadways (i.e., loading for commercial building #15 in proposed site plan – Exhibit 3.5 – is at the southeast corner of the building which faces Mission Boulevard). There are no residential uses immediately adjacent to the Project site that would face the loading facilities. The Project has been designed to accommodate truck backing and maneuvering onsite.</p>
<p>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.</p>	<p>Consistent. Primary access to the proposed commercial uses of the Project would be via Crestmore Road at 37th Street as there is insufficient distance and too great an elevation difference to install a driveway access to the site from Mission Boulevard (i.e., due to the bridge approach east of Crestmore Road).</p>
<p>ME 8.15. Intersection Design. Design street intersections, where appropriate, to ensure the safe, efficient passage of pedestrians,</p>	<p>Consistent. The design of the onsite circulation components would accommodate the turning movements of trucks within the Project site</p>

General Plan Goal/Objective/Policy	Proposed Project Consistency
bicyclists, equestrians, and vehicles.	accessing the commercial uses at the southern end of the site. The proposed driveway intersection along Crestmore Road meets City standards.
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.	Consistent. The proposed Project is on two established main streets and would not create transportation hazards because the intended uses are compatible with the predominantly commercial/residential character of the Project area and existing circulation design and grading.
ME 8.17. Sight Distance. Provide adequate sight distances for safe vehicular movement at a road's design speed and at all intersections.	Consistent. City staff has reviewed the proposed Project's access driveways to ensure that they provide adequate site distances for safe vehicular movement.
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.	Consistent. Roadway improvements would occur within the existing public right-of-way and would be installed in the conformance with the City's design standards. The proposed Project would not require additional right-of-way or easements 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.	Consistent. The Project would be designed to allow for adequate roadway design standards utilizing existing roadways (i.e., Mission Boulevard and Crestmore Road).
ME 8.34. Funding Tools. Use annexations, redevelopment agreements, tax-increment financing, revenue-sharing tax allocation agreements and 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.	Consistent. The proposed Project will be required to pay fair-share fees through the implementation of the City's development impact fee program and through the implementation of mitigation measures identified in this Draft EIR in order to accommodate the Project's fair-share contribution toward any cumulative traffic impacts.
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.	Consistent. The proposed Project is required to pay fair-share fees through the implementation of the City's development impact fee program and through the implementation of mitigation measures identified in Draft EIR Section 4.3, <i>Transportation and Traffic</i> , in order to accommodate the Project's fair-share contribution toward any cumulative traffic impacts.
Noise Element	
NE 1.5. Noise-Sensitive Uses. Consider the following uses noise-sensitive and discourage the uses in areas in excess of 65 CNEL: schools, hospitals, assisted living facilities, mental	Consistent. The proposed Project includes residential uses which are identified as noise-sensitive uses in General Plan Policy NE 1.5. Moreover, as discussed in Section 3.12, <i>Noise</i> , of the

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care facilities, residential uses, libraries, passive recreational uses, and places of worship.	Initial Study (pages 84-92), the proposed Project would not result in significant impacts to existing sensitive receptors within the Project vicinity with implementation of Mitigation Measure NOI-1 (Construction Noise Mitigation Plan) and NOI-2 (Vibration Notes on Grading Plan).
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 the measures such as building techniques, setbacks, landscaping, and noise walls should be considered.	Consistent. As discussed in Section 3.12, <i>Noise</i> , of the Initial Study NOP (pages 84-92), the Project would have less than significant impacts on noise sensitive land uses in the vicinity of the Project site with implementation of Mitigation Measure NOI-1 (Construction Noise Mitigation Plan) and NOI-2 (Vibration Notes on Grading Plan).
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.	Consistent. The proposed commercial and residential uses would be located in an area that is designated for similar commercial and residential development.
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.	Consistent. As discussed in Section 3.12, <i>Noise</i> , of the Initial Study (pages 84-92), the Project's operational noise impacts would be less than significant. Accordingly, hour restrictions would not be required for the Project's operation.
NE 3.1. Noise Analysis. Require that a noise analysis be conducted by an acoustical specialist for all proposed development project 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.	Consistent. A Project-specific Noise and Vibration Impact Assessment was performed for the proposed Project and reviewed by the City of Jurupa Valley Planning Department. A discussion of the study was included in Section 3.12, <i>Noise</i> , of the Initial Study (pages 84-92), which concluded that the proposed Project would result in less than significant noise impacts on adjacent land uses with implementation of Mitigation Measure NOI-1 (Construction Noise Mitigation Plan) and NOI-2 (Vibration Notes on Grading Plan)..
NE 3.2. Truck Loading, Shipping, and Parking. Require that the loading, shipping, or packing facilities of commercial and industrial land uses that abut or are within 200 feet of residential parcel, be located and designed to minimize potential noise impacts upon residents. Overnight commercial truck parking areas shall be regulated in the Zoning Ordinance as commercial use.	Consistent. Impacts associated with stationary noise that would be generated during Project operations were analyzed in the Project-specific Noise and Vibration Impact Assessment. As discussed in Section 3.12, <i>Noise</i> , of the Initial Study (pages 84-92), the Project would result in less-than-significant impacts on noise sensitive land uses adjacent to the Project site. The Project abuts residential land uses to the north and northwest, but the proposed commercial uses are not adjacent to any of the existing residential uses (i.e., they are

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	proposed next to Mission Boulevard).
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.	Consistent. As discussed in Section 3.12, <i>Noise</i> , of the Initial Study (pages 84-92), the Project's short-term construction noise impacts would be less than significant with implementation of Mitigation Measure NOI-1 (Construction Noise Mitigation Plan) and NOI-2 (Vibration Notes on Grading Plan).
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.	Consistent. The Project abuts residential land uses to the north and west, and all construction activities associated with the Project are required to comply with the requirements of Chapter 11.05 (Noise Regulations) of the City of Jurupa Valley Municipal Code, which limits the hours during which construction activity can occur on the site.
<i>Source: City of Jurupa Valley General Plan, Land Use Element, adopted September 17, 2017.</i>	

As demonstrated above in *Table 4.2-2: General Plan Consistency Analysis*, the Project would be consistent with all of the City's applicable General Plan policies except for the following:

- Land Use Element Policies LUE-5.55, 5.57, 5.58, and 5.61 with respect to consistency with the Flabob Airport ALUP.
- Mobility Element Policies ME 2.12, 2.15, and 2.17 due to inability to install necessary improvements for significantly impacted intersections and roadway segments.

4. Analysis of Consistency with the City of Jurupa Valley Zoning Code

This section evaluates the Project's change of zone (CZ) for consistency with surrounding zoning classifications (see Figure 4.2.4). Surrounding uses are designated R-VC (Rubidoux Village Commercial) for commercial uses west along the north and south sides of Mission Boulevard, and C-1/C-P (General Commercial) for commercial use to the east along the north side of Mission Boulevard.

The proposed commercial uses of the Project would be consistent with existing commercial uses further west along both sides of Mission Boulevard as all are designated R-VC zoning. In addition, the Project would generally be consistent with the future planned commercial use southeast of the site (i.e., property designated C-1/C-P). Therefore, the new uses would be consistent with these existing and planned uses in terms of commercial zoning designations.

The Project proposes the designations on the site be changed to allow R-VC commercial uses mainly in the southern portion of the site, adjacent to Mission Boulevard, while allowing high density residential uses (HDR) in the central and northern portions of the site. The HDR portion of the site would have 68 units on 5.16 acres or a gross density of 13.2 units per acre. The Project proposes the residential units in ten buildings with up to three (3) stories and a maximum height of forty (40) feet. The existing residential uses to the north are designated R-2 (multiple family residential)

and A-1 (Light Agriculture) although most of this area is occupied by single family residences. The existing residential uses to the west are designated a mixture of R-1 (One Family Dwellings) and R-2 (Multiple Family Dwellings) with the R-2 uses along the west side of Crestmore Road adjacent to the Project site.

The proposed uses would be compatible with the existing residences to the degree that both are residential in nature, although the proposed uses would be considerably more dense than the existing uses. For example, the area west of the site has approximately 7 units per acre or 5,500 square foot lots along Odell Street to the west. In contrast, the area north of the site has some large almost rural-style lots up to one acre in size that were planned long ago to support light agricultural uses (e.g., 70 feet wide by 600 feet deep).

Although the proposed Project increases the residential density adjacent to the area north of the site that has some large almost rural-style lots up to one acre in size, the residential structures on the site would be separated from the single-family development to the north by a landscaped buffer, a driveway, parking spaces, and a block wall. The Project will meet zoning code setback requirements between higher density residential and lower density residential. The proposed Project also increases the residential density near the area west of the site that is developed at a density of approximately 7 units per acre (5,500 square foot lots along Odell Street) to the west of Crestmore Road. In this area, Crestmore Road provides a buffer between the proposed higher density residential on the east of Crestmore Road and the existing lower density residential development on Odell Street west of Crestmore Road.

In addition, the proposed Project would be required to comply with a variety of other provisions of the City's Municipal Code to ensure consistency with adjacent land uses, all of which would be enforced either as conditions of Project approval or through future City review of implementing development permit applications (grading permits, building permits, etc.). Based on the foregoing analysis, the proposed Project would be consistent with or otherwise would not conflict with all applicable provisions of the City's Zoning Code and Municipal Code.

D. Mitigation Measures

Significant and unavoidable land use and planning impacts will result from the following:

- Inconsistency with Land Use Element Policies LUE-5.55, 5.57, 5.58, and 5.61 with respect to consistency with the Flabob Airport ALUP.
- Inconsistency with Mobility Element Policies ME 2.12, 2.15, and 2.17 due to the inability to install necessary improvements for significantly impacted intersections and roadway segments.

There is no feasible mitigation available for reducing the Project intensity to the point it would be consistent with the Flabob ALUP. For example, any measures that would effectively mitigate the impacts of the proposed Project regarding consistency with the Flabob ALUP would require

reduction or elimination of ten percent of the commercial space on the same acreage and elimination of essentially all of the residential units on the site (ALUP would allow only 1-2 units total on the site). Such mitigation would essentially preclude development of the site and is therefore infeasible (i.e., any feasible mitigation would require fundamental changes to the Project's land use plan).

There is also no feasible mitigation available for traffic impacts due to the fact that payment of fair share fees will not guarantee the construction of improvements in a timely manner or the fact that some intersections/roadway segments are located in the City of Riverside and beyond the control of the City of Jurupa valley.

E. Level of Significance After Mitigation

There is no feasible mitigation available related to the Project's inconsistencies with various General Plan policies regarding land use (inconsistent with Flabob ALUP) and traffic (cannot install necessary road or intersection improvements to achieve City LOS standard). Therefore, potential impacts of the Project related to consistency with City General Plan policies are **significant and unavoidable**, and a Statement of Overriding Considerations for this impact will be required if the Project is approved.

4.2.8 CUMULATIVE IMPACTS

As discussed under Section 4.2.6 above regarding Threshold b, the Project would be inconsistent with General Plan Land Use Element Policies 5.55, 5.57, 5.58, and 5.61 regarding consistency with the Flabob ALUP. The Project would also be inconsistent with General Plan Mobility Element Policies ME 2.12, 2.15, and 2.17 due to the inability to install necessary improvements for significantly impacted intersections and roadway segments.

Traffic Impacts

It is also not known if or to what degree other development projects in the surrounding area may be inconsistent with the City's requirements to mitigate traffic impacts due to the same or similar physical restrictions outlined in Draft EIR Section 4.3, *Transportation and Traffic*. Other cumulative developments within the region would also be subject to the policies of the Jurupa Valley General Plan (or those from another applicable General Plan), the applicable zoning code, the SCAG RCP, and/or the SCAG RTP/SCS. The Project would therefore have a **significant and unavoidable** cumulative traffic impact, as identified in Section 4.3, *Transportation and Traffic*, of this Draft EIR. For these reasons, a Statement of Overriding Considerations for this cumulative impact will be required if the City Council chooses to approve the Project. It should be noted that the Project would result in a less than significant direct and cumulative impact with respect to a conflict with all other aspects of the General Plan as well as other applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating adverse environmental effects.

Flabob Airport

The area of potential cumulative effects relative to airport hazards is the influence area of the Flabob Airport as outlined in the Flabob Airport Land Use Plan (ALUP). The 2004 ALUP identified a number of vacant properties with General Plan land use designations and/or zoning classifications that, if developed, would be in conflict with the land use intensity limits of the Flabob ALUP for Compatibility Zones C and potentially Zone D, as shown in Figure 4.4.1.

There were no feasible mitigation measures identified to reduce Project-level impacts, in this regard to less than significant levels. Since the Flabob ALUP also identifies a number of potential land use conflicts for future development within Zones C and D of the ALUP, development of the proposed Project, due to the inconsistency with the Flabob ALUP, could make a significant contribution to a cumulatively considerable impact related to airport safety and land use compatibility. This impact is considered **significant and unavoidable**. Approval of the proposed Project would require adoption of a Statement of Overriding Considerations from the City Council if the Project is approved since the ALUC determined the Project was not consistent with the land use intensity limits of Zone C of the Flabob ALUP.

SECTION 4.3 – TRANSPORTATION/TRAFFIC

4.3.1 INTRODUCTION

This section analyzes potential traffic and transportation impacts with respect to performance standards established by the City of Jurupa Valley, the City of Riverside, and the Riverside County Congestion Management Program, based on the locations of affected roadway segments and intersections. This section also provides an analysis of potential effects on aircraft transportation.

The following analysis is based in part on a traffic impact analysis (TIA) entitled “*Mission Gateway Plaza and Villas, Traffic Impact Analysis, City of Jurupa Valley*” prepared by Urban Crossroads (UC) first issued on December 5, 2017 and updated April 16, 2018. The TIA report is included as Appendix C to this Draft EIR. The TIA evaluates the potential operating deficiencies of traffic and circulation facilities in the proposed Project’s study area and identifies improvements that would be needed to relieve operational deficiencies. As directed by the City of Jurupa Valley, the TIA was prepared in accordance with the *County of Riverside Traffic Impact Analysis Preparation Guide*, dated August 2008, which is used by the City of Jurupa Valley, as well as the requirements for the disclosure of potential impacts and mitigation measures pursuant to the California Environmental Quality Act (CEQA), and consultation with City staff during the TIA scoping process. In addition, an aircraft safety report prepared by Williams Aviation Consultants for the Project was also used in the following analysis. A copy of the aircraft safety report is included in Appendix B of this Draft EIR

4.3.2 ENVIRONMENTAL SETTING

A. Study Area Intersections

The scope of the TIA (Appendix C) was based on a traffic study scoping agreement prepared by Urban Crossroads and approved by the City of Jurupa Valley. The scoping agreement defines the methodologies for calculating the Project’s trip generation, trip distribution, the study area, and analysis methodologies. The study area was then determined based on the intersections and roadways where the Project would contribute 50 or more peak hour trips, the freeway segments where the Project would add 100 or more two-way trips, and the freeway ramp merge/diverge areas where the Project would add 50 or more trips. Based on this criterion, the study area was determined to include 15 intersections (3 in the City of Riverside) and eight (8) roadway segments (1 in the City of Riverside) as described in Tables 4.3.1 and 4.3.2 below.

Table 4.3.1. Study Area Intersections

ID #	Location	Jurisdiction	Congestion Management Program Roadway (CMP)?
1	Riverview Drive/Mission Boulevard;	City of Jurupa Valley	No
2	Avalon Street/Mission Boulevard	City of Jurupa Valley	No
3	Rubidoux Boulevard/Mission Boulevard	City of Jurupa Valley	No
4	Wallace Street/Mission Boulevard	City of Jurupa Valley	No
5	Crestmore Road/Mission Boulevard	City of Jurupa Valley	No
6	Redwood Drive/Mission Boulevard	City of Riverside	No
7	Brockton Avenue/Mission Boulevard	City of Riverside	No
8	Market Street/Mission Boulevard	City of Riverside	Yes
9	Crestmore Road/37 th Street	City of Jurupa Valley	No
10	Crestmore Road/Odell Street	City of Jurupa Valley	No
11	Crestmore Road/34 th Street	City of Jurupa Valley	No
12	Rubidoux Boulevard/34 th Street	City of Jurupa Valley	No
13	Rubidoux Boulevard/SR-60 EB Off-Ramp – Frontage Road	City of Jurupa Valley	No
14	Rubidoux Boulevard/SR-60 WB On-Ramp	City of Jurupa Valley	No
15	Rubidoux Boulevard/SR-60 WB Off-Ramp – 30 th Street	City of Jurupa Valley	No
<i>Source: Table 1.1, Urban Crossroads 2018.</i>			

The TIA evaluated eight (8) roadway segments as outlined in Table 4.3.2 below:

Table 4.3-2. Study Area Roadway Segments

Roadway	Segment	Jurisdiction
Rubidoux Boulevard	SR-60 EB Ramps to 34 th Street	City of Jurupa Valley
Mission Boulevard	East of Rubidoux Boulevard	City of Jurupa Valley
Odell Street	West of Crestmore Road	City of Jurupa Valley
37 th Street	West of Crestmore Road	City of Jurupa Valley
Crestmore Road	North of Odell Street	City of Jurupa Valley
Crestmore Road	South of 37 th Street	City of Jurupa Valley
Mission Boulevard	East of Crestmore Road	City of Jurupa Valley
Mission Inn Avenue	Redwood Drive to Brockton Avenue	City of Riverside
<i>Source: Table 1-2, Urban Crossroads 2018.</i>		

Exhibit 4.3.1 shows the locations of the study area intersections and roadway segments.

B. Existing Traffic Conditions

Table 4.3-3 shows the peak hour Level of Service (LOS) for study area intersections under existing conditions (2017). Table 4.3-3 demonstrates that, for existing traffic conditions, the study area intersections are currently operating at an acceptable LOS during the peak hours, with the exception of Rubidoux Boulevard/Mission Boulevard (#3), which experiences LOS E in the PM peak hours only (UC 2018, page 8).

Table 4.3-3. Existing Intersection Conditions

#	Intersection	Traffic Control ¹	Delay (seconds)		Level of Service	
			AM	PM	AM	PM
1	Riverview Drive / Mission Boulevard	TS	28.7	28.9	C	C
2	Avalon Street / Mission Boulevard	TS	17.6	22.2	B	C
3	Rubidoux Boulevard / Mission Boulevard	TS	54.6	55.9	D	E
4	Wallace Street / Mission Boulevard	TS	12.1	9.0	B	A
5	Crestmore Road / Mission Boulevard	TS	29.7	31.8	C	C
6	Redwood Drive / Mission Boulevard	TS	34.6	34.6	C	C
7	Brockton Avenue / Mission Boulevard	TS	32.3	33.7	C	C

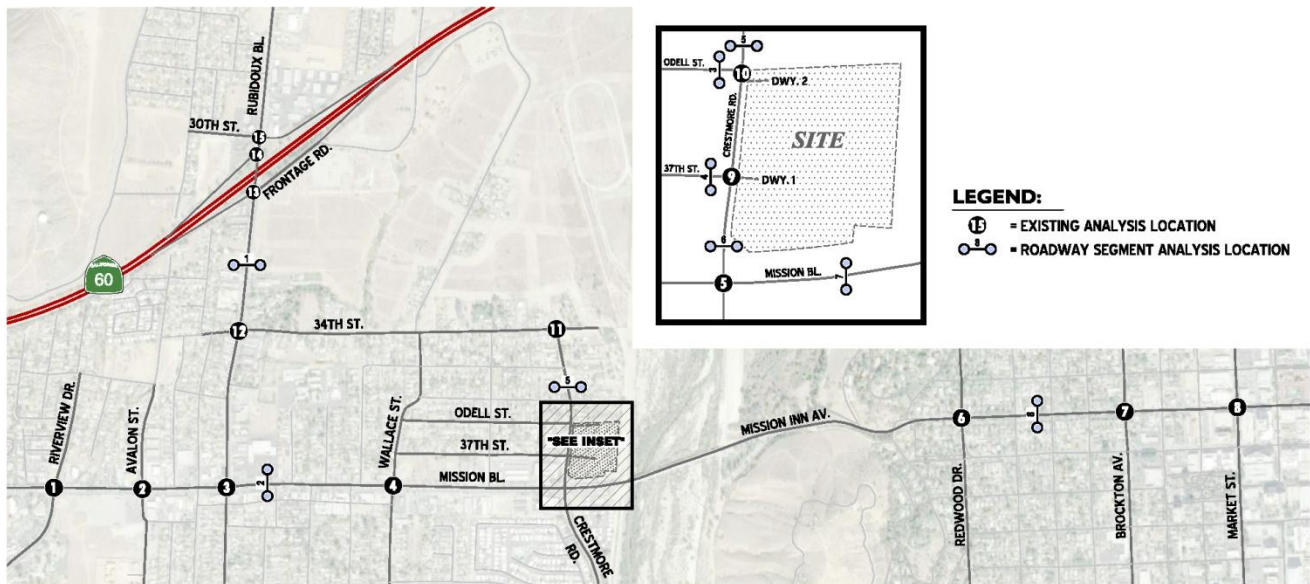
SECTION 4.3 – TRANSPORTATION/TRAFFIC

#	Intersection	Traffic Control ¹	Delay (seconds)		Level of Service	
			AM	PM	AM	PM
8	Market Street / Mission Boulevard	TS	35.5	38.5	D	D
9	Crestmore Road / 37 th Street	CSS	9.0	9.6	A	A
10	Crestmore Road / Odell Street	CSS	8.9	9.7	A	A
11	Crestmore Road / 34 th Street	CSS	9.1	9.4	A	A
12	Rubidoux Boulevard / 34 th Street	TS	14.3	15.8	B	B
13	Rubidoux Boulevard / SR-60 EB Off-Ramp – Frontage Road	TS	28.3	40.1	C	D
14	Rubidoux Boulevard / SR-60 WB On-Ramp	UC	28.6	20.0	D	C
15	Rubidoux Boulevard/SR-60 WB Off-Ramp – 30 th Street	TS	22.7	25.5	C	C
Source: Table 3-1, Urban Crossroads 2018. BOLD/SHADED = LOS does not meet applicable standard TS = traffic signal, UC = uncontrolled						

C. Flabob Airport Conditions

At its closest point the Project site is located approximately 1,500 feet northeast of the Flabob Airport property, a general aviation airport which began operations in 1925. The airport has an approved Airport Land Use Compatibility Plan (ALUP) from 2004 which establishes safety or compatibility zones around the airport to facilitate safe and efficient air operations at the airport. The Project site and much of the immediate surrounding areas to the east and south are located within Airport Compatibility Zone C (Zone C), the Extended Approach/Departure Zone which limits residential density to one (1) dwelling unit per five (5) acres and commercial development intensity of 75 people per acre (average) and 150 people per acre (single acre).

EXHIBIT 1-2: LOCATION MAP



**Mission Gateway Plaza
Mission Gateway Villas**

**Study Area Intersections and Roadway
Segments**

Exhibit 4.3-1

4.3.3 NOP/SCOPING COMMENTS

A Notice of Preparation (NOP) for the proposed Project was released for public review on June 20, 2018. No comments were received during the NOP comment period that pertain to the topic of transportation and traffic.

4.3.4 REGULATORY FRAMEWORK

A. Federal Regulations

There are no federal regulations that are applicable to traffic in Jurupa Valley.

B. State Regulations

There are no State regulations that are applicable to traffic in Jurupa Valley. The State of California adopted the Airport Land Use Law, *California Public Utilities Code* §§21670-21679.5. 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 Airport.

C. Regional Policies

SCAG 2016-2040 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code § 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project site is within SCAG's regional authority. On April 7, 2016, SCAG adopted the 2016-2040 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) with goals to: 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 of our residents by improving air quality and encouraging active transportation (e.g., 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 active transportation; and 9) Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies (SCAG, 2016, p. 64). Performance measures and funding strategies also are included to ensure that the adopted goals are achieved through implementation of the RTP.

Riverside County Congestion Management Program (CMP)

The intent of a Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation. The County of Riverside CMP became effective with the passage of Proposition 111 in 1990 and updated most recently in 2011. The Riverside County Transportation Commission (RCTC) adopted the 2011 CMP for the County of Riverside in December 2011. Market Street is a CMP Principal Arterial within the study area and will be impacted by Project traffic.

Riverside County Transportation Uniform Mitigation Fee (TUMF) Program

In 2000, the Western Riverside County Association of Governments (WRCOG) established the Transportation Uniform Mitigation Fee (TUMF) program to mitigate the cumulative regional impacts of projected future growth and new development on the region's arterial highway system. The TUMF program ensures that development projects in the region pay their fair share of arterial highway system improvements and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. TUMF is a regional mitigation fee program that is imposed and implemented in every jurisdiction in Western Riverside County, except for the City of Beaumont. The collected funds are pooled and used by WRCOG to fund transportation network improvements, including roads, interchanges, and bridges, and for transit improvements (WRCOG 2015, p. 2). TUMF fees are imposed on new residential, industrial, and commercial development in the City of Jurupa Valley through Municipal Code Chapter 3.70.

Road and Bridge Benefit District (RBBB) Program

Road and Bridge Benefit Districts (RBBBs) are geographic areas of Riverside County established to provide funding for the cost of road and bridge improvements in an established area of benefit. Fees are assessed on new development projects within RBBB areas for this purpose. The Project site is not located within any of Riverside County's four (4) established RBBBs.

D. Local Policies

Jurupa Valley General Plan

The Jurupa Valley General Plan (adopted in 2017) includes a Mobility Element, a core component of the General Plan that discusses transportation facilities as well as alternative modes of transportation, and establishes objectives and policies associated with transportation within the City. The General Plan Mobility Element identifies the circulation facilities located in the vicinity of the Project site; discusses planned circulation system improvements in the vicinity of the Project site; and issues standards for the design and construction of new roadways within the City. The transportation-related specific policies and recommendations for implementation of the General Plan that are relevant to the proposed Project along with a discussion of the Project's consistency

with each of these policies are included later in Table 4.3-1, *General Plan Consistency Analysis*, and also evaluated in EIR Section 4.2, *Land Use and Planning*.

City of Riverside General Plan

Over the past seventy years, the physical, social and economic success Riverside has experienced can be attributed in part to the City's transportation network and the tremendous mobility it has afforded. The freeways, streets, bike paths, railways and airports that provide circulation within the City and access to points beyond have transformed Riverside from a relatively isolated agricultural community to a major city that serves as the hub of the Inland Empire. Riverside's growth has resulted in many beneficial effects, principally the development of industries and businesses that provide jobs and economic stability, creation of housing units affordable to a broad range of household incomes, the growth of educational institutions and the vibrancy that results from a diverse, multi-ethnic community. However, the same transportation network has also created adverse side effects: traffic congestion due to regional travel patterns, increased pollutant emissions, dispersed land use patterns and the stress of commuting. The Circulation and Community Mobility Element recognizes the ability of the City of Riverside's transportation network to serve the City's needs and shape the community in positive ways, and to allow the City to effectively use alternatives to the private automobile to reach their destinations within Riverside and the region. (Riverside 2025, p. CCM-1.)

Development Impact Fee (DIF) Program

City of Jurupa Valley Municipal Code Chapter 3.75, *Development Impact Fee* (DIF) program includes two (2) separate transportation components; the Roads, Bridges and Major Improvements component, and the Traffic Signals component. Eligible facilities for funding by the DIF program are identified on the Public Needs List. DIF fees collected by the City are subsequently placed in a separate interest-bearing account pursuant to the requirements of Government Code § 66000 et seq. The City's capital improvement programs are overseen by the Public Works Department and establish the timing and use of DIF fees for transportation facility improvements.

4.3.5 METHODOLOGY

The TIA evaluated Project traffic impacts on local intersections and roadways based on Level of Service (LOS) criteria using trip generation and distribution estimates which result from the proposed land uses. The TIA examined several different traffic-related impact scenarios over time as required by the latest CEQA court cases and directions in the State CEQA Guidelines. The TIA determined what impacts were attributed to Project-related traffic and identified appropriate mitigation measures to reduce impacts that exceeded accepted significance criteria (i.e., were significant impacts) to less than significant levels. Impacts that cannot be physically or feasibly reduced to less than significant levels must then have a statement of overriding considerations adopted for the Project if the City Council decides to approve the Project.

A. Level of Service (LOS)

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS) which is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow. Table 4.3-4 shows the LOS standards.

Table 4.3-4. Level of Service

Level of Service (LOS)	Signalized Intersection	Unsignalized Intersection
A	≤10 seconds	≤10 seconds
B	10–20 seconds	10–15 seconds
C	20–35 seconds	15–25 seconds
D	35–55 seconds	25–35 seconds
E	55–80 seconds	35–50 seconds
F	>80 seconds	>50 seconds

Source: County of Riverside Traffic Impact Analysis Preparation Guidelines.

LOS has been used as the basis for determining the significance of traffic impacts as standard practice in CEQA documents for decades. In 2013, California Senate Bill (SB) 743 was passed, which is intended to balance the need for LOS for traffic planning with the need to build infill housing and mixed-use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs. At full implementation of SB 743, the California Governor's Office of Planning and Research (OPR) is expected to replace LOS as the metric against which traffic impacts are evaluated, with a metric based on vehicle miles traveled (VMT). At the time the NOP for this Draft EIR was released (June 20, 2018), a VMT metric was not published by OPR, and the City of Jurupa Valley in its capacity as Lead Agency, as well as the City of Riverside in which the Project's traffic would circulate, use LOS as the significance criteria for evaluating a Project's traffic impacts. For this reason, a LOS metric and not a VMT metric is appropriately used in this Draft EIR.

The Project-specific TIA (Draft EIR Appendix C) and the analysis herein relied upon the LOS standards for intersections and roadway segments, freeway segments and freeway ramp merge/diverge areas that are established in the 2010 Highway Capacity Manual (HCM 2010).

B. Project Characteristics Relative to Traffic

The Project proposes 68 multi-family apartment units with a community center of approximately 3,800 square feet and commercial retail uses of approximately 31,436 square feet. The Project is anticipated to be developed in a single phase with an anticipated Opening Year of 2019. Access to the Project site will be provided along Crestmore Road (public road) via the following Driveways: (a) Crestmore Road & Driveway 1 – Full access driveway is proposed to align with existing 37th Street; and (b) Crestmore Road & Driveway 2 – Full access driveway is proposed to be slightly

south of Odell Street. The Project is located within the Rubidoux Village area [a Village Center Overlay (VCO) on the City of Jurupa Valley General Plan]. Regional access to the Project site is provided via Rubidoux Boulevard and Mission Boulevard/Mission Inn Avenue.

C. Trip Generation and Distribution

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. The ITE⁷ Trip Generation manual is a nationally recognized source for estimating site specific trip generation. For purposes of this analysis, multi-family housing (ITE Land Use Code 220), recreational community center (ITE Land Use Code 495), and shopping center (ITE Land Use Code 820) were utilized. Table 4.3-4 summarizes the Project trip generation which is anticipated to generate a net total of 3,616 trip-ends per day with 108 net AM peak hour trips and 306 net PM peak hour trips.

Table 4.3-5. Project Trip Generation

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Multi-Family Housing	7	24	31	24	14	38	498
Recr. Community Center	4	2	6	4	5	9	110
Shopping Center	48	29	77	132	143	275	3,198
SubTotal	59	55	114	160	162	322	3,806
Internal Capture (5%)	-3	-3	-6	-8	-8	-16	-190
TOTAL	56	52	108	152	154	306	3,616

Source: Table 4-1, UC 2018

Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic is anticipated to distribute. The Project trip distribution for commercial uses, which utilize Driveway 1, is shown in Table 4.3-6. The trip distribution for the residential portion of the Project is also shown in Table 4.3-6. The residential portion of the Project utilizes both driveways but is oriented towards the more northern Driveway 2. As a reasonable worst case estimate, the modal split between vehicles and transit for Project users/occupants was assumed to be all vehicular trips.

⁷ Institute of Transportation Engineers (ITE)

Table 4.3-6. Project Trip Distribution

Direction	Route	Percent of Trips
COMMERCIAL		
North	Crestmore Rd. to 34 th St. to Rubidoux Blvd.	25
South	Crestmore Rd.	15
East	Mission Blvd./Mission Inn Ave.	30
West	Mission Blvd.	30
RESIDENTIAL		
North	Crestmore Rd. to 34 th St. to Rubidoux Blvd.	25
South	Crestmore Rd.	15
East	Mission Blvd./Mission Inn Ave.	30
West	Mission Blvd.	30
<i>Sources: Exhibits 4-1 and 4-2, UC 2018</i>		

D. Evaluation Scenarios

The EIR examines the following five (5) traffic impacts/scenarios:

1) Construction Impacts. During the Project's construction phase, traffic to-and-from the Project site would be generated by activities such as construction employee trips, delivery of construction materials, and use of heavy equipment.

2) Existing Plus Project (EP) Impacts. CEQA requires an Existing plus Project (E+P) analysis to determine what circulation system deficiencies would occur on the existing roadway system in the scenario of Project traffic being placed on existing conditions. The E+P scenario is very unlikely to materialize in real world conditions and thus does not accurately describe the environment that will exist when the proposed Project is constructed and becomes operational. Regardless, the E+P scenario is evaluated to satisfy CEQA requirements to identify the Project's impacts to the existing environment.

3) Existing Plus Ambient Growth plus Project (EAP) 2019 Impacts. The Existing plus Ambient Growth plus Project (EAP) 2019 conditions analysis determines the significant traffic impacts based on a comparison of the EAP traffic conditions to existing or baseline conditions. To account for background traffic growth, an ambient growth from Existing conditions of 4.00% (2 percent per year over 2 years, compounded annually) is included for EAP traffic conditions. Cumulative development projects are not included as part of the EAP analysis. For the purposes of this traffic analysis, the EAP scenario has been utilized to discern significant Project impacts consistent with the *County of Riverside Traffic Impact Analysis Preparation Guide*, dated August 2008, which is used by the City of Jurupa Valley.

4) Existing Plus Ambient Growth Plus Project Plus Cumulative (EAPC) 2019 Impacts. To account for background traffic, other known cumulative development projects in the study area were included in addition to 4.00% of ambient growth to estimate the Existing plus Ambient Growth plus Project plus Cumulative (EAPC) 2019 traffic conditions for the proposed Project. The reasonable worst case assumption for this scenario was that all of the cumulative projects would be fully built and occupied by 2019.

5) Horizon Year 2035 With Project Impacts. The Horizon Year With Project traffic forecasts were determined by adding the Project traffic to the Horizon Year Without Project traffic forecasts from the RivTAM model. The Horizon Year traffic forecasts used in the traffic analysis were refined with existing peak hour traffic count data collected at intersection analysis locations. The initial estimate of the future peak hour turning movements has been reviewed for reasonableness. The reasonableness checks performed include a review of traffic flow conservation in addition to a comparison with the Existing and EAPC 2019 traffic volumes.

4.3.6 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 Environmental Checklist Form included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts, but only for those impacts identified in the Initial Study for the Project that required additional analysis in the EIR. Appendix G of the State CEQA Guidelines recognizes the following significance thresholds related to traffic and air traffic patterns. Based on these significance thresholds, the proposed Project would have a significant impact on transportation/traffic if it would:

1. *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;*
2. *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;*
3. *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;*

A. Determining Significance of Impacts

City of Jurupa Valley

For purposes of determining the significance of traffic impacts in this section, and in accordance with the Riverside County “Traffic Impact Analysis Preparation Guide” and the Caltrans “Guide for the Preparation of Traffic Impact Studies” a significant direct traffic impact would occur when the

addition of Project traffic under Existing plus Project (EP) causes an intersection or roadway segment that operates at a satisfactory level of service (LOS D or better for intersections and roadway segments within the jurisdiction of the City of Jurupa Valley, and LOS E or better for intersections and roadway segments within the jurisdiction of Caltrans) to operate at a deficient level of service.

Cumulative traffic impacts are deficiencies that are not directly caused by the Project but occur as a result of regional growth combined with other nearby cumulative development projects. The Project's contribution of traffic to a particular cumulative transportation deficiency is deemed cumulatively considerable if the Project adds substantial traffic to an existing (2017) LOS deficiency or a forecasted deficiency under the Project Completion (2019) With Project and/or Cumulative (2019) With Project traffic scenarios.

While the City may impose a fair-share fee requirement on the Project to address the Project's contribution to a cumulative impact, the City *cannot* use that fee as fee-based mitigation *unless* the City has a plan in place with a reasonable timeline for implementing the improvements.

City of Riverside

According to the *City of Riverside, Public Works Department, Traffic Impact Analysis Preparation Guide*, December 2017, the following type of traffic impacts may be considered to be significant under CEQA:

- 1) When Existing Traffic Conditions already exceed the General Plan 2025 target LOS (D).
- 2) When project traffic, when added to existing traffic (Analysis Scenario 2), will deteriorate the LOS to below the target LOS, and impacts cannot be mitigated through project conditions of approval. (*Note:* Analysis Scenario 2 is Project Completion (existing + ambient + project). Traffic conditions prior to the time that the proposed development is completed will be estimated by increasing the existing traffic counts by an appropriate growth rate to be provided by Transportation Department staff, projected to the year that the project is estimated to be completed. Traffic generated by the proposed project will then be added, and the impacts on the circulation system will be analyzed. This will be the basis for determining project specific impacts, mitigation, and conditions of approval).
- 3) When Existing plus Project plus Cumulative Traffic exceeds the target LOS, and impacts cannot be mitigated through the TUMF network (or other funding mechanism) or project conditions of approval or when the target LOS is exceeded and the needed improvements are not funded.

4.3.7 IMPACT ANALYSIS

Threshold a: Would the Project 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?

Threshold b. Would the Project 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. Plans, Policies, and Programs (PPPs)

The following applies to the Project and would reduce impacts relating to transportation and traffic LOS impacts. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.3-1 The Project Proponent shall make required per-unit fee payments associated with the Western Riverside County Transportation Uniform Mitigation Fees (TUMF) pursuant to Chapter 3.70 of the Municipal Code.

PPP 4.3-2 As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee to assist the City in providing revenue that the City can use to fund transportation improvements such as roads, bridges, major improvements and traffic signals.

PPP 4.3-3 As provided for by California Code of Regulations Section 1592 et. seq. prior to the issuance of any building permits or grading permits, the Project applicant shall prepare and the City of Jurupa Valley shall approve, a temporary traffic control plan.

The temporary traffic control plan shall comply with the applicable requirements of the California Manual on Uniform Traffic Control Devices. A requirement to comply with the traffic control plan shall be noted on all grading and building plans and also shall be specified in bid documents issued to prospective construction contractors.

B. Project Design Features (PDFs)

The Project proposes to install the following design features which will help reduce potential traffic impacts on surrounding roadways:

PDF 4.3-1 Roadway improvements necessary to provide site access and onsite circulation shall be constructed in conjunction with site development. These improvements are required to be in place prior to occupancy. TIA Exhibit 1-3 illustrates the site access improvements as well as the intersection lane improvements. The recommended site access driveway improvements for the Project are described below and are required to achieve acceptable peak hour operations:

Crestmore Road / Driveway 1 (Intersection #9) – The driveway should align with 37th Street and the Project shall install a stop control on the westbound approach and construct the intersection with the following geometrics:

- Northbound Approach: Provide a separate left turn lane and maintain existing through lane.
- Southbound Approach: Provide a separate left turn lane and maintain existing through lane.
- Eastbound Approach: Allow through movement from the one shared left-through-right turn lane.
- Westbound Approach: Provide one shared left-through-right turn lane.

Crestmore Road/Driveway 2 (Intersection #10) – Provide stop sign control for the westbound approach and update the intersection with the following geometrics:

- Northbound Approach: Provide a separate left turn lane and maintain existing through lane.
- Southbound Approach: Provide a separate left turn lane and maintain existing through lane.
- Eastbound Approach: Allow through movement from the one shared left-through-right turn lane.
- Westbound Approach: Provide one shared left-through-right turn lane.

Onsite traffic signing and striping shall be implemented in conjunction with detailed construction plans for the Project site. Sight distance at each project access point shall be reviewed with respect to standard California Department of Transportation (Caltrans) and City of Jurupa Valley sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

C. Level of Significance Before Mitigation

The analysis under Threshold (a) focuses on potential impacts to the local circulation network (i.e., roadways and intersections), and the analysis under Threshold (b) focuses on potential impacts to

the Riverside County CMP roadway network, including potential impacts to freeway facilities in the Project study area. As required by CEQA, the following analysis addresses the following specific traffic impacts: (a) Construction; (b) Existing Plus Project (EP); (c) Existing Plus Ambient Growth Plus Project (EAP) 2019; (d) Existing Plus Ambient Growth Plus Project Plus Cumulative (EAPC) 2019, and (e) Horizon Year 2035. In addition, The Project's consistency; with City of Jurupa Valley General Plan policies regarding transportation will be evaluated. Finally, the cumulative impacts are addressed in Section 4.3.8.

1. Construction Impacts

During the Project's construction phase, traffic to-and-from the Project site would be generated by activities such as construction employee trips, delivery of construction materials, and use of heavy equipment. Peak daily construction traffic volumes would be less than daily and peak hour traffic volumes generated by the Project operational activities at study area intersections. Based on typical construction working hours and the Project Applicant's anticipated construction schedule, most construction workers would arrive to and depart from the Project site outside of the AM/PM peak hours and, therefore, would not be driving to/from the Project site during hours of peak congestion. Deliveries of construction materials to the Project site also would have a nominal effect to the local roadway network. Construction materials would be delivered to the site throughout the construction phase based on need and would not occur on an everyday basis. Heavy equipment would be utilized on the Project site during the construction phase. Because most heavy equipment is not authorized to be driven on a public roadway, most equipment would be delivered and removed from the Project site via flatbed trucks. As with the delivery of construction materials, the delivery of heavy equipment to the Project site would not occur on a daily basis but would occur periodically throughout the construction phase based on need.

Based on the information described above, the addition of temporary, Project-related construction traffic to the study area intersections is not expected to degrade LOS to a deficient level or create any significant impacts to the circulation system. However, as a conservative approach, this Draft EIR overstates the reasonably foreseeable construction-related impacts by assuming that construction-related traffic impacts would be the same as those impacts described below for the Existing Plus Project (EP) Scenario. Additionally, as required by PPP 4.3-3, the Project Applicant would be required to implement temporary traffic controls in compliance with the California Manual on Uniform Traffic Control Devices, which specify that such traffic controls shall be provided during construction, such as a flag person, during all phases of construction to facilitate the flow of construction traffic on streets abutting the Project site as required by PDF 4.3-1. Compliance would lessen the Project's construction-related traffic impacts, but as a conservative measure, it is still concluded that the resulting impacts would be the same as those impacts described below for the Existing Plus Project (EP) Scenario (i.e. less than significant with mitigation incorporated).

2. Existing Plus Project (E+P) 2019 Impacts

Information for Existing Plus Project (E+P) 2019 conditions disclosed below represents the baseline traffic conditions and they existed in 2018 when the TIA was prepared and the NOP for

this EIR was released. The Existing Plus Project (E+P) 2019 analysis determines traffic impacts that would occur to the existing roadway system with the addition of Project traffic in the theoretical scenario of the Project being placed upon existing (2017) conditions. The E+P scenario is presented to disclose direct impacts as required by CEQA. In the case of the proposed Project, the estimated time period between the time the traffic counts were taken (2017) and estimated Project occupancy (2019) is two (2) years. During this time period, traffic conditions are not static – other projects are being constructed, the transportation network is evolving, and traffic patterns are changing. Therefore, the E+P 2019 scenario is very unlikely to materialize in real world conditions and thus does not accurately describe the environment that will exist when the proposed Project is constructed and becomes operational. Regardless, the E+P scenario is evaluated to satisfy CEQA requirements to identify the Project's impacts to the existing environment.

Intersection Analysis

Table 4.3-7 shows the Existing Plus (E+P) 2019 Project intersection conditions.

Table 4.3-7. Existing Plus Project (E+P) 2019 Intersection Conditions

#	Intersection	Traffic Control ¹	Delay (seconds)		Level of Service	
			AM	PM	AM	PM
1	Riverview Drive / Mission Boulevard	TS	28.7	29.6	C	C
2	Avalon Street / Mission Boulevard	TS	18.2	22.5	B	C
3	Rubidoux Boulevard / Mission Boulevard	TS	54.9	55.9	D	E
4	Wallace Street / Mission Boulevard	TS	18.9	9.0	B	A
5	Crestmore Road / Mission Boulevard	TS	30.1	32.2	C	C
6	Redwood Drive / Mission Boulevard ³	TS	34.7	36.5	C	D
7	Brockton Avenue / Mission Boulevard ³	TS	32.3	33.7	C	C
8	Market Street / Mission Boulevard ³	TS	35.7	38.9	D	D
9	Crestmore Road / 37 th Street	CSS	10.5	15.1	B	C
10	Crestmore Road / Odell Street	CSS	9.5	10.6	A	B
11	Crestmore Road / 34 th Street	CSS	9.3	9.8	A	A
12	Rubidoux Boulevard / 34 th Street	TS	15.0	17.2	B	B
13	Rubidoux Boulevard / SR-60 EB Off-Ramp – Frontage Road	TS	28.9	40.3	C	D
14	Rubidoux Boulevard / SR-60 WB On-Ramp	UC	30.0	21.8	D	C
15	Rubidoux Boulevard/SR-60 WB Off-Ramp – 30 th Street	TS	25.6	27.6	C	C

Source: Table 5-1, Urban Crossroads 2018. **BOLD/SHADED** = LOS does not meet applicable standard TS = traffic signal, UC = uncontrolled
Bold = exceeds established standard

For existing traffic conditions, the study area intersections are currently operating at an acceptable LOS during the peak hours, with the exception of Rubidoux Boulevard/Mission Boulevard (Intersection #3), which experiences LOS E in the PM peak hours only.

As noted above, the E+P 2019 Impacts scenario is very unlikely to materialize in real world conditions and thus does not accurately describe the environment that will exist when the proposed Project is constructed and becomes operational. Regardless, the E+P 2019 scenario is evaluated to satisfy CEQA requirements to identify the Project's impacts to the existing environment. In addition, Analysis Scenario 2, Project Completion (existing + ambient growth + project). is the basis for determining project specific impacts, mitigation, and conditions of approval).

Roadway Segment Analysis

Table 4.3-8 shows the Existing Plus Project (EP) 2019 roadway segment conditions.

Table 4.3-8. Existing Plus Project (EP) Scenario 2019 Roadway Segment Conditions

Roadway	Segment Limits	Direction	Level of Service		Jurisdiction
			AM	PM	
Rubidoux Boulevard	SR-60 EB Ramps to 34 th Street	NB	A	A	Jurupa Valley
		SB	A	A	
Mission Boulevard	East of Rubidoux Boulevard	EB	A	A	Jurupa Valley
		WB	A	A	
	East of Crestmore Road	EB	A	F	
		WB	A	A	
Mission Inn Avenue	Between Redwood Dr. & Brockton Ave.	EB	A	A	Riverside
		WB	A	A	
Crestmore Road	Between 37 th St. & Mission Bl.	NB	A	A	Jurupa Valley
		SB	A	A	
	North of Odell St.	NB	A	A	
		SB	A	A	
Odell St.	West of Crestmore Rd.	EB	A	A	Jurupa Valley
		WB	A	B	
37 th St.	West of Crestmore Rd.	EB	A	A	Jurupa Valley
		WB	B	B	

Source: Table 5-3, Urban Crossroads 2018. **BOLD/SHADED** = LOS does not meet applicable standard

As noted above, the E+P 2019 Impacts scenario is very unlikely to materialize in real world conditions and thus does not accurately describe the environment that will exist when the proposed Project is constructed and becomes operational. Regardless, the E+P 2019 scenario is evaluated to satisfy CEQA requirements to identify the Project's impacts to the existing environment. In addition, Analysis Scenario 2, Project Completion (existing + ambient growth + project). is the basis for determining project specific impacts, mitigation, and conditions of approval).

3. Existing Plus Ambient Growth Plus Project (EAP) 2019 Impacts

Intersection Analysis

Table 4.3-9 shows the Existing Plus Ambient Growth Plus Project (EAP) 2019 Intersection Conditions.

Table 4.3-9 Existing Plus Ambient Growth Plus Project (EAP) 2019 Intersection Conditions

#	Intersection	Traffic Control ¹	Delay (seconds)		Level of Service	
			AM	PM	AM	PM
1	Riverview Drive / Mission Boulevard	TS	29.4	30.7	C	C
2	Avalon Street / Mission Boulevard	TS	18.5	23.2	B	C
3	Rubidoux Boulevard / Mission Boulevard	TS	57.4	59.2	E	E
4	Wallace Street / Mission Boulevard	TS	20.0	9.1	B	A
5	Crestmore Road / Mission Boulevard	TS	31.0	39.1	C	D
6	Redwood Drive / Mission Boulevard ³	TS	35.5	39.8	D	D
7	Brockton Avenue / Mission Boulevard ³	TS	32.4	34.2	C	C
8	Market Street / Mission Boulevard ³	TS	36.9	40.3	D	D
9	Crestmore Road / 37 th Street	CSS	10.6	15.4	B	C
10	Crestmore Road / Odell Street	CSS	9.6	10.8	A	B
11	Crestmore Road / 34 th Street	CSS	9.3	9.8	A	A
12	Rubidoux Boulevard / 34 th Street	TS	15.2	22.4	B	C
13	Rubidoux Boulevard / SR-60 EB Off-Ramp – Frontage Road	TS	32.8	42.7	C	D
14	Rubidoux Boulevard / SR-60 WB On-Ramp - Without Improvements - With Improvements	UC	37.4	24.7	E	C
			8.1	5.4	A	A
15	Rubidoux Boulevard/SR-60 WB Off-Ramp – 30 th Street	TS	27.2	31.2	C	C

Source: Table 6-1, Urban Crossroads 2018. **BOLD/SHADED** = LOS does not meet applicable standard TS = traffic signal, UC = uncontrolled

When traffic under Existing Plus Ambient Growth (EAP) conditions in 2019 are compared to Existing Plus Project (EP) conditions, the TIA concluded that Intersection #3 (Rubidoux Boulevard/Mission Boulevard) is anticipated to operate at an unacceptable LOS E in both the AM and PM peak hours and Intersection #14 (Rubidoux Boulevard/SR-60 WB On-Ramp) is anticipated to operate at unacceptable LOS E in the AM peak hours. Therefore, the Project is anticipated to result in **cumulatively considerable** traffic impacts at these 2 intersections. The following mitigation measures are required:

Mitigation Measure (MM)

MM-TRA-1: Fair Share Payment Rubidoux Blvd. and Mission Blvd. Intersection (#3) Improvements. Prior to the issuance of building permits, the Project applicant shall pay the Project's

fair share cost (6.5%) towards the City's Capital Improvement Project No. 19-C.2, Mission Blvd. and Rubidoux Blvd.

MM-TRA-2: Fair Share Payment for Traffic Signal at Rubidoux Boulevard / SR-60 WB On Ramp (Intersection #14). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (14.8%) towards a traffic signal at the intersection of Rubidoux Boulevard / SR-60 WB On Ramp.

With implementation of MM-TRA-1, impacts are less than significant for Rubidoux Blvd. and Mission Blvd. (Intersection #3).

Even with implementation of MM-TRA-2, impacts are **significant and unavoidable** for Rubidoux Boulevard / SR-60 WB On Ramp (Intersection #14) because payment of the fair share towards improvements does not guarantee that the improvements will be constructed.

Roadway Segment Analysis

Table 4.3-10 shows the Existing Plus Project (EP) 2019 roadway segment conditions.

Table 4.3-10. Existing Plus Ambient Growth Plus Project (EAP) 2019 Roadway Segment Conditions

Roadway	Segment Limits	Direction	Level of Service		Jurisdiction
			AM	PM	
Rubidoux Boulevard	SR-60 EB Ramps to 34 th Street	NB	F	A	Jurupa Valley
		SB	A	A	
Mission Boulevard	East of Rubidoux Boulevard	EB	A	A	Jurupa Valley
		WB	A	A	
	East of Crestmore Road	EB	A	F	
		WB	A	A	
Mission Inn Avenue	Between Redwood Dr. & Brockton Ave.	EB	A	A	Riverside
		WB	A	A	
Crestmore Road	Between 37 th St. & Mission Bl.	NB	A	A	Jurupa Valley
		SB	A	A	
	North of Odell St.	NB	A	A	
		SB	A	A	
Odell St.	West of Crestmore Rd.	EB	B	C	Jurupa Valley
		WB	A	B	
37 th St.	West of Crestmore Rd.	EB	C	C	Jurupa Valley
		WB	B	B	

Source: Table 6-3, Urban Crossroads 2018. **BOLD/SHADED** = LOS does not meet applicable standard

Based on the HCS Urban Street Segment methodology, all of the study area roadway segments are anticipated to continue to operate at an acceptable LOS with the addition of Project traffic with the

exception of Mission Boulevard east of Crestmore Road EB (LOS F in the PM peak hours) and Rubidoux Boulevard NB (LOS F in the AM peak hour). The following mitigation measures are required:

Mitigation Measure (MM)

MM-TRA-3: Fair Share Payment for Intersection Improvements Rubidoux Bl. / SR-60 EB Off Ramp-Frontage Rd. (Intersection #13). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (17.7%) towards construction of a separate northbound right turn lane and a dedicated eastbound left turn lane.

MM-TRA-4: Fair Share Payment Crestmore Road/Mission Boulevard Intersection Improvements (Intersection #5). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (12.3%) towards the City's Capital Improvement Project No. 13-H.2, Mission Boulevard Bridge Crossing Santa Ana River.

With implementation of MM-TRA-4, impacts are less than significant for Mission Boulevard WB east of Crestmore Road.

Even with implementation of MM TRA-3, impacts are **significant and unavoidable** for Rubidoux Boulevard NB between SR-60 EB Ramp & 34th Street because payment of the fair share towards improvements does not guarantee that the improvements will be constructed.

4. Existing Plus Ambient Growth Plus Project Plus Cumulative (EAPC) 2019 Impacts

Intersection Analysis

Table 4.3-11 shows the Existing Plus Ambient Growth Plus Project Plus Cumulative (EAPC) 2019 intersection conditions.

Table 4.3-11. Existing Plus Ambient Growth Plus Project Plus Cumulative (EAPC) 2019 Intersection Conditions

#	Intersection	Traffic Control ¹	Delay (seconds)		Level of Service	
			AM	PM	AM	PM
1	Riverview Drive / Mission Boulevard	TS	33.9	34.4	C	C
2	Avalon Street / Mission Boulevard	TS	27.5	34.8	C	C
3	Rubidoux Boulevard / Mission Boulevard	TS	65.8	68.6	E	E
4	Wallace Street / Mission Boulevard	TS	21.6	11.9	C	B
5	Crestmore Road / Mission Boulevard	TS	32.3	44.8	C	D
6	Redwood Drive / Mission Boulevard ³	TS	35.7	48.8	D	D
7	Brockton Avenue / Mission Boulevard ³	TS	32.5	37.2	C	D
8	Market Street / Mission Boulevard ³	TS	40.3	49.4	D	D
9	Crestmore Road / 37 th Street	CSS	10.6	15.4	B	C
10	Crestmore Road / Odell Street	CSS	9.6	10.8	A	B
11	Crestmore Road / 34 th Street	CSS	9.3	9.8	A	A

SECTION 4.3 – TRANSPORTATION/TRAFFIC

#	Intersection	Traffic Control ¹	Delay (seconds)		Level of Service	
			AM	PM	AM	PM
12	Rubidoux Boulevard / 34 th Street	TS	15.5	23.2	B	C
13	Rubidoux Boulevard / SR-60 EB Off-Ramp – Frontage Road	TS				
	- Without Improvements		62.5	65.7	E	E
	- With Improvements (adding lanes)		40.2	54.5	D	D
14	Rubidoux Boulevard / SR-60 WB On-Ramp	UC				
	- Without Improvements		149.7	91.4	F	F
	- With Improvements (+traffic signal)		8.1	6.7	A	A
15	Rubidoux Boulevard/SR-60 WB Off-Ramp – 30 th Street	TS	46.2	45.7	D	D
Source: Table 7-1, Urban Crossroads 2018. BOLD/SHADED = LOS does not meet applicable standard TS = traffic signal, UC = uncontrolled						

As shown in in Table 4.3-11, for EAPC 2019, the TIA estimates a total of three (3) study area intersections will operate at a deficient LOS during the peak hours for the EAPC 2019 Scenario – this includes the one intersection (#3 Rubidoux Boulevard/Mission Boulevard) previously identified under Existing Plus Project (EP) 2019 traffic conditions.

- Rubidoux Boulevard / Mission Boulevard (Intersection #3) – LOS E in both the AM & PM peak hours). With implementation of MM-TRA-1 above, impacts are less than significant.
- Rubidoux Boulevard / SR-60 EB Off Ramp – Frontage Road (Intersection #13) – LOS E in both the AM & PM peak hours. This intersection is found to operate at an acceptable LOS (LOS D or better) during the peak hours under E+P and EAP traffic conditions and is anticipated to operate at unacceptable levels (LOS “E” or worse) during the peak hours with the addition of cumulative traffic. As such, the impact is considered cumulatively considerable. The following mitigation measure is required:

Mitigation Measure (MM)

MM-TRA-3: Fair Share Payment for Intersection Improvements Rubidoux Bl. / SR-60 EB Off Ramp-Frontage Rd. (Intersection #13). Prior to the issuance of building permits, the Project applicant shall pay the Project’s fair share cost (17.7%) towards construction of a separate northbound right turn lane and a dedicated eastbound left turn lane.

Even with implementation of MM-TRA-3, impacts are **significant and unavoidable** because payment of the fair share towards improvements does not guarantee that the improvements will be constructed.

- Rubidoux Boulevard / SR-60 WB On Ramp (Intersection #14) – LOS F in both the AM & PM peak hours. This intersection is found to operate at an acceptable LOS (LOS “D” or better) during the peak hours under Existing Plus Project traffic conditions and is anticipated to

-
- operate at unacceptable levels (LOS F in both the AM and PM peak hours) with the addition of ambient growth and cumulative traffic. As such, the impact is considered cumulatively considerable and the following mitigation is required:

Mitigation Measure (MM)

MM-TRA-2: Fair Share Payment for Traffic Signal at Rubidoux Boulevard / SR-60 WB On Ramp (Intersection #14). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (14.8%) towards a traffic signal at the intersection of Rubidoux Boulevard / SR-60 WB On Ramp.

Even with implementation of MM-TRA-2 above, impacts are **significant and unavoidable** because payment of the fair share towards improvements does not guarantee that the improvements will be constructed.

Roadway Segment Analysis

Table 4.3-12 shows the Existing Plus Ambient Growth Plus Project Plus Cumulative (EAPC) roadway segment conditions.

**Table 4.3-12. Existing Plus Ambient Growth Plus Project Plus Cumulative (EAPC) 2019
Roadway Segment Conditions**

Roadway	Segment Limits	Direction	Level of Service		Jurisdiction
			AM	PM	
Rubidoux Boulevard	SR-60 EB Ramps to 34 th Street	NB	F	A	Jurupa Valley
		SB	A	A	
Mission Boulevard	East of Rubidoux Boulevard	EB	A	A	Jurupa Valley
		WB	A	A	
	East of Crestmore Road	EB	A	F	
		WB	A	A	
Mission Inn Avenue	Between Redwood Dr. & Brockton Ave.	EB	A	A	Riverside
		WB	A	A	
Crestmore Road	Between 37 th St. & Mission Bl.	NB	A	A	Jurupa Valley
		SB	A	A	
	North of Odell St.	NB	A	A	
		SB	A	A	
Odell St.	West of Crestmore Rd.	EB	B	C	Jurupa Valley
		WB	A	B	
37 th St.	West of Crestmore Rd.	EB	C	C	Jurupa Valley
		WB	B	B	

Source: Table 7-3, Urban Crossroads 2018. **BOLD/SHADED** = LOS does not meet applicable standard

Based on the HCS Urban Street Segment methodology, all of the study area roadway segments are anticipated to continue to operate at an acceptable LOS with the addition of Project traffic with the exception of Mission Boulevard east of Crestmore Road EB (LOS F in the PM peak hour) and Rubidoux Boulevard NB (LOS F in the AM peak hour). The following mitigation measures are required:

Mitigation Measure (MM)

MM-TRA-3: Fair Share Payment for Intersection Improvements Rubidoux Bl. / SR-60 EB Off Ramp-Frontage Rd. (Intersection #13). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (17.7%) towards construction

MM-TRA-4: Fair Share Payment Crestmore Road/Mission Boulevard Intersection Improvements (Intersection #5). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (12.3%) towards the City's Capital Improvement Project No. 13-H.2, Mission Boulevard Bridge Crossing Santa Ana River.

With implementation of MM-TRA-4, impacts are less than significant for Mission Boulevard WB east of Crestmore Road.

Even with implementation of MM TRA-3, impacts are **significant and unavoidable** for Rubidoux Boulevard NB between SR-60 EB Ramp & 34th Street because payment of the fair share towards improvements does not guarantee that the improvements will be constructed

5. Horizon Year (2035) Impacts

Intersection Analysis

Table 4.3-13 shows the Horizon Year 2035 intersection conditions.

Table 4.3-13 Horizon Year 2035 Intersection Conditions

#	Intersection	Traffic Control ¹	Delay (seconds)		Level of Service	
			AM	PM	AM	PM
1	Riverview Drive / Mission Boulevard	TS	40.1	43.7	D	D
2	Avalon Street / Mission Boulevard	TS	31.4	44.8	C	D
3	Rubidoux Boulevard / Mission Boulevard	TS	280.6	208.6	F	F
4	Wallace Street / Mission Boulevard	TS	27.2	19.6	C	B
5	Crestmore Road / Mission Boulevard	TS	41.0	117.7	D	F
6	Redwood Drive / Mission Boulevard ³	TS	115.3	372.2	F	F
7	Brockton Avenue / Mission Boulevard ³	TS	38.1	53.5	D	D
8	Market Street / Mission Boulevard ³	TS	51.9	77.6	D	E
9	Crestmore Road / 37 th Street	CSS	15.0	31.9	B	D
10	Crestmore Road / Odell Street	CSS	12.2	14.5	B	B
11	Crestmore Road / 34 th Street	CSS	11.8	12.3	B	B
12	Rubidoux Boulevard / 34 th Street	TS	21.1	24.6	C	C

SECTION 4.3 – TRANSPORTATION/TRAFFIC

#	Intersection	Traffic Control ¹	Delay (seconds)		Level of Service	
			AM	PM	AM	PM
13	Rubidoux Boulevard / SR-60 EB Off-Ramp – Frontage Road - Without Improvements	TS	88.7	77.0	F	F
	- With Alternative 1 Improvements	TS	54.5	51.9	D	D
	- With Alternative 2 Improvements	TS	46.9	44.1	D	D
14	Rubidoux Boulevard / SR-60 WB On-Ramp - Without Improvements	UC	191.1	165.8	F	F
	- With Alternative 1 Improvements	TS	10.2	7.0	B	A
	- With Alternative 2 Improvements	TS	54.4	54.2	D	D
15	Rubidoux Boulevard/SR-60 WB Off-Ramp – 30 th Street -Without Improvements	TS	67.3	115.6	E	F
	-With Alternative 1 Improvements	TS	18.8	19.4	B	B
	With Alternative 2 Improvements	TS	20.3	26.2	C	C
Source: Table 7-1, Urban Crossroads 2018. BOLD/SHADED = LOS does not meet applicable standard TS = traffic signal, UC = uncontrolled						

As shown in in Table 4.3-13, for Horizon Year (2035), the TIA estimates a total of six (6) study area intersections will operate at a deficient LOS during the peak hours.

- Rubidoux Boulevard / Mission Boulevard (Intersection #3) – LOS E in both the AM & PM peak hours.
- Crestmore Road/Mission Boulevard (Intersection #5)-LOS F in the PM peak hour.
- Redwood Drive/Mission Boulevard (City of Riverside Intersection # 6) - LOS F in both the AM and PM peak hours.
- Market Street/Mission Boulevard (City of Riverside Intersection # 8) - LOS E in the PM peak hour.
- Rubidoux Boulevard/SR-60 EB Off Ramp – Frontage Road (Intersection #13) – LOS E AM & PM peak hours.
- Rubidoux Boulevard / SR-60 WB On Ramp (Intersection #15) – LOS E in the AM peak hour and LOS F in the PM peak hour.

The following mitigation measures are required:

Mitigation Measure (MM)

MM-TRA-1: Fair Share Payment Rubidoux Blvd. and Mission Blvd. Intersection (#3) Improvements. Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (6.5%) towards the City's Capital Improvement Project No. 19-C.2, Mission Blvd. and Rubidoux Blvd.

MM-TRA-2: Fair Share Payment for Traffic Signal at Rubidoux Boulevard / SR-60 WB On Ramp (Intersection #14). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (14.8%) towards a traffic signal at the intersection of Rubidoux Boulevard / SR-60 WB On Ramp.

MM-TRA-3: Fair Share Payment for Intersection Improvements Rubidoux Bl. /SR-60 EB Off Ramp-Frontage Rd. (Intersection #13). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (17.7%) towards construction of a separate northbound right turn lane and a dedicated eastbound left turn lane.

MM-TRA-4: Fair Share Payment Crestmore Road/Mission Boulevard Intersection Improvements (Intersection #5). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (12.3%) towards the City's Capital Improvement Project No. 13-H.2, Mission Boulevard Bridge Crossing Santa Ana River.

MM-TRA-5: Fair Share Payment for Intersection Improvements Rubidoux Bl. /SR-60 WB Off Ramp-30th St. (Intersection #15). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (8.5%) towards construction of 2 westbound lanes (Alternative # 1) or eliminate existing traffic signal & install an EB stop control, Eliminate NB left lane, construct 1 Southbound right lane, or eliminate eastbound lane & stripe an eastbound right lane (Alternative #2).

With implementation of the above described mitigation measures, impacts will be less than significant for the following intersections:

- Rubidoux Boulevard / Mission Boulevard (Intersection #3).
- Crestmore Road/Mission Boulevard (Intersection #5).

Even with implementation of mitigation measures, the following intersections will have **significant and unavoidable** impacts:

- Redwood Drive/Mission Boulevard (City of Riverside Intersection # 6) - LOS F in both the AM and PM peak hours. Based on discussions with the City of Riverside, physical lane improvements are not feasible due right of way constraints and traffic signal modifications are not anticipated to mitigate this intersection to operate at an acceptable LOS.
- Market Street/Mission Boulevard (City of Riverside Intersection # 8) - LOS E in the PM peak hour. Physical lane improvements are not feasible due right of way constraints. In addition,

- City of Riverside staff indicated that any potential curb extensions or traffic signal modification (i.e. eastbound right-turn overlap phasing) are not acceptable due to the need to prioritize pedestrian level of service at this location.
- Rubidoux Boulevard/SR-60 EB Off Ramp – Frontage Road (Intersection #13) – LOS E AM & PM peak hours because the fair share towards improvements does not guarantee that the improvements will be constructed.
- Rubidoux Boulevard / SR-60 WB On Ramp (Intersection #15) – LOS E in the AM peak hour and LOS F in the PM peak hour. The Project Applicant will participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions through the payment of City of Jurupa Valley DIF (if the improvements are included in the DIF program) and TUMF (if the improvements are included in the TUMF program). However, payment of the traffic signal may be eligible for only a partial DIF or TUMF credit. Payment of the fair share towards improvements does not guarantee that the improvements will be constructed.

Roadway Segment Analysis

Table 4.3-14. Horizon Year 2035 Roadway Segment Conditions

Roadway	Segment Limits	Direction	Level of Service		Jurisdiction
			AM	PM	
Rubidoux Boulevard	SR-60 EB Ramps to 34 th Street	NB	F	F	Jurupa Valley
		SB	A	A	
Mission Boulevard	East of Rubidoux Boulevard	EB	A	A	Jurupa Valley
		WB	A	A	
	East of Crestmore Road	EB	A	F	
		WB	A	A	
Mission Inn Avenue	Between Redwood Dr. & Brockton Ave.	EB	A	A	Riverside
		WB	A	F	
Crestmore Road	Between 37 th St. & Mission Bl.	NB	A	A	Jurupa Valley
		SB	A	A	
	North of Odell St.	NB	A	A	
		SB	A	A	
Odell St.	West of Crestmore Rd.	EB	A	A	Jurupa Valley
		WB	A	B	
37 th St.	West of Crestmore Rd.	EB	A	A	Jurupa Valley
		WB	B	B	

Source: Table 8-4, Urban Crossroads 2018. **BOLD/SHADED** = LOS does not meet applicable standard

Based on the HCS Urban Street Segment methodology, all of the study area roadway segments are anticipated to continue to operate at an acceptable LOS with the addition of Project traffic except

for Rubidoux Boulevard NB between SR-60 NB Ramp & 34th Street (LOS F in both the AM and PM peak hours), Mission Boulevard EB east of Crestmore Road (LOS F in the PM peak hour), and Mission Inn Avenue WB between Redwood Avenue and Brockton Avenue in the City of Riverside (LOS F in the PM peak hour).

- Mission Inn Avenue between Redwood Avenue and Brockton Avenue WB in the City of Riverside-LOS F in the PM peak hours. There is no feasible mitigation. As such, impacts are **significant and unavoidable**.
- Mission Boulevard east of Crestmore Road EB -LOS F in the PM peak hours. With implementation of MM-TRA-4, impacts are less than significant.
- Rubidoux Boulevard NB between SR-60 NB Ramp & 34th Street- LOS F in both the AM and PM peak hours. Even with implementation of MM-TRA-5, impacts to **significant and unavoidable** because payment of the fair share towards improvements does not guarantee that the improvements will be constructed.

D. City of Jurupa Valley General Plan Consistency Analysis

Table 4.2-3, *General Plan Consistency Analysis* in Section 4.3, *Land Use and Planning*, provides an analysis of the Project's consistency with all of the General Plan policies that were adopted for the purpose of avoiding or mitigating environmental effects related to traffic and air traffic patterns.

As demonstrated previously in the Project would be consistent with all of the City's applicable General Plan policies except for the following:

- Mobility Element Policies ME 2.12, 2.15, and 2.17 due to the inability to install necessary improvements because payment of the fair share towards improvements does not guarantee that the improvements will be constructed. Even with implementation of mitigation measures, impacts are **significant and unavoidable**.

E. Summary of Impacts Before Mitigation

The TIA and the preceding analysis has determined the Project would have significant intersection impacts and thus is inconsistent with Thresholds (a) and (b) as described in Section 4.3.7 above, due to an inability to make improvements.

Even with implementation of the Policies, Plans, and Programs (PPPs) and Project Design Features (PDFs) outlined in Section 4.3.7 "A" and "B" above, the Project as proposed will have significant impacts and requires mitigation.

F. Level of Significance After Mitigation

Even with implementation of the recommended Mitigation Measures TRA-1 through TRA-5, there will be **significant and unavoidable impacts** at the following intersections and roadway segments because payment of the fair share towards improvements does not guarantee that the improvements will be constructed and the adoption of a Statement of Overriding Considerations for these impacts will be required if the Project is approved as shown in Table 4.3-15 below:

Table 4.3-15. Summary of Potentially Significant Traffic Impacts.

Intersection	EP (2017)	EAP (2019)	EAPC (2019)	Horizon Year (2035)	Mitigation Measure	Significant After Mitigation?
#3- Rubidoux Boulevard/Mission Boulevard	---	LOS E (AM & PM)	LOS E (AM & PM)	LOS F (AM & PM)	TRA-1	NO
#13- Rubidoux Boulevard/SR-60 EB Off-Ramp-Frontage Road.	---	---	LOS E (AM & PM)	LOS F (AM & PM)	TRA-3	YES
#14-Rubidoux Boulevard/SR-60 WB Off-Ramp	---	LOS E (AM)	LOS F (AM & PM)	LOS F (AM & PM)	TRA-2	YES
#5-Crestmore Road/Mission Boulevard	---	---	---	LOS F (PM)	TRA-4	NO
#6-Redwood Drive/Mission Boulevard (Riverside)	---	---	---	LOS F (AM & PM)	No feasible mitigation	YES
#8- Market Street/Mission Boulevard (Riverside)	---	---	---	LOS E (PM)	No feasible mitigation	YES
#15- Rubidoux Boulevard/SR-60 WB Off-Ramp-30th Street	---	---	---	LOS E (AM) LOS F (PM)	TRA-5	YES
Roadway Segment	E+P (2017)	EAP (2019)	EAPC (2019)	Horizon Year (2035)	Mitigation Measure	Significant After Mitigation?
Mission Boulevard east of Crestmore Road	---	LOS F (PM)	LOS F (PM)	LOS F (PM)	TRA-4	NO
Rubidoux Boulevard Between SR-60 EB Ramp & 34th Street.	---	LOS F (AM)	LOS F (AM)	LOS F (AM & PM)	TRA-3	YES
Mission Avenue Between Redwood Avenue & Brockton Avenue.	---	---	---	LOS F (PM)	No feasible mitigation	YES

SECTION 4.3 – TRANSPORTATION/TRAFFIC

Intersection	EP (2017)	EAP (2019)	EAPC (2019)	Horizon Year (2035)	Mitigation Measure	Significant After Mitigation?
Source: TIA Appendix (C).						

Threshold c: Would the Project 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?

A. Plans, Policies, and Programs (PPPs)

There are no PPPs applicable to the Project pertaining to Threshold c

B. Project Design Features (PDFs)

There are no PDFs applicable to airport-related Threshold c.

C. Level of Significance Before Mitigation

A detailed evaluation of the Project relative to airport land use constraints is provided in Draft EIR Section 4.1, *Hazards and Hazardous Materials*, and summarized in this section. On July 13, 2017 the Riverside County Airport Land Use Commission (ALUC) sent a letter to the City of Jurupa Valley stating it had determined the following requested entitlements of the proposed Project were inconsistent with the 2004 Flabob Airport Land Use Compatibility Plan:

1) General Plan Amendment (GPA) No. 16006, a proposal to amend Figure 2-5: 2017 General Plan Land Use Plan from Commercial Retail (CR) and Medium High Density Residential (MHDR) to Commercial Retail (CR) for the proposed 1.79 acre commercial parcel and to High Density Residential (HDR) for the 5.16 acre residential parcel because of the Project site's location within Compatibility Zone C, which limits residential density to one (1) dwelling unit per five (5) acres.

2) Change of Zone (CZ) No.16011, a proposal to amend the Jurupa Valley Zoning Map from R-VC (Rubidoux Village Commercial) and A-1 (Light Agriculture) to R-2 (Multiple Family Dwellings) for the 5.16-acre residential parcel because of the Project site's location within Compatibility Zone C, which limits residential density to one (1) dwelling unit per five (5) acres.

3) Site Development Permit (SDP) No. 16043, a proposal to construct a two-story commercial building with relayed parking and landscaping; and a 5.16-acre parcel for a 68-unit multi-family housing development including a 3,818 square foot community center, a pool area with a 1,057 square foot pool building, and a 336 square foot maintenance building. Because of the Project

site's location within Compatibility Zone C, which limits residential density to one (1) dwelling unit per five (5) acres and the commercial development exceeding the non-residential intensity

of 75 people per acre (average) and 150 people per acre (single acre). Usage intensity calculations 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.

The ALUC determined the Project was not consistent with the Flabob Airport ALUP due to the residential density restriction (1 unit/5 acres), and the commercial per acre occupancy limits (75 persons average, 150 persons max.). However, the ALUC comment letter did not provide calculations to support these conclusions. The Project proposes 68 units on 6.95 acres or 9.8 units per gross acre, so it does exceed the Zone C residential limit of 1 unit per 5 acres. It is estimated the proposed Project would generate a maximum of 57 employees and 241 customers at any given time on the site. These estimates are based on U.S. Green Building Council (USGBC) employee⁸ and USGBC customer⁹ data, respectively, applied to the proposed 31,375 square feet of commercial space. This equals 298 total persons or 166.5 persons per acre at any given time on the commercial portion of the site (1.79 acres). Therefore, the Project exceeds or is not consistent with the Zone C restrictions for other (commercial) uses. It should also be noted the Project proposes no uses that are specifically prohibited within Zone C (i.e., public assembly uses such as theaters).

Summary. The proposed Project is not consistent with the land use intensity limits of the Flabob Airport ALUP. However, the Williams Aviation Consultants report (Appendix B) demonstrated the Project would not result in significant risks to airport operations or safety, or a significant risk to public health or safety. The evaluation in Table 4.1-2, *General Plan Consistency Analysis* in Section 4.1, *Hazards and Hazardous Materials*, demonstrates the proposed Project is not fully consistent with all of the policies of the City General Plan relative to the Flabob Airport. It is important to note the City General Plan policy inconsistencies all result from the Project exceeding the land use intensity limits of the ALUP for both residential and commercial uses. Based on the available information and erring on the side of caution, it is concluded the Project may result in a **significant and unavoidable** environmental impact in terms of airport traffic patterns (i.e., ALUP inconsistency) and requires mitigation.

C. Mitigation Measures

Any measures that would effectively mitigate the impacts of the proposed Project regarding consistency with the Flabob Airport Land Use Compatibility Plan would require reduction or elimination of ten percent of the commercial space on the same acreage, and elimination of essentially all of the residential units on the site (ALUP would allow only 1-2 units on the site). Such mitigation would essentially preclude development of the site and is therefore infeasible (i.e., any feasible mitigation would require fundamental changes to the Project's land use plan).

⁸ "Building Area Per Employee by Business Type", US Green Building Code, 549 SF/employee for "Specialty Retail" (ITE Code 814) which is comparable to the independent SANDAG rate of 588 SF/employee for neighborhood commercial uses.
<https://www.usgbc.org/Docs/Archive/General/Docs4111.pdf>

⁹ "Table 1, Appendix 2, Default Occupancy Counts," US Green Building Code, data for General Retail category indicates 550 square feet/employee (similar to above) and 130 square feet per transients (customers and others). Website accessed July 30, 2018
<https://www.usgbc.org/credits/new-construction-existing-buildings-commercial-interiors-core-and-shell-schools-new-constr-3>

Level of Significance After Mitigation

No feasible mitigation is available to eliminate the identified inconsistency of the Project with the ALUP, so potential impacts related to airport safety are **significant and unavoidable**, and a Statement of Overriding Considerations for this impact will be required if the City Council decides to approve the Project.

4.3.8 CUMULATIVE IMPACTS

CEQA guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City of Jurupa Valley, the cumulative project list includes known and foreseeable projects that are anticipated to contribute impacts to the study area.

This evaluation identified 30 projects in the surrounding jurisdictions which might contribute to cumulative impacts to the study area, including 17 projects in the City of Jurupa Valley, 10 projects in the City of Riverside, and one project each in the County of San Bernardino, the City of Fontana, and the City of Rialto. Although it is unlikely that the majority of these cumulative projects would be fully built and occupied by Year 2019, these have been considered in an effort to conduct a conservative analysis (i.e., reasonable worst case) and overstate and opposed to understate potential impacts.

A. Traffic Impacts

Cumulative traffic impacts are deficiencies that are not directly caused by the Project but occur as a result of regional growth combined with that or other nearby cumulative development projects, or if the Project is anticipated to contribute traffic to a deficient intersection under pre-project conditions. The Project's contribution to a particular cumulative transportation deficiency is deemed cumulatively considerable if the Project adds significant traffic to the forecasted deficiency.

Where applicable, cumulative projects anticipated to contribute measurable traffic (i.e. 50 or more - peak hour trips) to study area intersections have been manually added to the study area network to generate Existing plus Ambient Growth plus Project plus Cumulative (EAPC) forecasts. In other words, this list of cumulative development projects has been reviewed to determine which projects would likely contribute measurable traffic through the study area intersections (e.g., those cumulative projects in close proximity to the proposed Project). For the purposes of this analysis, the cumulative projects that were determined to affect one or more of the study area intersections are shown in Table 4-1 and Exhibit 4-1 in Section 4, *Environmental Impact Evaluation*.

The analysis under Threshold “a” and Threshold “b” disclosed the Project’s potential to affect the transportation network on a direct and cumulative basis. As concluded under Threshold “a” and Threshold “b”, the Project would contribute to cumulatively considerable impacts at the intersections and roadway segments identified in Table 4.3-11 above. Impacts are **significant and unavoidable**.

B. Flabob Airport Land Use Plan Compatibility

The proposed Project is not consistent with the land use intensity limits of the Flabob Airport ALUP. However, the Williams Aviation Consultants report (Appendix B) demonstrated the Project would not result in significant risks to airport operations or safety, or a significant risk to public health or safety. The evaluation in Table 4.1-2, *General Plan Consistency Analysis* in Section 4.1, *Hazards and Hazardous Materials*, demonstrates the proposed Project is not fully consistent with all of the policies of the City General Plan relative to the Flabob Airport. It is important to note the City General Plan policy inconsistencies all result from the Project exceeding the land use intensity limits of the ALUP for both residential and commercial uses. Based on the available information and erring on the side of caution, it is concluded the Project may result in a **significant and unavoidable** environmental impact in terms of airport hazards (i.e., ALUP inconsistency).

Cumulative Mitigation

Traffic Impacts

The Project’s traffic impacts are considered to be cumulatively considerable (i.e. the Project is making an incremental contribution to existing and future conditions). All of the mitigation measures proposed are based on the Project making a fair share contribution to intersection improvements that will reduce impacts to intersections or roadway segments with the exception of the intersection and roadway segments identified in Table 4.3-15 above. Because the construction of intersection improvements cannot be ensured, impacts are **significant and unavoidable**.

Flabob Airport Land Use Plan Compatibility

There are no feasible mitigation measures identified to reduce project-level impacts, in this regard to less than significant levels. Since the Flabob ALUP also identifies a number of potential land use conflicts for future development within Zones C and D of the ALUP, development of the proposed Project, due to the inconsistency with the Flabob ALUP, could make a significant contribution to a cumulatively considerable impact related to airport safety and land use compatibility. This impact is considered **significant and unavoidable**. Approval of the proposed Project would require adoption of a Statement of Overriding Considerations from the City Council since the ALUP determined the Project was not consistent with the land use intensity limits of Zone C of the ALUP.

SECTION 5.0 – ADDITIONAL TOPICS REQUIRED BY CEQA

5.1 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

The *CEQA Guidelines* require that an EIR disclose the significant environmental effects of a project that cannot be avoided if the proposed project is implemented (CEQA Guidelines § 15126(b)). As thoroughly described in Subsections 4.1 through 4.3 of this Draft EIR, the proposed Project would result in significant and unavoidable direct and/or cumulatively considerable impacts related to the topics of Land Use; Hazards, and Transportation and Traffic. *Table 5-1: Significant Environmental Effects Which Cannot be Avoided*, describes the significant unavoidable impacts that would occur should the proposed Project be implemented and after the application of regulatory requirements from applicable Plans, Policies, and Programs (PPPs), Project Design Features (PDFs), or the application of feasible mitigation measures (MMs). Refer to the list of PPPs and MMs applied to the proposed Project in Sections 4.1 through 4.1 through 4.3 of this Draft EIR.

Table 5-1: Significant Environmental Effects Which Cannot be Avoided

Topic	Type of Impact	Details of Impact
Hazards and Hazardous Materials (Section 4.1)	Direct Impacts	The Project is not consistent with the requirements of Compatibility Zone C of the Flabob Airport Land Use Plan (ALUP). Mitigation or changes to the Project to achieve consistency would require a large reduction in commercial area and essentially no residential units, so mitigation is infeasible.
	Cumulatively Considerable Impacts	This Project, in concert with other land use proposals that would increase unit count/density within the Flabob ALUP would contribute to cumulatively considerable impacts related to airport land use consistency. However, the proposed Project does not appear to represent a significant risk to public safety as a result of its proposed land uses in relation to the Flabob Airport operations.
Land Use and Planning (Subsection 4.2)	Direct Impacts	The Project would not be consistent with the following City General Plan policies: Land Use Element Policies 5.55, 5.57, 5.58, 5.61 due to a land use inconsistency with the Flabob Airport Land Use Plan (ALUP).
	Cumulatively Considerable Impacts	<p>The Project would not be consistent with the following City General Plan policies: Mobility Element Policies ME 2.12, 2.15, and 2.17 due to inability to install necessary improvements for significantly impacted intersections and roadway segments.</p> <p>In addition, the Project, in concert with other land use proposals that would increase unit count/density within the Flabob ALUP, would contribute to cumulatively considerable impacts related to airport land use consistency.</p>

Transportation and Traffic (Draft EIR Section 4.3)	Cumulatively Considerable Impacts	<p>The Project would result in a significant and unavoidable traffic impact at the following five intersections:</p> <ul style="list-style-type: none"> • #6-Redwood Dr. at Mission Bl. (Riverside). • #8-Market St. at Mission Blvd. (Riverside). • #13-Rubidoux Blvd. at SR-60 EB Off-Ramp-Frontage Rd. • #14-Rubidoux Blvd. at SR-60 WB Off-Ramp. • #15- Rubidoux Blvd. at SR-60 WB Off-Ramp-30th St. <p>Mitigation is applied that requires the Project Applicant to a pay fair-share fee for needed improvements at these intersection, but construction of the physical improvements necessary to alleviate the impacts are not assured. In addition, improvements to the Mission Blvd. /Market St. and Redwood Dr. / at Mission Blvd. intersections are in the City of Riverside so their installation cannot be assured by the City of Jurupa Valley.</p>
	Cumulatively Considerable Impacts	<p>The Project would result in significant and unavoidable cumulative traffic impacts at the following roadway segments:</p> <ul style="list-style-type: none"> • Rubidoux Blvd. between SR-60 EB Ramp and 34th St. • Mission Avenue between Redwood Avenue and Brockton Avenue. (Riverside). <p>The Project is required to a pay fair share for the improvements for Rubidoux Blvd. between SR-60 EB Ramp and 34th St. but payment of the fair share does not guarantee the improvements will be constructed. The improvements required for Mission Avenue between Redwood Avenue and Brockton Avenue are in the City of Riverside and beyond the control of Jurupa Valley.</p>
Source: DEIR Section 4.0.		

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The *CEQA Guidelines* require EIRs address any significant irreversible environmental changes that would be involved with the proposed action should it be implemented (CEQA Guidelines §15126.2(c)). An environmental change would fall into this category if: a) the project would involve a large commitment of non-renewable resources; b) the primary and secondary impacts of the project would generally commit future generations to similar uses; c) the project involves uses in which irreversible damage could result from any potential environmental accidents; or d) the proposed consumption of resources is not justified (e.g., the project results in the wasteful use of energy).

Determining whether the proposed Project may result in significant irreversible environmental changes requires a determination of whether key non-renewable resources would be degraded or destroyed in such a way that there would be little possibility of restoring them.

Natural resources, in the form of construction materials and energy resources, would be used in the construction of the proposed Project. The consumption of these natural resources would represent an irreversible change to the environment. However, development of the Project site as proposed would have no measurable adverse effect on the availability of such resources, including resources that may be non-renewable (e.g., fossil fuels). Additionally, the Project is required by law to comply with the California Building Standards Code (CALGreen), which will minimize the Project's demand for energy, including energy produced from non-renewable sources. A more detailed discussion of energy consumption is provided below in Subsection 5.4.

Implementation of the Project would commit future generations to the residential and commercial uses proposed by the Project on the Project site. As demonstrated in the analysis presented throughout Draft EIR Section 4.0, construction and long-term operation of the proposed Project would be compatible with existing and planned future land uses that surround the Project site and would not result in significant and unavoidable physical environmental effects to nearby properties. Although the Project would cause significant and unavoidable impacts to the environment associated with airport-related hazards, land use and planning, and traffic as summarized above in Table 5.1, these effects would not commit surrounding properties to any particular land use other than those that are present under existing conditions or planned by the City of Jurupa Valley General Plan. The placement of new land uses under the proposed Project would have irreversible effects on the Flabob Airport Land Use Plan in terms of allowing development at intensities higher than allowed under that plan. However, the Project would not result in a significant irreversible change to nearby off-site properties.

Because no significant agricultural, biological, mineral, geological, or other sensitive or unique natural resources occur within the Project site as demonstrated in the Project's Initial Study (refer to Technical Appendix A), the Project is not expected to reduce the availability of any natural resources associated with long-term operational activities associated with the proposed Project. Also, as discussed under Subsection 5.4 below, the Project would not result in a wasteful consumption of energy. Accordingly, the Project would not result in a significant, irreversible change to the environment related to energy use.

5.3 GROWTH INDUCING IMPACTS

CEQA requires a discussion of the ways in which the proposed Project may induce growth into the community. The CEQA Guidelines identify a project as growth-inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment (CEQA Guidelines §15126.2(d)). New employees and new residents 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, placing additional demands on public services and infrastructure systems, and in the generation of a variety of environmental impacts, which are addressed in the other sections of this Draft EIR.

The Project has both commercial and residential components that will generate new employees and residents on the site. Draft EIR Subsection 4.1 estimates the proposed Project would generate a maximum of 57 employees based on USGBC employee¹⁰ data, applied to the proposed 31,436 square feet of commercial space. This equals 298 total persons or 166.5 persons per acre at any given time on the commercial portion of the site (1.79 acres). Based on the State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2018 with 2010 Census Benchmark*, the City of Jurupa Valley currently has 3.95 persons per household. Under the existing *General Plan Land Use Plan* the Project would result in a population of 162 persons (41 dwelling units x 3.95 persons per household = 162). Under the proposed *General Plan Land Use Plan* the Project would result in a population of 284 persons (72 dwelling units x 3.95 persons per household = 284). The Project proposes 68 dwelling units so the actual estimated population would be 268 persons (68 dwelling units x 3.95 persons per household = 268). This assumes that all new residents would come from outside the City limits of Jurupa Valley. The Project could increase the population of the City above what is planned by the *General Plan Land Use Plan* by 122 persons (75%). The current population of Jurupa Valley is approximately 106,054 (State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2018 with 2010 Census Benchmark*). According to *General Plan Table 2.2: Residential Land Use Statistics and Buildout Projections*, the “buildout” population of the City is estimated to be 148,117 persons. Thus, the Project’s increase of population resulting in 122 persons would be minimal as compared to the buildout population of 148,117 persons.

Typically, population growth would be considered a significant impact, or a significant concern regarding growth inducement, if it directly or indirectly affects the ability of agencies to provide needed public services and requires the expansion or new construction of public facilities and utilities. Water and sewer service to the Project site will be provided by the Rubidoux Community Services District from existing facilities in Crestmore Road. No additional water or sewer infrastructure will be needed to serve the Project other than connection to the existing water and sewer lines. Water and sewer infrastructure will not have to be extended in the area to serve the Project. In addition, the analysis in Section 3.14, *Public Services*, of the Initial Study Checklist (see Appendix A) demonstrates that the impacts on public services are less than significant so the public service provider’s ability to provide services will not be reduced. Therefore, the amount of growth

¹⁰ “Building Area Per Employee by Business Type”, US Green Building Code, 549 SF/employee for “Specialty Retail” (ITE Code 814) which is comparable to the independent SANDAG rate of 588 SF/employee for neighborhood commercial uses.
<https://www.usgbc.org/Docs/Archive/General/Docs4111.pdf>

represented by the proposed Project is not expected to induce additional or substantial unanticipated growth into the surrounding area in the foreseeable future.

The proposed Project also would create short-term construction-related jobs. It is expected that the majority of the construction-related employees would be drawn from the existing labor force that would be available in the local area and region.

A project could indirectly induce growth at the local level by increasing the demand for additional goods and services associated with an increase in population or employment and thus reducing or removing the barriers to growth. This typically occurs in suburban or rural environs where population growth results in increased demand for service and commodity markets responding to the new population of residents or employees. The Project's construction-related and operational-related employees would purchase goods and services in the region, but any secondary increase in employment associated with meeting these goods and services needs is expected to be marginal, accommodated by existing goods and service providers, and highly unlikely to result in any new physical impacts to the environment based on the amount of available commercial and retail services available in areas near the Project site, including the Cities of Riverside, Ontario, Fontana, and Norco. In addition, the Project would create jobs which likely would serve the housing units either already built or planned for development within Riverside County and/or the City of Jurupa Valley. Accordingly, the onsite housing and employment generation would not induce substantial growth in the area because it is anticipated that the Project's future residents and employees would already be living in and around the general area of Jurupa Valley.

Furthermore, the Project's potential influence on other nearby properties to redevelop at greater intensities and/or different uses than the City's General Plan and Zoning Code allow is speculative beyond the rule of reason. CEQA does not require the analysis of speculative effects (CEQA Guidelines §151454). If any other property owner were to propose development or redevelopment of a property in the Project vicinity or in any part of the City, the project would require evaluation under CEQA based on its own merits, including an analysis of direct and cumulatively considerable effects.

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, growth-inducing potential of a project would be considered significant 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 such as SCAG. Significant growth impacts also could 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.

The Project proposes the designations on the site be changed to allow Commercial Retail (CR) uses in the southern portion of the site, along Mission Boulevard, while allowing high density residential uses (HDR) in the central and northern portions of the site. The new commercial uses of the Project

would be consistent with existing commercial uses further west along both sides of Mission Boulevard, as well as with planned future commercial uses southeast of the site (i.e., property

designated CR). Therefore, the new uses would generally be consistent with these existing and planned uses in terms of the General Plan.

For the reasons outlined above, it is unlikely, speculative, and not reasonably foreseeable that the Project would induce substantial growth in the form of additional housing or non-residential economic activity or employment that would result in measurable impacts on the off-site physical environment. In addition, the development of the proposed Project would not reasonably or foreseeably cause the redevelopment of other properties or cause development on other properties.

5.4 ENERGY CONSERVATION

Energy conservation generally refers to efforts made to reduce energy consumption in order to preserve resources for the future and reduce environmental pollution. 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. State CEQA Guideline §15126.4(a) (1) states that an EIR shall describe feasible measures which could minimize significant adverse impacts, including where relevant, inefficient and unnecessary consumption of energy. CEQA Guidelines Appendix F: Energy Conservation, states the following:

“in order to assure that energy implications are considered in project decisions, the California Environmental Quality Act requires that EIRs include a discussion of the potential energy

impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy (see Public Resources Code Section 21100(b) (3)). Energy conservation implies that a project’s cost effectiveness be reviewed not only in dollars, but also in terms of energy requirements. For many projects, cost effectiveness may be determined more by energy efficiency than by initial dollar costs. A lead agency may consider the extent to which an energy source serving the project has already undergone environmental review that adequately analyzed and mitigated effects of energy production.”

To the extent relevant and applicable to the proposed Project, energy expenditure (use) and conservation are considered herein and in other applicable Draft EIR sections.

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation (DOT), the United States Department of Energy (DOE), and the United States Environmental Protection Agency (EPA) are three federal agencies with substantial influence over energy policies and programs. On the state level, the Public Utilities Commission (PUC) and the California Energy Commissions (CEC) are two agencies with authority over different aspects of energy. Relevant federal and state energy-related laws and plans are summarized below. Project consistency with applicable federal and state regulations is presented below each regulation.

A. REGULATORY ENVIRONMENT

The proposed Project would be required to directly and indirectly comply with all mandatory regulatory requirements aimed at energy conservation and fuel use that would lessen the energy demands of the proposed Project. There are many such regulatory requirements, with the primary ones discussed briefly below.

Federal Regulations

1. Intermodal Surface Transportation Efficiency (ISTEA)

In December 1991, President Bush signed the Intermodal Surface Transportation Efficiency Act of 1991 providing authorizations for highways, highway safety, and mass transit for the next six years. The purpose of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) was “*to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy efficient manner.*” (U.S. DOT, 2017)

Project Consistency: Transportation and access to the Project site is provided primarily by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to ISTEA because SCAG is not planning for intermodal facilities on or through the Project site.

2. Transportation Equity Act for the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (TEA-21) was enacted in 1998 authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003 (U.S. DOT, 2015). TEA-21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). TEA-21 combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving traffic safety, protecting and enhancing communities and the natural environment, and advancing America’s economic growth and competitiveness domestically and internationally through efficient and flexible transportation. (U.S. DOT, 2011)

Project Consistency: The Project site is located near major transportation corridors with proximate access to the interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning process through TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

State Regulations

3. Integrated Energy Policy Report

Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing California’s electricity, natural gas, and transportation fuel sectors and provides policy recommendations. The 2014 Integrated Energy Policy Report Update (IEPR Update, 2014), focuses on next steps for transforming transportation energy use in California. The 2014 IEPR Update

addresses the role of transportation in meeting state climate, air quality, and energy goals; the Alternative and Renewable Fuel and Vehicle Technology Program; current and potential funding mechanisms to advance transportation policy; the status of statewide plug-in electric vehicle infrastructure; challenges and opportunities for electric vehicle infrastructure deployment;

measuring success and defining metrics within the Alternative and Renewable Fuel and Vehicle Technology Program; market transformation benefits resulting from Alternative and Renewable Fuel and Vehicle Technology Program investments; the state of hydrogen, zero-emission vehicle, biofuels, and natural gas technologies over the next ten years; transportation linkages with natural gas infrastructure; evaluation of methane emissions from the natural gas system and implications for the transportation system; changing trends in California's sources of crude oil; the increasing use of crude-by-rail in California; the integration of environmental information in renewable energy planning processes; an update on electricity reliability planning for Southern California energy infrastructure; and an update to the electricity demand forecast.

Project Consistency: The 2014 IEPR Update is a State Policy report. An individual development project such as the proposed Project has no ability to comply with or conflict with this report.

4. State of California Energy Plan

The California Energy Commission (CEC) is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the Plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.

Project Consistency: The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through the development of commercial and residential buildings in the Jurupa Valley community. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

5. California Code Title 24, Part 6, Energy Efficiency Standards

California Code Title 24, Part 6 (also referred to as the California Energy Code), was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. California's building efficiency standards are updated on an approximately three-year cycle. The 2013 Standards for building construction, which went into effect on July 1, 2014, improved upon the former 2008 Standards for residential and nonresidential buildings.

Project Consistency: The Project is required by State law to be designed, constructed, and operated to meet or exceed Title 24 Energy Efficiency Standards. On this basis, the Project is determined to be consistent with, and would not interfere with, nor otherwise obstruct implementation of Title 24 Energy Efficiency Standards.

6. *California Renewable Portfolio Standards (SB 1078)*

SB 1078 requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20 percent by 2010 and 33 percent by 2020.

Project Consistency: Energy directly or indirectly supplied to the Project by electric corporations is required by law to comply with SB 1078.

City General Plan Policies

The specific policies outlined in the City's General Plan, Conservation and Open Space Element, and Air Quality Element that are related to energy and energy conservation include:

Conservation and Open Space Element Policies- Energy/Energy Conservation

- COS 3.1 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 5.1 Best Available Practices. The City will 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:
1. Space heating and cooling using earth, plantings, and/or building thermal mass to moderate temperature changes.
 2. Space cooling through natural ventilation.
 3. Space cooling through reflectivity and shading.
 4. Indoor illumination by natural light.
 5. Solar space and water heating.
 6. Wind electricity generation.
- COS 5.5 Energy Efficiency and Green Building. Encourage energy-efficient "green buildings" as addressed by the U.S. Green Building Council's LEED (Leadership in Energy and Environmental Design) guidelines.

Air Quality Element Policies- Energy/Energy Conservation

- AQ 5.2 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.

Project Consistency: The Project's consistency with the policies of the Jurupa Valley General Plan were evaluated throughout the Draft EIR, and also discussed under Threshold b of Draft EIR Subsection 4.3, *Land Use and Planning*. As discussed throughout the Draft EIR and under Threshold b of Draft EIR Subsection 4.3, *Land Use and Planning*, the Project would be consistent with all of the applicable policies of the Jurupa Valley General Plan related to energy consumption, including all of the policies listed above. Also, refer to Table 4.3-1, *General Plan Consistency*.

B. PROJECT ENERGY CONSUMPTION

Short-Term Construction

Construction of the proposed Project would result in short-term energy demand generated by the use of construction equipment and from worker and vendor vehicle trips to and from the Project site. As shown in Table 5-2, Project construction is expected to take approximately 14 months and include the following phases: site preparation, grading, building construction, paving, and architectural coating. Construction equipment is expected to operate on the Project site between 6 to 8 hours per day, up to five (5) days per week. A list of the construction equipment to be used during construction activities is found in Table 3-3, *Construction Equipment*, in the Project Air Quality Study (Draft EIR Appendix A). There is no aspect of the proposed short-term construction process that would result in the inefficient, wasteful, and unnecessary consumption of energy because all construction equipment operating on the Project would be required to meet applicable regulatory requirements for fuel efficiency. Energy calculations for the Project's construction phase are shown in Table 5-2.

Table 5-2: Energy Consumption Estimate for Project Construction

Construction Phase	Number of Construction Days	Average Worker and Vendor Trips Per Day	HP Hours Per Construction Phase	Construction Equipment		Worker and Vendor Trips
				Energy Use ¹	Gas and Diesel Fuel Consumption ²	Gas and Diesel Fuel Consumption ³
Site Preparation	10	8	353,600 176,800		9,557 gallons	82 gallons
Grading	20	16	1,001,520 445,120		24,060 gallons	414 gallons
Building Construction	230	150	5,252,280 2,745,510		148,406 gallons	35,382 gallons
Paving	20	10	103,600 59,200		3,200 gallons	159 gallons
Architectural	20	90	2,100		65 gallons	1,818 gallons

Construction Phase	Number of Construction Days	Average Worker and Vendor Trips Per Day	HP Hours Per Construction Phase	Construction Equipment		Worker and Vendor Trips
				Energy Use ¹	Gas and Diesel Fuel Consumption ²	Gas and Diesel Fuel Consumption ³
Coating ⁴			1,200			
TOTAL				91,875 kWh	185,288 gallons	37,855 gallons
Notes: 1: Calculation is based on an average construction energy cost of \$2.28 per month of energy use per 1,000 square feet of building space (68 residential units plus 31,275 s, f, commercial and 5,211 s, f, other) over the total duration of construction (14 months), at the rate of 8 cents per kilowatt hour (kWh). 2: Calculation is based on expected horsepower (HP) hours and an average factor of 1 gallon of fuel per 18.5 horsepower-hour. 3: Calculation is based on number of expected worker and vendor trips per day, multiplied by an average trip length of 14.7 miles and based on the average fuel economy of a light duty automobile of 26.77 miles per gallon. 4. This calculation overstates the HP hours per construction phase because it does not apply a load factor.						

Long-Term Operations

Long-term operation of the proposed Project would result in energy demands from the operation of the proposed commercial and residential uses and associated infrastructure. Under operational conditions, the proposed Project is estimated to result in a natural gas demand of 2,902,000 British thermal units per year (kBtu/yr) and a total electricity demand of 91,875 kilowatt hours per year (kWh/yr). These electricity demand and natural gas demand figures were derived from the California Emissions Estimator Model (CalEEMod) Printouts included as Appendix 3.4 of the Project's Air Quality and Greenhouse Gas Analysis (Draft EIR Technical Appendix A). Table 5-3 estimates Project-related trips would consume a total of 335,362 gallons of fuel each year based on an estimate of 3.3 miles per trip (e.g., home-work, home-school, etc.) and an aggregate fuel consumption estimate of 12.94 miles per gallon for all types of vehicles.

Energy demands would result from electricity, natural gas usage, petroleum/fuel usage, water conveyance, and wastewater conveyance. Energy demand also would result from delivery, employee, and visitor vehicle/truck trips to and from the Project site. Construction shall comply with applicable provisions of the California Building Standards Code and the various other mechanical, electrical, and plumbing codes related thereto as adopted by the City of Jurupa Valley Municipal Code. This includes but is not limited to Title 24 (CALGreen) energy standards. There is no aspect of the proposed Project's operation that would result in the inefficient, wasteful, and unnecessary consumption of energy.

Table 5-3: Project-Generated Vehicular Annual Fuel Consumption

Estimated Vehicle Daily Trips	Annual Vehicle Miles Traveled ¹	Average Vehicle Fuel Economy	Estimated Annual Fuel Consumption (Gallons)
3,616	335,362,583	12.94	335,362
Source: Trip data from Table 4-1, Project Traffic Study, Urban Crossroads, 2018. ¹ Project total VMT from Appendix 3.4, Operations Emissions Model Outputs, Air Quality Study, Urban Crossroads 2018. Composite trip distance is 3.3 miles per trip times daily trips times 365 days per year.			

Energy Consumption Summary

Implementation of Project Design Features (PDFs); Plans, Policies, and Programs (PPPs); and mandatory compliance with the applicable provisions of CALGreen would ensure that the Project uses energy efficiently. The Project would provide for, and promote, energy efficiencies beyond those required under other applicable federal or State of California standards and regulations; therefore, the Project would meet or exceed all CALGreen regulations. Moreover, energy consumed by the Project is calculated to be comparable to, or less than, energy consumed by other individual residential or commercial uses of similar scale and intensity than are currently constructed and operating in California. On this basis, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Furthermore, the Project would not cause or result in the need for additional energy facilities or energy delivery systems outside of connection to the existing utilities located in the adjacent roadways.

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in the wasteful or inefficient uses of energy and the Project aims to achieve energy conservation goals within the State of California. Thus, the Project would not have any long-term effects on an energy providers' future energy development or energy conservation strategies.

5.5 EFFECTS FOUND NOT TO BE SIGNIFICANT AS PART OF THE INITIAL STUDY

CEQA Guidelines §15128 requires that an EIR:

"...contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR."

An Initial Study was prepared for the proposed Project, which is included as Appendix A to this Draft EIR. Through the Initial Study process, the City of Jurupa Valley determined that the proposed Project could potentially cause adverse environmental effects, and an EIR is required. The Initial Study concluded that the Project would result in either no impacts, less-than-significant impacts, or less than significant impacts with mitigation incorporated involving fifteen (15) categories of potential impacts: Aesthetics, Agriculture and Forest Resources; Air Quality, Biological Resources; Cultural Resources; Geology and Soils; Greenhouse Gas Emissions, Hydrology and Water Quality; Mineral Resources; Noise, Population and Housing; Public Services; Recreation; Tribal Cultural Resources, and Utilities and Service Systems.

Following completion of the Initial Study, the City filed a Notice of Preparation (NOP) with the California Office of Planning and Research (OPR) (State Clearinghouse) to indicate that an EIR would be prepared to evaluate the Project's potential to impact the environment relative to: (1) Hazards and Hazardous Materials; (2) Land Use and Planning; and (3) Transportation and Traffic. The NOP was filed with the State Clearinghouse and distributed to Responsible Agencies, Trustee

Agencies, and other interested parties for a 30-day public review period. Public comments were received in response to the NOP and are summarized in Table 2-2, *Summary of Notice of Preparation*, of this Draft EIR.

As a result of the NOP comments, the City determined that the scope of the Draft EIR as determined by the Initial Study was appropriate.

A thorough discussion of the environmental issues that were determined to be less than significant are provided in the Initial Study Checklist provided in Appendix A of this document.

SECTION 6.0 – ALTERNATIVES

6.1 INTRODUCTION

CEQA Guidelines §15126.6(a) describes the scope of analysis that is required when evaluating alternatives to proposed projects, as follows:

“An EIR shall 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 and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selection of a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.”

As discussed in Draft EIR Section 4.0, *Environmental Analysis*, the proposed Project would result in significant adverse environmental effects that cannot be mitigated to below levels of significance after the implementation of Plans, Policies, and Programs (PPPs), Project Design Features (PDFs) and feasible mitigation measures (MMs). The Project’s significant and unavoidable impacts are summarized below in Subsection 6.2.B.

6.2 SUMMARY OF THE PROPOSED PROJECT

The Project proposes to amend *Figure 2-5: 2017 General Plan Land Use Plan* from Commercial Retail (CR) and Medium High Density Residential (MHDR) to Commercial Retail (CR) for the proposed 1.79-acre commercial parcel and to High Density Residential (HDR) for the 5.16-acre residential parcel. It further proposes to amend the *Jurupa Valley Zoning Map* from R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture) to R-VC (Rubidoux Village Commercial) for the proposed 1.79-acre commercial parcel and to R-2 (Multiple Family Dwellings) for the 5.16-acre residential parcel and merge 5 parcels and create 2 parcels for the purpose of developing a mixed-use development consisting of one (1) 1.79-acre parcel for a 31,436 square foot commercial building; and a 5.16-acre parcel for a 68-unit multi-family housing development. The Project includes ground level parking, landscaping, internal paving and walkways, a community center, and pool facility space. Refer to Draft EIR Section 3.0, *Project Description*, for additional Project details.

A. Project Objectives

The underlying purpose of the Project is to develop a mixed-use development that consists of commercial and apartment buildings and associated improvements. The following is a list of specific objectives that the proposed Project is intended to achieve:

1. Help revitalize the commercial area by giving high priority to infill development of vacant and deteriorated properties that provide for high-quality development of vacant infill properties that will stimulate economic development of the area served by Mission Boulevard.
2. Require development within the Village Center Overlay, to be compact, pedestrian-oriented, and designed to accommodate a broad range of uses, including commercial and residential uses, consistent with the Community's historic character.
3. Accommodate higher density residential development in walkable, pedestrian-oriented areas near major transportation corridors, concentrated employment areas, and community and village centers, and promote the development of high quality apartments.
4. Accommodate the development of structures and sites with a mix of housing and retail in areas designated as "Village Centers" on the General Plan.
5. Facilitate the Housing Authority of the County of Riverside in its capacity as housing successor to the former Redevelopment Agency for the County of Riverside, to develop a mixed use project that will include affordable rental housing, with a preference for veteran households with related infrastructure improvements, and commercial facilities with commercial uses.

B. Summary of the Proposed Project's Significant Impacts

As discussed in Draft EIR Section 4.0, *Environmental Analysis*, the proposed Project would result in significant adverse environmental effects that cannot be mitigated to below levels of significance after the implementation of Plans, Policies, and Programs (PPPs), Project Design Features (PDFs), and feasible Mitigation Measures (MMs). The unavoidable significant impacts are outlined in Table 6-1 below.

Table 6-1: Summary of Significant Environmental Impacts

Topic	Type of Impact	Details of Impact
Hazards and Hazardous Materials (Section 4.1)	Direct Impacts	The Project is not consistent with the requirements of Compatibility Zone C of the Flabob Airport Land Use Plan (ALUP). Mitigation or changes to the Project to achieve consistency would require a large reduction in commercial area and essentially no residential units, so

SECTION 6.0 ALTERNATIVES

Topic	Type of Impact	Details of Impact
		mitigation is infeasible.
	Cumulatively Considerable Impacts	This Project, in concert with other land use proposals that would increase unit count/density within the Flabob ALUP would contribute to cumulatively considerable impacts related to airport land use consistency. However, the proposed Project does not appear to represent a significant risk to public safety as a result of its proposed land uses in relation to the Flabob Airport operations.
Land Use and Planning (Subsection 4.2)	Direct Impacts	The Project would not be consistent with the following City General Plan policies: Land Use Element Policies 5.55, 5.57, 5.58, 5.61 due to a land use inconsistency with the Flabob Airport Land Use Plan (ALUP).
	Cumulatively Considerable Impacts	<p>The Project would not be consistent with the following City General Plan policies: Mobility Element Policies ME 2.12, 2.15, and 2.17 due to inability to install necessary improvements for significantly impacted intersections and roadway segments.</p> <p>In addition, the Project, in concert with other land use proposals that would increase unit count/density within the Flabob ALUP, would contribute to cumulatively considerable impacts related to airport land use consistency.</p>
Transportation and Traffic (Draft EIR Section 4.3)	Cumulatively Considerable Impacts	<p>The Project would result in a significant and unavoidable traffic impact at the following five intersections:</p> <ul style="list-style-type: none"> • #6-Redwood Dr. at Mission Bl. (Riverside). • #8-Market St. at Mission Blvd. (Riverside). • #13-Rubidoux Blvd. at SR-60 EB Off-Ramp-Frontage Rd. • #14-Rubidoux Blvd. at SR-60 WB Off-Ramp. • #15- Rubidoux Blvd. at SR-60 WB Off-Ramp-30th St. <p>Mitigation is applied that requires the Project Applicant to a pay fair-share fee for needed improvements at these intersection, but construction of the physical improvements necessary to alleviate the impact is not assured. In addition, improvements to the Mission Blvd. /Market St. and Redwood Dr. / at Mission Blvd. intersections are in the City of Riverside so their installation cannot be assured by the City of Jurupa Valley.</p>
	Cumulatively Considerable Impacts	The Project would result in significant and unavoidable cumulative traffic impacts at the following roadway

SECTION 6.0 ALTERNATIVES

Topic	Type of Impact	Details of Impact
		<p>segments:</p> <ul style="list-style-type: none"> Rubidoux Blvd. between SR-60 EB Ramp and 34th St. Mission Avenue between Redwood Avenue and Brockton Avenue. (Riverside). <p>The Project is required to a pay fair share for the improvements for Rubidoux Blvd. between SR-60 EB Ramp and 34th St. but payment of the fair share does not guarantee the improvements will be constructed. The improvements required for Mission Avenue between Redwood Avenue and Brockton Avenue are in the City of Riverside and beyond the control of Jurupa Valley.</p>
Source: DEIR Section 4.0.		

6.3 ALTERNATIVES CONSIDERED BUT NOT ANALYZED FURTHER

An EIR is required to identify any alternatives that were considered by the Lead Agency but were rejected as infeasible. Among the factors described by CEQA Guidelines §15126.6 in determining whether to exclude alternatives from detailed consideration in the EIR are: a) failure to meet most of the basic project objectives, b) infeasibility, or c) inability to avoid significant environmental impacts. With respect to the feasibility of potential alternatives to the proposed Project, CEQA Guidelines §15126.6(f) (1) notes:

“Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries...and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site...”

In determining an appropriate range of alternatives to be evaluated in this Draft EIR, possible alternatives were initially considered and, for a variety of reasons, rejected. Alternatives were rejected because either: 1) they could not accomplish the basic objectives of the Project, 2) they would not have resulted in a reduction of significant adverse environmental impacts, or 3) they were considered infeasible to construct or operate.

A number of “less intense” alternatives were initially discussed that would reduce the number of residential units or the area or density of commercial retail uses from that of the proposed Project. Due to the limits of the Flabob ALUP, which would only allow 1 unit per 5 acres or essentially 1 unit on the site, there were no viable alternatives that allowed any residential units on the property. However, a number of alternatives involving non-residential uses were seen as potentially viable for the Project site, depending on what floor area ratio (FAR) was used to estimate total square

footage of the development. The FAR of the proposed Project is 0.40 which results in a non-residential density of the site (166.8 persons per acre) which is approximately 10 percent over the non-residential density limit established by the ALUP (150 persons per acre). By calculation it was determined that an FAR of 0.35, as recommended in the 2017 General Plan for Commercial Retail uses, would result in a non-residential site density of just under 150 persons per acre which meets the ALUP guideline.

It is estimated the proposed Project would generate a maximum of 57 employees and 241 customers at any given time on the site. These estimates are based on US Green Building Code (USGBC) employee¹¹ and USGBC customer¹² data, respectively, applied to the proposed 31,436 square feet of commercial space. This equals 298 total persons or 166.5 persons per acre at any given time on the commercial portion of the site (1.79 acres). Therefore, the Project exceeds or is not consistent with the Zone C restrictions for other commercial uses.

For the purposes of this EIR, one “all retail” alternative (FAR = 0.35) was selected for additional study (see below) as well as an “all office” alternative. These two alternatives were selected for further analysis to determine what environmental impacts would result from full use of the site either of the non-residential land uses, but it is possible that some combination of commercial and office uses would also be a feasible land use alternative. CEQA requires an analysis of a reasonable range of alternatives, and not every possible permutation of land use combinations.

The City of Jurupa Valley considered but rejected one alternative: an alternative that would develop the proposed Project on an alternative site. CEQA does not require that an analysis of alternative sites always be included in an EIR. However, if the surrounding circumstances make it reasonable to consider an alternative site then this alternative should be considered and analyzed in the EIR. In making the decision to include or exclude analysis of an alternative site, the “*key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR*” (CEQA Guidelines §15126.6(f) (2)).

The Project proposes to develop 6.95 net acres of previously developed but now vacant land within the Rubidoux Village Commercial zone (R-VC). In the immediate surrounding area there are several small vacant or under-utilized parcels to the south, southwest, west, and northwest of the site, but very few of them are within the boundaries of the R-VC zone. In the larger surrounding area there are almost 200 acres of mostly vacant land northeast and north of the site along the west bank of

¹¹ “Building Area Per Employee by Business Type”, US Green Building Code, 549 SF/employee for “Specialty Retail” (ITE Code 814) which is comparable to the independent SANDAG rate of 588 SF/employee for neighborhood commercial uses.
<https://www.usgbc.org/Docs/Archive/General/Docs4111.pdf>

¹² “Table 1, Appendix 2, Default Occupancy Counts,” US Green Building Code, data for General Retail category indicates 550 square feet/employee (similar to above) and 130 square feet per transients (customers and others). Website accessed July 30, 2018
<https://www.usgbc.org/credits/new-construction-existing-buildings-commercial-interiors-core-and-shell-schools-new-constr-3>

the Santa Ana Rivers, however, this land has scattered rural residences and remnants of former equestrian uses in the area, and it is adjacent to the Santa Ana River.

The Project Applicant does not hold ownership control over any other parcels of land in or near the Project site that could be used as an alternative location for the proposed Project. In addition, any development similar to the proposed Project that would be built in the same general area as the proposed Project would generate traffic on similar streets and at similar intersections compared to the proposed Project, and so would result in similar significant traffic-related impacts in that regard. Moving the Project to another site that was not within the land use restrictions of the Flabob Airport Land Use Plan.

Since there is no available alternative location that would avoid or substantially lessen the significant traffic-related effects of the Project, and because the Project Applicant does not have ownership control over, and cannot reasonably obtain ownership control over, any other parcels of land in the nearby area under the jurisdiction of the City of Jurupa Valley that could accommodate the Project, an alternative location alternative is not feasible. Therefore, the City of Jurupa Valley is not obligated under CEQA to perform a detailed analysis of alternative sites in this Draft EIR.

6.4 ALTERNATIVES UNDER CONSIDERATION

CEQA Guidelines §15126.6(e) requires that an alternative be included that describes what would reasonably be expected to occur on the property in the foreseeable future if the proposed Project were not approved, based on current plans and consistent with available infrastructure and community services (i.e., “no project” alternative). For development projects that include a revision to an existing land use plan, the “no project” alternative is considered to be the continuation of the existing land use plan into the future. For projects other than a land use plan (for example, a development project on an identifiable property such as the proposed Project evaluated herein), the “no project” alternative is considered to be a circumstance under which the proposed Project does not proceed (CEQA Guidelines § 15126.6(e) (3) (A-B)). For the alternatives analysis in this Draft EIR, the potential scenario where the Project does not proceed is considered to be the “No Project Alternative/No Development Alternative.”

The following scenarios were identified by the City of Jurupa Valley as potentially feasible alternatives to the proposed Project that would be evaluated in detail in the EIR: (1) No Project/No Development; (2) No Project/General Plan Development; (3) Commercial Retail; and (4) Commercial Office.

6.4.1 No Project/ No Development Alternative

The No Project/No Development Alternative considers no development/disturbance on the Project site beyond that which occurs under existing conditions. As such, the 6.95-acre Project site would continue to consist of disturbed vacant land with remnants of mobile home trailer pads, broken road pavement, utility poles, and weedy grown present and no land use changes or improvements

would be made to the site. This Alternative was selected by the City of Jurupa Valley to compare the environmental effects of the proposed Project with an alternative that would leave the Project site undeveloped and in its general existing conditions. This alternative would not require any discretionary action from the City.

6.4.2 No Project/General Plan Development Alternative

The General Plan Land Use Map indicates the northern 1.3 acres of the site is designated for High Density Residential uses (HDR - 14 units/acre max.) and the southern 5.65 acres is designated for Commercial Retail uses (CR - FAR 0.35) under the Rubidoux Village Center. These designations mean the site could be developed with up to 18 residential units and 86,000 square feet of commercial uses.

6.4.3 Commercial Retail Alternative

The Flabob Airport ALUP recommends only one residential unit on the site which essentially precludes any viable residential development on the site. If the entire site were to support commercial retail uses, a maximum of 106,000 square feet of commercial space could be built on the 6.95-acre site based on an FAR of 0.35. At this development density, the commercial use would meet the Flabob ALUP limitation (80 vs. 150 persons per acre) and there would be no residential uses to conflict with the ALUP limit for the site (1 unit). This alternative would require a General Plan Amendment and Zone Change to eliminate the High Density Residential (HDR) land use designation from the northern portion of the site.

6.4.4 Commercial Office Alternative

This alternative proposes to build all offices on the Project site to reduce the high number of persons per acre generated by commercial retail uses (i.e., employees and customers). According to General Plan Table 2.3, *Non-Residential Land Use Statistics and Buildout Projections*, office uses have a recommended FAR of 1.0 so a maximum of 302,742 square feet of office space¹³ could be built on the site. This alternative would require a General Plan Amendment and Zone Change to eliminate the High Density Residential (HDR) land use designation from the northern portion of the site and designate the entire site for Commercial Office (CO) land uses.

6.5 ANALYSIS OF ALTERNATIVES

The City of Jurupa Valley has identified the following alternatives as a range of reasonable alternatives to the proposed Project in accordance with CEQA Guidelines §15126.6. These alternatives are described in more detail and evaluated for their level of environmental effects, compared to the proposed Project's environmental effects, later in this Section.

¹³ 6.95 acres x 43,560 square feet/acre = 302,742 @ 1.0 FAR = 302,742 square feet

The following discussion compares the impacts of each alternative considered by the City of Jurupa Valley with the impacts of the proposed Project, as detailed in Section 4.0, *Environmental Analysis*, of this Draft EIR. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), CEQA Guidelines §15126.6(d) requires that the discussion of alternatives focus on alternatives which are capable of avoiding or substantially lessening the significant effects of the Project. Therefore, the analysis provided herein focuses on a comparison of the Project's significant impacts to the level of impact that would occur under each evaluated alternative. The Project's significant impacts that require mitigation fall under the topics of Hazards and Hazardous Materials (i.e. inconsistency with Flabob Airport ALUP), Land Use and Planning (i.e. inconsistency with Flabob Airport land use compatibility policies and Mobility Element policies relation to traffic, and Transportation/Traffic (i.e. inconsistency with Mobility Elements policies with respect to the traffic improvements). Although the Project's less-than-significant impacts also are mentioned and compared to the alternatives evaluated herein, the emphasis is on the significant impacts of the Project that require mitigation as required by CEQA. A conclusion is provided for each significant impact of the Project as to whether the alternative results in one of the following: (1) reduction or elimination of the proposed Project's impact, (2) a greater impact than would occur under the proposed Project, (3) the same impact as the proposed Project, or (4) a new impact in addition to the proposed Project's impacts.

0, *Table 6-2: Comparison of Environmental Impacts and Objectives by Alternative*, at the end of this Section compares the significant impacts of the Project with the level of impact that would be caused by the alternatives evaluated herein and identifies the ability of each alternative to meet the fundamental purpose and basic objectives of the Project. As described in Draft EIR Subsection 3.4, the proposed Project's underlying purpose is to develop a mixed use commercial and residential project that will help reduce regional vehicle miles traveled (VMT) by local residents and offer employment and retail opportunities for Project and City residents.

6.5.1 No Project/No Development Alternative

The No Project/No Development Alternative assumes no development or disturbance on the Project site beyond that which now occurs (i.e., existing conditions). As such, the approximately 6.95-acre Project site would continue to consist of disturbed vacant land with remnants of mobile home trailer pads, broken road pavement, utility poles, and weedy grown present. Under this Alternative, no improvements would be made to the Project site and none of the proposed Project's land use, roadway, utility, or other infrastructure improvements would occur. This Alternative was selected by the City of Jurupa Valley to compare the environmental effects of the proposed Project with an alternative that would leave the Project site in its existing condition subject to the continuation of the existing conditions.

Although this issue was screened out of the EIR analysis by the Initial Study in the Notice of Preparation (see Appendix A), views of the existing Project site result in aesthetic impacts to area residents that would continue under this Alternative (i.e., no development).

1. Hazards and Hazardous Materials

The No Project/No Development Alternative would leave the site in a vacant and unused condition which would not conflict with and land use restrictions in the Flabob Airport Land use Plan (ALUP). This alternative would therefore eliminate the significant impact of the proposed Project in this regard.

2. Land Use and Planning

The No Project/No Development Alternative would leave the site in its general existing degraded condition. This alternative would not require any land use entitlements from the City (i.e., no General Plan Amendment or Zone Change). The proposed Project is not consistent with a number of City General Plan policies and these impacts are considered significant. By comparison, there would be no impacts related to Land Use and Planning from this alternative (i.e. vacant land will have no impact to Flabob ALUP or transportation). However, leaving the property in its existing condition would conflict with other General Plan policies related to economic growth and not fulfill the City's vision for long-term buildout of the City related to the ultimate use of this property.

3. Transportation and Traffic

Under the No Project/No Development Alternative, no new development would occur and no new traffic trips would be generated. It would not result in increased traffic at those intersections identified in the EIR as being significant and for which improvements were not physically feasible. It would also be consistent with those General Plan policies that discourage new development from creating or contributing to significant traffic impacts, either by an overall increase in vehicular trips. As noted above, this includes adding traffic to intersections that already exceed established City standards or add traffic to congested intersections where physical improvements are not feasible.

4. Conclusion

The No Project/No Development Alternative would avoid all of the significant environmental impacts of the proposed Project. While it is acknowledged that this Alternative would not achieve the City's General Plan vision in terms of developing the site with commercial and/or residential land uses, no significant adverse environmental impacts would result from leaving the property in its existing condition (other than maintaining its poor aesthetic or visual conditions). The No Project/No Development Alternative would not fulfill the underlying purpose of the Project or meet any of the Project's objectives because the site would remain undeveloped and utilized in its current condition.

6.5.2 No Project/General Plan Development Alternative

The No Project/General Plan Development Alternative proposes land uses consistent with the City's General Plan Land Use Map - the northern 1.3 acres of the site are designated for High Density Residential uses (HDR - 14 units/acre max.) while the southern 5.65 acres are designated for Commercial Retail uses (CR - FAR 0.35) under the Rubidoux Village Center zoning classification. These designations mean the site could be developed with up to 18 residential units and 86,000 square feet of commercial uses. This alternative would not require a General Plan Amendment or Zone Change. At this development density, the commercial use would meet the Flabob ALUP limitation (80 vs. 150 persons per acre) but the residential use would not meet the ALUP limit (18 units vs. 1 unit).

1. Hazards and Hazardous Materials

At the development density proposed in the No Project/General Plan Development Alternative, the commercial uses would meet the Flabob ALUP limitation (80 vs. 150 persons per acre) but the residential uses would not meet the ALUP limit (18 units vs. 1 unit). Even though this Alternative is consistent with the land use designations of the General Plan for this site, it is still inconsistent with the General Plan Land Use Element Policies 5.56, 5.57, 5.58, 5.61 regarding consistency with the Flabob Airport Land Use Plan (ALUP). Therefore, this Alternative still has significant impacts relative to Hazards and Hazardous Materials, similar to the proposed Project.

2. Land Use and Planning

As identified in Draft EIR Subsection 4.3, *Land Use and Planning*, the proposed Project would not conflict with the policies from the General Plan with the exception of Land Use Element Policies 5.56, 5.57, 5.58, 5.61 regarding consistency with the Flabob Airport Land Use Plan (ALUP), and Mobility Element Policies ME 2.12, ME 2.15, and ME 2.17 as a result of the Project's significant and unavoidable traffic impacts. Even though this Alternative is consistent with the land use designations of the General Plan for this site, it is still inconsistent with the General Plan policies cited above and thus would have significant impacts relative to Land Use and Planning, similar to the proposed Project.

3. Transportation and Traffic

The No Project/General Plan Development Alternative would generate almost three times more traffic than the proposed Project due to the development of substantially more commercial space (106,000 square feet vs. 31,436 square feet) as the entire site would support commercial retail uses under this alternative. Based on data from Table 4.16-2, *Project Trip Generation*, and the ITE Trip Generation Manual, the No Project/General Plan Development Alternative could generate 13,289 daily trips compared to 3,616 daily trips estimated for the proposed Project, an increase of 368 percent.

As discussed in Draft EIR Section 4.3.7.F the proposed Project would result in significant and unavoidable direct operational impacts to the following intersections and roadway segments:

- #6-Redwood Dr. at Mission Bl. (Riverside).
- #8-Market St. at Mission Blvd. (Riverside).
- #13-Rubidoux Blvd. at SR-60 EB Off-Ramp-Frontage Rd.
- #14-Rubidoux Blvd. at SR-60 WB Off-Ramp.
- #15- Rubidoux Blvd. at SR-60 WB Off-Ramp-30th St.
- Rubidoux Blvd. between SR-60 EB Ramp and 34th St.
- Mission Avenue between Redwood Avenue and Brockton Avenue.

Mitigation measures are identified requiring a fair-share monetary contribution toward improvements that would address these impacts, but because construction of the necessary intersection improvements is not assured, the impacts are determined to be significant and unavoidable. The No Project/General Plan Development Alternative would generate much more traffic than the proposed Project and might result in additional significant traffic impacts at area intersections or roadway segments in addition to those identified for the proposed Project. Therefore, this alternative would conflict with the same General Plan Mobility Element Policies ME 2.12, ME 2.15, and ME 2.17 as the proposed Project, and thus would have significant and unavoidable traffic impacts (i.e., at intersections where it is physically infeasible to improve them).

4. Conclusion

Similar to the proposed Project, the No Project/General Plan Development Alternative would still have significant impacts related to Hazards and Hazardous Materials and Land Use and Planning in that it is inconsistent with Land Use Element Policies 5.56, 5.57, 5.58, 5.61. and Mobility Element Policies ME 2.12, ME 2.15, and ME 2.17 as a result of the Project's significant and unavoidable traffic impacts. It would also generate much more traffic compared to the proposed Project and could have even greater direct and cumulative traffic impacts on local intersections and roadway segments, especially those that needed improvements that were not physically feasible. This alternative would meet the Project objectives to a similar degree as the proposed Project but would not provide as much of a balance of land uses (i.e., this alternative has substantially more commercial than residential uses).

6.5.3 Commercial Retail Alternative

The Commercial Retail Alternative would develop the Project site into all commercial uses. The Flabob Airport ALUP recommends only one residential unit on the site which essentially precludes any viable residential development on the site. If the entire site were to support commercial retail uses, a maximum of 106,000 square feet of commercial space could be built on the 6.95-acre site based on an FAR of 0.35. This alternative would require a General Plan Amendment and Zone Change to eliminate the High Density Residential (HDR) land use designation from the northern portion of the site. Due to the number of vehicular trips generated by retail uses, this alternative may result in increased traffic and air quality impacts. *General Plan Table 2.3, Non-Residential Land Use Statistics and Buildout Projections*, indicates retail uses generate 1 employee per 600 square feet

which would result in 177 employees for the site. Extrapolating data from *Table 4.3-5 Project Trip Generation* under *Transportation/Traffic*, indicates the site would generate 10,805 vehicular trips per day if it was built out with all commercial uses.

1. Hazards and Hazardous Materials

Under this alternative, the site would be developed with all commercial retail uses built at an FAR of 0.35 which would result in a land use density that would meet the Flabob ALUP limitation (80 vs. 150 persons per acre) and there would be no residential uses to conflict with the ALUP limit for the site (1 unit). This Alternative would be consistent with General Plan Land Use Element Policies 5.56, 5.57, 5.58, 5.61, and Noise Element Policy NE 1.8 regarding consistency with the Flabob Airport Land Use Plan (ALUP). Therefore, this Alternative would have less than significant impacts relative to Hazards and Hazardous Materials, while the proposed Project had significant impacts in this regard.

2. Land Use and Planning

This Alternative would eliminate the land use and planning impacts related to consistency with the Flabob ALUP. As identified in Draft EIR Subsection 4.3, *Land Use and Planning*, the proposed Project would not conflict with the other policies from the General Plan except for Mobility Element Policies ME 2.12, ME 2.15, and ME 2.17 as a result of the Project's significant and unavoidable traffic impacts. The Commercial Retail Alternative would generate considerably more traffic than the proposed Project (i.e., almost four times as much with 10,805 daily trips compared to 3,616 trips for the Project). Due to higher traffic generation, this Alternative might even have substantially increased traffic impacts compared to the proposed Project. Therefore, impacts of this Alternative would still be significant relative to Land Use and Planning, although to a lesser degree (i.e., only inconsistent with traffic policies) compared to the proposed Project.

3. Transportation and Traffic

The Commercial Retail Alternative would generate considerably more traffic than the proposed Project (i.e., 10,805 daily trips vs. 3,616 trips).

As discussed in Draft EIR *Section 4.3, Transportation/Traffic*, the proposed Project would result in significant and unavoidable direct operational impacts to the following intersections and roadway segments:

- #6-Redwood Dr. at Mission Bl. (Riverside).
- #8-Market St. at Mission Blvd. (Riverside).
- #13-Rubidoux Blvd. at SR-60 EB Off-Ramp-Frontage Rd.
- #14-Rubidoux Blvd. at SR-60 WB Off-Ramp.
- #15- Rubidoux Blvd. at SR-60 WB Off-Ramp-30th St.
- Rubidoux Blvd. between SR-60 EB Ramp and 34th St.
- Mission Avenue between Redwood Avenue and Brockton Avenue.

Although mitigation measures are identified requiring a fair-share contribution toward improvements that would address the Project's cumulative impacts at these locations, impacts are significant and unavoidable because the construction of improvements cannot be guaranteed.

4. Conclusion

Compared to the proposed Project, the Commercial Retail Alternative would eliminate significant impacts related to Hazards (i.e., ALUP Consistency) and would have reduced impacts relative to Land Use and Planning as this alternative would be consistent with the General Plan policies regarding the Flabob ALUP. However, this Alternative would still have significant traffic impacts and would generate considerably more traffic than the proposed Project (i.e., 10,805 daily trips compared to 3,616 trips for the Project). As a result, it would still have significant Land Use and Planning impacts as it is not consistent with General Plan Mobility Element Policies ME 2.12, ME 2.15, and ME 2.17 regarding traffic congestion and improvements. This alternative would provide substantially more commercial use than the proposed Project but would not provide any mix of uses (i.e., no residential uses) and so does not meet the Project objectives to nearly the same degree as the Project.

6.5.4 Commercial Office Alternative

The Commercial Office Alternative proposes to build all offices on the Project site to reduce the high number of persons per acre generated by commercial retail uses (i.e., employees and customers). According to General Plan *Table 2.3, Non-Residential Land Use Statistics and Buildout Projections*, office uses have a recommended FAR of 1.0 so a maximum of 302,742 square feet of offices could be built on the site (6.95 acres x 43,560 square feet/acre = 302,742 @ 1.0 FAR = 302,742 square feet). *General Plan Table 2.3, Residential Land Use Statistics and Buildout Projections*, also indicates office uses generate 1 employee per 800 square feet (no customers assumed) which would result in 379 employees which is 55 persons per acre which is well below the ALUP limit of 150 persons per acre. This alternative would require a General Plan Amendment and Zone Change to eliminate the HDR residential land use designation from the northern portion of the site and change the entire site to Commercial Office (CO). It is also estimated these office uses would generate 2,949 daily vehicle trips based on the appropriate ITE¹⁴ data (9.74 trips per thousand square feet).

1. Hazards and Hazardous Materials

Under this alternative, the site would be developed with all commercial retail uses built at an FAR of 1.00 but would result in a land use density below the Flabob ALUP limitation (i.e., 55 vs. 150 persons per acre). Since there would be no residential uses, this alternative would also meet the ALUP limit of 1 unit or less on the site. This Alternative would be consistent with General Plan Land Use Element Policies 5.56, 5.57, 5.58, 5.61 regarding consistency with the Flabob Airport Land Use

¹⁴ Institute of Traffic Engineering (ITE) Code 710, General Office, ITE Trip Generation Manual, 10th Edition. ITE 2018.

Plan (ALUP). Therefore, this Alternative would have less than significant impacts relative to Hazards, while the proposed Project had significant impacts in this regard.

2. Land Use and Planning

This Alternative would eliminate the land use and planning impacts related to consistency with the Flabob ALUP. As identified in Draft EIR Subsection 4.3, *Land Use and Planning*, the proposed Project would not conflict with the other policies from the General Plan except for Mobility Element Policies ME 2.12, ME 2.15, and ME 2.17 as a result of the Project's significant and unavoidable traffic impacts. The Commercial Office Alternative would generate 20 percent less traffic than the proposed Project so would have reduced traffic impacts at area intersections. However, these cumulative traffic impacts would still be considered significant since the identified intersections and roadway segments have physical limitations which preclude installation of the necessary improvements. Therefore, impacts of this Alternative would still be significant relative to land use and planning, although to a lesser degree (i.e., only inconsistent with traffic policies) compared to the proposed Project.

3. Transportation and Traffic

The Commercial Office Alternative would generate approximately 20 percent less traffic than the proposed Project (i.e., 2,949 daily trips vs. 3,616 trips). As discussed in Draft EIR *Section 4.3, Transportation/Traffic*, the proposed Project would result in a significant and unavoidable direct operational impacts to the following intersections and roadway segments:

- #6-Redwood Dr. at Mission Bl. (Riverside).
- #8-Market St. at Mission Blvd. (Riverside).
- #13-Rubidoux Blvd. at SR-60 EB Off-Ramp-Frontage Rd.
- #14-Rubidoux Blvd. at SR-60 WB Off-Ramp.
- #15- Rubidoux Blvd. at SR-60 WB Off-Ramp-30th St.
- Rubidoux Blvd. between SR-60 EB Ramp and 34th St.
- Mission Avenue between Redwood Avenue and Brockton Avenue.

Although mitigation measures are identified requiring a fair-share contribution toward improvements that would address the Project's cumulative impacts at these locations, impacts are significant and unavoidable because the construction of improvements cannot be guaranteed.

4. Conclusion

Compared to the proposed Project, the Commercial Office Alternative would eliminate significant impacts related to Hazards (i.e., ALUP Consistency) and would have reduced impacts relative to Land Use and Planning since it would be consistent with the General Plan policies regarding the Flabob ALUP. However, this Alternative would still have significant cumulative traffic impacts even though it would generate almost 20 percent less traffic compared to the proposed Project (i.e., 2,949 daily trips vs. 3,616 daily trips). This alternative would provide office uses instead of retail

use under the proposed Project but would not provide any mix of uses (i.e., no retail or residential uses). Therefore, this alternative does not meet the Project objectives to nearly the same degree as the proposed Project.

Table 6-2: Comparison of Environmental Impacts and Objectives by Alternative

ENVIRONMENTAL IMPACT	PROPOSED PROJECT	LEVEL OF IMPACT AFTER MITIGATION COMPARED TO THE PROPOSED PROJECT			
		NO PROJECT/ NO DEVELOPMENT	NO PROJECT/GENERAL PLAN DEVELOPMENT	COMMERCIAL RETAIL	COMMERCIAL OFFICE
Physical Characteristics Entitlements Needed	64 DU, 31,375 SF Comm GPA/ZC? = Yes	0 DU, 0 SF Comm GPA/ZC? = No	18 DU, 86,000 SF Comm GPA/ZC? = No	106,000 SF Comm GPA/ZC? = Yes	302,742 SF Offices GPA/ZC? = Yes
Hazards and Hazardous Materials ALUP Consistency	Significant	Avoided	Significant	Less Than Significant	Less Than Significant
Land Use and Planning GP Policies on ALUP and Traffic	Significant	Avoided	Significant	Less Than Significant for GP ALUC policies Still inconsistent with General Plan traffic policies	Less Than Significant for GP ALUC policies Still inconsistent with General Plan traffic policies
Transportation and Traffic	Significant (3,198 ADT)	Avoided (0 ADT)	Increased Traffic and inconsistent with General Plan policies (13,289 ADT)	Increased traffic Still inconsistent with General Plan traffic policies and needed improvements infeasible (10,804 ADT)	Decreased traffic Still inconsistent with General Plan traffic policies and needed improvements infeasible (2,949 ADT)
ABILITY TO MEET PROJECT OBJECTIVES					
Help revitalize the commercial area by giving high priority to infill development of vacant and deteriorated properties that provide for high-quality development of vacant infill properties that will stimulate economic development or the area served by Mission Boulevard.		Not Met	Met	Met	Met
Require development within the Village Center Overlay, to be compact, pedestrian-oriented, and designed to accommodate a broad range of uses, including commercial and residential uses, consistent with the Community's historic character.		Not Met	Met to a Lesser Degree	Not Met	Not Met
Accommodate higher density residential development in walkable, pedestrian-oriented areas near major transportation corridors, concentrated employment areas, and community and village centers, and promote the development of high quality apartments.		Not Met	Met to a Lesser Degree	Not Met	Not Met
Accommodate the development of structures and sites with a mix of housing and retail in areas designated as "Village Centers" on the General Plan.		Not Met	Met	Not Met	Not Met
Facilitate the Housing Authority of the County of Riverside in its capacity as housing successor to the former Redevelopment Agency for the County of Riverside, to develop a mixed use project that will include affordable rental housing, with a preference for veteran households with related infrastructure improvements, and commercial facilities with commercial		Not Met	Met	Met	Met

ENVIRONMENTAL IMPACT	PROPOSED PROJECT	LEVEL OF IMPACT AFTER MITIGATION COMPARED TO THE PROPOSED PROJECT			
		NO PROJECT/ NO DEVELOPMENT	NO PROJECT/GENERAL PLAN DEVELOPMENT	COMMERCIAL RETAIL	COMMERCIAL OFFICE
uses.					

ADT = Average Daily Traffic ALUP = Flabob Airport Land Use Plan Comm = commercial DU dwelling units GPA = General Plan Amendment SF = square feet ZC = Zone Change

6.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

When an alternatives analysis is prepared consistent with CEQA Guidelines Section 15126.6 (e (2)), an environmentally superior alternative must be identified in the Draft EIR. Because the No Project/No Development Alternative would avoid or reduce all of the proposed Project's environmental impacts, it warrants consideration as the "environmentally superior alternative." However, pursuant to CEQA Guidelines § 15125.6 (e)(2), if a no project alternative is identified as the "environmentally superior alternative", then the Draft EIR is required to identify an environmentally superior alternative among the other alternatives. As shown in, *Table 6-2, Comparison of Environmental Impacts and Objectives by Alternative*, each of the alternatives would still have significant and unavoidable impacts related to transportation and traffic as well as consistency with certain General Plan policies regarding traffic.

Based on the preceding analysis, the Commercial Office Alternative is selected as the Environmentally Superior Alternative pursuant to CEQA Guidelines § 15126.6 because it would reduce the Project's impacts to the greatest extent among the alternatives.

City of Jurupa Valley

SECTION 7.0 - REFERENCES

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City of Jurupa Valley

SECTION 8.0- LIST OF PREPARERS

PREPARER

Ernest Perea, CEQA Administrator, City of Jurupa Valley

PERSONS CONSULTED

Rocio Lopez, Senior Planner, City of Jurupa Valley

Rob Olson, Transportation Analyst, City of Jurupa Valley

EXHIBIT B OF ATTACHMENT 1

Final EIR, Fact and Findings and
Statement of Overriding Considerations

Mission Gateway Plaza Mission Gateway Villas Mixed Use Project

Final Environmental Impact Report SCH No. 2018061047 City of Jurupa Valley Master Application (MA) 16224



Lead Agency

City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509

Applicant:

Northtown Housing Development Corporation
10071 Feron Boulevard
Rancho Cucamonga, CA 91730

June 4, 2019

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APPENDICES

A	Mission Gateway Plaza/Mission Gateway Villas Mixed-Use Project Draft Environmental Impact Report.
B	Mission Gateway Plaza/Mission Gateway Villas Mixed-Use Project Draft Environmental Impact Report Appendices

1.0 INTRODUCTION

This Final Environmental Impact Report (FEIR) was prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code §21000 *et seq.*) and CEQA Guidelines (Title 14, California Code of Regulations, §15000 *et seq.*) and represents the independent judgment of the CEQA Lead Agency (City of Jurupa Valley).

According to CEQA Guidelines §15132, the FEIR shall consist of:

- a. The Draft EIR (DEIR) or a revision of the draft;
- b. Comments and recommendations received on the DEIR either verbatim or in summary;
- c. A list of persons, organizations, and public agencies commenting on the DEIR;
- d. The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- e. Any other information added by the Lead Agency.

In accordance with the above-listed requirements, this FEIR for the proposed Mission Gateway Plaza/Mission Gateway Villas Center Mixed-Use Project (hereafter, the “Project”) and associated discretionary and administrative actions consists of the following:

1. Comment letters and responses to comments; and
2. The circulated Mission Gateway Plaza/Mission Gateway Villas Center Mixed-Use Project Draft EIR and Technical Appendices, SCH No. 2018061047 with additions shown as underline text and deletions shown as stricken text in Table F-2, *Errata Table of Additions, Corrections, and Revisions*.
3. The Mitigation Monitoring and Reporting Program (MMRP).

2.0 RESPONSES TO COMMENTS

CEQA REQUIREMENTS

CEQA Guidelines §15204(a) outlines parameters for submitting comments, and notes that the focus of review and comment of DEIRs should be:

...on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible...CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or suggested by commenters. When responding to comments, lead agencies need only respond to significant

environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

CEQA Guidelines §15204(c) further advises that, “Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section §15064, an effect shall not be considered significant in the absence of substantial evidence.” CEQA Guidelines §15204(d) also notes that “Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.” CEQA Guidelines §15204(e) states that “This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”

Pursuant to CEQA Guidelines §15088(b), copies of the written responses shall be provided to commenting public agencies at least ten (10) days prior to certifying the FEIR. The responses shall be provided along with an electronic copy of this FEIR, as permitted by CEQA, and shall conform to the legal standards established for response to comments on DEIRs.

Additionally, a comment which draws a conclusion without elaborating on the reasoning behind, or the factual support for, those conclusions does not require a response. Under the California Environmental Quality Act (CEQA) Guidelines, the lead agency is obligated to respond to timely comments with “good faith, reasoned analysis.” (CEQA Guidelines § 15088(c).) These responses “shall describe the disposition of significant environmental issues raised ... [and] give[e] reasons why specific comments and suggestions were not accepted. (CEQA Guidelines § 15088(c).) To the extent that specific comments and suggestions are not made, a specific response cannot be provided and, indeed, are not required. (*Browning-Ferris Industries v. City Council* (1986) 181 Cal.App.3d 852, 862 [where a general comment is made, a general response is sufficient].)

RESPONSES TO DEIR COMMENTS

CEQA Guidelines §15088 require the Lead Agency to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the DEIR and to provide written responses to any substantive comments received. This Section provides all comments received on the DEIR, the City’s response to each comment, and a summary of revisions made to the DEIR as part of the FEIR in response to the various comment letters and to correct any errors.

Comment letters were received during the DEIR public review period which began on January 10, 2019 and closed on February 25, 2019. Six (6) comment letters were received by the City of Jurupa Valley regarding the DEIR for the proposed Project. A list of agencies, organizations, and persons that submitted comments regarding the DEIR is presented in Table F-1, *Organizations, Persons, & Public Agencies that Commented on the DEIR*. A copy of each comment letter and a response to each environmental issue raised in those letters is provided on the following pages. No comments submitted to the City of Jurupa Valley on the DEIR have produced substantial new information requiring recirculation or additional environmental review under State CEQA Guidelines §15088.5.

Table F-1 Organizations, Persons, & Public Agencies that Commented on the DEIR

COMMENT LETTER	COMMENTING ORGANIZATION, PERSON, OR PUBLIC AGENCY	DATE
A	Jurupa Unified School District (JUSD)	01/31/19
B	Airport Land Use Commission Riverside County (ALUC)	02/21/19
C	City of Riverside, Community Development Department, Planning Division	02/25/19
D	City of Riverside, Parks, Recreation and Community Services Department	02/25/19
E	State of California, Department of Transportation, Division of Aeronautics	02/21/19
F	So Cal Gas	02/26/19



Elliott Duchon, Superintendent
4850 Pedley Road, Jurupa Valley, CA 92509 T 951.360.4100

January 31, 2019

Letter A

City of Jurupa Valley
Attn: Planning Department
8930 Limonite Avenue
Jurupa Valley, CA 91752

RE: Case Routing: MA 16224 - Northtown Mixed Use Project

To Whom It May Concern:

The Jurupa Unified School District has reviewed the EIR for above referenced project and have concerns regarding the "potentially significant cumulative impact" to traffic trips generated from this development. In particular, the potential increase in vehicles traveling east-west along Mission Blvd. to Rubidoux Blvd. are a concern for our students who attend Ina Arbuckle Elementary School (address 3600 Packard Street). We have students who attend this school that reside south of Mission Blvd. These students, if they walk to school, must cross at the existing crosswalk located at the intersection of Mission Blvd. and Twining Street. Vehicles traveling down Mission Blvd. are known to stop suddenly to allow pedestrians to cross, in part due to the low profile crosswalk condition at that intersection. Based on the potential increase of vehicles traveling this route as a result of the above referenced project, we request the developer be required to install an in-pavement illuminated crosswalk with lighting markers and "School Zone Lights" at this crosswalk location, to enhance visibility of our students using that crosswalk, considering more vehicles traveling this route only increases the risk of pedestrian harm.

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Please contact my office at (951)361-6571 if you have any questions.

Respectfully,

A handwritten signature in blue ink, appearing to read "R. Griffin", is written over a light blue rectangular background.

Robin Griffin
Director, Planning & Development

LEARNING WITHOUT LIMITS

Board of Trustees
Robert Garcia President, Silvia Ortega Clerk, Karen Bradford, Linda Chard, Melissa Ragole

Jurupa Unified School District – Comment Letter A Response

Response A-1. The Jurupa Unified School District (“District”) expressed concern that the proposed project would cause significant cumulative traffic impacts that represent a safety risk to children living south of Mission Blvd. that walk to and from Arbuckle Elementary School (i.e., that cross Mission Boulevard at Twinning Street). The District has suggested that a specialized illuminated crosswalk be installed to alleviate this safety concern.

The Project traffic study (Urban Crossroads, April 16, 2018) indicates that cumulative planned projects will generate 3,810 AM peak hour trips and 3,22p PM peak hour trips along Mission Blvd. (Urban Crossroads Exhibits 8-1 and 8-2, respectively) in 2035 (i.e., the cumulative horizon year). The traffic study also indicates the proposed project would contribute 33 AM peak hour trips and 92 PM peak hour trips at this buildout horizon (Urban Crossroads Exhibits 4-3 and 4-4, respectively). This means the proposed project’s traffic represents 0.9% of the AM peak hour cumulative traffic and 2.8% of the PM peak hour cumulative traffic along Mission Blvd.

Although the proposed Project’s contribution to cumulative traffic is relatively small, the District’s expressed concern over student pedestrian safety is a valid environmental issue. The applicant will be required to relocate the school crossing to the east at the Mintern Street/ Mission Boulevard intersection. Construction of the crossing will require updates to include current ADA standards, pedestrian push button, and pavement flashing markers. The City would then be responsible for long-term maintenance of the crosswalk. This additional offsite improvement will be added to the EIR as Mitigation Measure (MM) TRA-6. It will be added to the Mitigation Monitoring and Reporting Plan (MMRP) and will also be made a condition of approval (COA) of the proposed project to be installed prior to issuance of the first occupancy permit for the Project.



**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**

Letter B

February 21, 2019

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Ms. Rocio Lopez, Senior Planner
Mr. Ernest Perea, CEQA Administrator
City of Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley CA 92509

RE: Draft Environmental Impact Report (DEIR) for the Mission Gateway Plaza/Mission Gateway Villas Mixed Use Project – SCH No. 2018061047

Dear Ms. Lopez and Mr. Perea:

Thank you for providing the Riverside County Airport Land Use Commission ("ALUC") with a copy of the Draft Environmental Impact Report for the above-referenced project. The proposed project was reviewed by ALUC at its public hearing on July 13, 2017 and found inconsistent with the 2004 Flabob Airport Land Use Compatibility Plan ("ALUCP"). The purpose of the ALUCP is to protect people from airports and airports from people. In this particular situation, the proposed project would not necessarily impact flight operations at Flabob Airport, but said operations would have an impact on the residents, employees, and customers at this site.

We are in agreement with the finding that, due to the proximity of the site to Flabob Airport, the impacts of the proposed project with respect to hazards, hazardous materials, land use and planning are significant and not able to be mitigated to a level of insignificance without a change to the nature of the proposed use.

The Draft EIR concludes, as the ALUC did, that the residential component of this project is inconsistent with the Compatibility Plan. Given the location of this property within Compatibility Zone C in proximity to Flabob Airport and along the extended runway centerline, the proposed residential density would substantially increase the number of community residents exposed to excessive safety hazards from potential for an aircraft accident. This would not be in compliance with the objectives of the State Aeronautics Act. Compatibility Zone C generally corresponds with the Outer Approach/Departure Zone, as identified in the California Airport Land Use Planning Handbook published by the State of California Department of Transportation, Division of Aeronautics.

We do take issue with some of the statements in the document relative to the nonresidential portions of the project and request that inaccuracies be corrected in the Final EIR document.

On page 4.1-8, it is stated that "ALUC determined the project was not consistent with the Flabob ALUP due to the residential density restriction (1 unit/5 acres), and the commercial per acre occupancy limits (75 persons average, 150 persons max.). However, the ALUC comment letter did not provide calculations to support these conclusions." While it is technically correct that

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AIRPORT LAND USE COMMISSION

calculations were not included in the letter, this statement may lead the reader to conclude that the basis of such calculations was never provided to the City or to the applicant. In fact, the staff report prepared for this project and mailed to both the City and the applicant prior to the public hearing included the calculation of nonresidential intensity based on Building Code maximum occupancy levels, with a 50 percent reduction. A copy of the staff report is attached hereto.

The Building Code requires a minimum of 30 square feet per occupant of retail space and a minimum of 100 square feet per occupant of office space. The ALUCP allows for a 50 percent reduction from the number of occupants calculated through use of these numbers. Therefore, ALUC determined potential intensity of retail space as one person per 60 square feet and potential intensity of office space as one person per 200 square feet. It was determined that the 19,198 square feet of first-floor retail space would accommodate 320 persons and that the 12,177 square feet of office space would accommodate an additional 61 persons, for a total of 381 persons. Nonresidential projects must comply with both the average intensity and single-acre intensity criteria of the applicable Compatibility Zone in order to be found consistent with the ALUCP.

Since the commercial building is entirely located within a single 210-foot-by-210-foot (square acre) area, this occupancy level clearly exceeds the allowable single-acre intensity of 150 persons.

The Alternatives section of the EIR and other sections reflect an incorrect understanding of the intensity limits incorporated in the ALUCP. Projects must meet both the applicable average intensity and single-acre intensity standards. The EIR purports to evaluate the potential total square footage within specified acreages of commercial area on-site. But then applied the single-acre intensity criterion of 150 persons. This comparison should be to the average intensity criterion of 75 persons per acre.

Furthermore, the City has chosen to use tables from the U.S. Green Building Code to determine "default occupancy counts" and to estimate "building area per employee by business type." While these numbers offer new options for consideration as Plans are updated in the future, they were not utilized in the 2004 Riverside County Airport Land Use Compatibility Plan that includes the Flabob Airport Land Use Compatibility Plan. As such, the discussion as to whether the project or any of the specific alternatives analyzed in Section 6.0 of the EIR would meet the nonresidential intensity criteria of the Compatibility Plan would more appropriately have utilized the standard methodology incorporated in that Plan. (Even with use of the U.S. Green Building Code numbers, the average intensity of the proposed nonresidential project was determined by the EIR authors to be 166 persons per acre, which is more than twice the allowable average intensity.)

Analyzing the Alternatives offered in the DEIR, if one assumes one person per 60 square feet of retail area, the 86,000 square feet of commercial uses envisioned in the General Plan Development Alternative would result in a total occupancy of 1,433 persons and an average intensity of 254 persons per acre within the 5.65-acre commercial area – more than three times the allowable average intensity of 75 persons per acre. The 106,000 square feet of commercial uses envisioned in the Commercial Retail Alternative would result in a total occupancy of 1,767 persons and an average intensity of 258 persons per acre within the 6.95-acre commercial area – again, more than three times the allowable average intensity of 75 persons per acre.

AIRPORT LAND USE COMMISSION

Assuming one person per 200 square feet of office area, the 302,742 square feet of office area envisioned in the Commercial Office Alternative would result in a total occupancy of 1,514 persons and an average intensity of 218 persons per acre – still almost three times the allowable average intensity of 75 persons per acre.

2

As such, neither the Commercial Retail Alternative nor the Commercial Office Alternative as presented reduce the impact of inconsistency with ALUC policies to a less-than-significant level.

Two possibilities identified in the staff report as complying with the single-acre intensity criterion would be a 30,000 square foot office building or a 9,000 square foot retail building. These possibilities could have been considered as Alternatives and would meet both average intensity and single-acre intensity criteria. While this level of intensity would likely not meet the applicant's objectives, it would be preferable to the "no project" alternative, in that it would allow for economic use of the property.

3

Finally, we wish to advise you that the adoption of a Statement of Overriding Findings through the CEQA process is not a substitute for the provision of findings of overrule as specified in Section 21676(b) of the California Public Utilities Code. In the event that the City Council wishes to proceed to approve this project, the City is required to prepare findings as to why its decision is consistent with the intent of the State Aeronautics Act and provide such findings to both the State of California Department of Transportation Aeronautics Division and to this Commission. Such findings must be provided 45 days prior to any final decision of approval, and any such overrule will require a 2/3 vote of the City Council (4 of 5 if all members are present).

4

If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

cc: Ron Bolyard and/or Tony Sordello, CALTRANS Division of Aeronautics
Philip Crimmins, CALTRANS Division of Aeronautics - CEQA
Northtown Development
ALUC Case File

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COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.1 3-10
HEARING DATE: July 13, 2017 (continued from May 11, 2017)
CASE NUMBER: ZAP1031FL17 – Northtown Housing Development Corp.
(Representatives: Debi Myers and Darryl Brown)
APPROVING JURISDICTION: City of Jurupa Valley
JURISDICTION CASE NO: MA16224 (Major Application) consisting of GPA16006
(General Plan Amendment), CZ16011 (Change of Zone),
SDP16043 (Site Development Permit), and TPM37126
(Tentative Parcel Map)

MAJOR ISSUES: The proposed commercial building exceeds allowable single-acre intensity limits for areas within Compatibility Zone C of the Flabob Airport Influence Area. (A 30,000 square foot office building or a 9,000 square foot retail commercial building without restaurant area or places of assembly would meet the single-acre intensity limit.) Additionally, the site would normally be restricted to a maximum residential density of 0.2 dwelling units per acre (or, in this case, one dwelling per existing legal lot). However, the site previously accommodated a 66-unit mobile home community and two single-family residences. The project proposes a total of 68 residential units, which would not increase the number of dwelling units (including mobile home spaces) that existed on the site at the time of adoption of the Flabob Airport Land Use Compatibility Plan (Flabob ALUCP).

In June 2011, ALUC determined that a 66-unit apartment project with associated General Plan Amendment and Change of Zone were consistent with the Flabob ALUCP with special findings, pursuant to Section 3.3.6 of the Countywide Policies (ZAP1020FL11). This determination occurred when the property was under the jurisdiction of the County.

The proposed project includes two additional parcels, increasing the overall acreage to 7.27 acres and the residential area to 5.16 acres, reducing the overall density within the area proposed for residential use from 15.17 to 13.18 dwelling units per acre. *The proposed project also adds a commercial element and two additional units (relative to the project considered in 2011).*

At the May 11 hearing, a representative of the Tom Wathen Foundation, which owns and operates Flabob Airport, noted that there has been a change in the character of airport operations since 2011, with 55 hangars relocated from the now-defunct Rialto Airport and a new operator maintaining and flying DC-3 aircraft utilizing a straight in-out pattern that would overfly this site at a height of 300 or less feet above ground level. He also pointed out that the City Council, following incorporation, voted down the previous apartment project and that the mobile home

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park cannot be cited as an existing use, since it has not existed for a number of years. Therefore, in his opinion, a finding that the residential portion of the project would not result in new excessive safety and noise hazards would be false.

The applicant requested a continuance at the May 11 meeting to allow time to meet with City officials as to whether they would insist on retaining a commercial element within this project at this time. (Staff had advised that Countywide Zone C nonresidential intensity limits could potentially be increased by the end of 2018.)

As of June 20, 2017, staff has no information that would indicate that the City is willing to support deletion of the commercial element from this project.

RECOMMENDATION: Staff must recommend a finding of INCONSISTENCY for the Site Development Permit, based on the nonresidential intensity limits being exceeded by the proposed commercial building.

The residential density is also normally incompatible, so staff must also recommend a finding of INCONSISTENCY for the General Plan Amendment and Change of Zone, unless but, provided that the Commission is willing to reaffirm its special findings for the residential portion of the project pursuant to Section 3.3.6 and thereby render ~~staff recommends~~ a finding of CONSISTENCY for the General Plan Amendment and Change of Zone, subject to the understanding that the number of dwelling units on this site will not exceed 68.

Such findings should include that the proposed project would not increase the number of residential units in relation to the number of units existing or authorized at the time that the 2004 Flabob Airport Land Use Compatibility Plan was adopted from the previously existing use on the site and, therefore, would not expose additional people to potential hazards from aircraft relative to the number of persons in the previously existing dwelling units and would not expose people to excessive noise levels, and that the project is located adjacent to the Santa Ana River, which provides a large amount of open area for emergency landings. (However, the Commission must also weigh whether the time that the majority of the site has remained vacant has rendered the 2004 site character finding irrelevant.)

PROJECT DESCRIPTION: Site Development Permit No. 16043 is a proposal to develop a 68-unit multi-family housing development (apartments) with a 3,818 square foot community center building and pool and maintenance buildings on 5.16 acres and a 31,375 square foot commercial building on 1.79 acres. The site consists of five Assessor's parcels. Four parcels with a total of 6.27 acres are designated Commercial Retail and a one-acre parcel is designated Medium High Density Residential. General Plan Amendment No. 16006 would retain the Commercial Retail designation on 1.79 acres, while amending the General Plan designation of 4.16 acres of Commercial Retail and one acre of Medium High Density Residential to High Density Residential. The four parcels designated Commercial Retail are currently zoned R-VC (Rubidoux – Village Commercial), while the one-acre parcel is zoned R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture). Change of Zone No. 16011 would maintain R-VC zoning on 1.79 acres, change the zoning of 4.16 acres

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from R-VC to R-2, and change the zoning of one acre from R-2 and A-1 to R-2. Finally, Tentative Parcel Map No. 37126 would reconfigure the existing parcel boundaries to establish two new parcels (1.79 acres and 5.16 acres, respectively).

PROJECT LOCATION: The project site is located northerly of Mission Boulevard and easterly of Crestmore Road in the community of Rubidoux, approximately 2,640 feet (one-half mile) northerly of Runway 6-24 at Flabob Airport.

LAND USE PLAN: 2004 Flabob Airport Land Use Compatibility Plan

- a. Airport Influence Area: Flabob Airport
- b. Land Use Policy: Airport Compatibility Zone C
- c. Noise Levels: Outside the 55 CNEL noise contour

Residential Density: Residential density within Airport Compatibility Zone C is typically restricted to densities less than 0.2 dwelling units per acre. The designation proposed by the General Plan Amendment and Change of Zone would allow a density between 8 and 14 dwelling units per acre with possible additional density allowed with an affordable housing density bonus. The Site Development Permit application proposes a total of 68 units on 5.16 acres for a density of 13.18 dwelling units per acre. This proposed density would not typically be consistent with the residential density criteria for Compatibility Zone C. However, at the time of adoption of the Flabob Airport Land Use Compatibility Plan in 2004, the site accommodated a 66-unit mobile home community that was subsequently demolished sometime between 2007 and 2011 (with the residents relocated) and two single-family residences. **Section 3.3.2 of the Countywide Policies addresses “existing uses not in conformance with this Compatibility Plan” and provides that “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.”** If one were to consider the previously existing mobile home community as an existing use, the proposed project would not be considered as increasing the residential density on the site. **However, as the Wathen Center representative noted at the May 11 hearing, Section 1.2.10 of the Countywide Policies defines an “existing” land use as “a land use that either physically exists or for which local government commitments to the proposal have been obtained” with “no further discretionary approvals” required. Pursuant to Section 3.3.2.(c) and 3.3.6 of the Countywide policies, given the previous use of the site, the proposed 68-unit apartment project would not present any additional safety concerns.** Given the site’s proximity to the Santa Ana River (approximately 250 feet) and the width of the river bed (approximately 1,000 feet), there is substantial area near the site that may be utilized for emergency controlled landings, thereby further reducing safety risk to the proposed project. In addition, the site is outside the 55 CNEL noise contour, and the proposed construction of apartment style buildings would provide greater noise attenuation than the previously existing mobile homes.

However, it must be acknowledged that the projected noise contours for Flabob Airport in the 2004 Flabob Airport Land Use Compatibility Plan were based on a fleet mix of 94% single-engine and 6% twin-engine piston or turboprop aircraft, with a few sailplanes, but no business jets. Single-engine, piston aircraft were listed as the critical aircraft for master planning

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purposes. The Airport Reference Code was listed as B-1, serving small airplanes generally up to 48 feet in wingspan. In contrast, the DC-3 has a listed wingspan of 95 feet.

Nonresidential Intensity: Nonresidential intensity within Airport Compatibility Zone C in the Flabob Airport Influence Area is limited to an average intensity of 75 persons per acre and a maximum single-acre intensity of 150 persons (up to 195 with a full 30% risk-reduction bonus), pursuant to the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan.

The applicant is proposing a 31,375 square foot commercial building including 19,198 square feet of first-floor retail area (possibly including restaurants or dining facilities) and 12,177 square feet of second-floor offices. The building is entirely located within a single 210-foot-by-210-foot (square acre) area. Based on overall square footage and using a 50 percent reduction from Building Code maximum occupancy levels, a 19,198 square foot retail building would accommodate 320 persons. The 12,177 square feet of offices with the 50 percent reduction would accommodate an additional 61 persons, for a total of 381.

If one were to only include the "lease area" as indicated on the cover sheet of the plans submitted to ALUC, the 15,558 square feet of leasable retail space would accommodate 259 persons, and the 10,700 square feet of leasable office space would accommodate 54 persons, for a total of 313.

An alternative method of estimating total nonresidential intensity relies on the number of parking spaces provided or required, whichever is greater. The site plan indicates a total of 77 parking spaces provided for the commercial building on-site. If one were to assume 1.5 persons per vehicle, this would indicate a total occupancy of 116 persons, which would be consistent. However, a closer look reveals that the number of required parking spaces is 140. The applicant is proposing to rely on street parking spaces within 600 feet of the project site to serve as the remaining required parking spaces. Thus, the parking space method would indicate a total occupancy of 210 persons in the building (not counting apartment residents or customers arriving by bus or walking).

Therefore, using the Building Code method, the single-acre intensity of the proposed commercial development exceeds allowable levels. The average intensity is also exceeded, as a 1.79-acre area in Compatibility Zone C would be limited to a maximum of 134 occupants.

In considering average intensity, the half-widths of adjacent streets may be included in the gross project area. Unfortunately, the adjacent half-width of Crestmore Road is only 20 feet (excluding any dedications from the proposed project). With a commercial frontage of 160 feet, this adds only 3200 square feet, or 0.07 acre, raising the allowable total occupancy from 134 to 140.

While the site does not have true adjacency to Mission Boulevard or direct access thereto, this is a result of the intervening Flood Control property. If we were to consider the extent of the southerly boundary of existing parcels 004 and 005 remaining in the Commercial Retail designation (360 feet) and credit a 64-foot half-width right-of-way for Mission Boulevard, this would add an additional 23,040 square feet, or 0.53 acre, raising the allowable total occupancy from 140 to 179. (However,

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the single-acre intensity would still be limited to a maximum of 150, unless the applicant is able to incorporate sufficient risk-reduction measures into the building design. A 19.3 percent bonus would be required to permit a total occupancy of 179.)

Given the single-acre intensity limit of 150, it could potentially be occupied by either a 30,000 square foot office building or a 9,000 square foot retail building without restaurants or places of assembly.

~~It should be noted that the permissible intensity levels at this location are likely to be increased when the Countywide Policies are updated (projected for the fall of 2018) to incorporate a one person per 115 square foot occupancy assumption for general retail uses and an allowable single-acre intensity level of 250 to 300 persons in Compatibility Zone C (in line with California Airport Land Use Planning Handbook recommended criteria for Turning and Outer Approach/Departure Zones in suburban communities). If the one person per 115 square foot occupancy assumption were applicable in this AIA, the projected total building occupancy would be reduced from 381 to 228 (assuming no restaurants or places of assembly), which would be consistent with the anticipated future single-acre criteria. (Consistency with a future average intensity allowance of 100 persons per acre would still require crediting of the Crestmore and Mission half-width rights-of-way to allow calculation based on a gross area of 2.39 acres.) Therefore, as an alternative to reducing the building square footage, an option would be to delete the commercial building from the proposed Site Development Plan at this time and reapply once the restrictions have been relaxed.~~

Noise: The site is located outside the area subject to average aircraft noise levels exceeding 55 CNEL. Beyond the 55 CNEL contour, standard construction methods are sufficient to achieve interior noise levels not exceeding 45 CNEL. Therefore, although Zone C normally requires special noise mitigation for residential and office development, no special measures to mitigate aircraft-generated noise are required.

PART 77: The elevation of Runway 6-24 at its nearest point to the project boundaries is approximately 766.8 feet above mean sea level (AMSL). At an approximate distance of 2,640 feet to the property line and relevant slope of 50:1, any structure within the proposed project above 819.6 feet AMSL would require FAA review. The site elevation is 780 feet above mean sea level, and the project plans indicate a maximum building height of 39 feet, 6 inches. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review will not be required for the proposed project at this time. However, any increase in the finished floor elevation or tower height for the commercial building would require such review.

Open Area: Compatibility Zone C requires that 20% of area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas. However, this project site is less than 10 acres in size; therefore, open area requirements are not applicable.

Section 3.3.6: **In the event that the Commission were to find the The proposed** General Plan Amendment and Change of Zone to allow for high density residential development ~~may be found consistent, it is recommended that such a determination pursuant to Section 3.3.6 be based on~~

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the following findings of fact:

- a. At the time of adoption of the Flabob Airport Land Use Compatibility Plan, the proposed project area included a 66-space mobile home park and two residential dwellings.
- b. The proposed 68-unit apartment project will not result in an increase in the number of residential units **in relation to the number of units existing or authorized at the time that the Flabob Airport Land Use Compatibility Plan was adopted** relative to the project area in 2004.
- c. The proximity of the Santa Ana River provides a nearby open area in the event of a need for a controlled emergency landing.
- d. The site is located beyond the limits of the 55 CNEL contour, **as delineated in the 2004 Flabob Airport Land Use Compatibility Plan.**
- e. On the basis of the above findings, the project will not result in excessive noise or safety hazards to the residents of the proposed dwelling units.

Other Development Options: In the event that the General Plan Amendment and Change of Zone are not approved, the property may be developed for commercial purposes to accommodate up to 446 persons within a 5.95-acre area. However, the single-acre intensity limits would still apply, limiting development in any one acre to 150 persons pursuant to existing criteria (9,000 square feet of commercial retail space or 30,000 square feet of office space or 2,250 square feet of dining space in any given acre), in the absence of risk-reduction design bonuses.

CONDITIONS (in the event that the Commission finds the Site Development Permit application consistent pursuant to Section 3.3.6):

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) 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, visual approach slope indicator, or such red light obstruction marking as may be permitted by the Federal Aviation Administration.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an

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initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

- (c) 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, including landscaping utilizing water features, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, and incinerators.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, hospitals, nursing homes and other skilled nursing and care facilities, libraries, and day care centers, due to location within Compatibility Zone C.
3. The attached notice shall be provided to all potential purchasers of the property and all potential tenants of the buildings, and shall be recorded as a deed notice.
4. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

Additionally, it is requested that each landowner grant an avigation easement to **the owner of Flabob Airport or to the County of Riverside** for the use of the general public.

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Airport Land Use Commission Riverside County - Comment Letter B Responses to Comments

Response B-1. The Riverside County Airport Land Use Commission (ALUC) agreed with the conclusions of the EIR regarding the project's inconsistency with the Flabob Airport Land Use Plan (FALUP). ALUC also provided supporting evidence in terms of residential and non-residential occupancy numbers for the project exceeding the occupancy limits of the FALUP. These numbers were supported by a ALUC staff report that was prepared for the project and dated July 13, 2017 (attached to the ALUC comment letter). The City agrees that the numbers provided by ALUC are more applicable to the proposed project. Therefore, this data merely clarifies the information provided in the EIR and does not change the EIR's conclusion that the project is inconsistent with the FALUP. *No revisions to the DEIR are required in order to respond to this comment.*

Response B-2. The ALUC disagreed with the conclusions of the EIR regarding alternatives and stated the Commercial Retail and Commercial Office Alternatives were NOT consistent with the FALUP based on similar data to that provided in their Comment 1 above. These updated numbers mean the two commercial alternatives do NOT eliminate significant land use or hazard impacts regarding FALUP inconsistency. The two non-residential alternatives would also still have significant traffic impacts of inconsistencies with General Plan traffic policies and that needed improvements are physically infeasible. However, the commercial office alternative is still incrementally environmentally superior to the proposed project because it produces 8 percent less traffic compared to the proposed project. Therefore, this data merely clarifies the information provided in the EIR and does not change the EIR's overall conclusions regarding alternatives to the project. *No revisions to the DEIR are required in order to respond to this comment.*

Response B-3. The District also suggested that two additional alternatives could be considered, a "reduced retail" alternative (one building with 30,000 square feet) and a "reduced office" alternative (one building with 9,000 square feet). These two alternatives are similar to those evaluated in the EIR but would further reduce the non-residential square footages and related traffic generation. As indicated by the District, these two added alternatives would eliminate the significant hazards and land use impacts related to FALUP consistency, however, neither one would eliminate the significant traffic impacts related to General Plan policy inconsistencies and physical limitations to install needed improvements. In addition, these two alternatives would not achieve the project objectives to nearly the same degree as the proposed project (as alluded to by the District). They would also not achieve the project objectives to the same degree at the commercial retail and commercial office alternatives studied in the EIR because neither contain any residential uses. *No revisions to the DEIR are required in order to respond to this comment.*

Response B-4. The City acknowledges that the planning approval process for the project is separate from the California Environmental Quality Act (CEQA) compliance process. The City will comply with established CEQA, California Government Code, and California Public Utilities Code requirements as applicable. *No revisions to the DEIR are required in order to respond to this comment.*



Community Development
Department
Planning Division

City of Arts & Innovation

February 25, 2019

Letter C

Rocio Lopez
Senior Planner
City of Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley, CA 92509

SUBJECT: Mission Gateway Plaza/Mission Gateway Villas Mixed-Use Project (MA No. 16224)

Dear Ms. Lopez:

Thank you for this opportunity to comment on the Notice of Availability (NOA) and Draft Environmental Impact Report (DEIR) proposed Mission Gateway project located at the northeast corner of Mission Boulevard and Crestmore Road, in the City of Jurupa Valley. This project consists of approximately 7.27 gross acres (6.95 net acres), and includes Assessor Parcel Numbers (APN) 179-330-002 to -006.

The proposed project includes:

- A General Plan Amendment from Commercial Retail (CR) and Medium High Density Residential (MHDR) to Commercial Retail (CR) for the proposed 1.79-acre commercial parcel and to High Density Residential (HDR) for the 5.16 acre residential parcel;
- A Zoning Map amendment from R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture) to R-VC (Rubidoux Village Commercial) for the proposed 1.79-acre commercial parcels, and to R-2 (Multiple Family Dwellings) for the 5.16-acre residential parcel.
- A merger of 5 parcels, and creation of 2 parcels for the purpose of developing a mixed-use development consisting of:
 - o A 1.79-acre parcel for a 31,375 sq. ft. commercial building; and
 - o A 5.16-acre parcel for a 68-unit multi-family housing development.

At this time the City of Riverside (City) would like to formally request a two-week extension of the DEIR comment period, which would be to 5:00 PM on March 11, 2019. This extension ensures City Departments provide accurate and meaningful comments on the PEIR to the City of Jurupa Valley. The extension is needed is because the City of Jurupa indicated in the NOA that the DEIR was available at <http://www.jurupavalley.org>. However, the DEIR was not found on the City of Jurupa Valley's main web page. A review of the Jurupa Valley Planning Department's web page provided a link to the "Mission Gateway Plaza/Mission Gateway Villas Project Draft EIR". Riverside Planning staff routed this link and its contents to other City staff for review and comment. Unfortunately, the document linked to the Jurupa Valley Planning Department's web page was the Notice of Preparation (NOP) and Initial Study (IS), not the DEIR. As a result, several City of Riverside Departments reviewed and commented on the NOP/IS.

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Request for Comment Deadline Extension for Mission Gateway DEIR

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Upon receiving comments from other City Departments, most of which indicating that additional information was needed, the City Planning Division immediately contacted Jurupa Valley staff to clarify the confusion. The DEIR was subsequently distributed to City Departments for review and comment on February 20, 2019.

Should the City of Jurupa Valley not grant an extension to the comment deadline, then the City of Riverside would like to provide the following comments at this time:

Public Works Department – Traffic

1) Please call Nathan Mustafa, City Traffic Engineer, to discuss City of Riverside Comments on the Traffic Impact Analysis of this report. He can be reached at 951-826-2251.

2) The City requests that traffic analysis of the intersections located in the City of Riverside follow the City's TIA Guidelines, published at <https://www.riversideca.gov/traffic/pdf/traffic-impact-analysis.pdf>

If the study is already compliant as a result of compliance with County guidelines, please simply make note of this.

3) Please include all report appendices so that reviewers may verify the accuracy of the traffic counts and the feasibility of mitigation measures for all scenarios.

4) Page # 3, Section 1.2 Analysis Scenario – Per City of Riverside Guidelines, the project completion scenario and cumulative project scenario should include without project conditions to assess project impacts (for intersections within the City of Riverside).

5) Please see below for the comments on the mitigation measures for the study area located in the City of Riverside.

a) Page #101 (TIA), Redwood Drive / Mission Boulevard (#6) - The TIA concludes that "physical lane improvements are not feasible due right of way constraints and traffic signal modifications are not anticipated to mitigate this intersection to operate at an acceptable LOS. Therefore, improvements at this intersection is not feasible and is anticipated to continue to operate at an unacceptable level of service (LOS "E" or worse) during the peak hours." Please include the approximate layout of improvements deemed to be infeasible.

b) Page # 105 (TIA), Market Street / Mission Boulevard (#8) – The TIA concludes that "Physical lane improvements are not feasible due right of way constraints. In addition, City of Riverside staff indicated that any potential curb extensions or traffic signal modification (i.e. eastbound right-turn overlap phasing) are not acceptable due to the need to prioritize pedestrian level of service at this location. Therefore, improvements at this intersection is not feasible and is anticipated to continue to operate at an unacceptable level of service (LOS "E" or worse) during the peak hour." Please include the approximate layout of improvements deemed to be

Request for Comment Deadline Extension for Mission Gateway DEIR

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infeasible, please also re-visit wording of 'potential curb extensions' as they relate to a right turn overlap.

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c) Page#103 (TIA), Roadway segment of Mission Inn Avenue Between Redwood Dr and Brockton Avenue: The Traffic Impact Analysis indicates that the HCS Roadway segment analysis concludes Mission Inn Avenue between Redwood Dr and Brockton Avenue will operate at LOS F conditions in the Horizon Scenario. The TIA concludes that the additional improvements are not feasible. Please include the approximate layout of improvements deemed to be infeasible.

9

6) Please calculate proportional fair share for any improvements within the City of Riverside to be included within the Traffic Impact Analysis.

10

Parks, Recreation and Community Services Department

- The Riverside Parks, Recreation and Community Services Department (PRCSD) has provided the attached memo reflecting their review and comments.

11

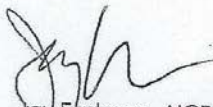
Should you have any questions regarding this letter, please contact Doug Darnell, Senior Planner, at (951) 826-5219 or DDarnell@RiversideCA.gov.

We thank you again for the opportunity to provide comments on the project, and we look forward to working with you in the future.

12

Should an extension be granted, the City of Riverside will revise the comments above to better reflect the details of the project.

Sincerely,


Jay Eastman, AICP
Principal Planner

Attachment: City of Riverside Parks, Recreation & Community Services Department Memo

cc: Rusty Bailey, Mayor
Riverside City Council Members
Al Zelinka, City Manager
Rafael Guzman, Assistant City Manager
Moises Lopez, Deputy City Manager
Kris Martinez, Public Works Director
Craig Justice, Public Works Deputy Director
David Welch, Community & Economic Development Director
Mary Kopaskie-Brown, City Planner
Doug Darnell, Senior Planner

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City of Riverside, Community Development Department, Planning-Comment Letter C Responses to Comments

Response D-1. The commenter accurately describes the Project. *No revisions to the DEIR are required in order to respond to this comment.*

Response D-2. The City of Jurupa Valley granted the two-week extension as requested by the City of Riverside. All of the EIR documents were provided on the City's website under the Planning Department Environmental Documents tab. *No revisions to the DEIR are required in order to respond to this comment.*

Response D-3. The initial traffic study report for the Project was reviewed by the City of Riverside during March and April 2018. Contact was made to the City of Riverside during the review period of the EIR between January 11, 2019 and February 25, 2019. *No revisions to the DEIR are required in order to respond to this comment.*

Response D-4. The traffic impact analysis is compliant with the County and City of Riverside guidelines. *No revisions to the DEIR are required in order to respond to this comment.*

Response D-5. TIA appendices were attached as a separate PDF file to the DEIR. *No revisions to the DEIR are required in order to respond to this comment.*

Response D-6. The traffic impact analysis is compliant with the County and City of Riverside guidelines, which do not include "Without Project" project completion and cumulative project scenarios. *No revisions to the DEIR are required in order to respond to this comment.*

Response D-7. The City of Riverside provided feedback to potential improvements at this location in an email dated April 6, 2018. The draft December 5, 2017 traffic study report originally recommended the provision of an exclusive eastbound right-turn lane at this location through roadway widening. City of Riverside technical staff indicated that the existing eastbound lane serves as a defacto right turn lane (although there is no red curb to solidify this operation, it is typically unparked). Therefore, the analysis was adjusted to eliminate the eastbound right turn lane as an improvement for future analysis conditions, and the report was revised to show an existing defacto right turn lane.

The intersection of Redwood Drive/Mission Boulevard (#6) was also updated in the analysis to reflect the traffic signal timing provided by City of Riverside staff.

Although an additional eastbound through travel lane at this location would better accommodate future peak hour directional traffic flow issues, such an improvement would impact parkway amenities and residential yards adjacent to existing homes, including heritage trees, walkways, driveways and entry paths thus making the improvement infeasible. *No revisions to the DEIR are required in order to respond to these comments.*

Response D-8. The City of Riverside provided feedback to potential improvements at this location on an email dated April 6, 2018 and indicated that provision of an eastbound right-turn overlap phasing improvement (and any related improvements, such as potential curb extensions) at this

location would not be acceptable due to the need to prioritize pedestrian level of service at this busy location. *No revisions to the DEIR are required in order to respond to this comment.*

Response D-9. The City of Riverside provided feedback in an email dated April 6, 2018 to potential improvements at the nearby intersection of Redwood Drive/Mission Inn Avenue. Although an additional eastbound through travel lane along this segment would better accommodate future peak hour directional traffic flow issues, such an improvement would extensively impact parkway amenities and residential yards adjacent to existing homes, including heritage trees, walkways, driveways and entry paths thus making the improvement infeasible. *No revisions to the DEIR are required in order to respond to this comment.*

Response D-10. Page 14 of the April 16, 2018 Traffic Impact Analysis report indicates that “When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements.” Project fair share calculations are shown on Tables 1-3 and 1-4 of the TIA, based upon a procedure requested by the City of Jurupa Valley which removes cumulative background traffic from the derived shares. Per the Caltrans Guide for the Preparation of Traffic Impact Studies (2002), the following fair shares are based on the difference in existing and future traffic volumes, less traffic from other approved projects that will generate traffic that has yet to be constructed/opened:

- Redwood Drive / Mission Inn Avenue – 4.4%
- Market Street / Mission Inn Avenue – 11.9%

It is important to note that these calculations are conservatively high in comparison to procedures which account for the ratio of Project traffic to all new traffic (where new traffic is total future traffic less existing traffic). *No revisions to the DEIR are required in order to respond to this comment.*

Response D-11. Responses to the Riverside Parks, Recreation and Community Services Department can be found under *City of Riverside, Parks, Recreation and Community Services Department –Comment Letter D Responses to Comments* of this document.

Response D-12. As noted above, an extension was granted but no additional comments were received by the City of Riverside other than the comments received in the comment letter dated February 25, 2019. *No revisions to the DEIR are required in order to respond to this comment.*



MEMO

Letter D

Parks, Recreation and Community Services Department

DATE: FEBRUARY 25, 2019

TO: DOUG DARNELL, SENIOR PLANNER; SUHAIM BAWANY, ASSISTANT PLANNER CITY OF RIVERSIDE

FROM: RANDY MCDANIEL, PRINCIPAL PARK PLANNER, PRCSO, PLANNING AND DESIGN DIVISION

CC: ALISA SRAMALA, TRAILS COORDINATOR; BRENDA SPOELSTRA, PARK PLANNER

RE: DEIR DRAFT EIR, MISSION GATEWAY PLAZA AND VILLAS, JURUPA VALLEY

Thank you for the opportunity to review the DEIR of a draft EIR for the planned project, Mission gateway Plaza and Villas in Jurupa Valley. Our office is the department of Parks, Recreation and Community Services Department, Planning and Design Division. One of our areas of responsibility is the development and implementation of the City of Riverside's Parks Master Plan and the recreational Trails Master Plan. In that work, we identify where planned development has the potential of impacting parkland or the planned trail system.

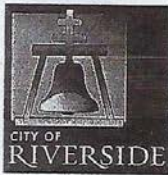
1

Per the City's *General Plan 2025*, the City of Riverside Trails Master Plan route is located on the east bank of the Santa Ana River approximately .3 miles from the proposed development. This trail also connects to the regional Santa Ana River trail. Also, the trail head for Mt. Rubidoux is approximately 1 mile from the proposed development, with access to the peak of Mt. Rubidoux, the City of Riverside's Mt. Rubidoux park.

2

There are five City of Riverside park properties located within a two-mile service zone around the proposed development: Fairmount Park, Carlson Dog Park, White Park, Ryan Bonaminio Park, and Mt Rubidoux Park. The DEIR states that the development impact fees to be paid will mitigate any impacts to parks. However, those fees would be applied to the Jurupa Area Recreation and Park District, and would not mitigate impacts to City of Riverside parks. The City of Riverside does acknowledge that the on-site recreation facility within the housing development would compensate for some of the local park impacts, however, with regional parks within less than one and a half miles of the project site, the draft EIR should include discussion of impacts to City of Riverside regional parks along with appropriate actions or compensation to mitigate the impacts.

3



MEMO

Parks, Recreation and Community Services Department

If you have any questions or would like to discuss possible solutions to mitigate the park impacts, please contact Randy Mc Daniel at (951)826-2006. Or for the trails impact, please contact Alisa Sramala at (951)826-2021.

4

City of Riverside General Plan 2025 references:

- Figure CCM-6 Master Plan of Trails and Bikes page 30:
[https://riversideca.gov/planning/gp2025program/GP/12_Circulation & Community%20Mobility Element with%20maps.pdf](https://riversideca.gov/planning/gp2025program/GP/12_Circulation_%20Community%20Mobility_Element_with%20maps.pdf)
- General Plan, Circulation and Community Mobility Element, Policy CCM-10.8: Maximize links between trails and major activity centers, residential neighborhoods, schools, shopping centers and employment centers.”
- General Plan, Parks and Recreation Element, page, Policy PR-2.3: Improve and create more connections and increase the safety of the bicycling, equestrian and pedestrian trail system within the City.

5

2003 Parks Master Plan references:

- Figure 5: Proposed and Existing Trails and Proposed Trail Hubs and Trail Access Points, page 90
https://www.riversideca.gov/park_rec/sites/riversideca.gov/park_rec/files/pdf/Parks-MP/2003-PARK-MASTER-PLAN.pdf

6

**City of Riverside, Parks, Recreation and Community Services Department –Comment Letter
D Responses to Comments**

Response D-1. The City acknowledges that the City of Riverside, Parks, Recreation and Community Services Department (“Parks Department”) is responsible for the development and implementation of the City of Riverside’s Parks and Recreational Trails Master Plan. *No revisions to the DEIR are required in order to respond to this comment.*

Response D-2. The City acknowledges that the City of Riverside’s Trails Master Plan is located on the east bank of the Santa Ana River approximately .3 miles from the proposed Project, that the trail also connects to the regional Santa Ana Trail, and that the trail head for Mt. Rubidoux is located approximately 1 mile from the proposed Project. *No revisions to the DEIR are required in order to respond to this comment.*

Response D-3. The City acknowledges that there are five City of Riverside park properties located within a 2-mile service zone around the proposed Project. The Parks Department also states that the DEIR identifies that Development Impact Fees will be paid to the Jurupa Area Recreation District but would not mitigate impacts to the five parks located within a 2- service zone in the City of Riverside and requests that the DEIR include a discussion of impacts to the City of Riverside “regional” parks along with appropriate actions of compensation to mitigate the impacts.

The proposed Project would include a 3,818 square foot community center with a pool area with a 1,057 square foot pool building and a turf area for outdoor activities. As such, the proposed Project residents would have sufficient recreational opportunities on the Project site and would not result in the need to substantially increase in the use of other existing neighborhood parks, regional parks, or recreational facilities (including those in the City of Riverside) such that their overuse would lead to or substantially contribute to their physical deterioration. *No revisions to the DEIR are required in order to respond to this comment.*

Response D-4. As noted in the Initial Study and Response D-3, the proposed Project residents would have sufficient recreational opportunities on the Project site and would not result in the need to substantially increase in the use of other existing neighborhood parks, regional parks, or recreational facilities (including those in the City of Riverside) such that their overuse would lead to or substantially contribute to their physical deterioration. Discussion with City of Riverside staff is not necessary. *No revisions to the DEIR are required in order to respond to this comment.*

Response D-5. The City acknowledges the references to City of Riverside Plan 2025. *No revisions to the DEIR are required in order to respond to this comment.*

Response D-6. The City acknowledges the references to the 2003 Parks Master Plan. *No revisions to the DEIR are required in order to respond to this comment.*

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S. #40

1120 N STREET

P.O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711

www.dot.ca.gov



Making Conservation
a California Way of Life.

Letter E

February 21, 2019

Ms. Rocio Lopez
City of Jurupa Valley
Planning Department
8930 Limonite Avenue
Jurupa Valley, CA 92509

RECEIVED

FEB 27 2019

CITY OF JURUPA VALLEY

Dear Ms. Lopez:

Re: Draft Environmental Impact Report for Mission Gateway; SCH# 2018061047

The California Department of Transportation, Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act. The Division has technical expertise in the areas of airport operations safety, noise, and airport land use compatibility. The Division is a funding agency for airport projects and has permit authority for public-use and special-use airports and heliports. The following comments are offered for your consideration.

1

The proposed project in the draft environmental impact report (DEIR) is a commercial retail/high density residential, mixed-use development on a seven acre site located east of the intersection of Mission Boulevard and Crestmore Road. The site is approximately 2,800 feet northeast on the extended centerline of Runway 06/24 of Flabob Airport.

2

According to the DEIR the project site is in safety Zone C of the Flabob Airport Land Use Compatibility Plan (ALUCP). The project's proposed residential densities and commercial-use intensities are inconsistent with the ALUCP safety Zone C limits, as determined by the Riverside County Airport Land Use Commission (ALUC).

3

In accordance with California Public Utilities Code Section 21676 *et seq.*, if the ALUC determines that a proposed project is inconsistent with the ALUCP, the agency referring the request for a determination shall be notified. The referring local agency may, after a public hearing, propose to overrule the ALUC by a two-thirds vote of its governing body after it makes specific findings. At least 45 days prior to the decision to overrule the ALUC, the local agency's governing body shall provide to the ALUC and the Division a copy of the proposed decision and findings. The Division reviews and comments on the specific findings a local government intends to use when proposing to overrule an ALUC. The Division specifically looks at the proposed

4

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Ms. Rocio Lopez
February 21, 2019
Page 2

4

findings to gauge their relationship to the overrule.

Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353 address buyer notification requirements for lands around airports and are available on-line at <http://www.leginfo.ca.gov/calaw.html>. Any person who intends to offer subdivided lands, common interest developments and residential properties for sale or lease within an airport influence area is required to disclose that fact to the person buying the property.

5

These comments reflect the areas of concern to the Division with respect to airport-related noise, safety, and regional land use planning issues.

6

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please contact me at (916) 654-6223, or philip.crimmins@dot.ca.gov.

Sincerely,



PHILIP CRIMMINS
Aviation Environmental Specialist

c: State Clearinghouse, Riverside County ALUC, Flabob Airport

Department of Transportation, Division of Aeronautics – Comment Letter E Responses to Comments

Response E-1. The City acknowledges that the California Department of Transportation, Division of Aeronautics (“Division”) has reviewed the DEIR with respect to airport related noise and safety impacts and the Division has technical expertise in these matters. *No revisions to the DEIR are required in order to respond to this comment.*

Response E-2. The Division accurately describes the project description contained in the Draft EIR. *No revisions to the DEIR are required in order to respond to this comment.*

Response E-3. The Division accurately states that the Draft EIR indicates that the proposed Project is located within Safety Zone C of the Flabob Airport Land Use Compatibility Plan and that the proposed Project’s residential and commercial use intensities are inconsistent with said Plan. *No revisions to the DEIR are required in order to respond to this comment.*

Response E-4. The City acknowledges that the ALUC notified the City that the proposed Project is inconsistent with the Flabob Airport Land Use Compatibility Plan via a letter dated February 21, 2019. The City Council of the City of Jurupa Valley will notify the ALUC in accordance with California Public Utilities Code Section 21627 et seq. before making a proposed decision to overrule the ALUC. *No revisions to the DEIR are required in order to respond to this comment.*

Response E-5. The City will comply with the mandatory requirements of Business and Professions Code 11010 and Civil Code Sections 1102.6, 1103.4, and 1353 which address buyer notification requirements for lands around airports. *No revisions to the DEIR are required in order to respond to this comment.*



Mike Campisi
Pipeline Planning Assistant

9400 Oakdale Ave
Chatsworth, CA 91311

Tel: 213-231-6081

February 26, 2019

Letter F

Rocio Lopez
City of Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley, CA 92509
rlopez@jurupavalley.org

Subject: Mission Gateway Plaza/Mission Gateway Villas Mixed-Use Project (MA 16224)

DCF: 0198-19NC157

The Transmission Department of SoCalGas does not operate any facilities within your proposed improvement. However, the Distribution Department of SoCalGas may maintain and operate facilities within your project scope.

To assure no conflict with the Distribution's pipeline system, please e-mail them at:

SCGSERegionRedlandsUtilityRequest@semprautilities.com

Sincerely,

Mike Campisi
Pipeline Planning Assistant
SoCalGas Transmission Technical Services
SoCalGasTransmissionUtilityRequest@semprautilities.com

1

February 26, 2019

1 of 1

SoCalGas – Comment Letter F Responses to Comments

Response F-1. The comments by SoCal Gas make no reference to the adequacy of the Draft EIR. SoCalGas indicated that the Transmission Department of SoCalGas does not operate any facilities within the proposed improvement. However, the Distribution Department of SoCalGas may maintain and operate facilities within the project scope. As a standard procedure, the Project will be required to notify SoCal Gas in the event any of their facilities may be impacted during construction. *No revisions to the DEIR are required in order to respond to this comment.*

3.0 ADDITIONS, CORRECTIONS, AND REVISIONS TO THE DRAFT EIR

Substantive changes made to the text, tables and/or exhibits of the DEIR in response to public comments on the DEIR are discussed below and/or itemized in Table F-2, *Errata Table of Additions, Corrections, and Revisions*. Additions are shown in Table F-2 as underline text and deletions shown as ~~stricken~~ text. No corrections or additions made to the DEIR are considered substantial new information requiring recirculation or additional environmental review under CEQA Guidelines §15088.5.

Table F-2 Errata Table of Additions, Corrections, and Revisions

PAGE(S)	SECTION	ADDITIONS, CORRECTIONS, AND REVISIONS
4.3-26	4.3.7	<p>In response to Comment A-1 from the Jurupa Unified School District, the following text is added:</p> <p><u>D.1 Pedestrian Analysis</u></p> <p><u>The Project traffic study (Urban Crossroads, April 16, 2018) indicates that cumulative planned projects will generate 3,810 AM peak hour trips and 3,22p PM peak hour trips along Mission Blvd. (Urban Crossroads Exhibits 8-1 and 8-2, respectively) in 2035 (i.e., the cumulative horizon year). The traffic study also indicates the proposed project would contribute 33 AM peak hour trips and 92 PM peak hour trips at this buildout horizon (Urban Crossroads Exhibits 4-3 and 4-4, respectively). This means the proposed project's traffic represents 0.9% of the AM peak hour cumulative traffic and 2.8% of the PM peak hour cumulative traffic along Mission Blvd.</u></p> <p><u>Although the proposed Project's contribution to cumulative traffic is relatively small, there is a concern over student pedestrian safety at the existing crosswalk located at the intersection of Twinning Street and Mission Boulevard The applicant will be required to relocate the school crossing to the east at the Mintern Street/ Mission Boulevard intersection. Construction of the crossing will require updates to include current ADA standards, pedestrian push button, pavement flashing markers. The City would then be responsible for long-term maintenance of the crosswalk. The following mitigation measure is required:</u></p> <p><u>MM-TRA-6: Relocation of Crosswalk to Mission Boulevard and Mintern Street.</u> <u>Prior to the issuance of the first occupancy permit for the Project, the Project applicant shall relocate the school crossing to the east at the Mintern Street/ Mission Boulevard intersection. Construction of the crossing will require updates to include current ADA standards, pedestrian push button, pavement flashing markers that</u></p>

Table F-2 Errata Table of Additions, Corrections, and Revisions

PAGE(S)	SECTION	ADDITIONS, CORRECTIONS, AND REVISIONS
		<u>meet the requirements of the Public Works Department.</u>
		<u>With implementation of Mitigation Measure TRA-6, impacts are less than significant.</u>

4.0 NO RECIRCULATION OF THE DRAFT ENVIRONMENTAL IMPACT REPORT REQUIRED

CEQA Guidelines §15088.5 describes the conditions under which a DEIR that was circulated for public review is required to be re-circulated for additional public review and comment. CEQA Guidelines §15088.5 states that new information added to a DEIR is not significant unless the DEIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse 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:

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- 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.
- A feasible project alternative or mitigation measure considerably different from the others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
- The DEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

As summarized in Table F-2, Additions, Corrections, and Revisions to the Draft EIR, and based on the comment letters and responses presented in the Responses to Comments (above), there were no public comments or changes to the text or analysis contained in the DEIR that resulted in the identification of any new significant environmental effect or a substantial increase in the severity of an environmental effects that were disclosed in the DEIR. Based on comments received on the DEIR, no revisions to the Project's mitigation measures were necessary. Additionally, the DEIR was fundamentally and basically adequate, and all conclusions within the DEIR were supported by evidence provided within the DEIR or the administrative record for the proposed Project. Furthermore, public comment letters on the DEIR did not identify any alternatives to the proposed Project.

Based on the foregoing, additional recirculation of the DEIR is not warranted according to the guidance set forth in §15088.5 of the CEQA Guidelines.

5.0 MITIGATION MONITORING REPORTING PROGRAM

PROJECT NAME: Mission Gateway Plaza/Mission Gateway Villas Mixed-Use Project (MA 16224)

DATE: June 4, 2019

PROJECT MANAGER: Rocio Lopez, Senior Planner

PROJECT DESCRIPTION: The applicant is proposing to: amend *Figure 2-5: 2017 General Plan Land Use Plan* from Commercial Retail (CR) and Medium High Density Residential (MHDR) to Commercial Retail (CR) for the proposed 1.79- acre commercial parcel and to High Density Residential (HDR) for the 5.16-acre residential parcel; amend the *Jurupa Valley Zoning Map* from R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture) to R-VC (Rubidoux Village Commercial) for the proposed 1.79-acre commercial parcel and to R-2 (Multiple Family Dwellings) for the 5.16-acre residential parcel; and merge 5 parcels and create 2 parcels for the purpose of developing a mixed-use development consisting of a 1.79-acre parcel for a 31,375 sq.ft. commercial building; and a 5.16-acre parcel for a 68-unit multi-family housing development. The Project includes ground level parking; landscaping; internal paving and walkways; community center and pool facility space.

PROJECT LOCATION: The Project is located on the Northeast Corner of Mission Boulevard and Crestmore Road. The Project site includes the following Assessor Parcel Numbers (APN):179-330-002, 179-330-003,179-330-004, 179-330-005, and 179-330-006.

Throughout this *Mitigation Monitoring and Reporting Program*, reference is made to the following:

- ***Plans, Policies, or Programs (PPP)*** – These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, state, or local law currently in place which effectively reduce environmental impacts.
- ***Project Design Features (PDF)*** – These measures include features proposed by the Project that are already incorporated into the Project's design and are specifically intended to reduce or avoid impacts (e.g., water quality treatment basins).
- ***Mitigation Measures (MM)*** – These measures include requirements that are imposed where the impact analysis determines that implementation of the proposed Project would result in significant impacts; mitigation measures are proposed in accordance with the requirements of CEQA.

Plans, Policies, or Programs (PPP) and Project Design Features (PDF) were assumed and accounted for in the assessment of impacts for each issue area. Mitigation Measures were formulated only for those issue areas where the results of the impact analysis identified significant impacts. All three types of measures described above will be required to be implemented as part of the Project.

TABLE F-3. MITIGATION MONITORING & REPORTING PROGRAM			
MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
AESTHETICS			
PPP 3.1-1 As required by the City of Jurupa Valley Zoning Ordinance Section 9.140.030.G, the basic structure of the enclosed buildings shall not exceed fifty (50) feet in height. Towers and non-inhabitable thematic structures shall not exceed seventy (70) feet in height. <i>(Applicable to commercial structures).</i>	Planning Department	Prior to the issuance of building permits	
PPP 3.1-2 As required by the City of Jurupa Valley Zoning Ordinance Section 9.70.030, building height shall not exceed three (3) stories, with a maximum height of forty (40) feet. <i>(Applicable to residential structures).</i>	Planning Department	Prior to the issuance of a building permit and during project operation.	
PPP 3.1-3 As required by the City of Jurupa Valley Zoning Ordinance Section 9.70.080, in no case shall more than sixty (60) percent of any lot be covered by buildings. <i>(Applicable to residential structures).</i>	Planning Department	Prior to the issuance of building permits	
AIR QUALITY			
<p>PPP 3.3-1 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, <i>"Fugitive Dust."</i> Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads. Measures listed below (or equivalent language) shall appear on all Project grading plans, construction specifications and bid documents, and the City shall ensure such language is incorporated prior to issuance of any grading permits:</p> <ul style="list-style-type: none"> • <i>"All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions."</i> • <i>"The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry</i> 	Engineering Department	Notes must be on the grading plan prior to the issuance of the grading permit and the project is required to comply with the provisions of "Fugitive Dust" during grading	

TABLE F-3. MITIGATION MONITORING & REPORTING PROGRAM			
MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<p><i>weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.</i></p> <ul style="list-style-type: none"> <i>“The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.”</i> 			
<p>PPP 3.3-2 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186 “PM10 Emissions from Paved and Unpaved Roads and Livestock Operations” and Rule 1186.1, “Less-Polluting Street Sweepers.” Adherence to Rules 1186 and 1186.1 reduces the release of criteria pollutant emissions into the atmosphere during construction.</p>	Building & Safety Department	During construction	
<p>PPP 3.3-3 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113; “Architectural Coatings” Rule 1113 limits the release of volatile organic compounds (VOCs) into the atmosphere during painting and application of other surface coatings. The measure listed below (or equivalent language) shall appear on all Project grading plans, construction specifications and bid documents, and the City shall ensure such language is incorporated prior to issuance of any building permits:</p> <ul style="list-style-type: none"> <i>“In order to limit the VOC content of architectural coatings used in the SCAB, architectural coatings shall be no more than a low VOC default level of 50 g/L unless otherwise specified in the SCAQMD Table of Standards (pg. 32-33).”</i> 	Building & Safety Department Engineering Department Planning Department	Notes must be on the plans and documents; the project shall comply with the provisions of “Architectural Coatings” during construction and on-going	
<p>PPP 3.3-4 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186 “PM10 Emissions from Paved and Unpaved Roads and Livestock Operations” and Rule 1186.1, “Less-Polluting Street Sweepers.” Adherence to Rule 1186 and Rule 1186.1 reduces the release of criteria pollutant emissions into the atmosphere during construction.</p>	Building & Safety Department	During construction	
<p>PPP 3.3-5 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402 “Nuisance.” Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere.</p>	Planning Department	On-going	

BIOLOGICAL RESOURCES			
PPP 3.4-1 The Project is required to pay mitigation fees pursuant to the Western Riverside County Multiple Species Habitat Conservation Plan (MHSCP) as required by Municipal Code Chapter 3.80.	Planning Department	Prior to the issuance of a grading permit	
<p>MM-BIO-1: Pre-Construction Burrowing Owl Survey. Within 30 calendar days prior to grading, a qualified biologist shall conduct a survey of the Project's proposed impact footprint and make a determination regarding the presence or absence of the burrowing owl. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the City of Jurupa Valley Planning Department prior to the issuance of a grading permit and subject to the following provisions:</p> <ul style="list-style-type: none"> a. In the event that the pre-construction survey identifies no burrowing owls in the impact area, a grading permit may be issued without restriction. b. In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow California Department of Fish and Wildlife relocation protocol. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow California Department of Fish and Wildlife relocation protocol. The biologist shall confirm in writing to the Planning Department that the species has fledged or been relocated prior to the issuance of a grading permit. 	Planning Department	Prior to the issuance of a grading permit	
<p>Mitigation Measure BIO-2- Nesting Bird Survey. Prior to the issuance of a grading permit, the measure listed below (or equivalent language) shall appear on all Project grading plans, construction specifications and bid documents, and the City shall ensure such language is incorporated prior to issuance of any permits:</p> <p>"a. A migratory nesting bird survey of the Project's impact footprint shall be</p>	Planning Department	Prior to the issuance of a grading permit	

<p>conducted by a qualified biologist within three business (3) days prior to initiating vegetation clearing or ground disturbance.</p> <p>b. A copy of the migratory nesting bird survey results report shall be provided to the City of Jurupa Planning Department. If the survey identifies the presence of active nests, then the qualified biologist shall provide the Planning Department with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the Planning Department and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Planning Department verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.”</p>			
<p><u>Mitigation Measure BIO-3-Tree Preservation and Replacement.</u> Prior to the issuance of a grading permit, the measure listed below (or equivalent language) shall appear on all Project grading plans, construction specifications and bid documents, and the City shall ensure such language is incorporated prior to issuance of any permits:</p> <p>“Prior to the removal of any trees, the issuance of a grading permit, or approval of a Site Development Permit, whichever comes first, a Tree Removal and Planting and Monitoring Plan shall be submitted to the Planning Department that demonstrates that the following will be implemented:</p> <ul style="list-style-type: none"> • The two (2) cottonwood trees on the Project site shall be replaced at a 3:1 ratio with an approved species as determined by the City’s Planning Department. Tree selection must be at least 15-gallon purchased from quality nursery stock.” 	Planning Department	Prior to the issuance of a grading permit	
CULTURAL RESOURCES			

<p>MM- CR-1: Archaeological Monitoring. A qualified archaeologist (the “Project Archaeologist”) shall be retained by the Project Applicant prior to the issuance of a grading permit. The Project Archaeologist will be on-call to monitor ground-disturbing activities and excavations on the Project site following identification of potential cultural resources by project personnel. If archaeological resources are encountered during implementation of the Project, ground-disturbing activities will be temporarily redirected from the vicinity of the find. The Project Archaeologist will be allowed to temporarily divert or redirect grading or excavation activities in the vicinity in order to make an evaluation of the find. If the resource is significant, Mitigation Measure CR-2 shall apply.</p>	Planning Department	Prior to the issuance of grading permit	
<p>MM- CR-2: Archeological Treatment Plan. If a significant archaeological resource(s) is discovered on the property, ground disturbing activities shall be suspended 100 feet around the resource(s). The archaeological monitor, the Project Proponent, and the City Planning Department shall confer regarding mitigation of the discovered resource(s). A treatment plan shall be prepared and implemented by the archaeologist to protect the identified archaeological resource(s) from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the archaeological resource(s) in accordance with current professional archaeology standards (typically this sampling level is two (2) to five (5) percent of the volume of the cultural deposit). At the completion of the laboratory analysis, any recovered archaeological resources shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the City of Jurupa Valley Planning Department and the Eastern Information Center.</p>	Engineering Department	During grading	
<p>MM-CR-3: Paleontological Monitoring. A qualified paleontologist (the “Project Paleontologist”) shall be retained by the Project Applicant prior to the issuance of a grading permit. The Project Paleontologist will be on-call to monitor ground-disturbing activities and excavations on the Project site following identification of potential paleontological resources by project personnel. If paleontological resources are encountered during implementation of the Project, ground-disturbing activities will be temporarily redirected from the vicinity of the find. The Project Paleontologist will be allowed to temporarily divert or redirect grading or excavation activities in the vicinity in order to make an evaluation of the find. If the</p>	Engineering Department	During grading	

resource is significant, Mitigation Measure CR-4 shall apply.			
MM-CR-4: Paleontological Treatment Plan. If a significant paleontological resource(s) is discovered on the property, in consultation with the Project proponent and the City, the qualified paleontologist shall develop a plan of mitigation which shall include salvage excavation and removal of the find, removal of sediment from around the specimen (in the laboratory), research to identify and categorize the find, curation in the find a local qualified repository, and preparation of a report summarizing the find.	Planning Department	Prior to the issuance of an occupancy permit or as otherwise determined by the Planning Director	
PPP 3.5-1 The project is required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et. seq.	Planning Department	During grading	

GEOLOGY AND SOILS			
PPP 3.6-1 As required by Municipal Code Section 8.05.010, the Project is required to comply with the most recent edition of the <i>California Building Code</i> to preclude significant adverse effects associated with seismic hazards.	Building & Safety Department	Prior to the issuance of building permits	
PPP's 3.91-1 through PPP 3.9-4 in Section 3.9, <i>Hydrology and Water Quality</i> shall apply.	Engineering Department	Prior to the issuance of a grading permit and during operation	
GREENHOUSE GAS EMISSIONS			
PPP 3.7-1 As required by Municipal Code Section 8.05.010, <i>California Energy Code</i> , prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project will be constructed in compliance with the most recently adopted edition of the applicable California Building Code Title 24 requirements.	Building & Safety Department	Prior to the issuance of building permits	
PPP 3.7-2 As required by Municipal Code Section 9.283.010, <i>Water Efficient Landscape Design Requirements</i> , prior to the approval of landscaping and irrigation plans, the Project Applicant shall prepare and submit landscape and irrigation plans that demonstrate compliance with this section.	Building & Safety Department	Prior to the issuance of building permits	

PPP 3.7-3 As required by Municipal Code Section 8.05.010 (8), the Project proponent shall comply with the <i>California Green Building Standards</i> .	Building & Safety Department	Prior to the issuance of building permits	
HAZARDS AND HAZARDOUS MATERIALS			
PPP 3.8-1 The Project is subject all applicable federal, state, and local laws and regulations regarding hazardous materials, including but not limited requirements imposed by the Environmental Protection Agency, California Department of Toxic Substances Control, South Coast Air Quality Management District, and the Santa Ana Regional Water Quality Control Board.	Fire Department Riverside County Department of Environmental Health	On-going	
PPP 3.8-2 As required by Health and Safety Code Section 25507, a business shall establish and implement a business plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Section 25503 if the business handles a hazardous material or a mixture containing a hazardous material that has a quantity at any one time above the thresholds described in Section 25507(a) (1) through (6).	Riverside County Department of Environmental Health	Prior to occupancy of the commercial building	
HYDROLOGY AND WATER QUALITY			
PPP 3.9-1 As required by Municipal Code Chapter 6.05.050, <i>Storm Water/Urban Runoff Management and Discharge Controls, Section B (1)</i> , any person performing construction work in the city shall comply with the provisions of this chapter, and shall control storm water runoff so as to prevent any likelihood of adversely affecting human health or the environment. The City Engineer shall identify the BMPs that may be implemented to prevent such deterioration and shall identify the manner of implementation. Documentation on the effectiveness of BMPs implemented to reduce the discharge of pollutants to the MS4 shall be required when requested by the City Engineer.	Engineering Department	Prior to the issuance of grading permits	

<p>PPP 3.9-2 As required by Municipal Code Chapter 6.05.050, <i>Storm Water/Urban Runoff Management and Discharge Controls, Section B (2)</i>, any person performing construction work in the city shall be regulated by the State Water Resources Control Board in a manner pursuant to and consistent with applicable requirements contained in the General Permit No. CAS000002, State Water Resources Control Board Order Number 2009-0009-DWQ. The city may notify the State Board of any person performing construction work that has a non-compliant construction site per the General Permit.</p>	Engineering Department	Prior to the issuance of grading permits and during construction	
<p>PPP 3.9-3 As required by Municipal Code Chapter 6.05.050, <i>Storm Water/Urban Runoff Management and Discharge Controls, Section C</i>, new development or redevelopment projects shall control storm water runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The City Engineer shall identify the BMPs that may be implemented to prevent such deterioration and shall identify the manner of implementation. Documentation on the effectiveness of BMPs implemented to reduce the discharge of pollutants to the MS4 shall be required when requested by the City Engineer. The BMPs may include, but are not limited to, the following and may, among other things, require new developments or redevelopments to do any of the following:</p> <p>(1) Increase permeable areas by leaving highly porous soil and low lying area undisturbed by:</p> <ul style="list-style-type: none"> (a) Incorporating landscaping, green roofs and open space into the project design; (b) Using porous materials for or near driveways, drive aisles, parking stalls and low volume roads and walkways; and (c) Incorporating detention ponds and infiltration pits into the project design. <p>(2) Direct runoff to permeable areas by orienting it away from impermeable areas to swales, berms, green strip filters, gravel beds, rain gardens, pervious pavement or other approved green infrastructure and French drains by:</p>	Engineering Department	Prior to the issuance of grading permits and during operation	

<p>(a) Installing rain-gutters oriented towards permeable areas;</p> <p>(b) Modifying the grade of the property to divert flow to permeable areas and minimize the amount of storm water runoff leaving the property; and</p> <p>(c) Designing curbs, berms or other structures such that they do not isolate permeable or landscaped areas.</p> <p>(3) Maximize storm water storage for reuse by using retention structures, subsurface areas, cisterns, or other structures to store storm water runoff for reuse or slow release.</p> <p>(4) Rain gardens may be proposed in-lieu of a water quality basin when applicable and approved by the City Engineer.</p>			
<p>PPP 3.9-4 As required by Municipal Code Chapter 6.05.050, <i>Storm Water/Urban Runoff Management and Discharge Controls, Section E</i>, any person or entity that owns or operates a commercial and/or industrial facility(s) shall comply with the provisions of this chapter. All such facilities shall be subject to a regular program of inspection as required by this chapter, any NPDES permit issued by the State Water Resource Control Board, Santa Ana Regional Water Quality Control Board, Porter-Cologne Water Quality Control Act (Wat. Code Section 13000 et seq.), Title 33 U.S.C. Section 1251 et seq. (Clean Water Act), any applicable state or federal regulations promulgated thereto, and any related administrative orders or permits issued in connection therewith.</p>	Engineering Department	During operation	
LAND USE AND PLANNING			
<p>PPP 3.4-1 The Project is required to pay mitigation fees pursuant to the Western Riverside County Multiple Species Habitat Conservation Plan (MHSCP) as required by Municipal Code Chapter 3.80.</p>	Planning Department	Prior to the issuance of a grading permit	
NOISE			
<p>PPP 3.12-1 As required by Municipal Code Section 11.05.020 (9), private construction projects located within one-quarter (¼) of a mile from an inhabited dwelling shall not perform construction between the hours of six (6:00) p.m. and six (6:00) a.m. during the months of June through September and between the hours of</p>	Building & Safety Department	Prior to the issuance of a building permit	

six (6:00) p.m. and seven (7:00) a.m. during the months of October through May.			
PPP 3.12-2 As required by Jurupa Valley Municipal Code Section 11.05.040, no person shall create any sound, or allow the creation of any sound, on any property that causes the exterior sound level on any other occupied property to exceed the sound level standards set forth in Table 1 of this section or that violates the special sound source standards set forth in Section 11.05. 060.	Building & Safety Department	During operation	
<p><u>Mitigation Measure NOI-1-Construction Noise Mitigation Plan.</u> Prior to the issuance of a grading permit, the Project Applicant is required to submit a construction-related noise mitigation plan to the City Planning Department for review and approval. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project. In addition, the plan shall require that the following notes are included on grading plans and building plans. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by City of Jurupa Valley staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.</p> <ul style="list-style-type: none"> a) “a) Haul truck deliveries shall be limited to between the hours of 6:00am to 6:00pm during the months of June through September and 7:00am to 6:00pm during the months of October through May. b) Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers’ standards. c) All stationary construction equipment shall be placed in such a manner so that emitted noise is directed away from any sensitive receptors adjacent to the Project site. d) Construction equipment staging areas shall be located the greatest distance between the staging area and the nearest sensitive receptors.” 	Planning Department	Prior to the issuance of a grading permit	
<p><u>Mitigation Measure NOI-2 –Vibration Notes on Grading Plan.</u> Prior to the issuance of a grading permit, the grading plan shall contain the following note:</p> <p>“The use of loaded trucks and dozers shall be prohibited within 90 feet of nearby occupied sensitive residential homes (receiver locations R2 and R3 as shown in the Noise Impact Analysis, Appendix G) to reduce the vibration levels during Project</p>	Planning Department	Prior to the issuance of a grading permit	

construction.” Project contractors shall be required to ensure compliance with the note and permit periodic inspection of the construction site by City of Jurupa Valley staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.			
PUBLIC SERVICES			
PPP 3.14-1 The Project Applicant shall comply with all applicable Riverside County Fire Department codes, ordinances, and standard conditions regarding fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.	Fire Department	Prior to issuance of a building permit or occupancy permit	
PPP 3.14-2 As required by Municipal Code Chapter 3.75 et seq., the Project proponent shall pay a Development Impact Fee (DIF) following protocol for impact fee collection.	Building & Safety Department	Per Municipal Code Chapter 3.75	
PPP 3.14-3 As required by Section 65995 of the Government Code, the Project Applicant shall pay required development impact fees to the applicable school district following protocol for impact fee collection required by that district.	Building & Safety Department	Prior to the issuance of building permits	
PPP 3.14-4 Prior to the issuance of any building permit, the Project Applicant shall pay required park development impact fees to the Jurupa Area Recreation and Park District pursuant to District Ordinance No. 01-2007 and 02-2008.	Building & Safety Department	Prior to the issuance of building permits	
RECREATION			
PPP 3.14-4 Prior to the issuance of a building permit, the Project Applicant shall pay required park development impact fees to the Jurupa Area Recreation and Park District pursuant to District Ordinance No. 01-2007 and 02-2008.	Planning Department	Prior to the issuance of building permits	
TRANSPORTATION/TRAFFIC			
PPP 3.16-1 Prior to the issuance of any building permit, the Project Proponent shall make required per-unit fee payments associated with the Western Riverside County	Building & Safety Department	TUMF shall be paid in	

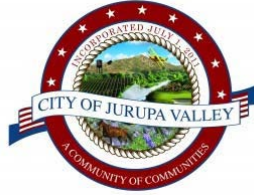
Transportation Uniform Mitigation Fees (TUMF), and the City of Jurupa Valley Development Impact Fee (DIF) per Title 3 of the Municipal Code.		accordance to the deadline stated in Chapter 3.70 DIF shall be paid in accordance to the deadline stated in Chapter 3.75	
PPP 3.16-2 As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee to assist the City in providing revenue that the City can use to fund transportation improvements such as roads, bridges, major improvements and traffic signals.	Building & Safety Department	DIF shall be paid in accordance to the deadline stated in Chapter 3.75	
<u>MM-TRA-1: Fair Share Payment Rubidoux Blvd. and Mission Blvd. Intersection (#3) Improvements.</u> Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (6.5%) towards the City's Capital Improvement Project No. 19-C.2, Mission Blvd. and Rubidoux Blvd.	Building & Safety Department	Prior to the issuance of building permits	
<u>MM-TRA-2: Fair Share Payment for Traffic Signal at Rubidoux Boulevard / SR-60 WB On Ramp (Intersection #14).</u> Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (14.8%) towards a traffic signal at the intersection of Rubidoux Boulevard / SR-60 WB On Ramp.	Building & Safety Department	Prior to the issuance of building permits	
<u>MM-TRA-3: Fair Share Payment for Intersection Improvements Rubidoux Bl. /SR-60 EB Off Ramp-Frontage Rd. (Intersection #13).</u> Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (17.7%) towards construction of a separate northbound right turn lane and a dedicated eastbound left turn lane.	Building & Safety Department	Prior to the issuance of building permits	
<u>MM-TRA-4: Fair Share Payment Crestmore Road/Mission Boulevard Intersection Improvements (Intersection #5).</u> Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (12.3%) towards the City's Capital Improvement Project No. 13-H.2, Mission Boulevard Bridge Crossing Santa Ana River.	Building & Safety Department	Prior to the issuance of building permits	
<u>MM-TRA-5: Fair Share Payment for Intersection Improvements Rubidoux Bl. /SR-60 WB Off Ramp-30th St. (Intersection #15).</u> Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (8.5%) towards construction of 2 westbound lanes (Alternative # 1) or eliminate existing traffic signal & install an EB stop control, Eliminate NB left lane, construct 1 Southbound right lane, or eliminate eastbound lane & stripe an eastbound right lane (Alternative #2).	Building & Safety Department	Prior to the issuance of building permits	

<p><u>MM-TRA-6: Relocation of Crosswalk to Mission Boulevard and Mintern Street.</u></p> <p>Prior to the issuance of the first occupancy permit for the Project, the Project applicant shall relocate the school crossing to the east at the Mintern Street/ Mission Boulevard intersection. Construction of the crossing will require updates to include current ADA standards, pedestrian push button, and pavement flashing markers that meet the requirements of the Public Works Department.</p>	Engineering Department	Prior to the issuance of the first occupancy permit for the Project	
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TRIBAL CULTURAL RESOURCES			
<p><u>MM- TCR-1: Native American Monitoring, Treatment of Discoveries, and Disposition of Discoveries.</u></p> <p>MONITORING:</p> <p>Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the AB 52 process. The applicant shall coordinate with the Tribe(s) to develop a Tribal Monitoring Agreement(s). A copy of the agreement shall be provided to the Jurupa Valley Planning Department prior to the issuance of a grading permit.</p> <p>TREATMENT OF DISCOVERIES:</p> <p>If a significant tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 100 feet around the resource(s). A representative of the appropriate Native American Tribe(s), the Project Proponent, and the City Planning Department shall confer regarding mitigation of the discovered resource(s). A treatment plan shall be prepared and implemented to protect the identified tribal cultural resources from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the tribal cultural resources in accordance with current professional archaeology standards. The treatment plan shall require monitoring by the appropriate Native American Tribe(s) during data recovery and shall require that all recovered artifacts undergo basic field analysis and documentation or laboratory</p>	Planning Department & Engineering Department	Prior to the issuance of a grading permit and during grading	

<p>analysis, whichever is appropriate. At the completion of the basic field analysis and documentation or laboratory analysis, any recovered tribal cultural resources shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or, the artifacts may be delivered to the appropriate Native American Tribe(s) if that is recommended by the City of Jurupa Valley. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the City of Jurupa Valley Planning Department, the Eastern Information Center, and the appropriate Native American Tribe.</p> <p>DISPOSITION OF DISCOVERIES:</p> <p>In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project. The following procedures will be carried out for treatment and disposition of the discoveries:</p> <p>The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to tribal cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the Jurupa Valley Planning Department with evidence of same:</p> <ul style="list-style-type: none"> a) A fully executed reburial agreement with the appropriate culturally affiliated Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging and basic recordation have been completed. b) A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation. c) If more than one Native American Group is involved with the project 			
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<p>and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default.</p> <p>d) Should reburial of collected cultural items be preferred, it shall not occur until after the Phase IV monitoring report has been submitted to the Jurupa Valley Planning Department. Should curation be preferred, the developer/permit applicant is responsible for all costs and the repository and curation method shall be described in the Phase IV monitoring report.</p>			
UTILITY AND SERVICE SYSTEMS			
PPP 3.17-1 The Project shall comply with Section 4.408 of the 2013 California Green Building Code Standards, which requires new development projects to submit and implement a construction waste management plan in order to reduce the amount of construction waste transported to landfills. Prior to the issuance of building permits, the City of Jurupa Valley shall confirm that a sufficient plan has been submitted, and prior to final building inspections, the City of Jurupa shall review and verify the Contractor's documentation that confirms the volumes and types of wastes that were diverted from landfill disposal, in accordance with the approved construction waste management plan.	Building & Safety Department	Prior to the issuance of building permits	
PPP 3.17-2 The Project shall participate in established City-wide programs for commercial development projects to reduce solid waste generation, in accordance with the provisions of the Riverside Countywide Integrated Waste Management Plan.	Planning Department	Verify participation in applicable programs prior to the issuance of an occupancy permit for the commercial building.	
PPP 3.17-3 The Project shall participate in established County-wide programs for commercial projects to reduce solid waste generation, in accordance with the provisions of the Riverside Countywide Integrated Waste Management Plan.	Planning Department	Verify participation in applicable programs prior to the issuance of an occupancy permit for the commercial building.	



**Facts and Findings Regarding the
Environmental Effects of the Approval of the:
Mission Gateway Plaza/Mission Gateway Villas Mixed-
Use Development Project**

**SCH No. 2018061047
City of Jurupa Valley Master Application (MA) 16224**

Lead Agency

City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509

Project Applicant

Northtown Housing Development Corporation
10071 Feron Boulevard
Rancho Cucamonga, CA 91730

May 31, 2019

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1.0 INTRODUCTION AND PURPOSE

The City Council of the City of Jurupa Valley (the “Council”) in approving the Mission Gateway Plaza/Mission Gateway Villas Mixed-Use Development Project (the “Project”) makes the Findings described below. The Findings are based upon the entire record before the City Council, as described in Subsection 1.3 below, including the Environmental Impact Report (“EIR”) prepared for the Project with the City of Jurupa Valley (the “City”) acting as lead agency under the California Environmental Quality Act (“CEQA”).

Hereafter, the Notice of Preparation, Notice of Availability, Draft EIR, Technical Studies, and Final EIR (containing responses to public comments on the Final EIR and textual revisions to the Draft EIR), will be referred to collectively herein as the “EIR” unless otherwise specified.

1.1 FINDINGS REQUIRED UNDER CEQA

Public Resources Code Section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]” The statute also provides that the procedures required by CEQA are “intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or lessen such significant effects.” Finally, Section 21002 indicates that “in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.”

The mandate described in Public Resources Code Section 21002 is implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR. The second permissible finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. The third potential conclusion is that specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR. (CEQA Guidelines, §15091.) Public Resources Code Section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors.”

1.2 PROJECT SUMMARY

1.2.1 SITE LOCATION

The City of Jurupa Valley covers approximately 43.5 square miles within the County of Riverside. The City is bordered by the City of Fontana and County of San Bernardino to the north, the City of Riverside and the City of Norco to the south, the City of Eastvale to the west, and the City of Riverside and County of San Bernardino to the east.

The Project consists of approximately 7.27 gross acres (6.95 net acres) and is located on the northeast corner of Mission Boulevard and Crestmore Road. The Project site includes the following Assessor Parcel Numbers (APN):

179-330-002.
179-330-003.
179-330-004.
179-330-005.
179-330-006.

1.2.2 PROJECT OVERVIEW

The applicant is proposing to: amend Figure 2-5: 2017 General Plan Land Use Plan from Commercial Retail (CR) and Medium High Density Residential (MHDR) to Commercial Retail (CR) for the proposed 1.79- acre commercial parcel and to High Density Residential (HDR) for the 5.16-acre residential parcel; amend the Jurupa Valley Zoning Map from R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture) to R-VC (Rubidoux Village Commercial) for the proposed 1.79-acre commercial parcel and to R-2 (Multiple Family Dwellings) for the 5.16-acre residential parcel; and merge 5 parcels and create 2 parcels for the purpose of developing a mixed-use development consisting of a 1.79-acre parcel for a 31,375 sq.ft. commercial building; and a 5.16-acre parcel for a 68-unit multi-family housing development. The Project includes ground level parking; landscaping; internal paving and walkways; community center and pool facility space.

1.2.3 PROJECT OBJECTIVES

The proposed Project includes the following objectives to achieve the vision of the City of Jurupa Valley General Plan for the Project site:

1. Help revitalize the commercial area by giving high priority to infill development of vacant and deteriorated properties that provide for high-quality development of vacant infill properties that will stimulate economic development or the area served by Mission Boulevard.
2. Require development within the Village Center Overlay, to be compact, pedestrian-oriented, and designed to accommodate a broad range of uses, including commercial and residential uses, consistent with the Community's historic character.
3. Accommodate higher density residential development in walkable, pedestrian-oriented areas near major transportation corridors, concentrated employment areas, and community and village centers, and promote the development of high quality apartments.
4. Accommodate the development of structures and sites with a mix of housing and retail in areas designated as "Village Centers" on the General Plan.
5. Facilitate the Housing Authority of the County of Riverside in its capacity as housing successor to the former Redevelopment Agency for the County of Riverside, to develop a mixed use project that will include affordable rental housing, with a preference for veteran households with related infrastructure improvements, and commercial facilities with commercial uses.

1.2.4 CITY OF JURUPA VALLEY ACTIONS COVERED BY THE EIR

The following discretionary and administrative actions are required of the City to implement the Project. The EIR prepared for the Project covers all discretionary and administrative approvals which may be needed to construct or implement the Project, whether or not they are explicitly listed below.

- Approve General Plan Amendment (GPA) No. 16006, Change of Zone (CZ) No. 16011, Tentative Parcel Map (TPM) No. 37126, Certificate of Parcel Merger (CPM) No. 1602, and Site Development Permit (SDP) 16043, referred to by the City of Jurupa Valley as Master Application (MA) No.16224.
- Approve Landscape and Irrigation Plans.
- Issue Grading Permits.
- Issue Building Permits.
- Approve Road Improvement Plans.
- Issue Encroachment Permits.
- Approve Community Facilities District(s) or other financing mechanisms for public improvements.
- Approve construction of water and sewer infrastructure.

1.2.5 APPROVALS FROM OTHER AGENCIES

The Project would require approval from the following other agencies:

- Santa Ana Regional Water Quality Control Board (RWQCB) issuance of a National Pollutant Discharge Elimination System (NPDES) Permit.

1.3 ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The City conducted an extensive environmental review of the Project to ensure that the City's decision makers and the public are fully informed about the potential significant environmental effects of the Project; to identify ways that environmental damage can be avoided or significantly reduced; and to prevent significant, avoidable damage to the environment by requiring changes in the Project using mitigation measures which have been found to be feasible. To do this, the City, acting as lead agency under CEQA, undertook the following:

- Circulated a Notice of Preparation (NOP) to the California Office of Planning and Research (the "State Clearinghouse"), Responsible Agencies, Trustee Agencies, and other interested parties on June 20, 2018 for a 30-day review period;
- Sent a Notice of Completion (NOC) and copies of the Draft EIR to the California Office of Planning and Research, State Clearinghouse, on January 10, 2019;
- Mailed a Notice of Availability (NOA) to all Responsible Agencies, Trustee Agencies, the Riverside County Clerk, other interested parties, and organizations and individuals who had previously requested the Notice to inform recipients that the Draft EIR was available for a 45-day review period beginning on January 19, 2019, and ending on February 25, 2019;

- Made an electronic copy of the Draft EIR available on the City's website and placed a copy of the Draft EIR at City Hall; the Glen Avon Library, and the Louis Rubidoux Library;
- Prepared responses to comments on the Draft EIR received during the 45-day comment period on the Draft EIR, which have been included in the Final EIR;
- Sent individual responses to all public agencies, organizations, and individuals who submitted comments the Draft EIR at least 10-days prior to the City Council hearing; and
- Mailed notice of both the Planning Commission and City Council hearing(s) to all property owners and occupants within a 1,000-foot radius of the Project site.

All the documents identified above and all the documents which are required to be part of the record pursuant to Public Resources Code §21167.6(e) are on file with the City of Jurupa Valley Planning Department located at 8930 Limonite Avenue in Jurupa Valley, CA. Questions should be directed to Rocio Lopez, Senior Planner.

2.0 ENVIRONMENTAL IMPACTS AND FINDINGS

The EIR was prepared by the City of Jurupa Valley Planning Department. The City Council, as the City's decision-making body for the EIR, received and reviewed the EIR and the comments provided by public agencies and members of the public prior to certifying that the EIR complied with CEQA. The thorough and independent review of the Draft EIR and Final EIR conclusively shows that the Final EIR is the product of and reflects the independent judgment and analysis of the City as the Lead Agency.

Based on the Initial Study, Technical Appendix A to the Draft EIR, and the responses of the NOP, the EIR analyzed three (3) potential areas where significant environmental impacts could result from the development of the Project. The three (3) potential areas where significant environmental impacts could result from the development of the Project include: Hazards and Hazardous Materials, Land Use and Planning, and Transportation/Traffic.

At a public hearing(s) conducted for the Project, the City Council determined that, based on all of the evidence presented, including but not limited to the EIR, written and oral testimony given at meetings and hearings, and the submission of testimony from the public, organizations, and regulatory agencies, the following environmental impacts associated with the Project are 1) less-than-significant and do not require mitigation; 2) potentially significant but will be avoided or reduced to a level of insignificance, through the identified mitigation measures or; 3) significant and unavoidable and cannot be fully mitigated to a level of less-than-significant but will be substantially lessened to the extent feasible by the identified mitigation measures.

3.0 RESOLUTION REGARDING ENVIRONMENTAL IMPACTS NOT REQUIRING MITIGATION

The City Council hereby finds that the following potential environmental impacts associated with the implementation of the Project have no impact or are less-than-significant and therefore do not require the imposition of mitigation measures.

3.1 AESTHETICS

3.1.1 THRESHOLD A

Potential Significant Impact: Would the Project would have a substantial adverse effect on a scenic vista?

☐ **Findings**

Potential impacts of the Project related to Threshold a are discussed in detail in Section 3.1(a) of the Initial Study. The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.1-1 through 3.1-3 to comply with the City's Municipal Code to reduce impacts to scenic vistas. This City Council finds that the development of the proposed Project will not result in significant impacts related to Threshold a; therefore, no mitigation is required.

☐ **Substantive Evidence**

As required by PPP 3.1-1, the commercial structure proposed of the property is restricted to 50 feet in height. Towers and non-inhabitable thematic structures shall not exceed seventy (70) feet in height. As required by PPP's 3.1-2, the residential structures shall not exceed three (3) stories, with a maximum height of forty (40) feet. As proposed, the commercial buildings will not exceed 28'-9" in height with the highest tower element at 42'-0". The residential structures will not exceed 27 feet in height. As required by PPP 3.1-3, in no case shall more than sixty (60) percent of any lot be covered by buildings. (Applicable to residential structures). With the building heights limited to a maximum of 50 feet and including the separation distances between buildings, the Project would not block or completely obstruct views from surrounding public vantage points (i.e. Mission Boulevard and Crestmore Road) to the hills and mountains visible in the horizon under existing conditions. (Initial Study, p. 16)

3.1.2 THRESHOLD B

Potential Significant Impact: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

☐ **Findings**

Potential impacts of the Project related to Threshold b are discussed in detail in Section 3.1(b) of the Initial Study. According to the California Department of Transportation, the Project site is not located within a State Scenic Highway. According to *General Plan Figure 4-23: Jurupa Valley Scenic*

Corridors and Roadways, Mission Boulevard between Crestmore Road and the Santa Ana River is designated as a Scenic Corridor. This City Council finds that impacts to Mission Boulevard, which is a local scenic corridor, would be consistent with the General Plan policies and programs and impact will be less than significant; therefore, no mitigation is required.

☐ **Substantive Evidence**

Under existing conditions, views of the Santa Ana River from eastbound vehicles on Mission Boulevard is limited because the river bottom is approximately 12-feet below the elevation of the roadway. In addition, the Project site is approximately 10-feet below the elevation of Mission Boulevard. The Project does not propose block walls adjacent to Mission Boulevard. A six-foot high tubular steel perimeter fence with split-face pilasters at 40-feet on center is proposed. According to the Project's landscape plan, street trees along Mission Boulevard are proposed to be spaced at least 15-feet on center. The proposed structures are approximately 115 feet from Mission Boulevard. As such, there is an adequate setback. Topography of the site is relatively flat so grading will match the natural topography of the area. . (Initial Study pp. 17-18).

3.1.3 THRESHOLD C

Potential Significant Impact: Would the Project substantially degrade the existing visual character or quality of the site and its surroundings?

☐ **Findings**

Potential impacts of the Project related to Threshold c are discussed in detail in Section 3.1(c) of the Initial Study. The Project site is planned for commercial and residential uses by the General Plan. As required by PPP 3.1-4, all development proposals shall comply with the design guidelines contained in the "Rubidoux Village Design Workbook." This City Council finds that the development of the proposed Project will not result in significant impacts related to Threshold c; therefore, no mitigation is required.

☐ **Substantive Evidence**

Construction Impacts

During the Project's temporary construction period, construction equipment, supplies, and activities would be visible on the subject property from immediately surrounding areas. Construction activities are a common occurrence in the developing Inland Empire region of Southern California and are not considered to substantially degrade the area's visual quality. All construction equipment would be removed from the Project site following completion of the Project's construction activities. For these reasons, the temporary visibility of construction equipment and activities at the Project site would not substantially degrade the visual character of the surrounding area. (Initial Study p. 19).

Operational Impacts

The Project is required to implement the architectural theme and design elements as illustrated in the Rubidoux Village Design Workbook. Implementation of these thematic elements will ensure

that the Project blends into the existing visual character and quality of its surroundings. (Initial Study p. 19).

3.1.4 THRESHOLD D

Potential Significant Impact: Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

☐ **Findings**

Potential impacts of the Project related to Threshold d are discussed in detail in Section 3.1(d) of the Initial Study. The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.1-5 and 3.1-6 to reduce impacts to light and glare. The City Council finds that development of the Project will not result in significant impacts related to Threshold d; therefore, no mitigation is required.

☐ **Substantive Evidence**

As required by the City of Jurupa Valley Zoning Ordinance Section 9.140.030. N (1), illumination from on-site fixtures may not spill over onto adjacent private property. An average of one (1) foot-candle of illumination is required for all pedestrian walkways, courts and parking areas. This requirement also applies to public walkways under the cover of second story encroachments. The area over which the illumination may be averaged is one hundred (100) square feet and no portion of the area may receive less than one-quarter ($\frac{1}{4}$) foot-candle of illumination. As required by the City of Jurupa Valley Zoning Ordinance Section 9.140.030. N (2), illumination in entry forecourts and courts adjacent to the setback line or right-of-way may spill over onto the adjacent sidewalk or right-of-way as long as no hazard or nuisance is created. (Initial Study p.20).

3.2 AGRICULTURE AND FORESTRY RESOURCES

3.2.1 THRESHOLD A

Potential Significant Impact: Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

☐ **Findings**

Potential impacts of the Project related to Threshold a are discussed in detail in Section 3.2(a) of the Initial Study. The site does not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as mapped by the State Department of Conservation Farmland Mapping and Monitoring Program. The City Council finds that the development of the proposed Project will not result in significant impacts related to Threshold a; therefore, no mitigation is required.

☐ **Substantive Evidence**

The site does not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as mapped by the State Department of Conservation Farmland Mapping and Monitoring Program. The Project site is designated as “Urban-Built-Up Lands.” (Initial Study p.23).

3.2.2 THRESHOLD B

Potential Significant Impact: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

☐ **Findings**

Potential impacts of the Project related to Threshold b are discussed in detail in Section 3.2(b) of the Initial Study. The proposed R-VC and R-2 zones do not allow agricultural uses as a primary use. According to the Riverside County Geographic Information System, the site is not under a Williamson Act Contract. The City Council finds that the development of the proposed Project will not result in significant impacts related to Threshold b; therefore, no mitigation is required.

☐ **Substantive Evidence**

Agricultural Zoning

The Project is proposing to amend the Jurupa Valley Zoning Map from R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture) to R-VC (Rubidoux Village Commercial) for the proposed 1.79 acre commercial parcel and to R-2 (Multiple Family Dwellings) for the 5.16 acre residential parcel. The R-VC and R-2 zones do not allow agricultural uses as a primary use.

Williamson Act

Pursuant to the California Land Conservation Act of 1965, a Williamson Act Contract enables private landowners to voluntarily enter into contracts with local governments for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive lower property tax assessments based upon farming and open space uses as opposed to full market value. According to the Riverside County Geographic Information System, the site is not under a Williamson Act Contract. (Initial Study pp. 23-24).

3.2.3 THRESHOLD C

Potential Significant Impact: 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))?

☐ **Findings**

Potential impacts of the Project related to Threshold c are discussed in detail in Section 3.2(c) of the Initial Study. The Project site does not contain any forest lands, timberland, or timberland zoned as Timberland Production, nor are any forest lands or timberlands located on or nearby the Project site. The City Council finds that the development of the proposed Project will not result in significant impacts related to Threshold d; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project is proposing to amend the Jurupa Valley Zoning Map from R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture) to R-VC (Rubidoux Village Commercial) for the proposed 1.79 acre commercial parcel and to R-2 (Multiple Family Dwellings) for the 5.16 acre residential parcel. The Project site does not contain any forest lands, timberland, or timberland zoned as Timberland Production, nor are any forest lands or timberlands located on or nearby the Project site. Because no lands on the Project site are zoned for forestland or timberland, the Project has no potential to impact such zoning. (Initial Study p. 24).

3.2.4 THRESHOLD D

Potential Significant Impact: Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

☐ **Findings**

Potential impacts of the Project related to Thresholds d are discussed in detail in Section 3.2(d) of the Initial Study. The Project site and surrounding properties do not contain forest lands, are not zoned for forest lands, nor are they identified as containing forest resources by the General Plan. The City Council finds that the development of the proposed Project will not result in significant impacts related to Threshold b; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project site and surrounding properties do not contain forest lands, are not zoned for forest lands, nor are they identified as containing forest resources by the General Plan. Because forest land is not present on the Project site or in the immediate vicinity of the Project site, the Project has no potential to result in the loss of forest land or the conversion of forest land to non-forest use. (Initial Study p. 24).

3.2.5 THRESHOLD E

Potential Significant Impact: 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?

☐ **Findings**

Potential impacts of the Project related to Threshold e are discussed in detail in Section 3.2(e) of the Initial Study. There is no land being used primarily for agricultural purposes in the vicinity of the site. This City Council finds that the development of the proposed Project will not result in significant impacts related to Threshold e; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project site consists of approximately 6.95 net acres. The site was previously a mobile home park, and the paved access roads from that time are still on site. Vegetation on the site consists primarily of non-native, ruderal vegetation and non-native grasses. The ruderal vegetation present within the project area consists of low-growing perennial plants and some taller trees (two old cottonwood trees).

The site is bounded by Crestmore Road on the west followed by the County of Riverside Fleet Services facility further to the west, single-family residential development and vacant land to the north, a vacant parcel to the east with the Santa Ana River further to the east, and Mission Boulevard to the south with a mobile home park and vacant land further to the south. There is no land being used primarily for agricultural or forestry purposes in the vicinity of the site. (Initial Study p. 25).

3.3 AIR QUALITY

3.3.1 THRESHOLD E

Potential Significant Impact: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

☐ **Findings**

Potential impacts of the Project related to Threshold e are discussed in detail in Section 3.3(e) of the Initial Study. The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.3-5 to reduce impacts related to odors. The City Council finds that the development of the proposed Project will not result in significant impacts related to Threshold e; therefore, no mitigation is required.

☐ **Substantive Evidence**

According to the South Coast Air Quality Management District *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project proposes a mixed-use commercial and residential development. The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be

stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed Project would also be required to comply with South Coast Air Quality management District (SCAQMD) Rule 402 to prevent occurrences of public nuisances. (Initial Study pp. 37-38).

3.4 BIOLOGICAL RESOURCES

3.4.1 THRESHOLD B

Potential Significant Impact: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

☐ **Findings**

Potential impacts of the Project related to Threshold b are discussed in detail in Section 3.4(b) of the Initial Study. The site conditions do not show any evidence of riverine/riparian areas or sensitive natural communities. The City Council finds that the development of the proposed Project will not result in significant impacts related to Threshold b; therefore, no mitigation is required.

☐ **Substantive Evidence**

The site conditions did not present any evidence of riverine/riparian areas or sensitive natural communities. None of the following indicators are present on site: facultative, facultative wet or obligate wet vegetation, harrow marks, sand bars shaped by water, racking, rilling, destruction of vegetation, defined bed and bank, distinct line between vegetation types, clear natural scour line, meander bars, mud cracks, staining, silt deposits, litter- organic debris. No riverine/riparian areas or natural communities occur on site. (Initial Study p. 39).

3.4.2 THRESHOLD C

Potential Significant Impact: Would the 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?

☐ **Findings**

Potential impacts of the Project related to Threshold c are discussed in detail in Section 3.4(c) of the Initial Study. No potential jurisdictional waters were identified on the proposed Project site. The City Council finds that the development of the proposed Project will not result in significant impacts related to Threshold c; therefore, no mitigation is required.

☐ **Substantive Evidence**

No potential jurisdictional waters were identified on the proposed Project site. Thus, the Project is not subject to the regulatory authority of the United States Army Corp of Engineers under Section 404 of the Clean Water Act, the Regional Water Quality Control Board under Section 401 of the Clean Water Act, or the California Department of Fish and Wildlife under Sections 1600 et seq. of the California Fish and Game Code. (Initial Study p. 41).

3.5 CULTURAL RESOURCES

3.5.1 THRESHOLD A

Potential Significant Impact: Would the Project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?

☐ **Findings**

Potential impacts of the Project related to Threshold a are discussed in detail in Section 3.5 (a) of the Initial Study. The Project will not result in any direct impact to a surface historical resource. The City Council finds that the development of the proposed Project will not result in significant impacts related to Threshold a; therefore, no mitigation is required.

☐ **Substantive Evidence**

The subject property was formerly undeveloped as early as 1901; developed with apparent residences from 1931 to 2016; developed with a hotel from approximately 1946 to 1959; developed with a mobile home park from 1953 to 2010; and is currently unimproved land as the mobile home park was demolished. The County of Riverside Archaeologist determined that implementation of the Project would not alter or destroy a historical resource. . (Initial Study p. 46).

3.5.2 THRESHOLD D

Potential Significant Impact. Would the Project disturb any human remains, including those interred outside of formal cemeteries?

☐ **Findings**

Potential impacts of the Project related to Threshold d are discussed in detail in Section 3.5(d) of the Initial Study. The Project is required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et. seq. regarding the discovery of human remains during grading. The City Council finds that the development of the proposed Project will not result in significant impacts related to Threshold d; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project site does not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity. As noted above, the Project site has been mass graded and consists of cut pads, fill pads, pads with cut-fill transition. Given the extensive amount of grading, the depth of the existing grading, and that only finished grading is necessary to construct the buildings, it is unlikely human remains will be encountered.

In the event that human remains are discovered during Project grading or other ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et. seq. California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Pursuant to California Public Resources Code

Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner.

If the Coroner determines the remains to be Native American, the California Native American Heritage Commission (NAHC) must be contacted and the NAHC must then immediately notify the “most likely descendant(s)” of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. (Initial Study p. 49).

3.6 GEOLOGY AND SOILS

3.6.1 THRESHOLD A1

Potential Significant Impact. Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

☐ **Findings**

Potential impacts of the Project related to Threshold A1 are discussed in detail in Section 3.6(a1) of the Initial Study. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone, and no known faults underlie the site. The City Council finds that the development of the proposed Project will not result in significant impacts related to Threshold A1; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone, and no known faults underlie the site. Because there are no faults located on the Project site, there is no potential for the Project to expose people or structures to adverse effects related to ground rupture. (Initial Study p. 51).

3.6.2 THRESHOLD A2

Potential Significant Impact. Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 2) Strong seismic ground shaking?

☐ **Findings**

Potential impacts of the Project related to Threshold a2 are discussed in detail in Section 3.6(a2) of the Initial Study. The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.1-5 and 3.1-6 to manage strong seismic ground shaking. The Project is required to comply with the *California Building Standards Code* and *City Building Code* to preclude significant adverse effects associated with seismic hazards. The City Council finds that the development of the

proposed Project will not result in significant impacts related to Threshold a2; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project site is located in a seismically active area of Southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. This risk is not considered substantially different than that of other similar properties in the Southern California area. As a mandatory condition of Project approval, the Project would be required to construct the proposed structures in accordance with the California Building Standards Code also known as California Code of Regulations Title 24 and the City Building Code. (Initial Study p. 51).

3.6.3 THRESHOLD A3

Potential Significant Impact. Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 3) Landslides?

☐ **Findings**

Potential impacts of the Project related to Threshold a3 are discussed in detail in Section 3.6(a3) of the Initial Study. the Project site is not located in an area susceptible to landslides. The City Council finds that the development of the proposed Project will not result in significant impacts related to Threshold a32; therefore, no mitigation is required.

☐ **Substantive Evidence**

According to General Plan Figure 8-6, *Landslide Susceptibility in Jurupa Valley*, the Project site is not located in an area susceptible to landslides (Initial Study p. 53).

3.6.4 THRESHOLD B

Potential Significant Impact. Would the Project result in substantial soil erosion or the loss of topsoil?

☐ **Findings**

Potential impacts of the Project related to Threshold b are discussed in detail in Section 3.6(b) of the Initial Study. The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.1-5 and 3.1-6 to manage soil erosion. The City Council finds that the development of the proposed Project will not result in significant impacts related to Threshold b; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project site was previously developed with a mobile home park from 1953 to 2010 and is currently unimproved land as the mobile home park was demolished. Therefore, the loss of topsoil is not a significant impact.

Soils in the Project area are particularly prone to erosion during the grading phase, especially during heavy rains. Reduction of the erosion potential can be accomplished through

implementation of a Storm Water Pollution Prevention Plan (SWPPP), which specifies Best Management Practices for temporary erosion controls. Such measures typically include temporary catch basins and/or sandbagging to control runoff and contain sediment transport within the Project site. The SWPPP is required for plan check and approval by the City's Building and Safety Department, prior to provision of permits for the Project, and would include construction BMPs such as:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management
- Spill prevention and control
- Solid waste management
- Concrete waste management. (Initial Study p. 54).

3.6.5 THRESHOLD D

Potential Significant Impact. Would the Project be located on expansive soil, as defined in the Uniform Building Code, creating substantial risks to life or property?

☐ **Findings**

Potential impacts of the Project related to Threshold d are discussed in detail in Section 3.6(d) of the Initial Study. The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.1-5 and 3.1-6 to address expansive soils. The City Council finds that the development of the proposed Project will not result in significant impacts related to Threshold b; therefore, no mitigation is required.

☐ **Substantive Evidence**

The expansion potential for of the near-surface granular soils on the Project site is expected to be very low (EI <20). In addition, detailed design-level geotechnical studies and building plans pursuant to the *California Building Standards Code* are required prior to approval of construction, as required by PPP 3.6-1. Compliance with the recommendations of the geotechnical study for soils conditions, is a standard practice and would be required by the City Building and Safety Department. Therefore, compliance with the requirements of the *California Building Standards Code* as identified in a site specific geotechnical design would be reviewed by the City for appropriate inclusion, as part of the building plan check and development review process, would reduce the low potential for impacts related to expansive soils. (Initial Study p. 56).

3.6.6 THRESHOLD E

Potential Significant Impact. Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

☐ **Findings**

Potential impacts of the Project related to Threshold e are discussed in detail in Section 3.6(e) of the Initial Study. The Project does not propose the use of septic tanks or alternative waste water disposal systems. The City Council finds that the development of the proposed Project will not result in significant impacts related to Threshold E; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project does not propose the use of septic tanks or alternative waste water disposal systems. The Project would install domestic sewer infrastructure and connect to the Rubidoux Community Service District's existing sewer conveyance system. (Initial Study p. 56).

3.7 GREENHOUSE GAS EMISSIONS

3.7.1 THRESHOLD A

Potential Significant Impact: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact of the environment?

☐ **Findings**

Potential impacts of the Project related to Threshold a are discussed in detail in Section 3.7 (a) of the Initial Study. The Project would not exceed the SCAQMD MTCO_{2e} emission threshold to 3,000 MTCO_{2e} per year. In addition, implementation of PPPs 3.7-1 through 3.7-3 would facilitate the Project's efforts in reducing its GHG emissions. The City Council finds that development of the Project will not result in significant impacts related to Threshold a; therefore, no mitigation is required.

☐ **Substantial Evidence**

The Project will result in approximately 2,928.53 MTCO_{2e} OF GHG emissions per year; the proposed Project would not exceed the SCAQMD/City's screening threshold of 3,000 MTCO_{2e} per year. Thus, project-related emissions would not have a significant direct or indirect impact on GHG and climate change and no mitigation or further analysis is required. (Initial Study p. 58).

3.7.2 THRESHOLD B

Potential Significant Impact: Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

❑ **Findings**

Potential impacts of the Project related to Threshold b are discussed in detail in Section 3.7 (a) of the Initial Study. The Project is not in conflict with the Climate Change Scoping Plan because its individual greenhouse gas emissions are below the screening threshold of 3,000 MTCO₂e per year and the Project will implement such greenhouse reduction measures Water Efficient Landscaping, Title 24 Energy Efficiency Requirements, and recycling and waste reduction requirements. The proposed Project would also be required to include all mandatory green building measures for new developments under the CALGreen Code, as required by City Municipal Code Section 8.05.010 (8), which would require that the new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant emitting finish materials. In addition, the City's requires that all landscaping comply with water efficient landscaping requirements. The City Council finds that development of the Project will not result in significant impacts related to Threshold b; therefore, no mitigation is required.

❑ **Substantive Evidence**

The Climate Change Scoping Plan was first approved by the California Air Resources Board (CARB) in 2008 and must be updated every five years. The First Update to the Climate Change Scoping Plan was approved by the Board on May 22, 2014. The Climate Change Scoping Plan provides a framework for actions to reduce California's GHG emissions, and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. As such, the Climate Change Scoping Plan is not directly applicable to the Project in many cases. The Project is not in conflict with the Climate Change Scoping Plan because its individual greenhouse gas emissions are below screening thresholds as noted in the response to Issue 3.7 (a) above and the Project will implement such greenhouse reduction measures Water Efficient Landscaping, Title 24 Energy Efficiency Requirements, and recycling and waste reduction requirements

In addition, the City of Jurupa Valley is a participant in the Western Riverside County Council of Governments Subregional Climate Action Plan (WRCOG Subregional CAP). The specific goals and actions included in the WRCOG Subregional CAP that are applicable to the proposed Project include those pertaining to energy and water use reduction, promotion of green building measures, waste reduction, and reduction in vehicle miles traveled. The proposed Project would also be required to include all mandatory green building measures for new developments under the CALGreen Code, as required by City Municipal Code Section 8.05.010 (8), which would require that the new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant emitting finish materials. In addition, the City's requires that all landscaping comply with water efficient landscaping requirements.

The implementation of these stricter building and appliance standards would result in water, energy, and construction waste reductions for the proposed Project. In addition, as described above, the proposed Project would not exceed the GHG thresholds. Therefore, the proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. (Initial Study p. 59).

3.8 HAZARDS AND HAZARDOUS MATERIALS

3.8.1 THRESHOLD A

Potential Significant Impact: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

☐ **Findings**

Potential impacts of the Project related to Threshold a are discussed in detail in Section 3.8 (a) of the Initial Study. The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.8-1 and 3.8-2 to manage hazardous materials. The City Council finds that development of the Project will not result in significant impacts related to Threshold a; therefore, no mitigation is required.

☐ **Substantial Evidence**

Construction Activities

The proposed construction activities would involve transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and calking. In addition, hazardous materials would be used for fueling and serving construction equipment onsite. These types of hazardous materials used during construction are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by state and federal laws that the project is required to strictly adhere to. As a result, the routine transport, use or disposal of hazardous materials during construction activities of the proposed Project would be less than significant.

Operational Activities

The operation of the Project would be required to comply with all applicable federal, State, and local regulations to ensure the proper transport, use, or disposal of hazardous substances (as described above). With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the Project is not expected to pose a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials, nor would the Project increase the potential for accident operations which could result in the release of hazardous materials into the environment. (Initial Study p. 63).

3.8.2 THRESHOLD B

Potential Significant Impact: Would the Project 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?

☐ **Findings**

Potential impacts of the Project related to Threshold b are discussed in detail in Section 3.8 (b) of the Initial Study. The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.8-1 and 3.8-2 to manage hazardous materials. The City Council finds that development of

the Project will not result in significant impacts related to Threshold b; therefore, no mitigation is required.

☐ **Substantial Evidence**

The Project would be operated as a mixed use commercial and residential development pursuant to the permitted and conditionally permitted uses allowed in the R-VC (Rubidoux Village Commercial) zone for the proposed 1.79 acre commercial parcel and the R-2 (Multiple Family Dwellings) zone for the proposed 5.16 acre residential parcel. With implementation of PPP 3.8-2 which requires the preparation of a business plan for emergency response to a release or threatened release of a hazardous materials if certain quantities are stored or used on a site, impacts will be less than significant. (Initial Study p. 63).

3.8.3 THRESHOLD C

Potential Significant Impact: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

☐ **Findings**

Potential impacts of the Project related to Threshold c are discussed in detail in Section 3.8 (c) of the Initial Study. The Project site is not located within one-quarter (0.25) mile of a mile from an existing or proposed school. The City Council finds that development of the Project will not result in significant impacts related to Threshold c; therefore, no mitigation is required.

☐ **Substantial Evidence**

The Project site is not located within one-quarter (0.25) mile of a mile from an existing or proposed school. The nearest school is the Ina Arbuckle Elementary School located approximately ½ miles northwest of the Project site. (Initial Study p. 64).

3.8.4 THRESHOLD D

Potential Significant Impact: 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 it create a significant hazard to the public or the environment?

☐ **Findings**

Potential impacts of the Project related to Threshold d are discussed in detail in Section 3.8 (d) of the Initial Study. The proposed Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The City Council finds that development of the Project will not result in significant impacts related to Threshold d; therefore, no mitigation is required.

☐ **Substantial Evidence**

The proposed Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. (Initial Study p. 64).

3.8.5 THRESHOLD F

Potential Significant Impact: For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?

☐ **Findings**

Potential impacts of the Project related to Threshold f are discussed in detail in Section 3.8 (f) of the Initial Study. The Project site is not located within the vicinity of a private airstrip. No impact would occur and no mitigation measures are required. The City Council finds that development of the Project will not result in significant impacts related to Threshold f; therefore, no mitigation is required.

☐ **Substantial Evidence**

The Project site is not located within the vicinity of a private airstrip. (Initial Study p. 66).

3.8.6 THRESHOLD G

Potential Significant Impact: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potential impacts of the Project related to Threshold g are discussed in detail in Section 3.8 (f) of the Initial Study. The Project site is not located within the vicinity of a private airstrip. No impact would occur and no mitigation measures are required. The City Council; therefore, no mitigation is required.

☐ **Substantial Evidence**

The Project site is not located within the vicinity of a private airstrip. (Initial Study p. 66).

☐ **Findings**

Access to the Project site is proposed from Crestmore Road which is an improved roadways. The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. During construction and long-term operation, the Project would be required to maintain adequate emergency access for emergency vehicles via Crestmore Road and connecting roadways as required by the City. Furthermore, the Project would not result in a substantial alteration to the design or capacity of any public road that would impair or interfere with the implementation of evacuation procedures. Because the Project would not interfere with an adopted emergency response or evacuation plan, impacts are less than significant and no mitigation measures are required.

3.8.7 THRESHOLD H

Potential Significant Impact: Would the Project 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?

☐ **Findings**

Potential impacts of the Project related to Threshold h are discussed in detail in Section 3.8 (h) of the Initial Study. The Project site is not located within a high wildfire hazard area. The City Council finds that development of the Project will not result in significant impacts related to Threshold h; therefore, no mitigation is required.

☐ **Substantial Evidence**

According to *General Plan Figure 8-11: Wildfire Severity Zones in Jurupa Valley*, the Project site is not located within a high wildfire hazard area. In addition, the County of Riverside *Map My County* Website accessed on June 5, 2018 does not identify the Project site as being located in a High Fire Hazard Zone. Initial Study p. 67).

3.9 HYDROLOGY AND WATER QUALITY

3.9.1 THRESHOLD A

Potential Significant Impact: Would the Project violate any water quality standards or waste discharge requirements?

☐ **Findings**

Potential impacts of the Project related to Threshold a are discussed in detail in Section 3.9 (a) of the Initial Study. The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.9-1 and 3.9-4 to manage water quality. The City Council finds that development of the Project will not result in significant impacts related to Threshold a; therefore, no mitigation is required.

☐ **Substantial Evidence**

Construction Impacts

Potential water quality impacts during construction of the Project would be prevented through implementation of a grading and erosion control plan that is required by the City's Municipal Code Chapter 6.10, Storm Water/Urban Runoff Management and Discharge Controls, which implement the requirements of the NPDES stormwater permit (NPDES Permit No. CAS618033 and RWCB Order R8-2010-0033), which establishes minimum stormwater management requirements and controls that are required to be implemented for construction of the proposed Project, including preparation of a SWPPP by a Qualified SWPPP Developer.

Operational Impacts

In accordance with State Water Resources Board Order No. 2012-0006-DWQ, NPDES No. CAS000002, the proposed Project would be required to incorporate post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs into the project. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas. In addition, the City's Municipal Code Chapter 6.10, Storm Water/Urban Runoff Management and Discharge Controls, requires implementation of a Water Quality Management Plan (WQMP) which would ensure that appropriate operational BMPs are implemented to eliminate or minimize the introduction of pollutants that may result in water quality impacts; and treatment control BMPs that would treat stormwater runoff. (Initial Study pp. 68-69).

3.9.2 THRESHOLD B

Potential Significant Impact: Would the 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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Findings

Potential impacts of the Project related to Threshold b are discussed in detail in Section 3.9 (b) of the Initial Study. Potable water will be provided to the Project by the Rubidoux Community Services District ("District"). The District has indicated that its groundwater wells will continue to provide an adequate source of groundwater through the year 2040, and possibly beyond. The City Council finds that development of the Project will not result in significant impacts related to Threshold b therefore, no mitigation is required.

Substantial Evidence

Potable water will be provided to the Project by the Rubidoux Community Services District ("District"). According to the District's 2015 Draft Urban Water Management Plan, the sole source of potable water supply for the District is groundwater extracted from the southern portion of the Riverside-Arlington Subbasin1 (also referred to herein as the Riverside Basin) of the Upper Santa Ana Valley Groundwater Basin.

The Upper Santa Ana Valley Groundwater Basin is adjudicated, as set forth in Judgment No. 78426 (also referred to herein as the Basin Judgment). According to Section IX(b) of the Basin Judgment, entered April 17, 1969, "over any five-year period, there may be extracted from such Basin Area, without replenishment obligation, an amount equal to five times such annual average for the Basin Area; provided, however, that if extractions in any year exceed such average by more than 20 percent, Western [Western Municipal Water District] shall provide replenishment in the following year equal to the excess extractions over such 20 percent peaking allowance."

In August 2015, the California Department of Water Resources (DWR) released a draft list of 21 groundwater basins and subbasins significantly overdrafted by "excessive" pumping in response to a series of executive orders issued by Governor Brown since January 2014. The Riverside-Arlington Subbasin was not included in this list. DWR published the final list in January 2016, with no changes to the designation of the Riverside-Arlington Subbasin. (Initial Study p. 72).

3.9.3 THRESHOLD C

Potential Significant Impact: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or offsite?

☐ **Findings**

Potential impacts of the Project related to Threshold c are discussed in detail in Section 3.9 (c) of the Initial Study. The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.9-1 through 3.9-4 to ensure the Project does not alter the existing drainage pattern of the site or area. The City Council finds that development of the Project will not result in significant impacts related to Threshold c; therefore, no mitigation is required.

☐ **Substantial Evidence**

Many of the proposed parking stalls will be constructed with pervious, open-jointed pavers. In the commercial area the pavers will function as a stormwater Best Management Practices (BMP's), but in the residential area their primary function is to reduce the amount of impervious surface. The drainage pattern is generally from northeast to southwest. Inlets on site will convey stormwater to the proposed underground detention chambers. The chambers will have an underdrain because infiltration is not feasible onsite due to high groundwater concerns. The chamber volumes and the volumes under the pervious pavers is required to mitigate the hydrologic conditions of concern in addition to stormwater treatment.

The Project also proposes to construct a 30" storm drain in Crestmore Road from the terminus of the existing 30" storm drain at the northeast corner of Crestmore Road and Mission Boulevard, to the northerly property line. This new storm drain will convey runoff from the underground detention chambers described above, and will accept runoff that reaches the site from the adjacent property to the north. As such, there would be no significant alteration of the site's existing drainage pattern and there would not be any significant increases in the rates of erosion or siltation on or off site. (Initial Study p. 73).

3.9.4 THRESHOLD D

Potential Significant Impact: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on or offsite?

☐ **Findings**

Potential impacts of the Project related to Threshold d are discussed in detail in Section 3.9 (d) of the Initial Study. The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.9-1 through 3.9-4 to ensure the Project does not result in flooding. The City Council finds that development of the Project will not result in significant impacts related to Threshold d; therefore, no mitigation is required.

☐ **Substantial Evidence**

In the proposed condition, the proposed development will not significantly alter the current drainage pattern. Many of the proposed parking stalls will be constructed with pervious, open-jointed pavers. In the commercial area the pavers will function as a stormwater Best Management Practices (BMP's), but in the residential area their primary function is to reduce the amount of impervious surface. The drainage pattern is generally from northeast to southwest. Inlets on site will convey stormwater to the proposed underground detention chambers. The chambers will have an underdrain because infiltration is not feasible onsite due to high groundwater concerns. The chamber volumes and the volumes under the pervious pavers is required to mitigate the hydrologic conditions of concern in addition to stormwater treatment.

The Project also proposes to construct a 30" storm drain in Crestmore Road from the terminus of the existing 30" storm drain at the northeast corner of Crestmore Road and Mission Boulevard, to the northerly property line. This new storm drain will convey runoff from the underground detention chambers described above, and will accept runoff that reaches the site from the adjacent property to the north. As such, there would be no significant alteration of the site's existing drainage pattern and there would not be any significant increases in the rates of erosion or siltation on or off site. (Initial Study p. 74).

3.9.5 THRESHOLD E

Potential Significant Impact: Would the 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?

☐ **Findings**

Potential impacts of the Project related to Threshold e are discussed in detail in Section 3.9 (e) of the Initial Study. The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.9-1 through 3.9-4 to ensure the Project does not contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. The City Council finds that development of the Project will not result in significant impacts related to Threshold e; therefore, no mitigation is required.

☐ **Substantial Evidence**

Many of the proposed parking stalls will be constructed with pervious, open-jointed pavers. In the commercial area the pavers will function as a stormwater Best Management Practices (BMP's), but in the residential area their primary function is to reduce the amount of impervious surface. The drainage pattern is generally from northeast to southwest. Inlets on site will convey stormwater to the proposed underground detention chambers. The chambers will have an underdrain because infiltration is not feasible onsite due to high groundwater concerns. The chamber volumes and the volumes under the pervious pavers are required to mitigate the hydrologic conditions of concern in addition to stormwater treatment. The Project also proposes to construct a 30" storm drain in Crestmore Road from the terminus of the existing 30" storm drain at the northeast corner of Crestmore Road and Mission Boulevard, to the northerly property line. (Initial Study p. 75).

3.9.6 THRESHOLD F

Potential Significant Impact: Would the Project otherwise degrade water quality?

☐ **Findings**

Potential impacts of the Project related to Threshold f are discussed in detail in Section 3.9 (f) of the Initial Study. The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.9-1 through 3.9-4 to ensure the Project does not otherwise degrade water quality. The City Council finds that development of the Project will not result in significant impacts related to Threshold f; therefore, no mitigation is required.

☐ **Substantial Evidence**

There are no conditions associated with the proposed Project that could result in the substantial degradation of water quality beyond what is described above under Thresholds a, c, and e above. (Initial Study p. 76).

3.9.7 THRESHOLD G

Potential Significant Impact: Would the 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?

☐ **Findings**

Potential impacts of the Project related to Threshold g are discussed in detail in Section 3.9 (g) of the Initial Study. The proposed Project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map. The City Council finds that development of the Project will not result in significant impacts related to Threshold g; therefore, no mitigation is required.

☐ **Substantial Evidence**

According to Community Panel Number 06065C0710G, dated August 28, 2008, the subject property is located in Zone X (Area With Reduced Flood Risk Due to Levee). Thus, the proposed Project would not 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 (Initial Study p. 76).

3.9.8 THRESHOLD H

Potential Significant Impact: Would the Project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

☐ **Findings**

Potential impacts of the Project related to Threshold h are discussed in detail in Section 3.9 (h) of the Initial Study. The Project site is not located within a 100-year flood hazard area. The City

Council finds that development of the Project will not result in significant impacts related to Threshold h; therefore, no mitigation is required.

☐ **Substantial Evidence**

According to Community Panel Number 06065C0710G, dated August 28, 2008, the subject property is located in Zone X (Area With Reduced Flood Risk Due to Levee). Thus, the proposed Project would not place structures 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. (Initial Study p. 77).

3.9.9 THRESHOLD I

Potential Significant Impact: Would the Project 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?

☐ **Findings**

Potential impacts of the Project related to Threshold i are discussed in detail in Section 3.9 (i) of the Initial Study. The Project site is protected by the Santa Ana River (Riverside 1) Levee System which is located approximately 80 feet east of the Project site. The City Council finds that development of the Project will not result in significant impacts related to Threshold i; therefore, no mitigation is required.

☐ **Substantial Evidence**

The Project site is protected by the Santa Ana River (Riverside 1) Levee System which is located approximately 80 feet east of the Project site. The Riverside 1 Levee System is maintained by the Riverside County Flood Control and Water Conservation District ("District"). The District has initiated the Santa Ana River Stabilization (1-8-00010-90) project which is intended to ensure that existing levees continue to provide protection. (Ref. *District Zone 1- Report to the Zone Commissioners, November 2017*). (Initial Study p. 77).

3.9.10 THRESHOLD J

Potential Significant Impact: Inundation by seiche, tsunami, or mudflow?

☐ **Findings**

Potential impacts of the Project related to Threshold i are discussed in detail in Section 3.9 (i) of the Initial Study. The Project site is not located near a water body that could produce a seiche, tsunami, or mudflow. The City Council finds that development of the Project will not result in significant impacts related to Threshold j; therefore, no mitigation is required.

☐ **Substantial Evidence**

The Pacific Ocean is located more than 50 miles from the Project site; consequently, there is no potential for tsunamis to impact the Project. The nearest large body of surface water to the site is Lake Mathews, located approximately 12 miles to the south. Due to the distance of Lake Mathews

from the Project site, a seiche in Lake Mathews would have no impact on the Project with respect to a seiche. The site is generally flat as is the immediate surrounding area. Therefore, the Project site would not be subject to mudflow. (Initial Study pp. 77-78).

3.10 LAND USE AND PLANNING

3.10.1 THRESHOLD A

Potential Significant Impact: Would the Project physically divide an established community?

☐ **Findings**

Potential impacts of the Project related to Threshold a are discussed in detail in Section 3.10.4 of the Initial Study. The Project site fits a logical pattern for development in the area. The City Council finds that development of the Project will result in no impacts relating to Threshold a; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project site is bounded by Crestmore Road on the west followed by the County of Riverside Fleet Services facility further to the west, single-family residential development and vacant land to the north, a vacant parcel to the east with the Santa Ana River further to the east, and Mission Boulevard to the south with a mobile home park and vacant land further to the south. The Project site fits a logical pattern for development in the area. (Initial Study p. 79)

3.11 MINERAL RESOURCES

3.11.1 THRESHOLD A

Potential Significant Impact: Would the 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?

☐ **Findings**

Potential impacts of the Project related to Threshold a are discussed in detail in Section 3.11(a) of the Initial Study. Implementation of the Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California. The City Council finds that development of the Project will result in no impacts relating to Threshold a; therefore, no mitigation is required.

☐ **Substantive Evidence**

No mineral resource extraction activity is known to have ever occurred on the Project site. According to mapping conducted by the California Geological Survey which maps areas known as Mineral Resources Zones (MRZs), the Project site is mapped within MRZ-3, which is defined as "Areas containing mineral deposits the significance of which cannot be evaluated from available data." The Project site is not being actively mined for mineral resources. (Initial Study p. 82).

3.11.2 THRESHOLD B

Potential Significant Impact: Would the 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 plan?

☐ **Findings**

Potential impacts of the Project related to Threshold b are discussed in detail in Section 3.11(b) of the Initial Study. The General Plan does not identify any locally important mineral resource recovery site on the Project site. The City Council finds that development of the Project will result in no impacts relating to Threshold b; therefore, no mitigation is required.

☐ **Substantive Evidence**

The General Plan does not identify any locally important mineral resource recovery site on the Project site. The Project proposes to amend Figure 2-5: 2017 General Plan Land Use Plan from Commercial Retail (CR) and Medium High Density Residential (MHDR) to Commercial Retail (CR) for the proposed 1.79-acre commercial parcel and to High Density Residential (HDR) for the 5.16-acre residential parcel. The Project also proposes to amend the Jurupa Valley Zoning Map from R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture) to R-VC (Rubidoux Village Commercial) for the proposed 1.79 acre commercial parcel and to R-3 (Multiple Family Dwellings) for the 5.16 acre residential parcel. This zoning change does not allow mineral resource extraction. (Initial Study p. 83).

3.12 NOISE

3.12.1 THRESHOLD E

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

☐ **Findings**

Potential impacts of the Project related Thresholds e are discussed in detail in Initial Study Section 3.12(e). The Project site is located outside of the Flabob Airport 55 dBA CNEL noise level contour boundaries. The City Council finds that development of the Project will not result in significant impacts related to Threshold e; therefore, no mitigation is required.

☐ **Substantive Evidence**

Flabob Airport is located approximately 2,500 feet southwest of the Project site. CEQA requires the analysis of airport-related noise for Projects located within 2 miles of public airports or within the vicinity of private airports, and therefore, the potential airport noise impacts are evaluated in relation to the Project. Exhibit 3-B of the *Riverside County Airport Land Use Compatibility Plan* shows the criteria for each land use type. Exhibit 3-C of the *Riverside County Airport Land Use Compatibility Plan* shows the noise level contour boundaries for Flabob Airport in relation to the Project site, which indicates that the Project site is located outside of the Flabob Airport 55 dBA

CNEL noise level contour boundaries. Based on the location of the Project site outside of the 55 dBA CNEL noise level contour boundaries of Flabob Airport, residential and commercial Project uses are considered *clearly acceptable*. (Initial Study p.92).

3.12.2 THRESHOLD F

Potential Significant Impact: For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?

☐ **Findings**

Potential impacts of the Project related Thresholds f are discussed in detail in Initial Study Section 3.12(f). The Project site is not located within the vicinity of a private airstrip. The City Council finds that development of the Project will not result in significant impacts related to Threshold f; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project site is not located in the vicinity of a private airstrip. No impacts will occur. (Initial Study p.92).

3.13 POPULATION AND HOUSING

3.13.1 THRESHOLD A

Potential Significant Impact: Would the Project 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)?

☐ **Findings**

Potential impacts of the Project related Thresholds a are discussed in detail in Initial Study Section 3.13(a). The Project's would increase the projected buildout population by 122 persons. This increase would be minimal as compared to the buildout population of 148,117 persons. The City Council finds that development of the Project will not result in significant impacts related to Threshold a; therefore, no mitigation is required.

☐ **Substantive Evidence**

Based on the State of California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2018 with 2010 Census Benchmark. The City of Jurupa Valley currently has 3.95 persons per household. Under the existing General Plan Land Use Plan the project would result in a population of 162 persons (41 dwelling units x 3.95 persons per household = 162). Under the proposed General Plan Land Use Plan the project would result in a population of 284 persons (72 dwelling units x 3.95 persons per household = 284). The Project proposes 68 dwelling units so the actual estimated population would be 268 persons (68 dwelling units x 3.95 persons per household = 268). This assumes that all new residents would come from outside the City limits of Jurupa Valley. The Project could increase the population of the City above what is planned by the General Plan Land Use Plan by 122 persons (75%). The current population of Jurupa Valley is approximately 106,054 (State of California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2018 with 2010 Census Benchmark). According to General Plan Table 2.2: Residential Land Use Statistics and Buildout Projections, the “buildout” population of the City is estimated to be 148,117 persons. Thus, the Project’s increase of population resulting in 122 persons would be minimal as compared to the buildout population of 148,117 persons.

Typically, population growth would be considered a significant impact pursuant to CEQA if it directly or indirectly affects the ability of agencies to provide needed public services and requires the expansion or new construction of public facilities and utilities.

Water and sewer service to the Project site will be provided by the Rubidoux Community Services District from existing facilities in Crestmore Road. No additional water or sewer infrastructure will be needed to serve the Project other than connection to the existing water and sewer lines. Water and sewer infrastructure will not have to be extended in the area to serve the Project.

In addition, the analysis in Section 3.14, Public Services, of the Initial Study Checklist demonstrates that the impacts on public services are less than significant so the public service provider’s ability to provide services will not be significantly impacted by the increase in population. (Initial Study p. 94).

3.13.1 THRESHOLD B

Potential Significant Impact: Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

☐ **Findings**

Potential impacts of the Project related Thresholds b are discussed in detail in Initial Study Section 3.13(b). The Project site contains does not contain any residential housing. The City Council finds that development of the Project will not result in significant impacts related to Threshold b; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project site contains does not contain any residential housing. Therefore, implementation of the Project would not displace a substantial number of existing housing, nor would it necessitate the construction of replacement housing elsewhere. (Initial Study p. 94).

3.13.1 THRESHOLD C

Potential Significant Impact: Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

☐ **Findings**

Potential impacts of the Project related Thresholds c are discussed in detail in Initial Study Section 3.13(c). The Project site contains does not contain any residential housing. The City Council finds that development of the Project will not result in significant impacts related to Threshold c; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project site contains does not contain any residential housing. Therefore, implementation of the Project would not displace a substantial number of people, nor would it necessitate the construction of replacement housing elsewhere. (Initial Study p. 95).

3.14 PUBLIC SERVICES

3.14.1 THRESHOLD A1

Potential Significant Impact: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

☐ **Findings**

Potential impacts of the Project related Thresholds a1 are discussed in detail in Initial Study Section 3.14(a1). The Project would be primarily served by the Rubidoux Fire Station, an existing station located approximately 0.08 roadway miles west of the Project site at 5721 Mission Boulevard... The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.14-1 and PPP 3.14-2 to ensure the Project pays a mitigation fee for fire facilities. The City Council finds that development of the Project will not result in significant impacts related to Threshold a1; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Riverside County Fire Department provides fire protection services to the Project area. The Project would be primarily served by the Rubidoux Fire Station, an existing station located approximately 0.08 roadway miles west of the Project site at 5721 Mission Boulevard. Development

of the Project would impact fire protection services by placing an additional demand on existing Riverside County Fire Department resources should its resources not be augmented. To offset the increased demand for fire protection services, the Project would be conditioned by the City to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes.

Furthermore, the Project would be required to comply with the provisions of the City's Development Impact Fee Ordinance, which requires a fee payment to assist the City in providing for fire protection services. Payment of the Development Impact Fee would ensure that the Project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project. As such, the Project would not result in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. (Initial Study p. 97).

3.14.2 THRESHOLD A2

Potential Significant Impact: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

☐ Findings

Potential impacts of the Project related Thresholds a1 are discussed in detail in Initial Study Section 3.14(a2). The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.14-1 to ensure the Project pays a mitigation fee for police facilities. The City Council finds that development of the Project will not result in significant impacts related to Threshold a2; therefore, no mitigation is required.

☐ Substantive Evidence

The Riverside County Sheriff's Department provides community policing to the Project area via the Jurupa Valley Station located at 7477 Mission Boulevard, Jurupa Valley, California located approximately 3.2 roadway miles west of the Project site. The Project will increase the planned population of the City by 122 persons assuming all new residents of the Project come from outside the City limits.

Although the Project would increase the demand for police protection services, it is not anticipated that it would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities as the Sheriff's Department has reviewed the Project and will provide police protection services from existing facilities. (Deputy Deanna Meyers, written communication March 17, 2017). As such, the Project would not result in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities,

need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

The Project is required to comply with the provisions of the City's Development Impact Fee Ordinance, which requires a fee payment to assist the City in providing for public services, including police protection services. Payment of the Development Impact Fee would ensure that the Project provides its fair share of funds for additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the Project. (Initial Study p. 98).

3.14.3 THRESHOLD A3

Potential Significant Impact: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

☐ **Findings**

Potential impacts of the Project related Thresholds a3 are discussed in detail in Initial Study Section 3.14(a3). The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.14-3 to ensure the Project pays a mitigation fee for school facilities. The City Council finds that development of the Project will not result in significant impacts related to Threshold a3; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project could result in a population increase of 122 persons above what is projected by the General Plan generating additional students to be served by the Jurupa Unified School District. However, the Project would be required to contribute fees to the Jurupa Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services. (Initial Study p. 99).

3.14.4 THRESHOLD A4

Potential Significant Impact: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

☐ **Findings**

Potential impacts of the Project related Thresholds a4 are discussed in detail in Initial Study Section 3.14(a4). The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.14-4 to ensure the Project pays a mitigation fee for park facilities. The City Council finds that

development of the Project will not result in significant impacts related to Threshold a4; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project proposes 68 dwelling units which will generate additional need for parkland. The payment of development impact fees will reduce any indirect Project impacts related to parks. (Initial Study p. 99).

3.14.5 THRESHOLD A5

Potential Significant Impact: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

☐ **Findings**

Potential impacts of the Project related Thresholds a5 are discussed in detail in Initial Study Section 3.14(a5). The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.14-2 to ensure the Project pays a mitigation fee for other public facilities. The City Council finds that development of the Project will not result in significant impacts related to Threshold a5; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project would result in a direct increase in the population of the Project area but would not increase the demand for public services, including public health services and library services which would require the construction of new or expanded public facilities.

The Project would be required to comply with the provisions of the City's Development Impact Fee Ordinance, which requires a fee payment to assist the City in providing facilities for public services. Payment of the Development Impact Fee would ensure that the Project provides fair share of funds for additional public services facilities. These funds may be applied to the acquisition and/or construction of public services and/or equipment. (Initial Study p. 100).

3.15 RECREATION

3.15.1 THRESHOLD A

Potential Significant Impact: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

☐ **Findings**

Potential impacts of the Project related Thresholds a are discussed in detail in Initial Study Section 3.15(a). The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.14-4 to ensure the Project pays a mitigation fee for recreational facilities. The City Council finds that development of the Project will not result in significant impacts related to Threshold a; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project proposes 68 dwelling units which will generate additional need for parkland. The nearest parks are Veterans Memorial Park located approximately 1.4 miles southwest of the Project site and Avalon Park located approximately 1.5 northwest of the Project site. The Project proposes on-site recreational facilities such as a community center, pool, and open turf area for volleyball or other activities. As such, the Project would not cause a substantial physical deterioration of any park facilities or would accelerate the physical deterioration of any park facilities because on-site recreational facilities are provided. In addition, the payment of Development Impact Fees will reduce any indirect Project impacts related to recreational facilities. (Initial Study p. 101).

3.15.1 THRESHOLD B

Potential Significant Impact: Does the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

☐ **Findings**

Potential impacts of the Project related Thresholds b are discussed in detail in Initial Study Section 3.15(b). The proposed Project would not result in significant impacts as a result of providing on-site recreational facilities. The City Council finds that development of the Project will not result in significant impacts related to Threshold b; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project proposes on-site recreational facilities. The installation of recreational facilities as proposed by the Project would result in physical impacts to the surface and subsurface of the Project site. These impacts are considered to be part of the Project's construction phase and are evaluated throughout the Initial Study. In instances where impacts have been identified for the Project's construction phase, Plans, Policies, Programs (PPP), Project Design Features (PDF), or Mitigation Measures (MM) are required to reduce impacts to less-than-significant levels. Accordingly, additional measures beyond those identified throughout the Initial Study would not be required. (Initial Study p. 102).

3.16 TRANSPORTATION/TRAFFIC

3.16.1 THRESHOLD D

Potential Significant Impact: Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

☐ **Findings**

Potential impacts of the Project related to Threshold d are discussed in detail in Initial Study Section 3.16(d). The Project proposes land uses that are compatible with the surrounding residential and commercial land uses. The City Council finds that development of the Project will have no impacts related to Threshold d; therefore, no mitigation is required.

☐ **Substantive Evidence**

Access to the Project site will be provided along Crestmore Road via the following driveways:

- Crestmore Road & Driveway 1 – Full access driveway is proposed to align with existing 37th Street and the Project will install a stop control on the westbound approach and construct the intersection with the following geometrics: Northbound Approach: Provide a separate left turn lane and maintain existing through lane. Southbound Approach: Provide a separate left turn lane and maintain existing through lane. Eastbound Approach: Allow through movement from the one shared left-through-right turn lane. Westbound Approach: Provide one shared left-through-right turn lane.
- Crestmore Road & Driveway 2 – Full access driveway is proposed to be slightly south of Odell Street and the Project will install stop a sign control for the westbound approach and update the intersection with the following geometrics: Northbound Approach: Provide a separate left turn lane and maintain existing through lane. Southbound Approach: Provide a separate left turn lane and maintain existing through lane. Eastbound Approach: Allow through movement from the one shared left-through-right turn lane. Westbound Approach: Provide one shared left-through-right turn lane.

The above described improvements will be constructed to meet City standards (Initial Study pp 105-106).

3.16.2 THRESHOLD E

Potential Significant Impact: Would the Project result in inadequate emergency access?

☐ **Findings**

Potential impacts of the Project related to Threshold e are discussed in detail in Initial Study Section 3.16(e). The City of Jurupa Valley reviewed the Project's design and determined that the Project would provide adequate emergency access. The City Council finds that development of the Project will result in less-than-significant impacts related to Threshold e; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project would result in a new mixed-use project which would increase the need for emergency access to-and-from the site. Adequate emergency access would be provided to the Project site from Crestmore Road. During the course of the preliminary review of the Project, the Project's transportation design was reviewed by the City's Engineering Department, County Fire

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Department, and County Sheriff's Department to ensure that adequate access to and from the site would be provided for emergency vehicles. (Initial Study p. 106)

3.16.3 THRESHOLD F

Potential Significant Impact: Would the Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

☐ **Findings**

Potential impacts of the Project related to Threshold f are discussed in detail in Initial Study Section 3.16(f). The City of Jurupa Valley reviewed the Project's design and determined that the Project would provide access for public transit, bicycle, or pedestrian facilities. The City Council finds that development of the Project will result in less-than-significant impacts related to Threshold f; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Riverside Transit Agency, a public transit agency serves the region and the City of Jurupa Valley. Transit Route #49 along Mission Boulevard directly serves the Project site. The Project is not proposing to construct any improvements along Mission Boulevard that will interfere with Transit Route #49. The Project will provide space for bicycle parking and will construct sidewalks adjacent to the Project site. (Initial Study p. 107).

3.17 TRIBAL CULTURAL RESOURCES

3.17.1 THRESHOLD A

Potential Significant Impact: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

☐ **Findings**

Potential impacts of the Project related to Threshold a are discussed in detail in Initial Study Section 3.17(a). There are no resources listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) on the Project site. The City Council finds that development of the Project will result in less-than-significant impacts related to Threshold a; therefore, no mitigation is required.

☐ **Substantive Evidence**

The subject property was formerly undeveloped as early as 1901; developed with apparent residences from 1931 to 2016; developed with a hotel from approximately 1946 to 1959;

developed with a mobile home park from 1953 to 2010; and is currently unimproved land as the mobile home park was demolished. The County of Riverside Archaeologist reviewed and determined that implementation of the Project would not alter or destroy a historical resource. (Initial Study p. 108).

3.18 UTILITIES AND SERVICE SYSTEMS

3.18.1 THRESHOLD A

Potential Significant Impact: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

☐ **Findings**

Potential impacts of the Project related to Threshold a are discussed in detail in Initial Study Section 3.18(a). The Project would have no potential to exceed the applicable wastewater treatment requirements established by the Santa Ana Regional Water Quality Control Board. The City Council finds that development of the Project will result in less-than-significant impacts related to Threshold a; therefore, no mitigation is required.

☐ **Substantive Evidence**

Wastewater generated by the Project will be collected and conveyed through wastewater conveyance facilities (trunk sewer, lift station, and force main) to the Riverside Water Quality Control Plant (RWQCP), which is located on Acorn Street in the City of Riverside. The RWQCP is required to operate its treatment facility in accordance with the waste treatment and discharge standards and requirements set forth by the Santa Ana Regional Water Quality Control Board. The proposed Project would not install or utilize septic systems or alternative wastewater treatment systems; therefore, the Project would have no potential to exceed the applicable wastewater treatment requirements established by the Santa Ana Regional Water Quality Control Board. (Initial Study p. 114).

3.18.2 THRESHOLD B

Potential Significant Impact: Would the Project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

☐ **Findings**

Potential impacts of the Project related to Threshold b are discussed in detail in Initial Study Section 3.18(b). The physical impacts as a result of the installation of water and sewer lines as proposed by the Project have been determined to have no impact or a less than significant impact on the environment. The City Council finds that development of the Project will result in less-than-significant impacts related to Threshold b; therefore, no mitigation is required.

☐ **Substantive Evidence**

The installation of water and sewer lines as proposed by the Project would result in physical impacts to the surface and subsurface of the Project site. These impacts are considered to be part of the Project's construction phase and are evaluated throughout the Initial Study. In instances where impacts have been identified for the Project's construction phase, Plans, Policies, Programs (PPP) are required to reduce impacts to less-than significant levels (Initial Study p. 114).

3.18.3 THRESHOLD C

Potential Significant Impact: Would the Project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

☐ **Findings**

Potential impacts of the Project related to Threshold c are discussed in detail in Initial Study Section 3.18(c). The physical impacts as a result of the installation of storm water drainage facilities as proposed by the Project have been determined to have no impact or a less than significant impact on the environment. The City Council finds that development of the Project will result in less-than-significant impacts related to Threshold c; therefore, no mitigation is required.

☐ **Substantive Evidence**

The installation of storm water drainage facilities as proposed by the Project would result in physical impacts to the surface and subsurface of the Project site. These impacts are considered to be part of the Project's construction phase and are evaluated throughout the Initial Study. In instances where impacts have been identified for the Project's construction phase, Plans, Policies, Programs (PPP) are required to reduce impacts to less-than significant levels (Initial Study p. 115).

3.18.4 THRESHOLD D

Potential Significant Impact: Would the Project have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?

☐ **Findings**

Potential impacts of the Project related to Threshold d are discussed in detail in Initial Study Section 3.18(d). Water service would be provided to the Project site by the Rubidoux Community Services District ("District") and the District has adequate water supplies to serve the Project during normal-year, single-dry-year, and multiple-dry-year conditions in the foreseeable future. The City Council finds that development of the Project will result in less-than-significant impacts related to Threshold d; therefore, no mitigation is required.

☐ **Substantive Evidence**

Water service would be provided to the Project site by the Rubidoux Community Services District ("District"). According to the District's 2015 Draft Urban Water Management Plan (UWMP), the sole source of potable water supply for the District is groundwater extracted from the southern portion

of the Riverside-Arlington Subbasin (also referred to herein as the “Basin”) of the Upper Santa Ana Valley Groundwater Basin which is an adjudicated basin.

The District’s 2015 UWMP estimated that, in 2020 during normal-year, single-dry-year, and multiple-dry-year conditions, the District anticipates a total water supply of approximately 17,000 AFY and a demand of 10,397 AFY, resulting in an excess capacity of 6,603 AFY (RCSA 2015). To determine the water demand of the proposed Project, default values for apartments, swimming pool, and shopping center uses were taken from CalEEMod. Based on CalEEMod default estimates for the proposed project’s land uses, the proposed project would result in a water demand of approximately 34.67 AFY. Although the Project is proposing a General Plan Amendment from Commercial Retail (CR) and Medium High Density Residential (MHDR) to Commercial Retail (CR) for the proposed 1.79-acre commercial parcel and to High Density Residential (HDR) for the 5.16-acre residential parcel; the change in water demand would remain within the excess capacity of the District’s UWMP to provide water to the proposed Project. (Initial Study pp. 116-117).

3.18.5 THRESHOLD E

Potential Significant Impact: Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project’s projected demand in addition to the provider’s existing commitments?

☐ **Findings**

Potential impacts of the Project related to Threshold e are discussed in detail in Initial Study Section 3.18(e). The proposed Project would be primarily composed of commercial uses and residential uses with ancillary recreational uses, including a community center club house and pool, which are not typically associated with producing excessive wastewater volumes that would affect the Riverside Water Quality Control Plant’s capacity of 40 MGD. The City Council finds that development of the Project will result in less-than-significant impacts related to Threshold e; therefore, no mitigation is required.

☐ **Substantive Evidence**

Sanitary sewer service to the Project site would be provided by the Rubidoux Community Services District (“District”). The District purchases treatment capacity at the Riverside Water Quality Control Plant (RWQCP), which is located on Acorn Street in the City of Riverside.

Based on wastewater generation rates from the City of Riverside Wastewater Collection and Treatment Facilities Integrated Master Plan (the operator of the RWQCP), conservatively assuming that all indoor water used would become wastewater, it is estimated that the proposed Project would generate approximately 0.2 MGD of wastewater.

The current capacity of the RWQCP is 40 million gallons per day (approximately 123 acre-feet per day). The City of Riverside is currently in the early planning stages for construction of additions to the plant. Quantities of wastewater collected and conveyed by the District to the RWQCP in 2015 was 2,212 AF/yr. The quantities projected to be conveyed by District and treated by the City of Riverside over the next 25 years are: 2,290 AF/yr in 2020; 2,310 AF/yr in 2025; 2,320 AF/yr in 2030; 2,330 AF/yr in 2035; and 2,350 SF/yr in 2040.

The proposed Project would be primarily composed of commercial uses and residential uses with ancillary recreational uses, including a community center club house and pool, which are not typically associated with producing excessive wastewater volumes that would affect the Wastewater Treatment Plant's capacity of 40 MGD. . (Initial Study pp. 117-118).

3.18.6 THRESHOLD F

Potential Significant Impact: Would the Project be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?

☐ Findings

Potential impacts of the Project related to Threshold f are discussed in detail in Initial Study Section 3.18(f). The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.17-3 and 3.17-2 related to reducing solid waste. The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.17-1 and 3.17-2 related to reducing solid waste. The Project would generate a relatively small amount of solid waste per day, as compared to the permitted daily capacities for Badlands Sanitary Landfill and the El Sobrante Landfill, these regional landfill facilities would have sufficient daily capacity to accept solid waste generated by the Project. The City Council finds that development of the Project will result in less-than-significant impacts related to Threshold f; therefore, no mitigation is required.

☐ Substantive Evidence

To determine the solid waste demand of the proposed Project, default values for apartments, swimming pool, and shopping center uses were taken from CalEEMod. Based on CalEEMod default estimates for the proposed project's land uses, the proposed project would result in a solid waste generation of approximately 85.9 tons per year (0.23 tons per day). Based on the current recycling requirements, which require diversion of 50 percent of solid waste away from landfills, the proposed Project's solid waste generation would be reduced to 42.9 tons of solid waste per year. In 2020, state regulations per AB 341 will become effective, which will require diversion of 75 percent of solid waste from landfills. Thus, it is anticipated that solid waste landfill disposal from operation of the Project in 2020 would be further reduced to approximately 21.4 tons per year.

According to the Cal Recycle Facility/Site Summary Details website accessed on June 2, 2018 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 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.

Solid waste generated during long-term operation of the Project would ultimately be disposed of at the Badlands Sanitary Landfill and/or the El Sobrante Landfill. During long-term operation, the Project's solid waste (without the 50% and 75% reduction described above) would represent less than 0.001% of the daily permitted disposal capacity at the Badlands Sanitary Landfill and less than 0.005% of the daily permitted disposal capacity at the El Sobrante Landfill.

These landfills receive well below their maximum permitted daily disposal volume and solid waste generated by the Project is not anticipated to cause these landfills to exceed their maximum

permitted daily disposal volume. Because the Project would generate a relatively small amount of solid waste per day, as compared to the permitted daily capacities for Badlands Sanitary Landfill and the El Sobrante Landfill, these regional landfill facilities would have sufficient daily capacity to accept solid waste generated by the Project. (Initial Study pp. 119).

3.18.7 THRESHOLD G

Potential Significant Impact: Would the Project comply with federal, state, and local statutes and regulations related to solid waste?

☐ **Findings**

Potential impacts of the Project related to Threshold g are discussed in detail in Initial Study Section 3.18(g). The proposed Project would be required to implement Plans, Policies, or Programs (PPP) 3.17-1 and 3.17-3 related to complying with federal, state, and local statutes and regulations for solid waste. The City Council finds that development of the Project will result in less-than-significant impacts related to Threshold g; therefore, no mitigation is required.

☐ **Substantive Evidence**

The Project's waste hauler would be required to coordinate with the waste hauler to develop collection of recyclable materials for the Project on a common schedule as set forth in applicable local, regional, and State programs. Recyclable materials that would be recycled by the Project include paper products, glass, aluminum, and plastic. Additionally, the Project's waste hauler would be required to comply with all applicable local, State, and Federal solid waste disposal standards, thereby ensuring that the solid waste stream to the landfills that serve the Project are reduced in accordance with existing regulations. (Initial Study pp. 120).

4.0 RESOLUTION REGARDING ENVIRONMENTAL IMPACTS MITIGATED TO A LEVEL OF LESS-THAN-SIGNIFICANT

The City Council hereby finds that the following potential environmental impacts associated with the implementation of the Project are less-than-significant with the imposition of mitigation measures.

4.1 AIR QUALITY

4.1.1 THRESHOLD A, B, C, and D

A. Potential Significant Impact: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

B. Potential Significant Impact: Would the Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

C. Potential Significant Impact: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable

federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

D. Potential Significant Impact: Would the Project expose sensitive receptors to substantial pollutant concentrations?

☐ **Findings**

Potential impacts of the proposed Project related to Thresholds a, b, c, and d are discussed in detail in Initial Study Section 3.3(a). The City Council finds that the Project would not exceed regional or localized significance thresholds for any criteria pollutant during construction or during long-term operation with implementation of Mitigation Measure AQ-1 described below.

☐ **Substantive Evidence**

Both construction and operational emissions for the Project were estimated by using the California Emissions Estimator Model (CalEEMod) which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. The model can be used for a variety of situations where an air quality analysis is necessary or desirable such as California Environmental Quality Act (CEQA) documents and is authorized for use by the South Coast Air Quality Management District. NO_x emissions resulting from the Project construction would exceed numerical thresholds established by the South Coast Air Quality Management District (SCAQMD). PM₁₀ and PM_{2.5} emissions resulting from the Project construction would exceed localized significance thresholds established by the SCAQMD.

The implementation of Mitigation Measures MM AQ-1, described below, would reduce the Project's impacts from construction emissions to a level below significance. (Initial Study p.28).

MM-AQ-1: Construction Equipment. Prior to the issuance of a grading permit, the measure listed below (or equivalent language) shall appear on all Project grading plans, construction specifications and bid documents, and the City shall ensure such language is incorporated prior to issuance of any permits:

- *"For construction equipment greater than 150 horsepower (>150 HP), the Construction Contractor shall use off-road diesel construction equipment that complies with EPA/CARB Tier 3 emissions standards during site preparation activities and will ensure that all construction equipment be tuned and maintained in accordance with the manufacturer's specifications."*

4.2 BIOLOGICAL RESOURCES

4.2.1 THRESHOLD A

Potential Significant Impact: Would the 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?

❑ **Findings**

Potential impacts of the proposed Project related to Threshold a are discussed in detail in Initial Study Section 3.4(a). The City Council finds that even though burrowing owls were not located on the site, a pre-construction survey for burrowing owl is required because burrowing owls may encroach or migrate to the property at any time, and therefore steps should be taken to ensure avoidance, including reevaluating the locations/presence of burrowing owl or burrows. With implementation of Mitigation Measure BIO-1, the significant impact identified in the Initial Study is reduced from potentially significant to less-than-significant with implementation of Mitigation Measure MM BIO-1 below. (Initial Study pp.41-42).

❑ **Substantive Evidence**

Even though burrowing owls were not located on the site, a pre-construction survey for burrowing owl is required because burrowing owls may encroach or migrate to the property at any time, and therefore steps should be taken to ensure avoidance, including reevaluating the locations/presence of burrowing owl or burrows. Pre-construction surveys shall be conducted 30 days prior to ground disturbance and in accordance with the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan.

MM-BIO-1: Pre-Construction Burrowing Owl Survey. Within 30 calendar days prior to grading, a qualified biologist shall conduct a survey of the Project's proposed impact footprint and make a determination regarding the presence or absence of the burrowing owl. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the City of Jurupa Valley Planning Department prior to the issuance of a grading permit and subject to the following provisions:

- a. In the event that the pre-construction survey identifies no burrowing owls in the impact area, a grading permit may be issued without restriction.*
- b. In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow California Department of Fish and Wildlife relocation protocol. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow California Department of Fish and Wildlife relocation protocol. The biologist shall confirm in writing to the Planning Department that the species has fledged or been relocated prior to the issuance of a grading permit.*

4.2.2 THRESHOLD D

Potential Significant Impact: Would the 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?

☐ **Findings**

Potential impacts of the proposed Project related to Threshold d are discussed in detail in Initial Study Section 3.4(d). The City Council finds there are two (2) cottonwood trees located on the Project site which could provide habitat for nesting birds protected under the Migratory Bird Treaty Act. With implementation of Mitigation Measure BIO-2, the significant impact identified in the Initial Study is reduced from potentially significant to less-than-significant with implementation of Mitigation Measure BIO-2 below. (Initial Study p. 42).

☐ **Substantive Evidence**

Development surrounding the Project site and the flood control levee have isolated the site from connecting to undisturbed, natural habitats still available in the area. The isolation and disturbance level of the Project site limits the site's viability to provide suitable habitat for wildlife corridors. However, there are two (2) cottonwood trees located on the Project site which could provide habitat for nesting birds protected under the Migratory Bird Treaty Act.

Mitigation Measure BIO-2- Nesting Bird Survey. Prior to the issuance of a grading permit, the measure listed below (or equivalent language) shall appear on all Project grading plans, construction specifications and bid documents, and the City shall ensure such language is incorporated prior to issuance of any permits:

- "a. A migratory nesting bird survey of the Project's impact footprint shall be conducted by a qualified biologist within three business (3) days prior to initiating vegetation clearing or ground disturbance.*
- b. A copy of the migratory nesting bird survey results report shall be provided to the City of Jurupa Planning Department. If the survey identifies the presence of active nests, then the qualified biologist shall provide the Planning Department with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the Planning Department and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Planning Department verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests."*

4.2.3 THRESHOLD E

Potential Significant Impact: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

☐ **Findings**

Potential impacts of the proposed Project related to Threshold e are discussed in detail in Initial Study Section 3.4(e). The City Council finds there are two (2) cottonwood trees located on the Project site which per General Plan policy COS 1.3 are considered to have “aesthetic value.” With implementation of Mitigation Measure BIO-3, the significant impact identified in the Initial Study is reduced from potentially significant to less-than-significant.

☐ **Substantive Evidence**

Two (2) old cottonwood trees are located on the Project site. One of these cottonwood trees measures 35 feet tall with a diameter at breast height (dbh) of 42 inches. This tree is located in the northwest of the property at the north end of APN 179-330-006. The other cottonwood tree is also located in northern part of the property, at the NE corner of APN 179-330-004. This tree measures 28 feet tall with a multi trunk of 28 and 24 inches dbh. Per General Plan Policy COS 1.3, the cottonwood trees are considered to have “aesthetic value. (Initial Study p. 42).

Mitigation Measure BIO-3-Tree Preservation and Replacement. Prior to the issuance of a grading permit, the measure listed below (or equivalent language) shall appear on all Project grading plans, construction specifications and bid documents, and the City shall ensure such language is incorporated prior to issuance of any permits:

“Prior to the removal of any trees, the issuance of a grading permit, or approval of a Site Development Permit, whichever comes first, a Tree Removal and Planting and Monitoring Plan shall be submitted to the Planning Department that demonstrates that the following will be implemented:

- *The two (2) cottonwood trees on the Project site shall be replaced at a 3:1 ratio with an approved species as determined by the City’s Planning Department. Tree selection must be at least 15-gallon purchased from quality nursery stock.”*

4.2.4 THRESHOLD F

Potential Significant Impact: Would the Project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

☐ **Findings**

Potential impacts of the proposed Project related to Threshold f are discussed in detail in Initial Study Section 3.4(f). The City Council finds that even though burrowing owls were not located on the site, a pre-construction survey for burrowing owl is required because burrowing owls may encroach or migrate to the property at any time, and therefore steps should be taken to ensure avoidance, including reevaluating the locations/presence of burrowing owl or burrows. With

implementation of Mitigation Measure BIO-1, the significant impact identified in the Initial Study is reduced from potentially significant to less-than-significant.

Substantive Evidence

The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP, a regional habitat conservation plan was adopted on June 17, 2003. The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to sensitive species. Based on the Habitat Assessment prepared for the Project and a review of the Western Riverside County Multiple Species Habitat Conservation Plan:

- The Project site is not located within an MSHCP Criteria Area (area proposed for conservation).
- The Project site does not contain MSHCP riparian/riverine areas or vernal pools.
- The Project site does not will not impact any MSHCP Narrow Endemic Plant Species.
- The Project site does not contain suitable habitat to support the Delhi Sand Flower-Loving Fly.
- The Project site is not required to comply with the Urban/Wildland Interface Guidelines because it is not adjacent to a criteria cell.
- Burrowing owls and burrows were not found onsite or in the buffer area, however, because burrowing owls may encroach or migrate to the property at any time, mitigation is required.

With implementation of Mitigation Measure BIO-1, the significant impact identified in the Initial Study is reduced from potentially significant to less-than-significant. (Initial Study pp.44).

MM-BIO-1: Pre-Construction Burrowing Owl Survey. Within 30 calendar days prior to grading, a qualified biologist shall conduct a survey of the Project's proposed impact footprint and make a determination regarding the presence or absence of the burrowing owl. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the City of Jurupa Valley Planning Department prior to the issuance of a grading permit and subject to the following provisions:

- a. In the event that the pre-construction survey identifies no burrowing owls in the impact area, a grading permit may be issued without restriction.*
- b. In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive*

relocation shall follow California Department of Fish and Wildlife relocation protocol. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow California Department of Fish and Wildlife relocation protocol. The biologist shall confirm in writing to the Planning Department that the species has fledged or been relocated prior to the issuance of a grading permit.

4.3 CULTURAL RESOURCES

4.3.1 THRESHOLD B

Potential Significant Impact: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5 or a tribal cultural resource pursuant to Public Resources Code 21074?

☐ **Findings**

Potential impacts of the proposed Project related to Threshold b are discussed in detail in Initial Study Section 3.5(b). The City Council finds that if intact buried cultural materials are encountered during construction, work in that area must halt until a qualified archaeologist can evaluate the nature and significance of the find. With implementation of Mitigation Measures CR-1 and CR-2 below, the significant impact identified in the Initial Study is reduced from potentially significant to less-than-significant.

☐ **Substantive Evidence**

According to the City of Jurupa Valley Environmental Assessment No. 42209 (Appendix C), the Project site has been completely disturbed and was not identified as an area of Relative Archaeological Sensitivity of Diverse Landscapes map of the General Plan Multipurpose Open Space Element (Figure OS-06) when Environmental Assessment No. 42209 was prepared on August 24, 2011. However, if intact buried cultural materials are encountered during construction, work in that area must halt until a qualified archaeologist can evaluate the nature and significance of the find. (Initial Study pp.46-47).

MM- CR-1: Archaeological Monitoring. A qualified archaeologist (the "Project Archaeologist") shall be retained by the developer prior to the issuance of a grading permit. The Project Archaeologist will be on-call to monitor ground-disturbing activities and excavations on the Project site following identification of potential cultural resources by project personnel. If archaeological resources are encountered during implementation of the Project, ground-disturbing activities will be temporarily redirected from the vicinity of the find. The Project Archaeologist will be allowed to temporarily divert or redirect grading or excavation activities in the vicinity in order to make an evaluation of the find. If the resource is significant, Mitigation Measure CR-2 shall apply.

MM- CR-2: Archeological Treatment Plan. If a significant archaeological resource(s) is discovered on the property, ground disturbing activities shall be suspended 100 feet around the resource(s). The archaeological monitor, the Project Proponent, and the City Planning Department shall confer regarding mitigation of the discovered resource(s). A treatment plan shall be prepared and implemented by the archaeologist to protect the identified archaeological resource(s) from damage and destruction. The treatment plan shall contain a research design and data recovery program

necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the archaeological resource(s) in accordance with current professional archaeology standards (typically this sampling level is two (2) to five (5) percent of the volume of the cultural deposit). At the completion of the laboratory analysis, any recovered archaeological resources shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the City of Jurupa Valley Planning Department and the Eastern Information Center.

4.3.2 THRESHOLD C

Potential Significant Impact: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

☐ Findings

Potential impacts of the proposed Project related to Threshold c are discussed in detail in Initial Study Section 3.5(c). The City Council finds that the possibility that paleontological resources can be discovered if excavation in previously undisturbed sub-surface soils occurs. With implementation of Mitigation Measures CR-3 and CR-4, the significant impact identified in the Initial Study is reduced from potentially significant to less-than-significant.

☐ Substantive Evidence

According to the Riverside County *Map My County* Website accessed on June 3, 2018, the Project site is located in a “low potential” for paleontological resources. However, there is always the possibility that paleontological resources can be discovered if excavation in previously undisturbed sub-surface soils occurs. (Initial Study p.48).

MM-CR-3: Paleontological Monitoring. A qualified paleontologist (the “Project Paleontologist”) shall be retained by the developer prior to the issuance of a grading permit. The Project Paleontologist will be on-call to monitor ground-disturbing activities and excavations on the Project site following identification of potential paleontological resources by project personnel. If paleontological resources are encountered during implementation of the Project, ground-disturbing activities will be temporarily redirected from the vicinity of the find. The Project Paleontologist will be allowed to temporarily divert or redirect grading or excavation activities in the vicinity in order to make an evaluation of the find. If the resource is significant, Mitigation Measure CR-4 shall apply.

MM-CR-4: Paleontological Treatment Plan. If a significant paleontological resource(s) is discovered on the property, in consultation with the Project proponent and the City, the qualified paleontologist shall develop a plan of mitigation which shall include salvage excavation and removal of the find, removal of sediment from around the specimen (in the laboratory), research to identify and categorize the find, curation in the find a local qualified repository, and preparation of a report summarizing the find.

4.4 GEOLOGY AND SOILS

4.4.1 THRESHOLD A1

Potential Significant Impact: Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 3) Seismic-related ground failure, including liquefaction?

☐ **Findings**

Potential impacts of the proposed Project related to Threshold a1 are discussed in detail in Initial Study Section 3.6(a3). The City Council finds that the Project site has a “very high” potential for liquefaction. With implementation of Mitigation Measure GEO-1, the significant impact identified in the Initial Study is reduced from potentially significant to less-than-significant.

☐ **Substantive Evidence**

According to the Riverside County *Map My County* the Project site has a “very high” potential for liquefaction. (Initial Study p.52).

MM-GEO-1: Compliance with Preliminary Soils Investigation. Prior to the issuance of a building permit, the Project shall submit detailed design-level geotechnical studies and building plans pursuant to the California Building Standards Code which include the Recommendations contained in the Preliminary Soil Investigation (Soil Exploration Company, Inc.), dated August 21, 2017 prepared for the Project. The City Engineer may modify the recommendations as allowed by the California Building Standards Code.

4.4.1 THRESHOLD C

Potential Significant Impact: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on-or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

☐ **Findings**

Potential impacts of the proposed Project related to Threshold c are discussed in detail in Initial Study Section 3.6(c). The City Council finds that the Project site has a “very high” potential for liquefaction. With implementation of Mitigation Measure GEO-1, the significant impact identified in the Initial Study is reduced from potentially significant to less-than-significant.

☐ **Substantive Evidence**

According to the Riverside County *Map My County* the Project site has a “very high” potential for liquefaction. (Initial Study p.55).

MM-GEO-1: Compliance with Preliminary Soils Investigation. Prior to the issuance of a building permit, the Project shall submit detailed design-level geotechnical studies and building plans pursuant to the California Building Standards Code which include the Recommendations contained in the Preliminary Soil Investigation (Soil Exploration Company, Inc.), dated August 21, 2017

prepared for the Project. The City Engineer may modify the recommendations as allowed by the California Building Standards Code.

4.5 LAND USE AND PLANNING

4.5.1 THRESHOLD C

Potential Significant Impact: Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan?

☐ **Findings**

Potential impacts of the proposed Project related to Threshold c are discussed in detail in Initial Study Section 3.4(f). The City Council finds that even though burrowing owls were not located on the site, a pre-construction survey for burrowing owl is required because burrowing owls may encroach or migrate to the property at any time, and therefore steps should be taken to ensure avoidance, including reevaluating the locations/presence of burrowing owl or burrows. With implementation of Mitigation Measure BIO-1, the significant impact identified in the Initial Study is reduced from potentially significant to less-than-significant.

☐ **Substantive Evidence**

The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP, a regional habitat conservation plan was adopted on June 17, 2003. The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to sensitive species. Based on the Habitat Assessment prepared for the Project and a review of the Western Riverside County Multiple Species Habitat Conservation Plan:

- The Project site is not located within an MSHCP Criteria Area (area proposed for conservation).
- The Project site does not contain MSHCP riparian/riverine areas or vernal pools.
- The Project site does not will not impact any MSHCP Narrow Endemic Plant Species.
- The Project site does not contain suitable habitat to support the Delhi Sand Flower-Loving Fly.
- The Project site is not required to comply with the Urban/Wildland Interface Guidelines because it is not adjacent to a criteria cell.
- Burrowing owls and burrows were not found onsite or in the buffer area, however, because burrowing owls may encroach or migrate to the property at any time, mitigation is required.

With implementation of Mitigation Measure BIO-1, the significant impact identified in the Initial Study is reduced from potentially significant to less-than-significant. (Initial Study pp.44).

MM-BIO-1: Pre-Construction Burrowing Owl Survey. Within 30 calendar days prior to grading, a qualified biologist shall conduct a survey of the Project's proposed impact footprint and make a determination regarding the presence or absence of the burrowing owl. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the City of Jurupa Valley Planning Department prior to the issuance of a grading permit and subject to the following provisions:

- a. In the event that the pre-construction survey identifies no burrowing owls in the impact area, a grading permit may be issued without restriction.*
- b. In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow California Department of Fish and Wildlife relocation protocol. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow California Department of Fish and Wildlife relocation protocol. The biologist shall confirm in writing to the Planning Department that the species has fledged or been relocated prior to the issuance of a grading permit.*

4.6 NOISE

4.6.1 THRESHOLD A, C, D

Potential Significant Impact: a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potential Significant Impact: c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Potential Significant Impact: d) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?

☐ Findings

Potential impacts of the proposed Project related to Threshold a, c, d are discussed in detail in Initial Study Section 3.12(a, c, d). The City Council finds that construction activities on the Project site, especially those involving heavy equipment, would result in noise levels up to 79.8 dBA during grading which would exceed the exterior noise level for residential uses of 55 dBA CNEL. With implementation of Mitigation Measure NOI-1, the significant impact identified in the Initial Study is reduced from potentially significant to less-than-significant.

❑ **Substantive Evidence**

The highest construction noise levels will occur when construction activities take place at the closest point from the center of Project construction activity to each of the nearby receiver locations. The construction noise levels are expected to range from 54.1 to 79.8 dBA Leq. Per Section 11.05.020 (9) of the Municipal Code, construction activities occurring between the hours of 6:00 AM and 6:00 PM during the months of June through September and between 7:00 AM and 6:00 PM during the months of October through May are exempt from noise standards. Regardless of the Project's consistency with the Municipal Code as described above, construction activities on the Project site, especially those involving heavy equipment, would result in noise levels up to 79.8 dBA during grading which would exceed the exterior noise level for residential uses of 55 dBA CNEL. (Initial Study pp.87-88).

Mitigation Measure NOI-1-Construction Noise Mitigation Plan. Prior to the issuance of a grading permit, the developer is required to submit a construction-related noise mitigation plan to the City Planning Department for review and approval. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project. In addition, the plan shall require that the following notes are included on grading plans and building plans. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by City of Jurupa Valley staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.

"a) Haul truck deliveries shall be limited to between the hours of 6:00am to 6:00pm during the months of June through September and 7:00am to 6:00pm during the months of October through May.

b) Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.

c) All stationary construction equipment shall be placed in such a manner so that emitted noise is directed away from any sensitive receptors adjacent to the Project site. Loaded trucks and large bulldozers shall be prohibited within 90-feet of the single-family residences along Crestmore Road adjacent to the Project site and along the northern boundary of the Project site.

d) Construction equipment staging areas shall be located the greatest distance between the staging area and the nearest sensitive receptors."

e) Install a minimum 6-foot high temporary noise barrier adjacent to the northern property line adjacent to the existing single-family residences.

4.6.2 THRESHOLD B

Potential Significant Impact: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

❑ **Findings**

Potential impacts of the proposed Project related to Threshold b are discussed in detail in Initial Study Section 3.12(b). The City Council finds that although level of vibration does not exceed 0.20

PPV inch/second threshold, in order to reduce impacts to the maximum extent feasible, mitigation is required. With implementation of Mitigation Measure NOI-2, the significant impact identified in the Initial Study is reduced from potentially significant to less-than-significant. (Initial Study pp.pp. 90-91).

☐ **Substantive Evidence**

There are single family residences located near the Project site. Based on the reference vibration levels provided by the Federal Transit Administration (FTA), a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 in/sec PPV at 25 feet. At distances ranging from 24 to 463 feet from the Project construction activities, construction vibration velocity levels are expected to range from 0.001 to 0.095 in/sec RMS. This level of vibration does not exceed 0.20 PPV inch/second threshold. As such, vibration would not result in the excessive groundborne vibration or groundborne noise levels. However, in order to reduce impacts to the maximum extent feasible, the following mitigation measure is required:

Mitigation Measure (MM)

Mitigation Measure NOI-2 –Vibration Notes on Grading Plan .Prior to the issuance of a grading permit, the grading plan shall contain the following note:

“The use of loaded trucks and dozers shall be prohibited within 90 feet of nearby occupied sensitive residential homes (receiver locations R2 and R3 as shown in the Noise Impact Analysis, Appendix G) to reduce the vibration levels during Project construction.”

Project contractors shall be required to ensure compliance with the note and permit periodic inspection of the construction site by City of Jurupa Valley staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.

4.7 TRIBAL CULTURAL RESOURCES

4.7.1 THRESHOLD B

Potential Significant Impact: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

☐ **Finding**

Potential impacts of the Project related to Threshold b are discussed in detail in Initial Study Section 4.17 (b). The City Council finds that there is a possibility potential tribal cultural resources may be unearthed during ground-disturbing activities and impacts to tribal cultural resources would be significant.

❑ **Substantive Evidence**

The proposed Project is subject to Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18), which requires the lead agency to consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project. During the City of Jurupa Valley's consultation with the applicable Native American tribes, no tribal cultural resources were identified on the Project site. Although the Project site had been previously subjected to ground-disturbing activities, there is a possible potential to unearth tribal cultural resources during ground-disturbing Project-related construction activities that would cause substantial impacts to the significance of the tribal cultural resources. As requested by the Gabrieleño Band of Mission Indians – Kizh Nation and the Soboba Band Luiseño Indians, impacts to tribal cultural resources will be addressed and mitigated through compliance with Mitigation Measure MM TCR-1 (described below), which will mitigate the impacts to a level below significance. (Initial Study pp.111-113).

MM- TCR-1: Native American Monitoring, Treatment of Discoveries, and Disposition of Discoveries.

MONITORING:

Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the AB 52 process. The applicant shall coordinate with the Tribe(s) to develop a Tribal Monitoring Agreement(s). A copy of the agreement shall be provided to the Jurupa Valley Planning Department prior to the issuance of a grading permit.

TREATMENT OF DISCOVERIES:

If a significant tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 100 feet around the resource(s). A representative of the appropriate Native American Tribe(s), the Project Proponent, and the City Planning Department shall confer regarding mitigation of the discovered resource(s). A treatment plan shall be prepared and implemented to protect the identified tribal cultural resources from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the tribal cultural resources in accordance with current professional archaeology standards. The treatment plan shall require monitoring by the appropriate Native American Tribe(s) during data recovery and shall require that all recovered artifacts undergo basic field analysis and documentation or laboratory analysis, whichever is appropriate. At the completion of the basic field analysis and documentation or laboratory analysis, any recovered tribal cultural resources shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or, the artifacts may be delivered to the appropriate Native American Tribe(s) if that is recommended by the City of Jurupa Valley. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the City of Jurupa Valley Planning Department, the Eastern Information Center, and the appropriate Native American Tribe.

DISPOSITION OF DISCOVERIES:

In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project. The following procedures will be carried out for treatment and disposition of the discoveries:

The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to tribal cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the Jurupa Valley Planning Department with evidence of same:

- a) A fully executed reburial agreement with the appropriate culturally affiliated Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed.*
- b) A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.*
- c) If more than one Native American Group is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default.*
- d) Should reburial of collected cultural items be preferred, it shall not occur until after the Phase IV monitoring report has been submitted to the Jurupa Valley Planning Department. Should curation be preferred, the developer/permit applicant is responsible for all costs and the repository and curation method shall be described in the Phase IV monitoring report.*

5.0 RESOLUTION REGARDING ENVIRONMENTAL IMPACTS THAT REMAIN SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION

The City Council finds the project would result in significant and unavoidable impacts in the following impact categories after implementation of all feasible mitigation measures: Hazards and Hazardous Materials, Land Use and Planning, and Transportation and Traffic. In accordance with CEQA Guidelines Section 15092(b)(2), the City Council cannot approve the project unless it first finds (1) under Public Resources Code Section 21081(a)(3), and CEQA Guidelines Section 15091(a)(3), that specific economic, legal, social technological, or other considerations, including provisions of employment opportunities to highly trained workers, make infeasible the mitigation measures or project alternatives identified in the EIR; and (2) under CEQA Guidelines section 15092(b), that the remaining significant effects are acceptable due to overriding considerations described in the CEQA Guidelines Section 15093 and, therefore, a Statement of Overriding Considerations has been prepared.

5.1 HAZARDS AND HAZARDOUS MATERIALS

5.1.1 THRESHOLD E

Significant and Unavoidable Impact: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?

☐ **Finding**

Impacts of the Project related to Threshold e are discussed in detail in EIR Section 4.1. The City Council finds that the Project may result in a significant environmental impact in terms of airport hazards (i.e., Flabob ALUP inconsistency). However, the City Council finds that specific economic, legal, social, technological, or other considerations, make it infeasible to reduce the identified impact to less-than-significant levels.

☐ **Substantive Evidence**

The proposed Project is not consistent with the land use intensity limits of the Flabob ALUP. However, the EIR demonstrated the Project would not result in significant risks to airport operations or safety, or a significant risk to public health or safety. The General Plan policy inconsistencies all result from the Project exceeding the land use intensity limits of the Flabob ALUP for both residential and commercial uses. Based on the available information and erring on the side of caution, it is concluded the Project may result in a significant environmental impact in terms of airport hazards (i.e., Flabob ALUP inconsistency).

Any mitigation measures that would effectively mitigate the impacts of the proposed Project regarding consistency with the Flabob ALUP would require reduction or elimination of ten percent of the commercial space on the same acreage and elimination of essentially all of the residential units on the site (Flabob ALUP would allow only 1-2 units on the site). Such mitigation would essentially preclude development of the site and is therefore infeasible (i.e., any feasible mitigation would require fundamental changes to the Project's land use plan). (EIR pp.4.1-6 through 4.1-11).

5.2 LAND USE AND PLANNING

5.2.1 THRESHOLD B

Significant and Unavoidable Impact: Would the Project 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?

☐ **Finding**

Impacts of the Project related to Threshold b are discussed in detail in EIR Section 4.2. The City Council finds that the Project would be consistent with all of the City's applicable General Plan policies except for the following:

- Land Use Element Policies LUE-5.55, 5.57, 5.58, and 5.61 with respect to consistency with the Flabob Airport ALUP.
- Mobility Element Policies ME 2.12, 2.15, and 2.17 due to inability to install necessary improvements for significantly impacted intersections and roadway segments.

However, the City Council finds that specific economic, legal, social, technological, or other considerations, make it infeasible to reduce the identified impact to less-than-significant levels.

❑ **Substantive Evidence**

Significant and unavoidable land use and planning impacts will result from the following:

- Inconsistency with Land Use Element Policies LUE-5.55, 5.57, 5.58, and 5.61 with respect to consistency with the Flabob Airport ALUP.
- Inconsistency with Mobility Element Policies ME 2.12, 2.15, and 2.17 due to the inability to install necessary improvements for significantly impacted intersections and roadway segments.

There is no feasible mitigation available for reducing the Project intensity to the point it would be consistent with the Flabob ALUP. For example, any measures that would effectively mitigate the impacts of the proposed Project regarding consistency with the Flabob ALUP would require reduction or elimination of ten percent of the commercial space on the same acreage and elimination of essentially all of the residential units on the site (ALUP would allow only 1-2 units total on the site). Such mitigation would essentially preclude development of the site and is therefore infeasible (i.e., any feasible mitigation would require fundamental changes to the Project's land use plan). There is also no feasible mitigation available for traffic impacts due to the fact that payment of fair share fees will not guarantee the construction of improvements in a timely manner or the fact that some intersections/roadway segments are located in the City of Riverside and beyond the control of the City of Jurupa Valley. (EIR pp. 4.2-12 through 4.2-29). (Also see discussion under Traffic/Transportation below).

5.3 TRANSPORTATION/TRAFFIC

5.2.1 THRESHOLD A, B

Significant and Unavoidable Impact: a) Would the Project 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.

Significant and Unavoidable Impact: b) Would the Project 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?

❑ **Finding**

Impacts of the Project related to Threshold a and b are discussed in detail in EIR Section 4.3. The City Council finds that even with implementation of the recommended Mitigation Measures TRA-1 through TRA-5, there will be significant and unavoidable impacts at the following intersections and roadway segments because payment of the fair share towards improvements does not guarantee that the improvements will be constructed:

- Intersection #13- Rubidoux Boulevard/SR-60 EB Off-Ramp-Frontage Road.
- Intersection #14-Rubidoux Boulevard/SR-60 WB Off-Ramp.
- Intersection #6-Redwood Drive/Mission Boulevard (Riverside).
- Intersection #8- Market Street/Mission Boulevard (Riverside).
- Intersection #8- Market Street/Mission Boulevard (Riverside).
- Rubidoux Boulevard between SR-60 EB Ramp & 34th Street.
- Mission Avenue between Redwood Avenue & Brockton Avenue.

❑ **Substantive Evidence**

Construction Impacts

The addition of temporary, Project-related construction traffic to the study area intersections is not expected to degrade LOS to a deficient level or create any significant impacts to the circulation system. However, as a conservative approach, the Draft EIR overstates the reasonably foreseeable construction-related impacts by assuming that construction-related traffic impacts would be the same as those impacts described below for the Existing Plus Project (EP) 2019 Scenario. Additionally, as required by PPP 4.3-3, the Project Applicant would be required to implement temporary traffic controls in compliance with the California Manual on Uniform Traffic Control Devices, which specify that such traffic controls shall be provided during construction, such as a flag person, during all phases of construction to facilitate the flow of construction traffic on streets abutting the Project site as required by PDF 4.3-1. Compliance with PPP 4.3-1 would lessen the Project's construction-related traffic impacts, but as a conservative measure, it is still concluded that the resulting impacts would be the same as those impacts described below for the Existing Plus Project (EP) Scenario (i.e. less than significant with mitigation incorporated). (EIR pp. 4.3-16).

Existing Plus Project (E+P) 2019 Impacts

The Existing Plus Project (E+P) 2019 analysis determines traffic impacts that would occur to the existing roadway system with the addition of Project traffic in the theoretical scenario of the Project being placed upon existing (2017) conditions. The E+P scenario is presented to disclose direct impacts as required by CEQA. In the case of the proposed Project, the estimated time period between the time the traffic counts were taken (2017) and estimated Project occupancy (2019) is two (2) years. During this time period, traffic conditions are not static – other projects are being constructed, the transportation network is evolving, and traffic patterns are changing. Therefore,

the E+P 2019 scenario is very unlikely to materialize in real world conditions and thus does not accurately describe the environment that will exist when the proposed Project is constructed and becomes operational. Regardless, the E+P scenario is evaluated to satisfy CEQA requirements to identify the Project's impacts to the existing environment.

Intersection Analysis

For existing traffic conditions, the study area intersections are currently operating at an acceptable LOS during the peak hours, with the exception of Rubidoux Boulevard/Mission Boulevard (Intersection #3), which experiences LOS E in the PM peak hours only.

As noted above, the E+P 2019 Impacts scenario is very unlikely to materialize in real world conditions and thus does not accurately describe the environment that will exist when the proposed Project is constructed and becomes operational. Regardless, the E+P 2019 scenario is evaluated to satisfy CEQA requirements to identify the Project's impacts to the existing environment. In addition, Analysis Scenario 2, Project Completion (existing + ambient growth + project) is the basis for determining project specific impacts, mitigation, and conditions of approval).

Roadway Segment Analysis

Mission Boulevard east of Rubidoux Boulevard and east of Crestmore Road is currently operating at LOS F. (EIR pp. 4.3-16 to 4.3-18).

Existing Plus Ambient Growth Plus Project (EAP) 2019 Impacts

When traffic under Existing Plus Ambient Growth (EAP) conditions in 2019 are compared to Existing Plus Project (EP) conditions, the EIR concluded that Intersection #3 (Rubidoux Boulevard/Mission Boulevard) is anticipated to operate at an unacceptable LOS E in both the AM and PM peak hours and Intersection #14 (Rubidoux Boulevard/SR-60 WB On-Ramp) is anticipated to operate at unacceptable LOS E in the AM peak hours. Therefore, the Project is anticipated to result in cumulatively considerable traffic impacts at these 2 intersections. The following mitigation measures are required:

MM-TRA-1: Fair Share Payment Rubidoux Blvd. and Mission Blvd. Intersection (#3) Improvements. Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (6.5%) towards the City's Capital Improvement Project No. 19-C.2, Mission Blvd. and Rubidoux Blvd.

MM-TRA-2: Fair Share Payment for Traffic Signal at Rubidoux Boulevard / SR-60 WB On Ramp (Intersection #14). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (14.8%) towards a traffic signal at the intersection of Rubidoux Boulevard / SR-60 WB On Ramp.

With implementation of MM-TRA-1, impacts are less than significant for Rubidoux Blvd. and Mission Blvd. (Intersection #3). However, even with implementation of MM-TRA-2, impacts are **significant and unavoidable** for Rubidoux Boulevard / SR-60 WB On Ramp (Intersection #14) because payment of the fair share towards improvements does not guarantee that the improvements will be constructed.

Roadway Segment Analysis

Based on the HCS Urban Street Segment methodology, all of the study area roadway segments are anticipated to continue to operate at an acceptable LOS with the addition of Project traffic with the exception of Mission Boulevard east of Crestmore Road EB (LOS F in the PM peak hours) and Rubidoux Boulevard NB (LOS F in the AM peak hour). The following mitigation measures are required:

MM-TRA-3: Fair Share Payment for Intersection Improvements Rubidoux Bl. / SR-60 EB Off Ramp-Frontage Rd. (Intersection #13). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (17.7%) towards construction of a separate northbound right turn lane and a dedicated eastbound left turn lane.

MM-TRA-4: Fair Share Payment Crestmore Road/Mission Boulevard Intersection Improvements (Intersection #5). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (12.3%) towards the City's Capital Improvement Project No. 13-H.2, Mission Boulevard Bridge Crossing Santa Ana River.

With implementation of MM-TRA-4, impacts are less than significant for Mission Boulevard WB east of Crestmore Road. However, even with implementation of MM TRA-3, impacts are significant and unavoidable for Rubidoux Boulevard NB between SR-60 EB Ramp & 34th Street because payment of the fair share towards improvements does not guarantee that the improvements will be constructed. (EIR pp. 4.3-19 to 4.3-21).

Existing Plus Ambient Growth Plus Project Plus Cumulative (EAPC) 2019 Impacts

Intersection Analysis

A total of three (3) study area intersections will operate at a deficient LOS during the peak hours for the EAPC 2019 Scenario – this includes the one intersection (#3 Rubidoux Boulevard/Mission Boulevard) previously identified under Existing Plus Project (EP) 2019 traffic conditions.

- Rubidoux Boulevard / Mission Boulevard (Intersection #3) – LOS E in both the AM & PM peak hours). With implementation of MM-TRA-1 above, impacts are less than significant.
- Rubidoux Boulevard / SR-60 EB Off Ramp – Frontage Road (Intersection #13) – LOS E in both the AM & PM peak hours. This intersection is found to operate at an acceptable LOS (LOS D or better) during the peak hours under E+P and EAP traffic conditions and is anticipated to operate at unacceptable levels (LOS “E” or worse) during the peak hours with the addition of cumulative traffic. As such, the impact is considered cumulatively considerable. The following mitigation measure is required:

MM-TRA-3: Fair Share Payment for Intersection Improvements Rubidoux Bl. / SR-60 EB Off Ramp-Frontage Rd. (Intersection #13). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (17.7%) towards construction of a separate northbound right turn lane and a dedicated eastbound left turn lane.

However, even with implementation of MM-TRA-3, impacts are significant and unavoidable because payment of the fair share towards improvements does not guarantee that the improvements will be constructed.

- Rubidoux Boulevard / SR-60 WB On Ramp (Intersection #14) – LOS F in both the AM & PM peak hours. This intersection is found to operate at an acceptable LOS (LOS “D” or better) during the peak hours under Existing Plus Project traffic conditions and is anticipated to operate at unacceptable levels (LOS F in both the AM and PM peak hours) with the addition of ambient growth and cumulative traffic. As such, the impact is considered cumulatively considerable and the following mitigation is required:

MM-TRA-2: Fair Share Payment for Traffic Signal at Rubidoux Boulevard / SR-60 WB On Ramp (Intersection #14). Prior to the issuance of building permits, the Project applicant shall pay the Project’s fair share cost (14.8%) towards a traffic signal at the intersection of Rubidoux Boulevard / SR-60 WB On Ramp.

However, even with implementation of MM-TRA-2 above, impacts are significant and unavoidable because payment of the fair share towards improvements does not guarantee that the improvements will be constructed.

Roadway Segment Analysis

Based on the HCS Urban Street Segment methodology, all of the study area roadway segments are anticipated to continue to operate at an acceptable LOS with the addition of Project traffic with the exception of Mission Boulevard east of Crestmore Road EB (LOS F in the PM peak hour) and Rubidoux Boulevard NB (LOS F in the AM peak hour). The following mitigation measures are required:

MM-TRA-3: Fair Share Payment for Intersection Improvements Rubidoux Bl. / SR-60 EB Off Ramp-Frontage Rd. (Intersection #13). Prior to the issuance of building permits, the Project applicant shall pay the Project’s fair share cost (17.7%) towards construction

MM-TRA-4: Fair Share Payment Crestmore Road/Mission Boulevard Intersection Improvements (Intersection #5). Prior to the issuance of building permits, the Project applicant shall pay the Project’s fair share cost (12.3%) towards the City’s Capital Improvement Project No. 13-H.2, Mission Boulevard Bridge Crossing Santa Ana River.

With implementation of MM-TRA-4, impacts are less than significant for Mission Boulevard WB east of Crestmore Road. However, even with implementation of MM TRA-3, impacts are significant and unavoidable for Rubidoux Boulevard NB between SR-60 EB Ramp & 34th Street because payment of the fair share towards improvements does not guarantee that the improvements will be constructed. (EIR pp. 4.3-21 to 4.3-24).

Horizon Year (2035) Impacts

Intersection Analysis

A total of six (6) study area intersections will operate at a deficient LOS during the peak hours.

- Rubidoux Boulevard / Mission Boulevard (Intersection #3) – LOS E in both the AM & PM peak hours.
- Crestmore Road/Mission Boulevard (Intersection #5)-LOS F in the PM peak hour.
- Redwood Drive/Mission Boulevard (City of Riverside Intersection # 6) - LOS F in both the AM and PM peak hours.
- Market Street/Mission Boulevard (City of Riverside Intersection # 8 - LOS E in the PM peak hour.
- Rubidoux Boulevard/SR-60 EB Off Ramp – Frontage Road (Intersection #13) – LOS E AM & PM peak hours.
- Rubidoux Boulevard / SR-60 WB On Ramp (Intersection #15) – LOS E in the AM peak hour and LOS F in the PM peak hour.

The following mitigation measures are required:

MM-TRA-1: Fair Share Payment Rubidoux Blvd. and Mission Blvd. Intersection (#3) Improvements. Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (6.5%) towards the City's Capital Improvement Project No. 19-C.2, Mission Blvd. and Rubidoux Blvd.

MM-TRA-2: Fair Share Payment for Traffic Signal at Rubidoux Boulevard / SR-60 WB On Ramp (Intersection #14). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (14.8%) towards a traffic signal at the intersection of Rubidoux Boulevard / SR-60 WB On Ramp.

MM-TRA-3: Fair Share Payment for Intersection Improvements Rubidoux Bl. /SR-60 EB Off Ramp-Frontage Rd. (Intersection #13). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (17.7%) towards construction of a separate northbound right turn lane and a dedicated eastbound left turn lane.

MM-TRA-4: Fair Share Payment Crestmore Road/Mission Boulevard Intersection Improvements (Intersection #5). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (12.3%) towards the City's Capital Improvement Project No. 13-H.2, Mission Boulevard Bridge Crossing Santa Ana River.

MM-TRA-5: Fair Share Payment for Intersection Improvements Rubidoux Bl. /SR-60 WB Off Ramp-30th St. (Intersection #15). Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share cost (8.5%) towards construction of 2 westbound lanes (Alternative # 1) or eliminate existing traffic signal & install an EB stop control, Eliminate NB left lane, construct 1 Southbound right lane, or eliminate eastbound lane & stripe an eastbound right lane (Alternative #2). With implementation of the above described mitigation measures, impacts will be less than significant for the following intersections:

- Rubidoux Boulevard / Mission Boulevard (Intersection #3).

- Crestmore Road/Mission Boulevard (Intersection #5).

However, even with implementation of mitigation measures, the following intersections will have significant and unavoidable impacts:

- Redwood Drive/Mission Boulevard (City of Riverside Intersection # 6) - LOS F in both the AM and PM peak hours. Based on discussions with the City of Riverside, physical lane improvements are not feasible due right of way constraints and traffic signal modifications are not anticipated to mitigate this intersection to operate at an acceptable LOS.
- Market Street/Mission Boulevard (City of Riverside Intersection # 8 - LOS E in the PM peak hour. Physical lane improvements are not feasible due right of way constraints. In addition, City of Riverside staff indicated that any potential curb extensions or traffic signal modification (i.e. eastbound right-turn overlap phasing) are not acceptable due to the need to prioritize pedestrian level of service at this location.
- Rubidoux Boulevard/SR-60 EB Off Ramp – Frontage Road (Intersection #13) – LOS E AM & PM peak hours because the fair share towards improvements does not guarantee that the improvements will be constructed.
- Rubidoux Boulevard / SR-60 WB On Ramp (Intersection #15) – LOS E in the AM peak hour and LOS F in the PM peak hour. The Project Applicant will participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions through the payment of City of Jurupa Valley DIF (if the improvements are included in the DIF program) and TUMF (if the improvements are included in the TUMF program). However, payment of the traffic signal may be eligible for only a partial DIF or TUMF credit. Payment of the fair share towards improvements does not guarantee that the improvements will be constructed.

Roadway Segment Analysis

Based on the HCS Urban Street Segment methodology, all of the study area roadway segments are anticipated to continue to operate at an acceptable LOS with the addition of Project traffic except for Rubidoux Boulevard NB between SR-60 NB Ramp & 34th Street (LOS F in both the AM and PM peak hours), Mission Boulevard EB east of Crestmore Road (LOS F in the PM peak hour), and Mission Inn Avenue WB between Redwood Avenue and Brockton Avenue in the City of Riverside (LOS F in the PM peak hour).

- Mission Inn Avenue between Redwood Avenue and Brockton Avenue WB in the City of Riverside-LOS F in the PM peak hours. There is no feasible mitigation. As such, impacts are significant and unavoidable.
- Mission Boulevard east of Crestmore Road EB -LOS F in the PM peak hours. With implementation of MM-TRA-4, impacts are less than significant.

- Rubidoux Boulevard NB between SR-60 NB Ramp & 34th Street- LOS F in both the AM and PM peak hours. Even with implementation of MM-TRA-5, impacts are significant and unavoidable because payment of the fair share towards improvements does not guarantee that the improvements will be constructed. (EIR pp. 4.3-24 to 4.3-30).

5.2.2 THRESHOLD C

Significant and Unavoidable Impact: Would the Project 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?

☐ **Finding**

Impacts of the Project related to Threshold c are discussed in detail in EIR Section 4.3. The City Council finds that the Project will result in a significant environmental impact in terms of airport hazards (i.e., Flabob ALUP inconsistency). However, the City Council finds that specific economic, legal, social, technological, or other considerations, make it infeasible to reduce the identified impact to less-than-significant levels.

☐ **Substantive Evidence**

The proposed Project is not consistent with the land use intensity limits of the Flabob ALUP. However, the EIR demonstrated the Project would not result in significant risks to airport operations or safety, or a significant risk to public health or safety. The General Plan policy inconsistencies all result from the Project exceeding the land use intensity limits of the Flabob ALUP for both residential and commercial uses. Based on the available information and erring on the side of caution, it is concluded the Project may result in a significant environmental impact in terms of airport hazards (i.e., Flabob ALUP inconsistency). (EIR pp.4.3-31 to 4, 3-32).

Any mitigation measures that would effectively mitigate the impacts of the proposed Project regarding consistency with the Flabob ALUP would require reduction or elimination of ten percent of the commercial space on the same acreage and elimination of essentially all of the residential units on the site (Flabob ALUP would allow only 1-2 units on the site). Such mitigation would essentially preclude development of the site and is therefore infeasible (i.e., any feasible mitigation would require fundamental changes to the Project's land use plan). (EIR pp.4.1-6 through 4.1-11).

6.0 RESOLUTION REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The CEQA Guidelines require that an EIR disclose the significant environmental effects of a project that cannot be avoided if the proposed project is implemented (CEQA Guidelines § 15126(b)).

☐ **Finding**

Based on the entire record, the City Council finds that the Project would not cause an irreversible change that would result in significant adverse effect to the environment.

❑ **Substantive Evidence**

Natural resources, in the form of construction materials and energy resources, would be used in the construction of the proposed Project. The consumption of these natural resources would represent an irreversible change to the environment. However, development of the Project site as proposed would have no measurable adverse effect on the availability of such resources, including resources that may be non-renewable (e.g., fossil fuels). Additionally, the Project is required by law to comply with the California Building Standards Code (CalGreen), which will minimize the Project's demand for energy, including energy produced from non-renewable sources.

Implementation of the Project would commit future generations to the commercial and residential land uses proposed by the Mission Gateway Plaza/Mission Gateway Villas Mixes-Use Project on the Project site. As demonstrated in the analysis presented throughout Final EIR Section 4.0, construction and long-term operation of the proposed Project would be compatible with existing and planned future land uses that surround the Project site and would not result in significant and unavoidable physical environmental effects to nearby properties. Although the Project would cause unavoidable impacts to the environment associated with hazards and hazardous materials, traffic and land use and planning as summarized above, these effects would not commit surrounding properties to any particular land use other than those that are present under existing conditions or planned by the City of Jurupa Valley General Plan. The placement of new land uses under the proposed Project would have irreversible effects on the Flabob Airport Land Use Plan in terms of allowing development at intensities higher than allowed under that plan. Based on the foregoing, the Project would not result in a significant, irreversible change to nearby, off-site properties. (EIR p. 5-3).

7.0 RESOLUTION REGARDING GROWTH INDUCING IMPACTS

CEQA requires a discussion of the ways in which the proposed Project could be growth inducing. The CEQA Guidelines identify a project as growth inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment (CEQA Guidelines §15126.2(d)).

❑ **Finding**

The Project's potential to result in growth-inducing impacts is discussed in detail in Subsection 5.3 of the EIR. Based on the entire record, the City Council finds that the Project would not directly or indirectly induce growth in the surrounding area which could result in a significant adverse effect to the environment.

❑ **Substantive Evidence**

The Project has both commercial and residential components that will generate new employees and residents on the site. Draft EIR Subsection 4.1 estimates the proposed Project would generate a maximum of 57 employees based on USGBC employee data, applied to the proposed 31,436 square feet of commercial space. This equals 298 total persons or 166.5 persons per acre at any given time on the commercial portion of the site (1.79 acres). Based on the State of California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2018 with 2010 Census Benchmark, the City of Jurupa Valley currently has 3.95 persons per household. Under the existing General Plan Land Use Plan the Project would result in a population of 162 persons (41

dwelling units x 3.95 persons per household = 162). Under the proposed General Plan Land Use Plan the Project would result in a population of 284 persons (72 dwelling units x 3.95 persons per household = 284). The Project proposes 68 dwelling units so the actual estimated population would be 268 persons (68 dwelling units x 3.95 persons per household = 268). This assumes that all new residents would come from outside the City limits of Jurupa Valley. The Project could increase the population of the City above what is planned by the General Plan Land Use Plan by 122 persons (75%). The current population of Jurupa Valley is approximately 106,054 (State of California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2018 with 2010 Census Benchmark). According to General Plan Table 2.2: Residential Land Use Statistics and Buildout Projections, the “buildout” population of the City is estimated to be 148,117 persons. Thus, the Project’s increase of population resulting in 122 persons would be minimal as compared to the buildout population of 148,117 persons.

Typically, population growth would be considered a significant impact, or a significant concern regarding growth inducement, if it directly or indirectly affects the ability of agencies to provide needed public services and requires the expansion or new construction of public facilities and utilities. Water and sewer service to the Project site will be provided by the Rubidoux Community Services District from existing facilities in Crestmore Road. No additional water or sewer infrastructure will be needed to serve the Project other than connection to the existing water and sewer lines. Water and sewer infrastructure will not have to be extended in the area to serve the Project. In addition, the analysis in Section 3.14, Public Services, of the Initial Study demonstrates that the impacts on public services are less than significant so the public service provider’s ability to provide services will not be reduced. Therefore, the amount of growth represented by the proposed Project is not expected to induce additional or substantial unanticipated growth into the surrounding area in the foreseeable future.

The proposed Project also would create short-term construction-related jobs. It is expected that the majority of the construction-related employees would be drawn from the existing labor force that would be available in the local area and region.

A project could indirectly induce growth at the local level by increasing the demand for additional goods and services associated with an increase in population or employment and thus reducing or removing the barriers to growth. This typically occurs in suburban or rural environs where population growth results in increased demand for service and commodity markets responding to the new population of residents or employees. The Project’s construction-related and operational-related employees would purchase goods and services in the region, but any secondary increase in employment associated with meeting these goods and services needs is expected to be marginal, accommodated by existing goods and service providers, and highly unlikely to result in any new physical impacts to the environment based on the amount of available commercial and retail services available in areas near the Project site, including the Cities of Riverside, Ontario, Fontana, and Norco. In addition, the Project would create jobs which likely would serve the housing units either already built or planned for development within Riverside County and/or the City of Jurupa Valley. Accordingly, the onsite housing and employment generation would not induce substantial growth in the area because it is anticipated that the Project’s future residents and employees would already be living in and around the general area of Jurupa Valley.

Furthermore, the Project’s potential influence on other nearby properties to redevelop at greater intensities and/or different uses than the City’s General Plan and Zoning Code allow is speculative

beyond the rule of reason. CEQA does not require the analysis of speculative effects (CEQA Guidelines §151454). If any other property owner were to propose development or redevelopment of a property in the Project vicinity or in any part of the City, the project would require evaluation under CEQA based on its own merits, including an analysis of direct and cumulatively considerable effects.

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, growth-inducing potential of a project would be considered significant 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 such as SCAG. Significant growth impacts also could 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.

The Project proposes the designations on the site be changed to allow Commercial Retail (CR) uses in the southern portion of the site, along Mission Boulevard, while allowing high density residential uses (HDR) in the central and northern portions of the site. The new commercial uses of the Project would be consistent with existing commercial uses further west along both sides of Mission Boulevard, as well as with planned future commercial uses southeast of the site (i.e., property designated CR). Therefore, the new uses would generally be consistent with these existing and planned uses in terms of the General Plan.

For the reasons outlined above, it is unlikely, speculative, and not reasonably foreseeable that the Project would induce substantial growth in the form of additional housing or non-residential economic activity or employment that would result in measurable impacts on the off-site physical environment. In addition, the development of the proposed Project would not reasonably or foreseeably cause the redevelopment of other properties or cause development on other properties. (EIR pp. 5-4 through 5-6).

8.0 RESOLUTION REGARDING ALTERNATIVES

8.4.1 ALTERNATIVE CONSIDERED AND REJECTED

An EIR is required to identify any alternatives that were considered by the Lead Agency but were rejected as infeasible. Among the factors described by CEQA Guidelines §15126.6 in determining whether to exclude alternatives from detailed consideration in the EIR are: a) failure to meet most of the basic project objectives, b) infeasibility, or c) inability to avoid significant environmental impacts. With respect to the feasibility of potential alternatives to the proposed Project, CEQA Guidelines §15126.6(f) (1) notes:

“Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries...and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site...”

In determining an appropriate range of alternatives to be evaluated in the Final EIR, possible alternatives were initially considered and, for a variety of reasons, rejected. Alternatives were rejected because either: 1) they could not accomplish the basic objectives of the Project, 2) they would not have resulted in a reduction of significant adverse environmental impacts, or 3) they were considered infeasible to construct or operate.

A number of “less intense” alternatives were initially discussed that would reduce the number of residential units or the area or density of commercial retail uses from that of the proposed Project. Due to the limits of the Flabob ALUP, which would only allow 1 unit per 5 acres or essentially 1 unit on the site, there were no viable alternatives that allowed any residential units on the property. However, a number of alternatives involving non-residential uses were seen as potentially viable for the Project site, depending on what floor area ratio (FAR) was used to estimate total square footage of the development. The FAR of the proposed Project is 0.40 which results in a non-residential density of the site (166.8 persons per acre) which is approximately 10 percent over the non-residential density limit established by the ALUP (150 persons per acre). By calculation it was determined that an FAR of 0.35, as recommended in the 2017 General Plan for Commercial Retail uses, would result in a non-residential site density of just under 150 persons per acre which meets the ALUP guideline.

It is estimated the proposed Project would generate a maximum of 57 employees and 241 customers at any given time on the site. These estimates are based on US Green Building Code (USGBC) employee¹ and USGBC customer² data, respectively, applied to the proposed 31,436 square feet of commercial space. This equals 298 total persons or 166.5 persons per acre at any given time on the commercial portion of the site (1.79 acres). Therefore, the Project exceeds or is not consistent with the Flabob Airport Zone C restrictions for other commercial uses.

For the purposes of the EIR, one “all retail” alternative (FAR = 0.35) was selected for additional study (see below) as well as an “all office” alternative. These two alternatives were selected for further analysis to determine what environmental impacts would result from full use of the site either of the non-residential land uses, but it is possible that some combination of commercial and office uses would also be a feasible land use alternative. CEQA requires an analysis of a reasonable range of alternatives, and not every possible permutation of land use combinations.

The City of Jurupa Valley considered but rejected one alternative: an alternative that would develop the proposed Project on an alternative site. CEQA does not require that an analysis of alternative sites always be included in an EIR. However, if the surrounding circumstances make it reasonable to consider an alternative site then this alternative should be considered and analyzed in the EIR. In making the decision to include or exclude analysis of an alternative site, the *“key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or*

¹ “Building Area Per Employee by Business Type”, US Green Building Code, 549 SF/employee for “Specialty Retail” (ITE Code 814) which is comparable to the independent SANDAG rate of 588 SF/employee for neighborhood commercial uses.
<https://www.usgbc.org/Docs/Archive/General/Docs4111.pdf>

² “Table 1, Appendix 2, Default Occupancy Counts,” US Green Building Code, data for General Retail category indicates 550 square feet/employee (similar to above) and 130 square feet per transients (customers and others). Website accessed July 30, 2018
<https://www.usgbc.org/credits/new-construction-existing-buildings-commercial-interiors-core-and-shell-schools-new-constr-3>

substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR” (CEQA Guidelines §15126.6(f) (2)).

The Project proposes to develop 6.95 net acres of previously developed but now vacant land within the Rubidoux Village Commercial zone (R-VC). In the immediate surrounding area there are several small vacant or under-utilized parcels to the south, southwest, west, and northwest of the site, but very few of them are within the boundaries of the R-VC zone. In the larger surrounding area there are almost 200 acres of mostly vacant land northeast and north of the site along the west bank of the Santa Ana River, however, this land has scattered rural residences and remnants of former equestrian uses in the area, and it is adjacent to the Santa Ana River.

The Project Applicant does not hold ownership control over any other parcels of land in or near the Project site that could be used as an alternative location for the proposed Project. In addition, any development similar to the proposed Project that would be built in the same general area as the proposed Project would generate traffic on similar streets and at similar intersections compared to the proposed Project, and so would result in similar significant traffic-related impacts in that regard.

Since there is no available alternative location that would avoid or substantially lessen the significant traffic-related effects of the Project, and because the Project Applicant does not have ownership control over, and cannot reasonably obtain ownership control over, any other parcels of land in the nearby area under the jurisdiction of the City of Jurupa Valley that could accommodate the Project, an alternative location alternative is not feasible. (EIR pp. 6.4 through 6-6)

8.4-2 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Project/No Development Alternative would avoid all of the significant environmental impacts of the proposed Project. While it is acknowledged that this Alternative would not achieve the City’s General Plan vision in terms of developing the site with commercial and/or residential land uses, no significant adverse environmental impacts would result from leaving the property in its existing condition (other than maintaining its poor aesthetic or visual conditions). The No Project/No Development Alternative would not fulfill the underlying purpose of the Project or meet any of the Project’s objectives because the site would remain undeveloped and utilized in its current condition. For these reasons the City Council rejects the No Project/No Development Alternative. (EIR p. 6-11).

8.4.3 NO PROJECT/ GENERAL PLAN DEVELOPMENT ALTERNATIVE

Similar to the proposed Project, the No Project/General Plan Development Alternative would still have significant impacts related to Hazards and Hazardous Materials, Land Use and Planning, AND Traffic and Transportation in that it is inconsistent with Land Use Element Policies 5.56, 5.57, 5.58, 5.61. and Mobility Element Policies ME 2.12, ME 2.15, and ME 2.17 as a result of the Project’s significant and unavoidable traffic impacts. It would also generate much more traffic compared to the proposed Project and could have even greater direct and cumulative traffic impacts on local intersections and roadway segments, especially those that needed improvements that were not physically feasible. This alternative would meet the Project objectives to a similar degree as the proposed Project but would not provide as much of a balance of land uses (i.e., this alternative has

substantially more commercial than residential uses). For these reasons the City Council rejects the No Project/General Plan Development Alternative. (EIR p. 6-13).

8.4.4 COMMERCIAL RETAIL ALTERNATIVE

The Commercial Office Alternative proposes to build all offices on the Project site to reduce the high number of persons per acre generated by commercial retail uses (i.e., employees and customers). According to General Plan *Table 2.3, Non-Residential Land Use Statistics and Buildout Projections*, office uses have a recommended FAR of 1.0 so a maximum of 302,742 square feet of offices could be built on the site (6.95 acres x 43,560 square feet/acre = 302,742 @ 1.0 FAR = 302,742 square feet). *General Plan Table 2.3, Residential Land Use Statistics and Buildout Projections*, also indicates office uses generate 1 employee per 800 square feet (no customers assumed) which would result in 379 employees which is 55 persons per acre which is well below the ALUP limit of 150 persons per acre. This alternative would require a General Plan Amendment and Zone Change to eliminate the HDR residential land use designation from the northern portion of the site and change the entire site to Commercial Office (CO). It is also estimated these office uses would generate 2,949 daily vehicle trips based on the appropriate ITE³ data (9.74 trips per thousand square feet). This alternative would meet the Project objectives to a similar degree as the proposed Project but would not provide a mix of land uses (i.e., this alternative would not have residential uses). For these reasons the City Council rejects the Commercial Retail Alternative (EIR p. 6-13).

8.4.5 COMMERCIAL OFFICE ALTERNATIVE

Compared to the proposed Project, the Commercial Office Alternative would eliminate significant impacts related to Hazards (i.e., ALUP Consistency) and would have reduced impacts relative to Land Use and Planning since it would be consistent with the General Plan policies regarding the Flabob ALUP. However, this Alternative would still have significant cumulative traffic impacts even though it would generate almost 20 percent less traffic compared to the proposed Project (i.e., 2,949 daily trips vs. 3,616 daily trips). This alternative would provide office uses instead of retail use under the proposed Project but would not provide a mix of uses (i.e., no retail or residential uses). Therefore, this alternative does not meet the Project objectives to nearly the same degree as the proposed Project. For these reasons the City Council rejects the Commercial Office Alternative. (EIR p. 6-14 through 6-16).

9.0 RESOLUTION ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS

This Section specifically addresses §15093 of the CEQA Guidelines, which requires the City, acting as the Lead Agency, to balance the benefits of the Project against its significant and unavoidable adverse environmental impacts and determine whether the benefits which will accrue from the development of the Project outweigh its significant and unavoidable impacts. If the City finds that the majority of the benefits of the Project outweigh its significant and unavoidable adverse environmental impacts, the City may approve the Project. Each of the separate benefits listed

³ Institute of Traffic Engineering (ITE) Code 710, General Office, ITE Trip Generation Manual, 10th Edition. ITE 2018.

below are hereby determined to be, in itself, and independent of the Project's other benefits, the basis for overriding all significant and unavoidable environmental impacts identified in the EIR.

As set forth in Sections 3.0 and 4.0 above, the EIR identified all of the Project's adverse environmental impacts and mitigation measures that can reduce the Project's impacts to less-than-significant level where feasible, or to the lowest feasible levels. Mitigation imposed by the City must have a proportional nexus to the Project's impacts. As further set forth in Section 5.0, the EIR presents evidence that implementing the Project would cause or contribute to impacts that would remain significant and unavoidable even after the imposition of all feasible mitigation measures. Finally, as set forth in Section 8.0 above, there are no feasible alternatives to the Project that would mitigate the Project's significant and avoidable impacts to less-than-significant level or avoid those environmental impacts while still attaining most of the Project's basic objectives. Based on the facts presented throughout this document, the City Council makes the following finding:

□ **Finding**

As the CEQA Lead Agency for the proposed Project, the City Council has reviewed the Project description and the alternatives to the Project, as presented in the EIR, and the City Council fully understands the Project and its alternatives. Further, the City Council finds that all potential adverse environmental impacts and all feasible mitigation measures to reduce the impacts from the Project have been identified in the Draft EIR, Final EIR, and public testimony. Having considered the potential for the Project to cause or contribute to significant and unavoidable adverse impacts to Hazards and Hazardous Materials, Land Use/Planning, and Transportation/Traffic, the City Council hereby determines that all feasible mitigation measures with proportional nexus to the Project's impacts have been adopted to reduce or avoid the significant and unavoidable impacts identified in the EIR, and that no additional feasible mitigation is available to further reduce significant impacts. Further, the City Council finds that economic, social, and other considerations of the Project outweigh the Project's unavoidable impacts to Hazards and Hazardous Materials, Land Use/Planning, and Transportation/Traffic and that approval of the Project is appropriate. In making this finding, the City Council finds that each of the Project benefits separately and individually outweighs all of the unavoidable adverse environmental effects identified in the EIR and therefore finds those impacts to be acceptable. These benefits include the following:

- a) The Project would promote the General Plan's vision to encourage the development of a mix of high-quality residential and retail uses in close proximity intended to function as pedestrian-oriented community centers in the Rubidoux Town Center area.
- b) The Project would 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.
- c) The Project would attract new employment-generating business to Jurupa Valley, thereby reducing the needs for the local workforce to commute outside the area for employment;
- d) The Project would assist in the reduction in the amount of vehicle miles traveled thus assisting in the reduction of greenhouse gas emission per SB743, reducing traffic congestion, and improving safety and health in the City of Jurupa Valley;

- e) The new jobs provided by the Project will create direct and indirect economic benefits, such as increased tax income to the City and increased spending on goods and services;

10.0 ADDITIONAL FACTS ON RECORD

10.1 ADOPTION OF A MONITORING PLAN FOR MITIGATION MEASURES

Pursuant to § 21081.6 of the Public Resources Code the City hereby adopts the Mitigation Monitoring and Reporting Program (“MMRP”) provided at Table F-3 in the Final EIR. The City Council finds that the MMRP is designed to ensure compliance with the Plans, Policies, and Programs, Project Design Features, and Mitigation Measures imposed on the Project to mitigate or avoid effects on the environment during Project implementation. The MMRP is on file with the City of Jurupa Valley Planning Department, located at 8930 Limonite Avenue in Jurupa Valley, CA, 92660.

10.2 CUSTODIAN OF RECORD

The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Jurupa Valley, Planning Department, 8930 Limonite Avenue, Jurupa Valley, CA, 92660. The custodian for these records is Thomas Merrell, Planning Director. This information is provided in compliance with Public Resources Code § 21081.6.

EXHIBIT C OF ATTACHMENT 1

Recommended Conditions of Approval

EXHIBIT C

ALL – The condition applies to all entitlements.

SDP – The condition applies to the Site Development Permit.

TPM – The condition applies to the Tentative Parcel Map.

PLANNING DEPARTMENT

1. **ALL - PROJECT PERMITTED.** MA16224 (GPA16006, CZ16011, TPM37126 and SDP16043) is for an approval of Mission Gateway Plaza & Mission Gateway Villas – mixed use project consisting of commercial and 57-unit affordable housing development. The project site is located at the northeast corner of Mission Boulevard and Crestmore Road (APNS: 179-330-002, 003, 004, 005 & 006).

The approved entitlements include the following:

- a. **GPA16006:** Change land use designation from Commercial Retail (CR) and Medium High Density Residential (MHDR) to Commercial Retail (CR) for the 1.81-acre commercial parcel and to High Density Residential (HDR) for the 5.20-acre residential parcel.
 - b. **CZ16011:** Change the zone from R-VC (Rubidoux-Village Commercial), R-2 (Multiple Family Dwellings) and A-1 (Light Agriculture) to R-VC (Rubidoux-Village Commercial) for the 1.81-acre commercial parcel and to R-3 (Multiple Family Dwellings) for the 5.20-acre residential parcel.
 - c. **TPM37126:** Parcel map to merge five (5) parcels and create two (2) parcels: Parcel 1 a 1.81-acre parcel for commercial development and Parcel 2 a 5.20-acre parcel for residential development.
 - d. **SDP16043: Construct** a 2-story, 28,015 square foot commercial development and 83,032 square-foot, 57-unit multi-family affordable housing development with community center, pool and maintenance building, and covered and uncovered ground level parking.
2. **ALL - INDEMNIFY CITY.** The applicant, the property owner or other holder of the right to the development entitlement(s) or permit(s) approved by the City for the project, if different from the applicant (herein, collectively, the “Indemnitor”), shall indemnify, defend, and hold harmless the City of Jurupa Valley and its elected city council, its appointed boards, commissions, and committees, and its officials, employees, and agents (herein, collectively, the “Indemnitees”) from and against any and all claims, liabilities, losses, fines, penalties, and expenses, including without limitation litigation expenses and attorney’s fees, arising out of either (i) the City’s approval of the project, including without limitation any judicial or administrative proceeding initiated or maintained by any person or entity challenging the validity or enforceability of any City permit or approval relating to the project, any condition of approval imposed by City on such permit or approval, and any finding or determination made and any other action taken by any of the Indemnitees in conjunction with such permit or approval, including without limitation any action taken pursuant to the California Environmental Quality Act (“CEQA”), or (ii) the acts, omissions, or operations of the Indemnitor and the directors,

officers, members, partners, employees, agents, contractors, and subcontractors of each person or entity comprising the Indemnitor with respect to the ownership, planning, design, construction, and maintenance of the project and the property for which the project is being approved. The City shall notify the Indemnitor of any claim, lawsuit, or other judicial or administrative proceeding (herein, an "Action") within the scope of this indemnity obligation and request that the Indemnitor defend such Action with legal counsel reasonably satisfactory to the City. If the Indemnitor fails to so defend the Action, the City shall have the right but not the obligation to do so and, if it does, the Indemnitor shall promptly pay the City's full cost thereof. Notwithstanding the foregoing, the indemnity obligation under clause (ii) of the first sentence of this condition shall not apply to the extent the claim arises out of the willful misconduct or the sole active negligence of the City.

3. **ALL - CONSENT TO CONDITIONS.** Within thirty (30) days after project approval, the owner or designee shall submit written consent to the required conditions of approval to the Planning Director or designee.
4. **ALL - MITIGATION MEASURES.** This project shall be subject to, and comply with, all of the mitigation measures set forth in the Mitigation Monitoring and Reporting Program adopted by the City Council Resolution No. 2020-__ in connection with the certification of the Environmental Impact Report (EIR) prepared for the project.
5. **ALL - FEES.** The approval of MA16224 (GPA16006, CZ16011, TPM37126 and SDP16043) shall not become effective until all planning fees associated with the entitlements have been paid in full.
6. **ALL - INCORPORATE CONDITIONS. Prior to the issuance of any building permit,** the owner or designee shall include within the first four pages of the working drawings a list of all conditions of approval imposed by the project's final approval.
7. **TPM - APPROVAL PERIOD.** An approved or conditionally approved tentative parcel map shall expire 36 months after such approval unless within that period of time a final map shall have been approved and filed with the County Recorder. Prior to the expiration date, the land divider may apply in writing for an extension of time pursuant to Title 7 (Subdivisions), Section 7.15.230 of the JVMC.
8. **SDP - APPROVAL PERIOD.** This approval shall be used within two (2) years of the approval date; otherwise, it shall become null and void and of no effect whatsoever. By use is meant the beginning of substantial construction contemplated by this approval within two (2) year period which is thereafter diligently pursued to completion or to the actual occupancy of existing buildings or land under the terms of the authorized use. Prior to the expiration of the two (2) year period, the permittee may request up to three (3) years of extension of time in which to begin substantial construction or use of this permit. Should the extension be obtained and no substantial construction or use of this permit be initiated within five (5) years of the approval date this permit, it shall become null and void.
9. **ALL - CONFORMANCE TO APPROVED EXHIBITS.** The project shall be in conformance to the approved plans (all dated 10-1-20 and listed below) with **changes** in accordance with these conditions of approval:
 - a. Architectural Plans
 - b. Preliminary Grading and Drainage Plans

- c. Tentative Parcel Map No. 37126
 - d. Conceptual Landscape Plans
 - e. Site Walls & Fencing Plan
 - f. Public Parking 600-foot Radius Map
10. **ALL - PROOF OF AFFORDABILITY AGREEMENT.** Prior to the issuance of the first **building permit**, the Applicant shall provide the Planning Director with a copy of their 55-year Affordability Agreement with the County of Riverside Housing Authority and with the California Tax Credit Allocation Committee. Such agreement shall require and ensure the continued affordability of all very low and low-income rental units that qualified the Applicant for the award of the density bonus for 55 years or a longer period of time, per Government Code Section 65915(c)(1)(A).
11. **SDP - SPECIAL REVIEW OF PARKING.** Prior to the issuance of any **building permit**, the applicant shall obtain Planning Director authorization for the Special Review of Parking.
12. **ALL – PLANNING REVIEW OF GRADING PLANS.** Prior to the issuance of any **grading permit**, the aesthetic impact of slopes and grade differences where the project adjoins streets or other properties shall be approved by the Planning Director.
13. **SDP – INSTALL VEHICLE CHARGING STATIONS.** A minimum of two vehicle charging stations shall be constructed in the commercial parking area and a minimum of two vehicle charging stations shall be constructed in in the residential parking area. Plans shall be submitted with a minimum of two vehicle charging stations per parcel for Planning Director approval **prior to the issuance of the first building permit** within each parcel. The vehicle charging stations shall be installed prior to the issuance of the first Certificate of Occupancy of the either the commercial or residential development.
14. **SDP - MASTER SIGN PROGRAM.** A Master Sign Program shall be approved by the Planning Director **prior to the issuance of the first Building permit of the project.** The applicant shall submit a Site Development Permit (SDP) to the Planning Department for review and approval of the Master Sign Program by the Planning Director. The Master Sign Program shall meet the following requirements: (1) Demonstrate consistency with Title 9 (Planning and Zoning) including the maximum surface area for wall signs; (2) All signage, including freestanding signs, shall incorporate the overall development's architectural theme.
15. **SDP - ON-SITE LANDSCAPING.** The following items shall be approved by the Planning Director, including landscape and irrigation plans as modified in accordance with this condition **prior to the issuance of the first building permit**:
- a. Complete "Professional Services (PROS)" application (Planning) with deposit for the review of the final landscape, irrigation, and shading plans for the SDP.
 - b. The total cost estimate of landscaping, irrigation, labor, and one-year maintenance.
 - c. Completed City Faithful Performance Bond for Landscape Improvements form with original signatures after the City provides the applicant with the required amount of bond.

- d. Completed City Landscape Agreement with original signatures after the City has reviewed the submitted cost estimate.
- e. Final landscape, irrigation plans, shading plan with digital copies (CD format) that shall demonstrate compliance to the applicable provisions of the Jurupa Valley Municipal Code and these conditions of approval.

The following events shall be satisfied in the order it is listed **prior to the issuance of the first Certificate of Occupancy**:

- a. Substantial Conformance Letter: The Landscape Architect of Record shall conduct an inspection and submit a letter to the City of Jurupa Valley Planning Department once the Landscape Architect of Record has deemed the installation is in conformance to the approved plans.
- b. City Inspection: The City landscape architect shall conduct an inspection of the installation to confirm the landscape and irrigation plan was constructed in accordance with the approved plans.

16. SDP - DELIVERIES. Restricted Loading / Unloading Times. Hours of delivery for the project site shall only occur between the hours of 7:00 am – 6:00 pm on Mondays to Fridays. Failure to comply with this condition is a violation of this approval of MA16224. If the applicant does not correct the violation or has repeatedly violated this condition, the applicant shall be subject to a Planning Commission's public hearing to resolve the violation. If the violation cannot be cured for any reason after the Planning Commission's public hearing, (SDP16043) may be subject to revocation.

17. SDP - ARB SIGN FOR IDLING. Prior to the issuance of the Certificate of Occupancy for the commercial building, signs limiting the amount of time allowed for truck engine idling shall be installed. The applicant shall submit a plan that includes the location and details of a sign stating that "The driver of a diesel-fueled motor vehicle with a gross vehicle weight rating (GVWR) greater than 10,000 pounds is prohibited from idling the vehicle's primary engine for more than five (5) minutes at any location and may not operate a diesel fueled auxiliary power system (APS) for more than 5 minutes at any location on the property. The minimum penalty for an idling violation is \$300.00. To report a violation, please contact 1-800-END-SMOG."

A sign shall be placed at the truck entrance of the property and one sign at each loading parking space at a height from the ground of 5 to 6 feet and shall not be less than 24 square inches in size.

All truck idling time (including off-road equipment used during construction or operation) with a gross vehicle weight rating (GVWR) 10,000 pounds or less shall be limited to a maximum of three (3) minutes within the site.

18. TPM & SDP - OWNERSHIP AND MAINTENANCE OF COMMON AREA. Covenants, Conditions, and Restrictions (CC&Rs) shall be approved by the Planning Director and recorded **concurrently with the recordation of the final map for TPM37126** providing for maintenance of the property in perpetuity. The CC & R shall, at a minimum, include provisions such as the following items:

- a. Formation of a Permanent Organization for the ownership and maintenance of all common areas including, but not limited to, landscaping, parking areas, and circulation systems (areas) in perpetuity.

- b. The CC&Rs shall identify the common areas for ownership and maintenance with text and an exhibit. The common areas shall include the following items:
- i. Access and Circulation Areas
 - ii. Drainage Facilities
 - iii. Landscaping and Irrigation
 - iv. Parking Areas
 - v. On-site Exterior Lighting Fixtures
 - vi. Trash Enclosures
 - vii. Walls and Fencing
 - viii. Other items the Planning Director and City Engineer deem appropriate
- c. **Reciprocal Access, Parking and Circulation.** The Applicant, or his/her designee, shall record a reciprocal nonexclusive easement for vehicular and other rights of ingress and egress over the parking areas and driveways to allow access from public streets between any parcels which will not be merged. Said access easement shall be approved by both the Planning and Engineering Departments.
19. **SDP - PERIMETER WALL & FENCE.** Split-face walls and fencing shall be constructed per the conceptual wall and fence plan and details sheets within the architectural set of plans as required by Condition No. 9. A & E Wall & Fence plan that satisfies this condition shall be approved by the Planning Director **prior to the issuance of the first Building permit.** Said wall and fence plan shall match the height of the wall/fencing shown within the Site Plan.
20. **SDP - GRAFFITI PROTECTION FOR WALLS.** Plans shall include anti-graffiti coating or protection for the exterior side of all perimeter walls and exterior of building walls to half the height of the structure, or 12 feet, whichever is greater, shall be approved by the Planning Director **prior to the issuance of any building permit.**
- The applicant shall remove any graffiti on the property as soon as possible. In addition, if the applicant was notified by the City, the applicant shall remove the graffiti within seven (7) days of the City's notice.
21. **SDP - PEDESTRIAN ON-SITE PATHWAYS & DRIVEWAY APPROACHES.** All on-site identified pedestrian access pathways, including in the parking area, and driveway approaches, shall be clearly identified to alert drivers of pedestrian pathways or approaches to sidewalks.
- All on-site identified pedestrian access pathways shall incorporate special paving such as striping, stamped or colored concrete, or another method that meets the intent of this condition.
22. **ALL - MAINTENANCE OF PROPERTY.** The applicant shall maintain the project site and be kept free of debris, weeds, abandoned vehicles, code violations, and any other factor or condition that may contribute to potential blight or crime.
23. **SDP - TRASH COLLECTION.**

- a. Detailed plans for trash enclosure(s) shall be approved by the Planning Director **prior to the issuance of any building permit.** Walls of the enclosure and any solid gates shall have graffiti protection coating.
 - b. An approval or clearance letter from the waste collection agency shall be submitted to the Planning Department **prior to the issuance of any building permit.**
24. **SDP - OUTDOOR LIGHTING.** All outdoor lighting fixtures shall be maintained in good condition. Light fixtures shall be shielded to prevent any light to flood onto adjacent properties.
Photometric Plan. A photometric plan and exhibits of lighting fixtures shall be approved by the Planning Director **prior to the issuance of any building permit.** Lighting shall not flood or glare onto adjacent properties.
25. **SDP - ROOFTOP EQUIPMENT.** All rooftop equipment shall be screened from public view.
26. **TPM & SDP - JURUPA AREA RECREATION AND PARK DISTRICT. Prior to the issuance of any building permit,** the applicant shall submit proof of satisfying any fees, dedications, or requirements by the Jurupa Area Recreation and Park District to the Building Official.
27. **TPM & SDP – IMPACT FEES.** The applicant shall the pay the following impact fees (unless exempt) in accordance with Title 3 of the Municipal Code:
 - a. **Development Impact Fee (DIF) Program. Prior to final occupancy.** The applicant shall pay any owed DIFs by the required deadline pursuant to Chapter 3.75 of the Jurupa Valley Municipal Code.
 - b. **Multiple Species Habitat Conservation Plan Mitigation (MSHCP) Fee. Prior to the issuance of any building permit,** the applicant shall pay any owed MSHCP fees by the required deadline pursuant to Chapter 3.80 of the Municipal Code.
 - c. **Transportation Uniform Mitigation Fee (TUMF) Program. Prior to final occupancy.** The applicant shall show proof of payment of TUMF fees by the required deadline pursuant to Chapter 3.70 of the Municipal Code.
28. **SALE OF INDIVIDUAL BUILDINGS.** No structure constructed on Project site may be sold until the subject Project on which the structure is located is divided and a final map recorded in accordance with the City's subdivision regulations such that the structure is located on a separate legally divided parcel.

ALUC CONDITIONS

29. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
30. The following uses shall be prohibited:
 - a) 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, visual approach slope indicator, or such red light obstruction marking as may be permitted by the Federal Aviation Administration.

- b) 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.
 - c) 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, including landscaping utilizing water features, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, and incinerators.
 - d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft: and/or aircraft instrumentation.
 - e) Children's schools, hospitals, nursing homes and other skilled nursing and care facilities, libraries, and day care centers, due to location within Compatibility Zone C.
- 31.** The attached notice shall be provided to all potential purchasers of the property and all potential tenants of the buildings and shall be recorded as a deed notice.
- 32.** Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
- 33.** Each landowner shall grant an aviation easement to the County of Riverside for the use of the general public.

ENGINEERING DEPARTMENT

1. GENERAL REQUIREMENTS

- 1.1. The use hereby conditioned is for a Tentative Parcel Map No. 37126 (TPM37126), Site Development Permit (SDP16043), General Plan Amendment (GPA16006), and Change of Zone (CZ16011); being a subdivision and development of a Portion of Lot 2 of the amended Map of the Indian Hill tract in Book 10, Page 3 of Maps, Records of Riverside County, California. Exhibits titled Tentative Parcel Map No. 37126, prepared by Curtis J. Dahle, Architect, dated October 1, 2020; and Site Plan, prepared by Curtis J. Dahle, Architect, dated October 1, 2020, are hereby referenced.
- 1.2. It is assumed that any easements shown on the referenced exhibits are shown correctly and include all the easements that encumber the subject property. The Applicant shall secure approval from all (if any) easement holders for all grading and improvements which are proposed over the respective easement or provide evidence that the easement has been relocated, quitclaimed, vacated, abandoned, easement holder cannot be found, or is otherwise of no affect. Should such approvals or alternate action regarding the easements not be provided, the Applicant may be required to amend or revise the permit.

- 1.3. All stormwater and water quality management post-construction facilities and features (BMPs) will require maintenance by a public agency or–Property Owner’s Association (HOA/POA). To ensure that the general public is not unduly burdened with future costs, the Applicant shall develop a community facilities assessment district or other appropriate financing mechanism (i.e. CC&Rs, POA) to provide for maintenance of water quality treatment BMPs in perpetuity subject to the approval of the City Engineer.
- 1.4. All offsite stormwater and water quality management post-construction facilities and features (BMPs) will require maintenance by a Public Agency. To ensure that the general public is not unduly burdened with future costs, the Applicant shall annex to Jurupa Valley L&LMD 89-1-C to provide for maintenance of water quality treatment BMPs in perpetuity subject to the approval of the City Engineer.
- 1.5. The project shall be annexed to Jurupa Valley L&LMD 89-1-C for street lighting and maintenance of landscape/irrigation within the public right-of- way unless provided by a different public agency.
- 1.6. All utility extensions within the subdivision and within the development shall be placed underground.
- 1.7. Applicant shall provide mechanism to allow for cross-lot drainage. CC&Rs for this project shall capture the responsibilities and an easement will be required among parcel(s) as applicable and opportune.
- 1.8. Applicant shall provide mechanism for reciprocal access among parcels. CC&Rs for this project shall capture the responsibilities and an easement will be required among parcel(s) as applicable and opportune.

2. PRIOR TO GRADING PERMIT

- 2.1. No grading permit, including mass, rough, and/or precise, shall be issued until the associated Planning application and pertinent permits are approved and in effect.
- 2.2. All grading shall conform to the California Building Code, as adopted by the City of Jurupa Valley, the City’s Municipal Code Title 8, and all other relevant laws, rules, and regulations governing grading in the city of Jurupa Valley. Grading shall be performed in accordance with the recommendations of the geotechnical report. Plans shall be approved by the city Engineer and securities shall be in place prior to permit issuance.
 - 2.2.1. Prior to approval of the grading plan, the Applicant shall submit a project specific final geotechnical report for review and approval of the Engineering department. The final geotechnical report should address comments provided during the entitlement review of the preliminary geotechnical report.
 - 2.2.2. Final Geotechnical report shall reference final/updated plans for the project.
 - 2.2.3. Prior to approval of the precise grading plan, the Applicant shall prepare a detailed final flood hazard/hydrology and hydraulics report for review and approval of the city engineer.
 - 2.2.4. Final hydrology report shall be for entire project site.

- 2.2.5. Final hydrology report shall verify protection of adjacent properties against site runoff.
- 2.3. A hauling permit may be required for this project for the import/export of material using city streets, the review and approval of the haul route by the Engineering Department will be required. Where grading involves import or export the Applicant shall obtain approval for the import/export location, from the Engineering Department if located in the City. All materials for import/export shall be approved in accordance with Title 8 of the City of Jurupa Valley Code of Ordinances. If import/export location is outside of the City, the Applicant shall provide evidence that the jurisdictional agency has provided all necessary approvals for import/export to/from the site.
- 2.4. The grading plan shall provide for acceptance and proper disposal of all off-site drainage flowing onto or through the site. Should the quantities exceed the street capacity, the Applicant shall provide adequate drainage facilities and/or appropriate easements as approved by the city engineer. All drainage easements shall be shown on the grading plans and noted as follows: "Drainage Easement - no building, obstructions, or encroachments by landfills are allowed", drainage easement record information shall be shown on the plans. If quantities exceed the existing infrastructure capacity, the applicant is responsible to provide design and adequate sizing of the affected infrastructure.
- 2.5. It shall be the sole responsibility of the Applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading shown on the tentative map exhibit.
- 2.6. Temporary erosion control measures shall be implemented immediately following rough/mass grading to prevent transport and deposition of debris onto downstream properties, public rights-of-way, or other drainage facilities. Erosion Control Plans showing these measures shall be submitted along with the grading plan for approval by the City Engineer.
- 2.7. If grading is required offsite, the Applicant shall obtain written permission from the property owner(s) to grade as necessary and provide a copy to the Engineering Department.
- 2.8. It is assumed that the conceptual grading and the provisions for water quality management shown on the referenced exhibits and conceptual drawings accompanying this application can comply with all requirements for a Final Water Quality Management Plan (F-WQMP) without substantial change. Prior to approval of the precise grading plan, the Applicant shall prepare, or cause to be prepared, a Final WQMP in conformance with the requirements of the Riverside County Flood Control and Water Conservation District (RCFC&WCD) for approval of the city engineer.
- 2.9. Prior to approval of the grading plan for disturbance of one or more acres the Applicant shall provide evidence that it has prepared and submitted to the State Water Resources Control Board (SWRCB) a Storm Water Pollution Prevention Plan (SWPPP) and that SWRCB issued a WDID number which shall be included on the face of the grading plan.
- 2.10. Precise grading plans shall show all existing and proposed improvements and be consistent with the approved site plan and conditions of approval.

3. PRIOR TO PARCEL MAP RECORDATION

- 3.1. Offsite improvements shall be constructed prior to map recordation; in such case the improvements are not completed prior to map recordation, the applicant shall place a bond(s) and securities for the construction of the improvements, in accordance with the City of Jurupa Municipal Code and Riverside County ordinances and standard practices.
- 3.2. No Final Parcel Map shall be recorded until the Site Development Permit associated with this subdivision is approved.
- 3.3. After approval of the Tentative Parcel map and prior to the expiration of said map, the Applicant shall cause the real property included within the Tentative Parcel map exhibit, or any part thereof, to be surveyed and a final map thereof prepared in accordance with the current City Engineer's requirements, conditions of approval of the tentative map, and in accordance with Title 7 Subdivisions of the Municipal Code.
 - 3.3.1. Applicant shall provide copy of original parcels formation, current deeds, and supporting documents for the creation of the parcels at Final Parcel Map submittal.
- 3.4. Easement for necessary streets and public utilities shall be dedicated and shown on the final parcel map in accordance with Title 7 of the Municipal Code and these conditions of approval. It is understood that the tentative map exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that the omission or unacceptability may require that the Applicant amend or revise the tentative map as may be necessary to allow a finding on the final map of substantial conformance.
- 3.5. Prior to Final Parcel Map recordation, the applicant is required to submit, for review and approval of the City Engineer, a grading plan for the entire project site.
- 3.6. Prior to parcel map recordation, the applicant is required to submit, for review and approval of the City Engineer a drainage study for the entire site.
- 3.7. The applicant shall provide plans for approval of the City Engineer for all public and private improvements, including but not limited to, street improvements, sidewalk improvements, street lighting improvements, water system improvements, sanitary sewer system improvements, and landscape/irrigation improvements. The following improvements are required and must be clearly shown on the street improvement plans, applicant shall be responsible for referencing the Mitigation Measure associated with this project and show any other applicable improvements per the findings the Traffic Impact Analysis.
 - 3.7.1. Crestmore Road shall be improved as a Local Street with 60-feet ultimate right-of-way width.
 - 3.7.1.1. Dedication, along the project frontage, to provide ultimate half width (30-feet) from centerline to property line is required.
 - 3.7.1.2. Applicant is responsible for improvements along the project frontage on Crestmore Road that include, but are not limited to, curb and gutter, smooth transition to existing improvements and infrastructure north of the site, and 10-foot parkway that includes a 5-foot curb adjacent sidewalk. Additionally, pavement repairs as necessary for existing conditions and signing and striping

is required.

- 3.7.1.3. Applicant is required to performed required improvements (striping) of Crestmore Road, south of Mission Boulevard, in order to meet road lane configuration approved by the City's Traffic Safety Committee on May 30, 2019, to include on-street parking and bike lanes.
- 3.7.1.4. Applicant shall size the length of northbound right-turn lane on Crestmore Road, south of Mission Boulevard, based on the traffic demand, the opening to the right-turn lane shall be at least 90-feet.
- 3.7.1.5. Applicant is required to design and provide for the improvement and relocation of school crossing at Twining Street to the east at Mintern Street and Mission Boulevard intersection. Construction of the crossing will require updates to include current ADA standards, pedestrian push button, and in-pavement flashing markers.
- 3.7.1.6. Plans shall provide for construction of ADA compliant depressed curbs and access ramps at all the appropriate intersections.
- 3.8. The applicant shall submit to the City for review and approval of the City Attorney the covenants, conditions, and restrictions (CC&Rs) applicable for the project.
- 3.9. The applicant shall provide plans for landscape and irrigation improvements for all public streets right-of-way prepared in accordance with the current City of Jurupa Valley standards and submitted to the City Engineer for review and approval.
- 3.10. If this project is within any assessment/benefit district, the applicant shall make application for and pay for any reapportionment of the assessments or pay the unit fee in the assessment/benefit district.
- 3.11. An Environmental Constraint Sheet is required for this parcel map.
- 3.12. Applicant is required to annex into Jurupa Valley Landscape & Lighting Maintenance District 89-1-C for maintenance of the landscape parkway improvements. The Applicant shall submit landscape and irrigation plans for review and approval of the City Engineer.
 - 3.12.1. The annexation shall be in a manner approved by the City Engineer and City Attorney.
 - 3.12.2. For landscaping within public road rights-of-way separate landscape and irrigation plans shall be prepared for approval of the City Engineer. The improvements shall comply with the City's Submittal Guideline and Riverside County Ordinance 461, and Riverside County Ordinance 859, as adopted by the City.
 - 3.12.3. Landscaping plans shall depict ONLY such landscaping, irrigation and related facilities as are to be placed within the public rights-of-way.
 - 3.12.4. Applicant shall prepare Landscape and Irrigation plans for annexation. Plans shall be prepared per Riverside County Ordinance 859 and per the City's submittal guidelines and package.
 - 3.12.5. Improvements to be included in the annexed zone include, but are not limited to, the maintenance of the following:

- a) Parkway landscape maintenance;
- b) Parkway tree trimming;
- c) Streetlight maintenance (if not by different public agency).

4. PRIOR TO ISSUANCE OF BUILDING PERMIT

- 4.1. Rough grading must be completed as shown on the conceptual grading plans.
- 4.2. The Geotechnical Engineer shall certify to the completion of grading in conformance with the approved grading plans and the recommendations of the geotechnical report approved for this project and a licensed land surveyor shall certify to the completion of grading in conformance with the lines and grades shown on the approved grading plans.
- 4.3. The Applicant shall prepare a precise grading plan for each phase of the project. The precise grading plan shall be approved by the city engineer and securities in place.
- 4.4. The required water system, including fire hydrants, shall be installed and accepted by the appropriate service district prior to combustible materials being stored on site. All utility extensions within the subdivision shall be placed underground unless otherwise specified or allowed by these Conditions of Approval.
- 4.5. All offsite improvement plans shall be approved per these conditions of approval.
- 4.6. Prior to issuance of building permit, the applicant shall record final parcel map, to adjust location of the property lines per approved Tentative Parcel Map.
- 4.7. Applicant shall finish abandonment of any, if any, easements within the site that are required for the development of the site.
- 4.8. Applicant shall have approved cost estimates for fair-share payments required from this project identified on these conditions of approval and the mitigation measures related to this project. Cost estimates shall be submitted, reviewed, and approved by the City Engineer.

5. PRIOR TO BUILDING PERMIT FINAL INSPECTION/ CERTIFICATE OF OCCUPANCY

- 5.1. The Applicant is responsible for the completion of all grading and improvements for each parcel for which plans are required and shall comply with all requirements within public and private road rights-of-way shown on those Plans. Prior to the first certificate of occupancy, all improvements within the public right-of-way shall be completed and accepted by the City.
- 5.2. Prior to the first certificate of occupancy, applicant shall ensure that all streetlights within the public right of way, required from this project, are energized.
- 5.3. Prior to the first certificate of occupancy, applicant is responsible for providing all fair-share payments identified on the TIA, including:
 - 5.3.1. Traffic Impact Analysis (TIA) report dated April 16, 2018 data was accepted with the following comments:
 - 5.3.1.1. The following conclusion on the report is not accepted: report states that fair share mitigations may be waived if it is found to be infeasible or not proportional to the Project's impact.

- 5.3.1.2. The following conclusion on the report is not accepted: *report stated that mitigation at the intersection of Rubidoux Boulevard and Mission Boulevard is infeasible and there would be no impact mitigation.*

The applicant is conditioned to contribute towards Rubidoux Boulevard and Mission Boulevard intersection improvements per fair share percentage shown in the TIA.

- 5.3.1.3. The following conclusion on the report is not accepted: mitigation at the intersection of Crestmore Road and Mission Boulevard is stated as infeasible.

The applicant is conditioned to contribute towards the city's Capital Project to study and prepare corridor coordination improvements as part of the Mission Boulevard Bridge replacement project, contribution shall be per the project fair share percentage identified on the TIA.

- 5.3.2. The TIA identifies poor LOS conditions in the City of Riverside at several intersections. The applicant will need to coordinate with the City of Riverside the mitigation required, if any, for those impacts. Proof of resolution shall be provided to the Engineering Department.

The Applicant hereby agrees that these Conditions of Approval are valid and lawful and binding on the Applicant, and its successors and assigns, and agrees to the Conditions of Approval.

Applicant's name (Print Form): _____

Applicant's name (Signature): _____ Date: _____

ATTACHMENT NO. 2

Ordinance No. 2020-10

ORDINANCE NO. 2020-10

AN ORDINANCE OF THE CITY OF JURUPA VALLEY, CALIFORNIA, APPROVING AN AMENDMENT TO THE CITY OF JURUPA VALLEY OFFICIAL ZONING MAP CHANGING THE ZONE OF APPROXIMATELY 1.79 ACRES OF REAL PROPERTY LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APN: 179-330-005) FROM RUBIDOUX-VILLAGE COMMERCIAL (R-VC), MULTIPLE FAMILY DWELLINGS (R-2), AND LIGHT AGRICULTURE (A-1) ZONES TO RUBIDOUX-VILLAGE COMMERCIAL (R-VC) ZONE, APPROVING AN AMENDMENT TO THE CITY OF JURUPA VALLEY OFFICIAL ZONING MAP CHANGING THE ZONE OF APPROXIMATELY 5.17 ACRES OF REAL PROPERTY LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, -003, -004 AND -006) FROM RUBIDOUX-VILLAGE COMMERCIAL (R-VC), MULTIPLE FAMILY DWELLINGS (R-2), AND LIGHT AGRICULTURE (A-1) ZONES TO GENERAL RESIDENTIAL (R-3) ZONE, AND MAKING FINDINGS PURSUANT TO CEQA

THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY DOES ORDAIN AS FOLLOWS:

Section 1. **Project.** The City Council of the City of Jurupa Valley does hereby find, determine and declare that:

(a) Northtown Housing Development (the “Applicant”) has applied for General Plan Amendment No. 16006, Change of Zone No. 16011, Tentative Parcel Map No. 37126, Site Development Permit No. 16043, and an overruling of an Airport Land Use Commission determination (collectively, Master Application No. 16224 or MA No. 16224) to permit the subdivision of approximately 6.93 gross acres into 2 parcels on real property located on the northeast corner of Mission Boulevard and Crestmore Road (APNs: 179-330-002, -003, -004, -005, and -006) in the Rubidoux-Village Commercial (R-VC), Multiple Family Dwellings (R-2), and Light Agricultural (A-1) Zones and designated Commercial Retail (CR) and Medium High Density Residential (MHDR) with Rubidoux Town Center (RTCO), Flabob Municipal Airport (FLO), and Santa Ana River Corridor (SRO) Overlays to allow for a mixed-use development project consisting of a 30,715 square foot commercial building on a 1.79 acre parcel and sixty-eight (68) multi-family affordable housing dwelling units on a 5.14 acre parcel.

(b) All of the components of Master Application No. 16224 shall collectively be known as the “Project.” Change of Zone No. 16011 is the subject of this Ordinance.

Section 2. Change of Zone.

(a) The Applicant is seeking approval of Change of Zone No. 16011 to rezone the proposed 1.79 acre commercial parcel (APN: 179-330-005) from Rubidoux-Village Commercial (R-VC), Multiple Family Dwellings (R-2), and Light Agriculture (A-1) Zones to Rubidoux-Village Commercial (R-VC) Zone and the proposed 5.17 acre residential parcel (APNs: 179-330-002, -003, -004 and -006) from Rubidoux-Village Commercial (R-VC), Multiple Family Dwellings (R-2), and Light Agriculture (A-1) Zones to General Residential (R-3) Zone.

(b) Section 9.285.010. of the Jurupa Valley Municipal Code provides that amendments to Title 9 of the Jurupa Valley Municipal Code must be made in accordance with the procedures set forth in Government Code Section 65800 *et seq.*, as now enacted or hereafter amended, and with the requirements of Title 9. Government Code Section 65853 provides that an amendment to a zoning ordinance, which amendment changes any property from one zone to another, shall be adopted in the manner set forth in Sections 65854 to 65857, inclusive.

(c) Government Code Section 65854 provides that the planning commission must hold a public hearing on the proposed amendment to a zoning ordinance, with notice of the hearing given pursuant to Government Code Section 65090 and, if the proposed amendment to a zoning ordinance affects the permitted uses of real property, also given pursuant to Government Code Section 65091. Additionally, Sections 9.285.040.(1) and (2) of the Jurupa Valley Municipal Code provide that the Planning Commission shall hold a noticed public hearing on a proposed amendment to Title 9 of the Jurupa Valley Municipal Code that proposes to change property from one zone to another.

(d) Government Code Section 65855 provides that after the hearing, the planning commission must render its decision in the form of a written recommendation to the legislative body, which must include the reasons for the recommendation, the relationship of the proposed amendment to applicable general and specific plans, and must transmit the recommendation to the legislative body in such form and manner as may be specified by the legislative body. Additionally, Section 9.285.040.(3) of the Jurupa Valley Municipal Code provides that, after closing the public hearing, the Planning Commission must render its decision within a reasonable time and transmit it to the City Council in the form of a written recommendation, which shall contain the reasons for the recommendation and the relationship of the proposed amendment to 2017 General Plan. A copy of the recommendation shall be mailed to the applicant and proof thereof shall be shown on the original transmitted to the City Council.

(e) Government Code Section 65856(a) provides that upon receipt of the recommendation of the planning commission, the legislative body must hold a public hearing. Additionally, Section 9.285.040.(4)(a) of the Jurupa Valley Municipal Code provides that upon receipt of a recommendation for approval by the Planning Commission, the City Clerk shall set the matter for public hearing before the City Council at the earliest convenient day, and give notice of the time and place of the hearing in the same manner as notice was given of the hearing before the Planning Commission.

(f) Government Code Section 65857 provides that the legislative body may approve, modify, or disapprove the recommendation of the planning commission; provided that

any modification of the proposed ordinance or amendment by the legislative body not previously considered by the planning commission during its hearing, must first be referred to the planning commission for report and recommendation, but the planning commission shall not be required to hold a public hearing thereon. Additionally, Section 9.285.040.(5) of the Jurupa Valley Municipal Code provides that after closing the public hearing the City Council must render its decision within a reasonable time and may approve, modify, or disapprove the recommendation of the Planning Commission; provided, however, that any proposed modification of the Planning Commission's recommendation not previously considered by the Planning Commission must first be referred back to the Planning Commission for a report and recommendation.

Section 3. Procedural Findings. The City Council of the City of Jurupa Valley does hereby find, determine, and declare that:

(a) The application for MA No. 16224 was processed including, but not limited to a public notice, in the time and manner prescribed by State law and Jurupa Valley Ordinances.

(b) On May 27, 2020, the Planning Commission of the City of Jurupa Valley held a public hearing on MA No. 16224, at which time all persons interested in the Project had the opportunity and did address the Planning Commission on these matters. Following the receipt of public testimony the Planning Commission closed the public hearing. Following a discussion of the Project the Planning Commission voted to recommend approval of MA No. 16224 by adopting Planning Commission Resolution No. 2020-05-27-03, a Resolution of the Planning Commission of the City of Jurupa Valley Recommending that the City Council of the City of Jurupa Valley Certify an Environmental Impact Report and Adopt a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for a Mixed-Use Development Project on Approximately 6.93 Gross Acres Located on the Northeast Corner of Mission Boulevard and Crestmore Road (APNS: 179-330-002, -003, -004, -005, And -006), Overrule the Airport Land Use Commission's Determination of Inconsistency, and Approve General Plan Amendment No. 16006, Change of Zone No. 16011, Tentative Parcel Map No. 37126, and Site Development Permit No. 16043 to Permit the Subdivision of Approximately 6.93 Gross Acres Located on the Northeast Corner of Mission Boulevard and Crestmore Road (APNS: 179-330-002, -003, -004, -005, And -006) Into 2 Parcels to Allow for a Mixed-Use Development Project.

(c) On July 16, 2020, the City Council held a public hearing on MA No. 16224, at which time all persons interested in the Project had the opportunity and did address the City Council on these matters. Following the receipt of public testimony the City Council continued the public hearing.

(d) On August 6, 2020, the City Council held a public hearing on MA No. 16224, at which time all persons interested in the Project had the opportunity and did address the City Council on these matters. Following the receipt of public testimony the City Council continued the public hearing.

(e) On September 3, 2020, the City Council held a public hearing on MA No. 16224, at which time all persons interested in the Project had the opportunity and did address the City Council on these matters. Following the receipt of public testimony the City Council continued the public hearing.

(f) On October 1, 2020, the City Council held a public hearing on MA No. 16224, at which time all persons interested in the Project had the opportunity and did address the City Council on these matters. Following the receipt of public testimony the City Council closed the public hearing.

(g) All legal preconditions to the adoption of this Ordinance have occurred.

Section 4. California Environmental Quality Act Findings. The City Council hereby makes the following environmental findings and determinations in connection with the approval of proposed Change of Zone No. 16011:

(a) Pursuant to the California Environmental Quality Act (“CEQA”) (Cal. Pub. Res. Code, § 21000 *et seq.*) and the State Guidelines (the “Guidelines”) (14 Cal. Code Regs. § 15000 *et seq.*), City staff prepared an Initial Study of the potential environmental effects of the approval of the Project. Based upon the findings contained in that Study, the City issued a Notice of Preparation (NOP) on June 20, 2018. The NOP was sent to the State Clearinghouse (SCH #2018061047), responsible agencies, trustee agencies, and interested parties and posted on the City’s website on June 20, 2018.

(b) A Draft Environmental Impact Report (the “DEIR”) was prepared for the Project between June 2018 and January 2019. In accordance with CEQA and the Guidelines promulgated with respect thereto, the City analyzed the Project’s potential impacts on the environment.

(c) Consistent with Guidelines Section 15105, the City circulated the DEIR (including appendices) for the Project to the public and other interested parties for a 45-day comment period, from January 11, 2019, through February 25, 2019.

(d) The City prepared written responses to all comments received on the DEIR during the comment period and those responses to comments are incorporated into the Final Environmental Impact Report (“Final EIR”), which Final EIR was prepared in accordance with CEQA. The Final EIR was made available to the public and to all commenting agencies at least ten (10) days prior to certification of the Final EIR, in compliance with Public Resources Code Section 21092.5(a).

(e) The Final EIR, which is on file with the City Clerk and incorporated by reference into City Council Resolution No. 2020-54, is comprised of the DEIR dated January 7, 2019, and all appendices thereto; the Comments and Response to Comments on the DEIR, addenda and errata to the DEIR, which are contained in a separate volume, and the Mitigation Monitoring and Reporting Program for the Project.

(f) On May 27, 2020, the Planning Commission conducted duly noticed public hearings to consider the Project and the Final EIR, reviewed the staff report, accepted and considered public testimony. After due consideration, the Planning Commission found that agencies and interested members of the public were afforded ample notice and opportunity to comment on the Final EIR and the Project and approved Resolution No. 2020-05-27-03 recommending that City Council certify the Final EIR, adopt findings of fact pursuant to the

California Environmental Quality Act, adopt a Mitigation Monitoring and Reporting Program, and adopt a Statement of Overriding Considerations for the Project.

(g) On October 1, 2020, the City Council, at a duly noticed public hearing, considered the proposed Project and the Final EIR, at which time the City staff presented its report and interested persons had an opportunity to be heard and to present evidence regarding the proposed Project and the Final EIR. Based upon the evidence presented at the hearing, including the staff report and oral testimony, the City Council, by separate Resolution No. 2020-54, certified the Final EIR, adopted findings pursuant to the California Environmental Quality Act for the Project as set forth in Exhibit “B” to City Council Resolution No. 2020-54, adopted a Statement of Overriding Considerations as set forth in Exhibit “B” to City Council Resolution No. 2020-54, and adopted a Mitigation Monitoring and Reporting Program for the Project as set forth in Exhibit “B” to City Council Resolution No. 2020-54.

(h) All actions taken by City have been duly taken in accordance with all applicable legal requirements, including CEQA, and all other requirements for notice, public hearings, findings, votes and other procedural matters.

(i) The custodian of records for the Final EIR, Mitigation Monitoring and Reporting Program, Statement of Overriding Considerations, and all other materials that constitute the record of proceedings upon which the City Council’s decision was based, including, without limitation, the staff reports for Master Application No. 16224, all of the materials that comprise and support the Final EIR and all of the materials that support the staff reports for Master Application No. 16224, is the City Clerk of the City of Jurupa Valley. Those documents are available for public examination during normal business hours at the Office of the City Clerk, City of Jurupa Valley, 8930 Limonite Avenue, Jurupa Valley, California, 92509.

Section 5. Findings for Approval of Change of Zone. The City Council of the City of Jurupa Valley hereby finds and determines that CZ No. 16011 should be adopted because the proposed Change of Zone No. 16011 will be consistent with the City of Jurupa Valley General Plan, as amended by General Plan Amendment No. 16006, in that the proposed Rubidoux-Village Commercial (R-VC) zoning classification for the proposed 1.79 acre commercial parcel is consistent with the proposed Commercial Retail (CR) land use designation, and the proposed General Residential (R-3) zoning classification for the proposed 5.17 acre residential parcel is consistent with the proposed High Density Residential (HDR) land use designation.

Section 6. Approval of Zone Change. The City Council of the City of Jurupa Valley hereby rezones approximately 1.79 acres of real property located on the northeast corner of Mission Boulevard and Crestmore Road (APN: 179-330-005) from Rubidoux-Village Commercial (R-VC), Multiple Family Dwellings (R-2), and Light Agriculture (A-1) Zones to Rubidoux-Village Commercial (R-VC) Zone and approximately 5.17 acres of real property located on the northeast corner of Mission Boulevard and Crestmore Road (APNs: 179-330-002, -003, -004 and -006) from Rubidoux-Village Commercial (R-VC), Multiple Family Dwellings (R-2), and Light Agriculture (A-1) Zones to General Residential (R-3) Zone, and directs the City Manager to revise the official City of Jurupa Valley Zoning Map to designate the property as being in this new zone.

Section 7. **Severability.** If any sentence, clause or phrase of this Ordinance is for any reason held to be unconstitutional or otherwise invalid, such decision shall not affect the validity of the remaining provisions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each sentence, clause or phrase thereof irrespective of the fact that any one or more sentences, clauses or phrases be declared unconstitutional or otherwise invalid.

Section 8. **Effect of Ordinance.** This Ordinance is intended to supersede any ordinance or resolution of the County of Riverside incorporated by the City of Jurupa Valley that may in conflict with the terms of this Ordinance.

Section 9. **Certification.** The City Clerk of the City of Jurupa Valley shall certify to the passage and adoption of this Ordinance and shall cause the same to be published or posted in the manner required by law.

Section 10. **Effective Date.** This Ordinance shall take effect on the date provided in Government Code Section 36937.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Jurupa Valley on this 15th day of October 2020.

Anthony Kelly, Jr.
Mayor

ATTEST:

Victoria Wasko, CMC
City Clerk

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF JURUPA VALLEY)

I, Victoria Wasko, City Clerk of the City of Jurupa Valley, do hereby certify that the foregoing Ordinance No. 2020-10 was introduced at a meeting of the City Council of the City of Jurupa Valley on the 1st day of October 2020 and thereafter at a regular meeting held on the 15th day of October 2020, it was duly passed and adopted by the following vote of the City Council:

AYES:

NOES:

ABSENT:

ABSTAIN:

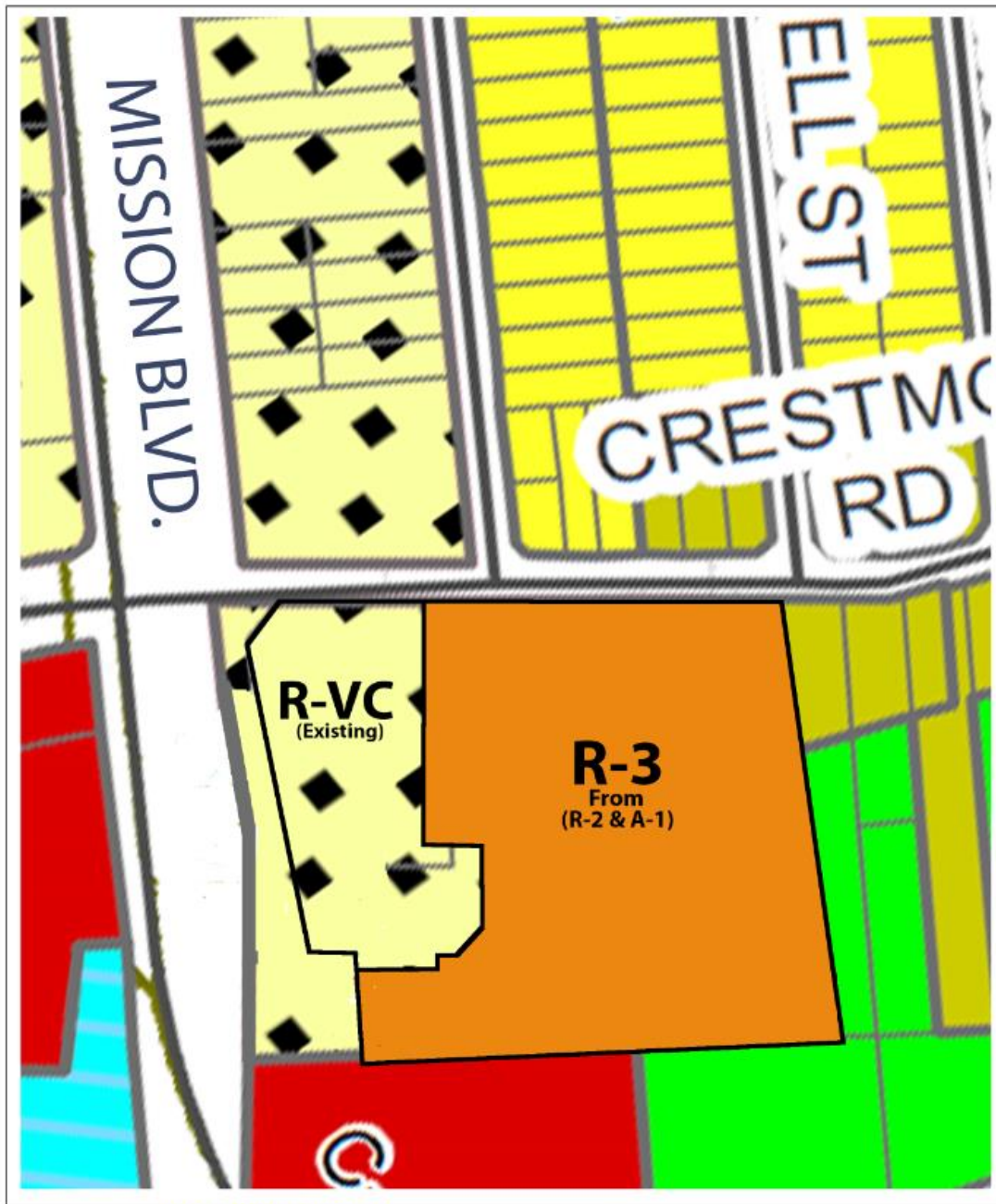
IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Jurupa Valley, California, this 15th day of October 2020.

Victoria Wasko, City Clerk
City of Jurupa Valley

EXHIBIT A OF ATTACHMENT 2

Change of Zone Exhibit

CHANGE OF ZONE EXHIBIT "A"



CZ #16011 Exhibit



Mission Gateway Plaza &
Mission Gateway Villas
Northtown Housing Development Corporation

Legend:

A-1	R-1
C-1/C-P	R-2
R-VC	R-3



ATTACHMENT NO. 3

August 6, 2020 City Council
Staff Report (without Attachments)

City of Jurupa Valley

STAFF REPORT

DATE: AUGUST 6, 2020

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: ROD BUTLER, CITY MANAGER

BY: THOMAS G. MERRELL, AICP, PLANNING DIRECTOR

SUBJECT: AGENDA ITEM NO. 15.B

CONTINUED PUBLIC HEARING TO CONSIDER MASTER APPLICATION (MA) NO. 16224: GENERAL PLAN AMENDMENT (GPA) NO. 16006, CHANGE OF ZONE (CZ) NO. 16011, TENTATIVE PARCEL MAP (TPM) NO. 37126 AND SITE DEVELOPMENT PERMIT (SDP) NO. 16043 FOR MISSION GATEWAY PLAZA & MISSION GATEWAY VILLAS (A MIXED-USE PROJECT CONSISTING OF COMMERCIAL AND 68-UNIT MULTI-HOUSING DEVELOPMENT) LOCATED AT THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, 003, 004, 005 & 006); (APPLICANT: NORTHTOWN HOUSING DEVELOPMENT CORPORATION)

RECOMMENDATION

- 1) That the City Council, by a 2/3 vote, adopt Resolution No. 2020-54, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, CERTIFYING AN ENVIRONMENTAL IMPACT REPORT AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS AND MITIGATION MONITORING AND REPORTING PROGRAM FOR A MIXED-USE DEVELOPMENT PROJECT ON APPROXIMATELY 6.93 GROSS ACRES LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, -003, -004, -005, AND -006), OVERRULING THE AIRPORT LAND USE COMMISSION'S DETERMINATION OF INCONSISTENCY, AND APPROVING GENERAL PLAN AMENDMENT NO. 16006, TENTATIVE PARCEL MAP NO. 37126, AND SITE DEVELOPMENT PERMIT NO. 16043 TO PERMIT THE SUBDIVISION OF APPROXIMATELY 6.93 GROSS ACRES LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, -003, -004, -005, AND -006) INTO 2 PARCELS TO ALLOW FOR A MIXED-USE DEVELOPMENT PROJECT

- 2) That the City Council conduct a first reading and introduce Ordinance No. 2020-10, entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, APPROVING AN AMENDMENT TO THE CITY OF JURUPA VALLEY OFFICIAL ZONING MAP CHANGING THE ZONE OF APPROXIMATELY 1.79 ACRES OF REAL PROPERTY LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, -003, -004, -005, AND -006) FROM RUBIDOUX-VILLAGE COMMERCIAL (R-VC), MULTIPLE FAMILY DWELLINGS (R-2), AND LIGHT AGRICULTURE (A-1) ZONES TO RUBIDOUX-VILLAGE COMMERCIAL (R-VC) ZONE, APPROVING AN AMENDMENT TO THE CITY OF JURUPA VALLEY OFFICIAL ZONING MAP CHANGING THE ZONE OF APPROXIMATELY 5.17 ACRES OF REAL PROPERTY LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, -003, -004, -005, AND -006) FROM RUBIDOUX-VILLAGE COMMERCIAL (R-VC), MULTIPLE FAMILY DWELLINGS (R-2), AND LIGHT AGRICULTURE (A-1) ZONES TO GENERAL RESIDENTIAL (R-3) ZONE, AND MAKING FINDINGS PURSUANT TO CEQA

PROJECT DESCRIPTION

The Mission Gateway Plaza and Mission Gateway Villas (hereafter, the “Project”) is a proposed mixed-use development consisting of a 1.79-acre parcel for a 30,715 square foot commercial building and a 5.14-acre parcel for a 68-unit multi-family affordable housing development totaling 95,862 square feet. The Project includes ground level parking; landscaping; internal paving and walkways; community center and pool facility space.

The Applicant (“Applicant” or “Northtown Housing Development Corporation”), has submitted the following applications:

1. **General Plan Amendment (GPA) No. 16006:** Change existing land use designation from Commercial Retail (CR) and Medium High Density Residential (MHDR: 5 to 8 dwelling units per acre) to Commercial Retail (CR) for the 1.79 acre commercial parcel and High Density Residential (HDR: 8 to 14 dwelling units per acre) for the 5.14-acre residential parcel.
2. **Change of Zone (CZ) No. 16011:** Change the zone classification from R-VC (Rubidoux-Village Commercial), R-2 (Multiple Family Dwellings) and A-1 (Light Agriculture) to R-VC (Rubidoux-Village Commercial) for the 1.79 acre commercial parcel and R-3 (Multiple Family Dwellings) for the 5.14 acre residential parcel
3. **Tentative Parcel Map (TPM) No. 37126:** Parcel map to merge five (5) parcels and create two (2) parcels: Parcel 1 would be a 1.79-acre parcel for commercial development and Parcel 2 would be a 5.14-acre parcel for residential development.
4. **Site Development Permit (SDP) No. 16043:** For the construction of the (a) commercial development on a 1.79-acre parcel and (b) 68-unit multi-family affordable housing development with community center, pool and maintenance building, and covered and uncovered ground level parking, on a 5.14-acre parcel. The Project includes landscaping, internal paving and walkways.

The project site (comprised of five (5) parcels) is located at the northeast corner of Mission Boulevard and Crestmore Road within the Rubidoux Town Center Overlay. The site is bounded by Crestmore Road on the west followed by the County of Riverside Fleet Services facility further to the west, single-family residential development and vacant land to the north, the Santa Ana River to the east, Riverside County Flood Control and Water Conservation District maintenance access road to the immediate south and Mission Boulevard to the south with a mobile home park and vacant land further to the south. Exhibit 1 provides an aerial view of the project site.

EXHIBIT 1: AERIAL VIEW



BACKGROUND

City Council Hearing

At the July 16, 2020 Council hearing, the City Council opened the public hearing and continued this item to the August 6, 2020 Council meeting at the request of the Applicant in order to have all five (5) Councilmembers present to hear this item.

Planning Commission Recommendation

On May 27, 2020, the Planning Commission conducted a public hearing to consider this Project and by a 4-0-1 vote, adopted Planning Commission Resolution No. 2020-05-27-03, recommending that the City Council (1) certify the Environmental Impact Report and adopt a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program; (2) approve General Plan Amendment (GPA) No. 16006; (3) approve Change of Zone (CZ) No. 16011; (4) approve Tentative Parcel Map (TPM) No. 37126; (5) approve Site Development Permit (SDP) No. 16043; and (6) overrule the Airport Land Use

Commission's (ALUC) Determination of Inconsistency in order to allow the construction of Mission Gateway Plaza and Mission Gateway Villas development project on the approximately 6.93-acre site.

The staff report and the minutes from the May 27, 2020 Planning Commission meeting are respectively provided as attachments.

ANALYSIS

General Plan Amendment

The General Plan Land Use Map designates the property as Commercial Retail (CR) and Medium High Density Residential (MHDR), which allows a density up to 8 dwelling units per acre. The General Plan Amendment (GPA) proposes to keep the Commercial Retail (CR) designation for the 1.79-acre parcel and change the remaining 5.14-acre parcel to High Density Residential (HDR), which allows a density up to 14 dwelling units per acre. The Project proposes 13 dwelling units per acre and is in compliance with the proposed HDR land use designation.

The Floor Area Ratio (FAR) is used 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 estimated ranges in the General Plan. The CR designation recommends local and regional serving retail and service uses with a range of 0.15 to 0.35. The commercial portion of the project is .40 FAR which is generally close to the recommended range.

The Project adheres to and is consistent with the applicable goals and policies within the General Plan, specifically within the CR (Commercial Retail) and HDR (High Density Residential) land use designations, as follows:

- Project is consistent with the goals and policies within the Rubidoux Town Center Overlay, specifically the Rubidoux Village Policy Area (RVPA), created to establish a general consensus and vision for the downtown Rubidoux area.
- Per the Rubidoux Town Center Overlay, the Project promotes infill development and improvement of established town centers. It also promotes a more urbanized, pedestrian-oriented mix of residential, commercial, office, entertainment, civic, transit, educational, and/or recreational uses, among others.
- The proposed amendment contributes to the purpose of the General Plan by broadening commercial and higher density residential zones in the City, which would allow the development of general commercial land uses, add to the City's affordable housing stock and promote revitalization within the Rubidoux Town Center Overlay.
- The proposed amendment to a higher density land use will help meet the City's RHNA (Regional Housing Needs Assessment) numbers and contributes to all the goals and policies within the General Plan's Housing Element. One of policies includes encouraging construction of multi-family housing affordable to moderate, and lower income households.

- The amendment and the subsequent development would expand basic employment job opportunities and the ratio of jobs-to-workers in the City by providing jobs ranging from construction workers necessary for the development to the jobs necessary to operate the general commercial and office uses. This project would help promote jobs for people of all income levels, including low-income residents.

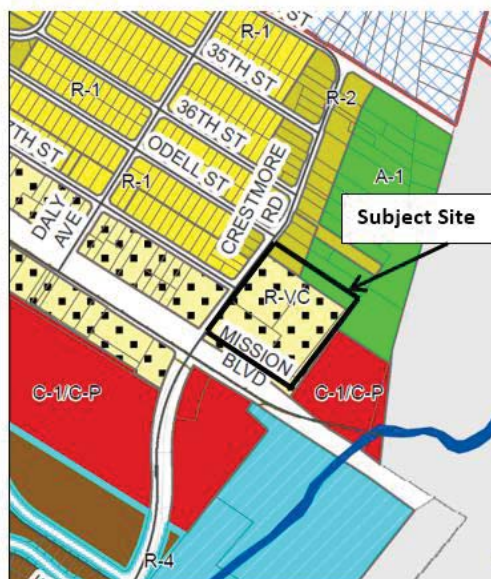
Change of Zone

According to the Zoning Map, the Project site has three (3) zoning classifications: R-VC (Rubidoux-Village Commercial), R-2 (Multiple Family Dwellings) and A-1 (Light Agriculture). The Applicant has applied for a Change of Zone which will rezone the entire subject site as follows: R-VC (Rubidoux-Village Commercial) for the 1.79-acre commercial parcel and R-3 (General Residential) for the 5.14-acre residential parcel.

Exhibit 2 depicts the existing Land Use Designation and Zoning Classification, while Exhibit 3 depicts the proposed changes.

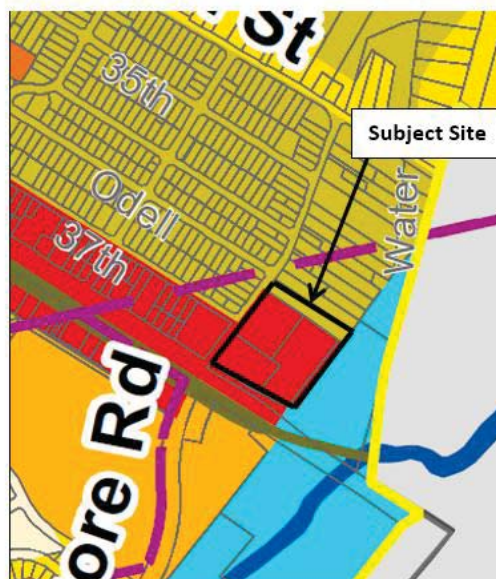
EXHIBIT 2:

ZONING MAP



R-1 (One Family Dwellings)
 R-2 (Multiple Family Dwellings)
 A-1 (Light Agricultural)
 C-1/C-P (General Commercial)
 R-VC (Rubidoux Village Commercial)

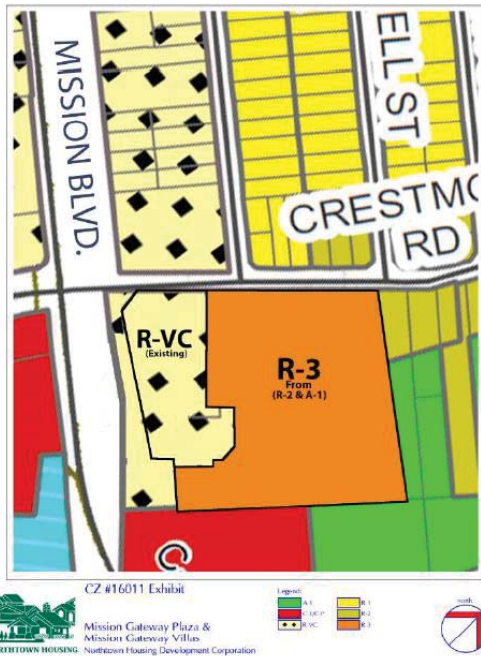
LAND USE MAP



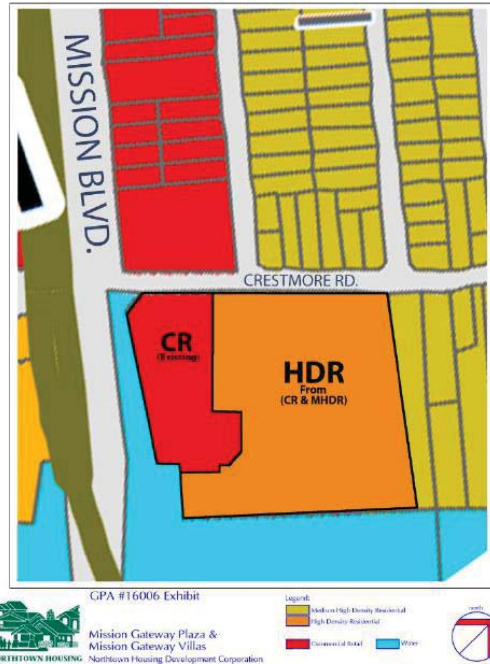
MDR - Medium Density Residential
 MHDR - Medium High Density Residential
 HDR - High Density Residential
 CR - Commercial Retail
 OS-W - Open Space, Water

EXHIBIT 3:

PROPOSED ZONING



PROPOSED LAND USE



R-VC (Rubidoux-Village Commercial) Zone

The Project is consistent with the permitted uses and development standards within the R-VC (Rubidoux-Village Commercial) Zone. The development standards of this Zone are intended to ensure the redevelopment of properties within the Rubidoux Overlay with a variety of intense compact commercial and service uses appropriate for a community center. As outlined in the Rubidoux Overlay and within the R-VC Zone, development within the overlay shall be subject to an architectural theme as illustrated in the Rubidoux Village Design Workbook (RVDW). The subject site is located within the East Village Community Plan Designation as depicted within the RVDW.

Table 1 provides a summary of the project's compliance with development standards pertaining to setbacks, height and parking within the R-VC Zone.

TABLE 1: DEVELOPMENT STANDARDS IN R-VC ZONE		
Standards	Does the Project comply with the standards?	Supporting Information
Minimum Lot Area: None	Yes	As shown on the site plan
General Setbacks: 15 feet behind curb face.	Yes	As shown on the site plan
Project Type 3 Setbacks: No more than one hundred (100) linear feet of building may be located on the setback line or within four (4) feet of the setback line without a minimum four (4) foot deep by eight (8) feet long horizontal offset	Yes	As shown on the site plan

extending vertically the height of the first or ground floor from the ground to the ceiling or roof plate/line.		
Courtyard requirements	Yes	As shown on the site plan
Entry forecourt requirement	Yes	As shown on the site plan
No building or structure shall exceed fifty (50) feet in height. Towers and non-inhabitable thematic structures shall not exceed seventy (70) feet in height.	Yes	As shown on the elevations
Parking as required by Section 9.240.120, including shared parking provisions for the Rubidoux Village Policy Area: 136 spaces required	Yes	136 overall parking spaces provided as shown on the site plan and off-site street parking as shown on the 600-foot parking radius map
Compliance with Rubidoux Village Design Workbook	Yes	As shown on the site plan and elevations

R-3 (General Commercial) Zone

Section 9.080.020 of the JVMC lists uses permitted within the R-3 Zone, which include two-family dwellings, multiple-family dwellings, bungalow courts and apartment houses, subject to a Site Development Permit approved pursuant to Section 9.240.330 (Site Developments). The Project is consistent with the development standards within the R-3 Zone.

Table 2 provides a summary of the project's compliance with the residential development standards pertaining to setbacks, height and parking.

TABLE 2: DEVELOPMENT STANDARDS IN R-3 ZONE		
Standards	Does the Project comply with the standards?	Supporting Information
Minimum Lot Area: 7,200 square feet Minimum Lot Width: 60 feet Minimum Lot Depth: 100 feet	Yes	As shown on the site plan
Setbacks: Front and rear yards - 10 feet for buildings that do not exceed thirty-five (35) feet in height; side yard – 5 feet	Yes	As shown on the site plan
Maximum lot coverage 50%	Yes	As shown on the site plan
Maximum floor area ratio of 2:1	Yes	As shown on the site plan
Entry forecourt requirement	Yes	As shown on the site plan
No building or structure shall exceed fifty (50) feet in height.	Yes	As shown on the elevations
Parking as required by Section 9.240.120: 177 parking spaces required	Yes with the application of Government Code Section 65915 (p) (1), in addition to the shared parking per the Shared Parking Analysis	156 overall parking spaces provided as shown on the site plan

Request for Parking Reduction based on Density Bonus Law (Section 65915)

Government Code Section 65915(p)(1) provides that “upon the request of the developer, a city shall not require a vehicular parking ratio, inclusive of handicapped and guest parking, of a development meeting the criteria of subdivisions (b) and (c), that exceeds [specified] ratios.” Specified parking ratios are outlined in the section above (139 parking spaces).

The Applicant’s project description and Request for Modification of Parking Standards letter (both attached to this report) and site plan parking ratios all provide a request by the developer to apply this Government Code Section to reduce residential parking requirements. The Government Code states that if a project meets the affordability ratios and guaranteed affordability in subdivisions (b) and (c) of Section 65915, then the project is eligible for this parking concession even if the Applicant is not seeking any density bonus for the same project. The Applicant is not seeking a density bonus for this project, however, is seeking parking concession.

The proposed project meets the affordability ratio requirements of Section 65915(b) as outlined in the Applicant’s letter as the proposed project will target the 30%, 50%, or 60% Area Median Income (AMI) population, all lower income levels. Furthermore, all 68 units will be 100% affordable with tenants paying only 30% of their income towards housing costs. Subsidies will be from Section 8 vouchers and VASH vouchers for veterans. As such, the project also qualifies under the recently added category described in Government Code Section 65915(b)(1)(G) for projects where 100% of the housing units (other than manager’s units) are restricted to very low, lower and moderate income residents, with a maximum of 20% moderate.

The proposed project also meets the affordability restriction requirements of Government Code Section 65915(c). As mentioned in the Request for Parking Modification letter, the Applicant will have a 55-year Affordability Agreement with the County of Riverside Housing Authority and with the California Tax Credit Allocation Committee. This appears to also meet the Government Code Section 65915(c)(1)(A) requirement that the applicant agree to, and the City ensure, the continued affordability of all very low and low-income rental units that qualified the applicant for the award of the density bonus for 55 years or a longer period of time.

Request for Parking Reduction based on Shared Parking Analysis

The Applicant prepared a Shared Parking Analysis, attached to this report, which identifies 229 on-site parking spaces and 63 off-site street parking spaces within the 600-foot radius from the project site as permitted by the R-VC Zone, for a total of 292 parking spaces available for the entire project. While the code requires a total of 315 overall parking spaces, the Shared Parking Analysis concluded that, based on the Institute of Transportation Engineers (ITE), the actual demand estimates for the Project amounted to 246 parking spaces.

The report further summarized that during peak evening periods, the residential demand for parking at nighttime could exceed residential parking supply by up to 18 vehicles. If this higher evening residential parking demand occurs, then 18 residential parking spaces

could be shared with the commercial parking during the evenings, this of course would include the street parking spaces allowed within the R-VC Zone.

Tentative Parcel Map (TPM)

The Project requires a Tentative Parcel Map (TPM) to merge five (5) parcels and create two (2) parcels: Parcel 1 would be a 1.79-acre parcel for commercial development and Parcel 2 would be a 5.14-acre parcel for residential development.

Staff has found the TPM to be in conformance with Title 7 (Subdivisions) and in conformance with the City's Zoning Code and General Plan Land Use designation and with the approval of General Plan Amendment (GPA) No. 16006 and Change of Zone (CZ) No. 16011. The land division is physically suitable for the type of the development and the proposed density. The design of the project will not cause substantial environmental damage, harm any wildlife, nor cause serious public health problems.

Furthermore, the Engineering Department has reviewed the project for access, circulation, grading, and drainage and has recommended conditions to comply with mandated regulations.

Site Development Permit (SDP)

The Project is subject to a Site Development Permit (SDP) for both the commercial and multi-family residential development. The proposed 1.79-acre parcel proposes the following development:

- 2-story, 30,715 square foot commercial building with 24.8% lot coverage and .40 FAR (floor area ratio).
- 46.3% paved and 28.9% landscaped areas
- 136 code required parking spaces consisting of 73 on-site parking spaces and 63 off-site, street parking spaces within a 600-foot radius as permitted within the R-VC code.

The proposed 5.14-acre parcel proposes the following multi-family residential development:

- 14 detached, 2-story residential buildings totaling 68 residential dwelling units
- 20.5% lot coverage; 39.5% paved area; 38% open space/walk area; and 2% patio areas
- Density: 13.2 dwelling units per acre

The site plan is provided as Exhibit 4 below and is included within the architectural set of plans as an Attachment to this report.

EXHIBIT 4: PROPOSED SITE PLAN



The Project conforms to all of the applicable goals and policies within the General Plan, including, but not limited to, promoting infill and improvement of established town centers, creating a more urbanized, pedestrian-oriented mix of residential, commercial, office, entertainment, civic, transit, educational, and/or recreational uses. Additionally, the project complies with the development standards within both the R-VC and R-3 Zones, with the application of Government Code Section 65915(p)(1) and the Shared Parking Analysis.

Airport Land Use Commission (ALUC)

The subject site is located within the Flabob Municipal Airport Overlay (FLO). On March 2, 2017, staff circulated the development plans to ALUC for their review and comment. On May 11, 2017, the ALUC staff report found the proposed General Plan Amendment and Change of Zone "Consistent" with the Airport Land Use Compatibility Plan (ALUCP), subject to the understanding that the number of dwelling units on this site will not exceed 68. ALUC summarized that, while the site would normally be restricted to a maximum residential density of 0.2 dwelling units per acre, the site previously accommodated a 66-unit mobile home community and two single-family residences. ALUC concluded that the Project's proposed 68 units would not increase the number of dwelling units that existed on the site at the time of adoption of the Flabob Airport Land Use Compatibility Plan (Flabob ALUCP).

ALUC went on to summarize that the Project would not expose additional people to potential hazards from aircraft relative to the number of persons in the previously existing dwelling units and would not expose people to excessive noise levels, and that the project is located adjacent to the Santa Ana River, which provides a large amount of open area

for emergency landings. ALUC's May 11, 2017 staff report is provided as an attachment to this report.

ALUC's Inconsistency Decision

ALUC, however, determined that the Site Development Permit (SDP) was inconsistent with the ALUCP based on the nonresidential intensity limits being exceeded by the proposed commercial building. Nonresidential intensity within Airport Compatibility Zone C in the Flabob Airport Influence Area is limited to an average intensity of 75 persons per acre and a maximum single-acre intensity of 150 persons.

On July 13, 2017, ALUC found the entirety of the Project (i.e., GPA, CZ, and SDP) to be inconsistent with the 2004 Flabob ALUP due to the site's location within Compatibility Zone C, which limits residential density to one dwelling unit per five acres and based also on the nonresidential intensity limits being exceeded by the proposed commercial building, which is a maximum occupancy of 150 persons per one acre. ALUC's letter is listed as Appendix L to the Draft EIR (DEIR), provided as an Attachment to this report.

Additionally, ALUC provided a comment letter dated February 21, 2019 to the DEIR which is incorporated in the Final EIR attached to this report. In that letter, ALUC restates its inconsistency findings with the Project as well as addresses items within the DEIR. The City provided responses within the Final EIR (FEIR) to ALUC's comment letter, in addition to five other letters received from other agencies. The City also prepared Facts and Findings regarding the Environmental Effects of the approval of the Project, see attachment to the FEIR included within this staff report, and concluded that the project warranted the adoption of a Statement of Overriding Considerations.

Overruling Inconsistency Decision

Per the Public Utilities Code (PUC) Section 21676 (b), the local agency (City Council) may, after a public hearing, propose to overrule the commission (ALUC) 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 (State of California Department of Transportation Aeronautics 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 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 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.

ALUC's Response Letter to Proposed Overrule

On June 2, 2020, staff provided ALUC and the State Department of Transportation Aeronautics Division the required 45-day notice advising these agencies of the City's intent to overrule ALUC's decision. On June 8, 2020, ALUC prepared a response letter, attached to this report, which agreed with most of the findings made by the City with

respect to the Project's building height and no penetration into the airport's navigation obstruction criteria, as well as concurring with findings made with respect to no impacts to the Project from existing airport noise levels.

ALUC's letter summarized the following:

In the event that the City Council deems it appropriate to overrule the determination of inconsistency and approve the project, the City is encouraged to apply the conditions included in ALUC's staff report on the project. Implementation of those conditions would not render the project consistent with the 2004 Flabob Airport Land Use Compatibility Plan. They are recommended in order to minimize impacts on the continued use of the airport and to notify the public of the risk and the aircraft overflights, but cannot eliminate vulnerability in the event of an aircraft accident.

The conditions referenced in ALUC's May 11, 2017 staff report (provided as an attachment to this report) are as follows:

1. *Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.*
2. *The following uses shall be prohibited:*
 - (a) *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, visual approach slope indicator, or such red light obstruction marking as may be permitted by the Federal Aviation Administration.*
 - (b) *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.*
 - (c) *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, including landscaping utilizing water features, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, and incinerators.*
 - (d) *Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.*
 - (e) *Children's schools, hospitals, nursing homes and other skilled nursing and care facilities, libraries, and day care centers, due to location within Compatibility Zone C.*
3. *The attached notice shall be provided to all potential purchasers of the property and all potential tenants of the buildings, and shall be recorded as a deed notice.*
4. *Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for*

the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

Additionally, ALUC requested that each landowner grant an avigation easement to the County of Riverside for the use of the general public.

Staff has reviewed ALUC's suggested conditions and request. Staff has received confirmation that the Applicant has agreed to ALUC's conditions and request. In addition to the Planning Commission's recommended conditions, staff recommends the City Council to add these ALUC conditions. Exhibit C of Resolution No. 2020-54 includes both the Planning Commission's recommended conditions and these ALUC conditions. ALUC conditions are listed as Condition Nos. 29 – 33.

Findings for Overruling ALUC'S Inconsistency Decision

The findings for overruling ALUC's "Inconsistency" decision are outlined in detail within the May 27, 2020 Planning Commission staff report, provided as an attachment to this report. Additionally, ALUC's own findings within their May 11, 2017 staff report outlined the following "consistency" findings with their ALUCP:

Noise: The site is located outside the area subject to average aircraft noise levels exceeding 55 CNEL. Beyond the 55 CNEL contour, standard construction methods are sufficient to achieve interior noise levels not exceeding 45 CNEL. Therefore, although Zone C normally requires special noise mitigation for residential and office development, no special measures to mitigate aircraft generated noise are required.

PART 77: The elevation of Runway 6-24 at its nearest point to the project boundaries is approximately 766.8 feet above mean sea level (AMSL). At an approximate distance of 2,640 feet to the property line and relevant slope of 5 0, any structure within the proposed project above 819. 6 feet AMSL would require FAA review. The site elevation is 780 feet above mean sea level, and the project plans indicate a maximum building height of 3 9 feet, 6 inches. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review will not be required for the proposed project at this time. However, any increase in the finished floor elevation or tower height for the commercial building would require such review.

Open Area: Compatibility Zone C requires that 20% of area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas. However, this project site is less than 10 acres in size; therefore, open area requirements are not applicable.

Section 3.3.6: The General Plan Amendment and Change of Zone to allow for high density residential development may be found consistent, based on the following findings of fact:

- a. At the time of adoption of the Flabob Airport Land Use Compatibility Plan, the proposed project area included a 66-space mobile home park and two residential dwellings.*

- b. *The proposed 68-unit apartment project will not result in an increase in the number of residential units relative to the project area in 2004.*
- c. *The proximity of the Santa Ana River provides a nearby open area in the event of a need for a controlled emergency landing.*
- d. *The site is located beyond the limits of the 55 CNEL contour.*
- e. *On the basis of the above findings, the project will not result in excessive noise or safety hazards to the residents of the proposed dwelling units.*

Finally, the Federal Aviation Administration (FAA) issued a Determination of No Hazard to Air Navigation for all of the Project's buildings. The FAA conducted an aeronautical study of the proposed Project buildings under the provisions of 49 U.S.C. Section 44718 and, if applicable Title 14 of the Code of Federal Regulations, part 77. The study revealed that the Project buildings do not exceed obstruction standards and would not be a hazard to air navigation provided certain conditions are met. Copies of the FAA letters are attached to the May 27, 2020 staff report, attached to this report.

ENVIRONMENTAL REVIEW

Staff has prepared an Environmental Impact Report (EIR) for the project and is recommending that the Planning Commission recommend to the City Council that it certify and adopt the EIR and Mitigation Monitoring and Reporting Program (MMRP) for this Project. The EIR evaluated potential effects with respect to Aesthetics, Agriculture and Forest Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation/Traffic, and Utilities and Service Systems.

The following provides a summary of the proposed Project's environmental impacts, as required by CEQA Guidelines § 15123(a). After the application of all feasible mitigation measures (MMs), Plans, Policies, and Programs (PPPs), and Project Design Features (PDFs), the Project would result in the following unavoidable environmental effects:

- Hazards: No feasible mitigation is available to eliminate the identified inconsistency of the Project with the Flabob ALUP, so potential impacts related to airport safety are **significant and unavoidable** on both a direct and cumulative basis, and a Statement of Overriding Considerations for this impact will be required if the Project is approved.
- Land Use and Planning: There is no feasible mitigation available related to the Project's inconsistencies with various General Plan policies regarding land use (inconsistent with Flabob ALUP) and traffic (cannot install necessary road or intersection improvements to achieve City Level of Service (LOS) standards. Therefore, potential impacts of the Project related to consistency with City General Plan policies for the Flabob ALUP and the several policies contained in the General Plan Mobility Element are **significant and unavoidable** on both a direct and cumulative basis, and a Statement of Overriding Considerations for this impact will be required if the Project is approved.

- **Transportation and Traffic:** Even with implementation of the recommended Mitigation Measures 4.3-1 through 4.3-5, there will still be significant Project-specific traffic impacts at several intersections and roadway segments as described in the EIR. Therefore impacts are considered **significant and unavoidable** and the adoption of a Statement of Overriding Considerations for these impacts will be required if the Project is approved.

Public Review Period. The public comment period for the Draft EIR began on January 11, 2019, and ended on February 25, 2019. Six comments were received from various agencies and those comments and responses to those comments have been included in the Final EIR which is attached to this report. The DEIR with MMRP and Appendices are available on the City's website at:

<https://www.jurupavalley.org/DocumentCenter/Index/68>.

PUBLIC COMMENTS

The Planning Department mailed notices to surrounding property owners within a 1,000 foot from the boundaries of the project site, and extended the radius to include all properties within the same block. Additionally, legal advertisements were published in the Press Enterprise.

CONCLUSION

The Project adheres to the applicable goals and policies within the General Plan and is consistent with the requirements in the City's zoning code (with approval of the GPA, CZ, and overruling of ALUC's inconsistency decision). The Project will revitalize a currently blighted and underutilized vacant parcel and will promote the vision within the Rubidoux Village Design Workbook, the Rubidoux Town Center Overlay and the R-VC Zone. The Project encompasses village town center design elements and land uses which are consistent with the General Plan goals and policies.

The Project's attractive Craftsman architectural theme, multiple residential amenities, decorative perimeter walls/fencing, landscape screening, and overall site improvements makes this development a showcase project. Additionally, the Project will become a landmark development at the eastern gateway into the City as well as serve to revitalize the downtown Rubidoux village. Potential impacts have been analyzed within the EIR, Facts and Findings and also within the proposed Mitigation Monitoring and Reporting Program to reduce any impacts to a "less than significant level."

FINANCIAL IMPACT

Staff time to process this application will be covered by a developer application deposit. No additional costs to the City are anticipated.

ALTERNATIVES


1. **Recommended Action:** That the City Council adopt Resolution No. 2020-54 and introduce and conduct the first reading of Ordinance No. 2020-10 to do the following:
 - a. Certify the Environmental Impact Report and adopt a Mitigation Monitoring and Reporting Program;
 - b. Approve GPA16006, CZ16011, TPM37126 and SDP16043; and

- c. Overrule the Airport Land Use Commission's (ALUC) Inconsistency decision in order to allow the construction of Mission Gateway Plaza and Mission Gateway Villas development project on the approximately 6.93-acre site.
2. Deny MA16224 (GPA16006, CZ16011, TPM37126 and SDP16043) - No action, maintaining the status quo
3. Continue the public hearing and provide direction to staff.

Prepared by:


Thomas G. Merrell, AICP
Planning Director

Submitted by:


Rod B. Butler
City Manager

Reviewed by:


Connie Cardenas
Administrative Services Director

Reviewed by:


Peter M. Thorson
City Attorney

Attachments:

1. Resolution No. 2020-54
 - a. Exhibit A. "Draft EIR"
 - b. Exhibit B. "Final EIR, Fact and Findings and Statement of Overriding Considerations"
 - c. Exhibit C. Recommended Conditions of Approval
2. Ordinance No. 2020-10
 - a. Exhibit A: Change of Zone Exhibit
3. Adopted Planning Commission Resolution No. 2020-05-27-03 *without exhibits as these exhibits are the same as the one attached to Resolution No. 2020-54)*
4. Planning Commission Staff Report from May 27, 2020 with all attachments, *except for Resolution No. 2020-05-27-03 and Project Plans.*
5. Planning Commission Minutes from March 27, 2020
6. ALUC's May 11, 2017 Staff Report
7. ALUC's June 8, 2020 Letter
8. Project Plans (Architectural Set; Tentative Parcel Map, Civil Set and Concept Landscape Plan Set) dated December 26, 2019

ATTACHMENT NO. 4

Excerpt of the August 6, 2020
City Council Minutes

**EXCERPT OF THE CITY COUNCIL MINUTES OF THE AUGUST 6, 2020 MEETING
FOR MA16224**

15. PUBLIC HEARING

B. CONTINUED PUBLIC HEARING TO CONSIDER MASTER APPLICATION (MA) NO. 16224: GENERAL PLAN AMENDMENT (GPA) NO. 16006, CHANGE OF ZONE (CZ) NO. 16011, TENTATIVE PARCEL MAP (TPM) NO. 37126 AND SITE DEVELOPMENT PERMIT (SDP) NO. 16043 FOR MISSION GATEWAY PLAZA & MISSION GATEWAY VILLAS (A MIXED-USE PROJECT CONSISTING OF COMMERCIAL AND 68-UNIT MULTI-HOUSING DEVELOPMENT) LOCATED AT THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, 003, 004, 005 & 006); (APPLICANT: NORTHTOWN HOUSING DEVELOPMENT CORPORATION) (CONTINUED FROM THE JULY 16, 2020 MEETING)

City Attorney Peter Thorson announced that Mayor Pro Tem Lorena Barajas will abstain from voting on this matter because of a conflict of interest as her firm has contracts with the applicant's firm.

Mayor Pro Tem Lorena Barajas turned off her microphone and exited the room.

Rocio Lopez, Senior Planner, presented the staff report.

Thomas Merrell, Planning Director clarified the airport land use issue, noting that he has been in contact with the members of the Airport Land Use Commission and the discussions have been amicable. He explained that the issue has to do with the City's desire to meet its goal for affordable housing opportunities which is required by the California Department of Housing and Community Development which mandates the Housing Element and Regional Housing Needs Allocation, or RHNA. He added a letter from the Airport Land Use Commission has been included as part of the public record. He noted that in order to overrule the Airport Land Use Commission's determination, it will require all four of the participating Council Members to approve the application.

Mayor Kelly opened the public hearing.

Darrell Brown, representing Northtown Housing Development Corporation, (applicant) spoke in support of the project. He gave an overview of the benefits of the project which will provide affordable home ownership, benefits and amenities for its residents, and opportunities for commercial development.

Curtis Dally, architect for the Northtown Housing Development Corporation, (applicant) summarized the features that have been incorporated into the proposed commercial building.

Doug Goodman, representing the applicant addressed a question regarding the boundary as shown on the site map and how that parcel would be developed.

Further discussion followed regarding the parking analysis and the proposed parking plans.

Darrell Brown, representing Northtown Housing Development Corporation, (applicant) clarified the delivery routes and access for the commercial buildings.

Further discussion followed regarding placing a monument at the corner of Mission Boulevard and Crestmore as the project will provide a gateway entrance to the City of Jurupa Valley.

Darrell Brown, representing Northtown Housing Development Corporation, (applicant) clarified their requirement to build a minimum number of housing units as a portion of the site is owned by the County of Riverside's housing agency.

Further discussion followed.

Debi Myers, Housing Project Manager, Northtown Housing Development Corporation (applicant) suggested that members of the Council visit some of their apartment complexes in Rancho Cucamonga to see what they have built in other communities.

Further discussion followed regarding eliminating or reducing the offsite parking, and considering an option for permit parking for the residents.

A motion was made by Mayor Anthony Kelly, seconded by Council Member Chris Barajas, to continue this matter to the September 3, 2020 meeting. A roll call vote was taken.

Roll Call:

Ayes:	C. Barajas, B. Berkson, M. Goodland, A. Kelly
Noes:	None
Absent:	None
Abstained:	L. Barajas

ATTACHMENT NO. 5

Letter from Applicant (September 9, 2020)



September 9, 2020

Ms. Rocio Lopez
City of Jurupa Valley
Limonite Avenue
Jurupa Valley, CA 92509

Re: City Council Requested Changes

Dear Rocio;

At our City Council meeting on August 6, 2020, our project "Mission Gateway Villas & Plaza" was continued to October 1st in order to adequately address the comments and concerns which the City Council members had. In order to address their comments, we revised our development plans as follows:

1. Protect views to Mount Rubidoux: The Site Plan was revised by eliminating two stories and making Residential Bldgs. 1, 2 and 3 all one story and by eliminating the 2nd floor of a portion of the Commercial Bldg. 15 to one story only. Such change from two story to one story on these four (4) structures now allow views of Mt. Rubidoux from residential land uses on the west side of Crestmore Road.
 - a. We reduced the heights of four (4) proposed buildings along Crestmore Road (3 Residential and 1 Commercial), fronting residences, to one-story structures. This eliminated 11 residential dwelling units, from 68 to 57 units, and reduced the parking requirements from 177 spaces to 151 (includes 2 employee parking spaces). The reduction of 2 story units to one-story reduced the required parking without changing the Site Plan layout. The residential development contains 155 on-site parking spaces, which complies with the J.V.M.C. parking requirements, plus accommodates three (3) additional spaces above the required 151 spaces.
 - b. With the elimination of a portion of the second floor for Commercial Bldg. 15, the building was reduced by 2,805 sq.ft. Additionally, due to our engineer's correction in the TPM boundary line, we were able to add five (5) additional parking spaces to the on-site commercial parking spaces. As a result, per the JVMC, the commercial development now requires 125 parking spaces, 78 spaces are provided on site and 47 are proposed as street parking (permitted by the RV-C zone within 600 feet of the subject site). This is a reduction of 11 parking spaces from the original plan.

2. Possible “spill-over” of Apartment and Commercial project parking onto residential streets:

- a. As noted from Item No. 1 abovementioned, the Commercial property will now have 78 on-site parking spaces which we anticipate a portion will not be utilized between 6:00 pm and 8:00 am, as the office space will be closed after 6 pm. The retail spaces normally will close around 9 pm. This should minimize the impact of parking on the surrounding area. An agreement with the commercial development will allow overflow parking from the Apartment project to utilize the available parking on the Commercial property in the evening and early morning, eliminating the need for the guests to park on the street in the surrounding neighborhood. However, since the residential project is now parked to meet JVMC requirements, this should not be an issue.

3. Parking spaces proposed for Crestmore Road south of Mission Boulevard will require the pedestrians to cross Mission Boulevard where there is no crosswalk present.

- a. By reducing the square footage of a portion of Commercial Bldg. 15 from two to one-story, we have omitted 20 proposed parking spaces on Crestmore Road south of Mission Boulevard. This also reduces the parking required for commercial use by 11 spaces. In addition, five (5) additional parking spaces were added to the Commercial property due to an increase in the site area which was discovered during the civil engineer's survey analysis.
- b. In response to Council's concerns, on-street parking for the Commercial use has been reduced from 63 to 47 spaces, which are satisfied with 15 spaces on Mission Blvd., 15 spaces along the south side of 37th Street adjacent to the former County's fleet services facility, two (2) spaces on the west side of Crestmore between Mission Blvd and 37th Street, and 11 spaces along the east side of Crestmore adjacent to the project site. Our team also added one (1) street parking space on the west side of Crestmore and added three (3) additional spaces along the east side of Crestmore, directly in front of the Commercial and Residential project, please reference the *Public Paking 600' Radius Map*.

4. Lack of Rubidoux Village/Jurupa Valley entry identification:

- a. Our team has added proposed monument signage which will incorporate City identification at southeast corner of the property for vehicles traveling west bound along Mission Boulevard. Please refer to the revised Site Plan for location. The sign could feature a “Welcome to Rubidoux Village in Jurupa Valley, CA” gateway monument sign, or other identification suggested by the City Council.

5. Permit Parking

- a. We are in support of having permit parking in the residential neighborhood to the west and north of our project which would prohibit the residents or commercial customers from parking in those areas.

6. ALUC determination of "Inconsistent" with Land Use Policies in Zone C regarding the occupant load of the Commercial Building.

- a. The square footage of the Commercial Building was reduced by 2,805 sq. ft. by eliminating the second story on the portion of Building 15 along Crestmore Road. This lowers the total building Occupancy Load to 199 persons. Occupancy Load as determined by $C.B.C. \div 2 = 200$ persons. In addition, Riverside County ALUC has stated its intent to adopt California State numbers in the near future. As such, the revised project would comply with upcoming changes to the Airport Land Use Commission Plan (ALUCP).

7. Increasing 6' fence separating Residential and Commercial properties to 8' (raising fencing where the residential zone is adjacent to R-VC Zone).

- a. In response to Council's concerns to raise our existing fencing between both the commercial and residential parcels, we have made the following changes to the plans. We increased the proposed 6-foot high fence to 8-foot high from the main driveway entry into the project (after the monument signage) along the commercial driveway. We also increased the fence/wall height from 6 to 8 feet along the rear of the commercial parcel where it connects to the residential parcel adjacent to Building 14. Both fences connect to the Community Center Building. This will provide increased security to the residents within the Residential parcel.

8. Planning Commission Involvement

- a. Over the last couple of years we have worked closely with staff and the Planning Commission through their workshop process to create a development that met the vision of the Rubidoux Village Design Guidelines and had components that allowed more pedestrian activity and access to the development.
- b. A part of that process was to allow the proposed development to utilize on-street public parking within a 600 ft. radius of our commercial property to accommodate percentage (not to exceed 50%) of the total spaces required by the Jurupa Valley Municipal Code and as permissible by the City's parking ordinances and the Rubidoux Village Design Workbook.
- c. The result has been the development of an overall set of plans which the Planning Commission and City staff has wholeheartedly supported and is very excited about. We hope that with the changes and concessions made to our project will satisfy City

Council's concerns and that we can begin our partnership journey with your City, residents and business community.

We look forward to working with staff and the City Council to create a development that is beneficial for the city and its residents for many years to come. Thank you very much for your consideration!

Sincerely,

Debi Myers
Housing Project Manager
Northtown Housing Development Corp.
10071 Feron Blvd.
Rancho Cucamonga, CA 91730
909-767-7205

Northtown Housing Development Corp.
10071 Feron Blvd
Rancho Cucamonga, CA 91730
Phone: 909.484.7140 Fax: 909.579.3398

ATTACHMENT NO. 6

Rubidoux Village Design Workbook

RUBIDOUX

VILLAGE

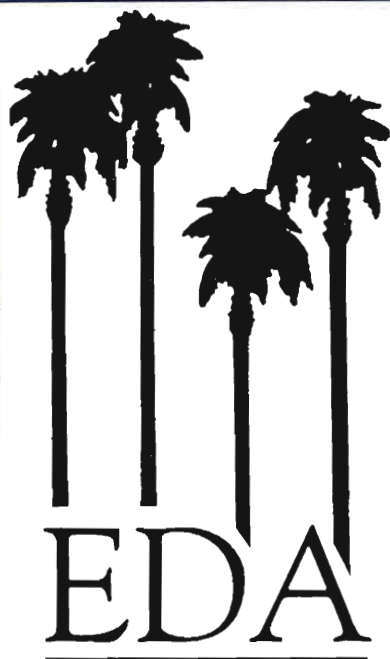
DESIGN

WORKBOOK

*MISSION BOULEVARD
REVITALIZATION PROGRAM*

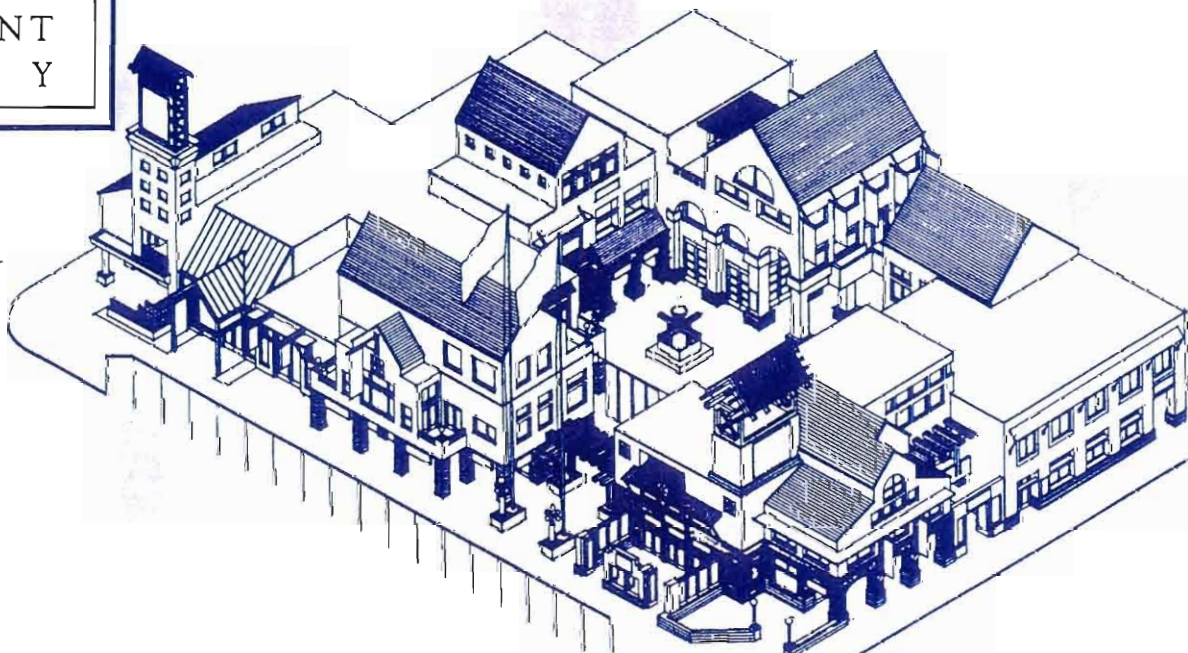
*PREPARED BY THE
WARKENTIN PARTNERSHIP*

RIVERSIDE
COUNTY



ECONOMIC
DEVELOPMENT
AGENCY

*A GUIDE TO
THE CREATION
OF A UNIQUE
COMMUNITY
CHARACTER*

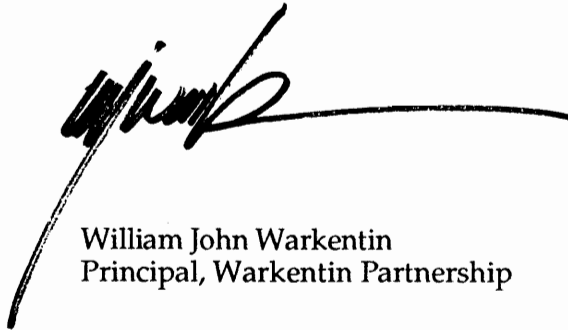


ACKNOWLEDGMENTS

Many people assisted in the preparation of this design guidelines workbook. I want to thank the staff and principals of RHA Landscape Architects Planners, the engineers and principals of Rick Engineering, the staff and directors of the County of Riverside Planning Department and Economic Development Agency and the citizens and residents of the community of Rubidoux who spent countless hours at meetings and hearings to support the revitalization of their community.

A great deal of thanks must go to the 2nd District Supervisor, John Tavaglione, whose commitment to the people of the community was the foundation for the entire project.

Lastly, I want to offer a late, but nonetheless heartfelt thanks to those early architects and builders who created works that today continue to inspire. Should every architect designing with this workbook achieve the excellence of our earlier Southern California mentors, we will have created a quite special community and Rubidoux Village will become not just a community revitalized, but a community reborn.

A handwritten signature in black ink, appearing to read 'Warkentin', with a long horizontal line extending to the right.

William John Warkentin
Principal, Warkentin Partnership

COUNTY OF RIVERSIDE BOARD OF SUPERVISORS

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2nd District	John Tavaglione
3rd District	Jim Venable
4th District	Tom Mullen
5th District	Roy Wilson

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2nd District	John W. Snell
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Frank Kuma
Al Kirsinas
Angie Walczak
Chuck Veitch
Barbara Veitch
Eddie Dee Smith
Anita Smith
Jacquiline Dooley
Ed Stone

ECONOMIC DEVELOPMENT AGENCY

Director:	Brad Hudson
Assistant Director:	Robin Zimpfer
Deputy Director, Economic Development and Redevelopment:	Eileen Dalton
Regional Manager:	Kevin Palmer
Development Specialist:	John Field
Development Specialist:	Tina Grotke

PLANNING DEPARTMENT

Director:	Aleta J. Laurence
Senior Planner:	Jerry Jolliffe
Planner III:	Michelle Denne

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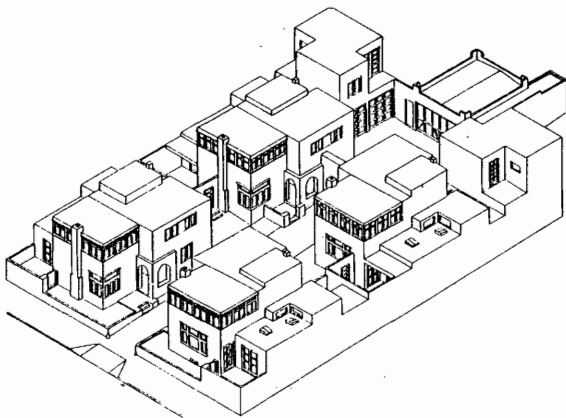
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Chapter One

GENERAL DESIGN GUIDELINES

SUMMARY RECOMMENDATION

Rubidoux Village and the community that surrounds and supports its local enterprise has committed to a significant program of physical and economic revitalization. These design guidelines address the physical improvements that will be constructed as the Village commercial center seeks to revive itself. The overall architectural character appropriate for the Mission Boulevard district is best illustrated in the work of Irving Gill, one of Southern California's finest early 20th Century architects. His approach embodied an attempt to capture the dominant forms and design features of the earlier, more traditional California based architectures in a technologically advanced (for the early 1900s), simply refined system of inexpensive construction that relied on large, planar surfaces, simple fenestration and the use of arbors and colonnades for dramatic architectural effect.



HORATIO WEST COURT APARTMENTS, 1910
Irving Gill, Santa Monica, CA

A POINT OF DEPARTURE

In 1929, Chas Cheney consulted to the City of Riverside in the preparation of a master development plan for the City which included a Regional Plan, County Zoning and County Parks recommendations. He set forth a noble and inspired vision for regional and city planning programs.

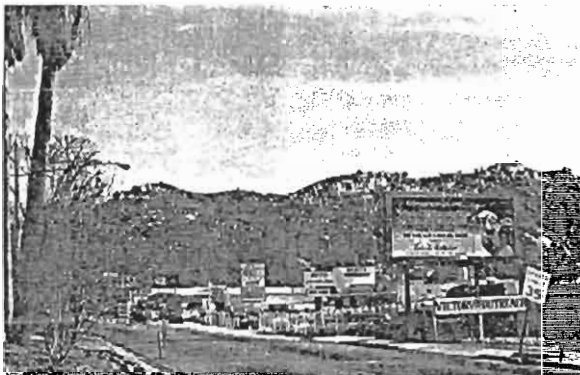
"America must build better cities. We are a rich nation, but a tawdry one in appearance. Our station in civilization demands and requires a better dress, our progress in education and culture insists upon a better environmental condition for our children and our children's children. The architecture we leave behind us is

the chief measure of our civilization. We must act promptly to insure that in the future, at least, no more such tawdriness, no more such ugliness, such lack of color, shall be tolerated in new buildings."

Moreover, in his dissertation, Mr. Cheney also recommended that we adopt the following principles in our civic planning efforts: Plan for "Beauty," for "Color," for "Individual Character," plan "Generously," plan for "Architectural Control" and plan to "maintain the 'Town Picture.'" As you consider our recommended design criteria, we believe you will find we have considered each of these principles and applied them in an appropriate and meaningful context. What Mr. Cheney calls the "Town Picture," we call community character.

We have aspired in this design manual to reach for Mr. Cheney's lofty goal and set forth design guidelines that will result in no more "tawdriness" or lack of color. We believe if followed faithfully, the resulting environment will be a fitting legacy for the generations that follow. Our assessment of community character issues is based on the following criteria:

Views of existing development along Mission Boulevard



DEVELOPMENT PROGRAM

The revitalization effort focuses principally on the commercial strip on each side of Mission Boulevard in the Rubidoux area from Crestmore (at the Santa Ana River bridge) to Riverview. This approximately 12 block stretch of the Boulevard is in a mixed condition of blight (abandoned and hazardous structures that require demolition), a considerable number of structures in disrepair and a number of on-going businesses, some marginal and others successful in buildings that are at least serviceable, if not elegant. The 6100 linear feet (1.16 mile) of the project area contributes to the sense of decentralization and the noticeable lack of focus to the community.

The vacant lots are indicative of an area in economic trouble, illustrating the lack of demand for developed property. There are few new buildings and virtually none of any architectural renown. Neither are there structures with obvious historical appeal. The net perception of the built environment is one of rundown, ill maintained and struggling businesses.

As a condition of the revitalization of the commercial climate, we understand the need to be quite concerned with costs of construction and the need to keep our recommendations affordable and relatively maintenance free. The least costly building treatments are those that use the basic structural forms without embellishments and avoid expensive and maintenance intensive details. The use of the Contemporary California motif permits existing structures to be brought into conformance at the least possible modification cost, yet permits new construction to create a powerful architecture of very strong form statements with ample opportunity for creativity in outstanding design proposals.

ENVIRONMENTAL CONDITIONS

The area is subject to the same climatic conditions of most inland valley regions: hot, dry summers; cool, clear and mild winters and balmy spring and fall conditions.

Wherever possible, south and west facing structures deserve some form of solar moderation as the heat and summer sun argue for overhangs, shade structures and shaded courts.

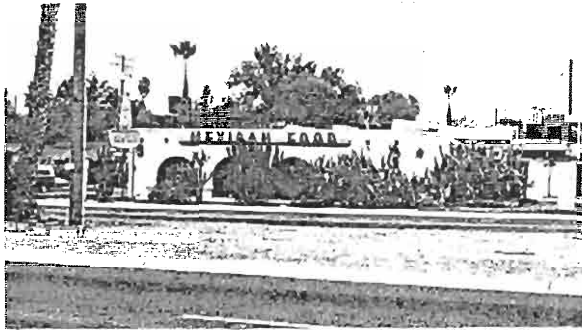
CULTURAL CONDITIONS

The Rubidoux (earlier Robideaux) area was originally farmed and ranched by early settlers who gradually created large citrus and cattle ranch holdings. Originally known as West Riverside, the river crossing became the main western entry to the City of Riverside.

"It is a big scope of country, exceeding some three or four miles along the river and back from it twice as far, embracing some fine orange and lemon groves, deciduous orchards, vineyards, alfalfa and grain fields, stock ranches and dairies....Taken all in all West Riverside is a fine farming community with rich and varied resources, and the people form a thrifty community. "

Riverside Daily Press Annual, 1898

GAY and LARRYS: This modest group of buildings displays the basic forms and features of the Irving Gill archetype. Simple archer windows, planar surfaces, staggered "shoe box" volumes and simple fenestration.

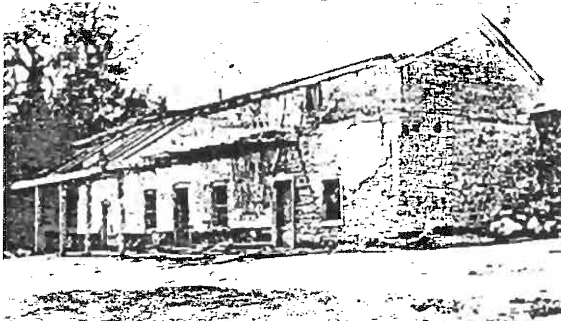


It is fitting that the community has chosen to name the Mission Boulevard corridor as "Rubidoux Village." The name Rubidoux sets the community apart from Jurupa, Pedley, Indian Hills and other nearby neighborhoods. The historical importance of the Rubidoux name is also linked with the entire development of the Jurupa Valley, the name associated with the original settlements and early farming communities west of the Santa Ana River. The term village reinforces the intent to recreate a real community of residents, business people and their civic guests and customers.

REGIONAL ARCHITECTURE

The existing development along the boulevard has nothing of great architectural value, neither of historical or cultural value. The most valuable structures are clearly those that are fairly recent, the Stater Bros. market and the Bank of America buildings at Avalon and the Boulevard. The most notable structures are probably Gay and Larry's Restaurant and the adjacent building done in a modestly attempted Irving Gill style.

The original Robideaux home



The original Jensen-Alvarado home, still standing in the local County park

Local structures of historical interest, the Jensen Alvarado Ranch house and the original Robideaux home, for example, offer a glimpse of the architectural character of early Rubidoux, and while certainly noteworthy as individual examples of the local heritage, do not, it seems to us, combine to provide sufficiently compelling images for an entire community commercial district to emulate.



Directional sign to the old Rubidoux Grist Mill Site, demolished earlier

Most existing structures are a combination of concrete block, brick or wood and plaster, many of which are not worth saving. We have searched the history books and while an occasional photo of an early building offers a snapshot of the past, nothing we have uncovered gives rise to sense that Mission Boulevard ought to reflect a particular style of architecture. It falls to us, the planning team and the community, to find a proper look and feel for the area.

PROJECT BOUNDARIES

The project includes the immediate street frontage lots along Mission Boulevard between Crestmore to the east and Riverview to the west. Also included are the alleys that serve the central core area and the residential areas immediately adjacent to the commercial core.



City of
Riverside



Map Scale: 1" = 500'
February 19, 1997

Legend:

- Study Area Boundary
- Vacant
- Single Family Residential
- Multiple-Family Dwellings
- Mobilehome Park
- Commercial
- Abandon Commercial
- Church
- Public Facility
- Storage Yard
- Abandon Residential

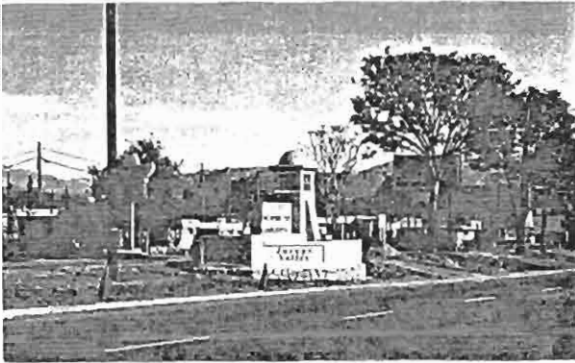
Chapter Two

PROJECT ISSUES

The approximately 12 blocks of Mission Boulevard between Crestmore and Riverview are the heart and core of Rubidoux. If the community may be said to have a center, this is it. The problem, of course, is the obvious lack of vitality combined with the absence of civic and institutional uses that are an integral part of a true community. It is clear that much can be done to bring the core of the community back to its full potential and role as the center of community life.

THE RE-CREATION OF A COMMUNITY

The fundamental objective of this manual is to provide a set of design guidelines that will result in a vastly improved aesthetic quality for the Mission Boulevard district in support of an economic development strategy.



ENTRY MONUMENT: This entry monumentation was developed as a part of Phase One improvements and are located at each end of the Mission Blvd. Corridor. They signify in real terms the beginning of the re-creation of the community.

There is no question that the economic vitality of the district is paramount and must precede all other improvements. The larger issue, however, is the creation of a vital and growing community that will sustain itself over time and continue the growth stimulated by the improvements contemplated in this document.

In order to redevelop a sustainable community several planning strategies ought to be adopted. First, a vision of what the community can and ought to become must be agreed upon by those who accept responsibility for making the vision come real. Second, a continuing program of economic development and employment must be generated

and implemented. Third, a long range plan for the physical development of the overall community requires careful preparation and adoption. And lastly, a specific set of detailed plans to be implemented in a phased sequence that will permit affordable and appropriate implementation of the vision and its programs.

This manual presents specific design recommendations that are aimed at creating the physical setting appropriate for the continuing growth and development of Rubidoux as a true community.

The Mission Boulevard district is predominantly a commercial strip center, but no community core is exclusively devoted to its primary focus either in terms of land use allocations or in terms of goods and services. The district must function as a classic neighborhood, both because of and in spite of its commercial orientation. This means having a center of focus; definable edges; safe and walkable streets; civic facilities and public open space; and an appropriate mix of uses. Each of these will be addressed in this manual.

PROJECT SUB-DISTRICTS

In the site analysis phase of our work we identified a number of features of the built environment that led to a remarkably easy and simple segmentation of the project area into three major sub-districts. These defining characteristics are:

- The intensity of development in the adjoining areas;
- The nature of the median landscaping;
- The nature and intensity of traffic flows;
- The availability of alleys;
- The uses and facilities existing in the area.

REF: PROJECT SUB-DISTRICTS MAP, Page 2-4

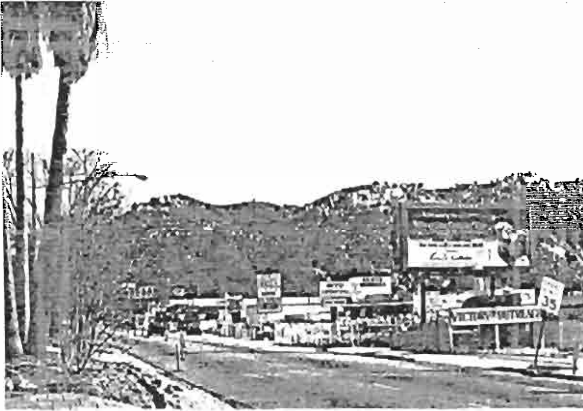
VIEW OF THE VILLAGE CENTER



Village Center: Primary among these is the village center, between Rubidoux Boulevard and Wallace. This area is

defined by the most intense adjacent development; is bounded by a noticeable shift in development type; provides access to the overall community at Wallace and Rubidoux Boulevard; has the most intense traffic; and is landscaped with palms, not ash trees as is the case to the east and west. This area is also the only area in the community that has the benefit of alleys serving the rear of lots facing the Boulevard on both sides of Mission.

VIEW OF THE EAST VILLAGE AREA



East Village: The East Village area is sparsely developed; has the most open space which includes both vacant land and used car lots; and includes the largest blocks in terms of land area. To the north, this sub-district is made up of only two blocks and to the south a single block defines the boulevard frontage.



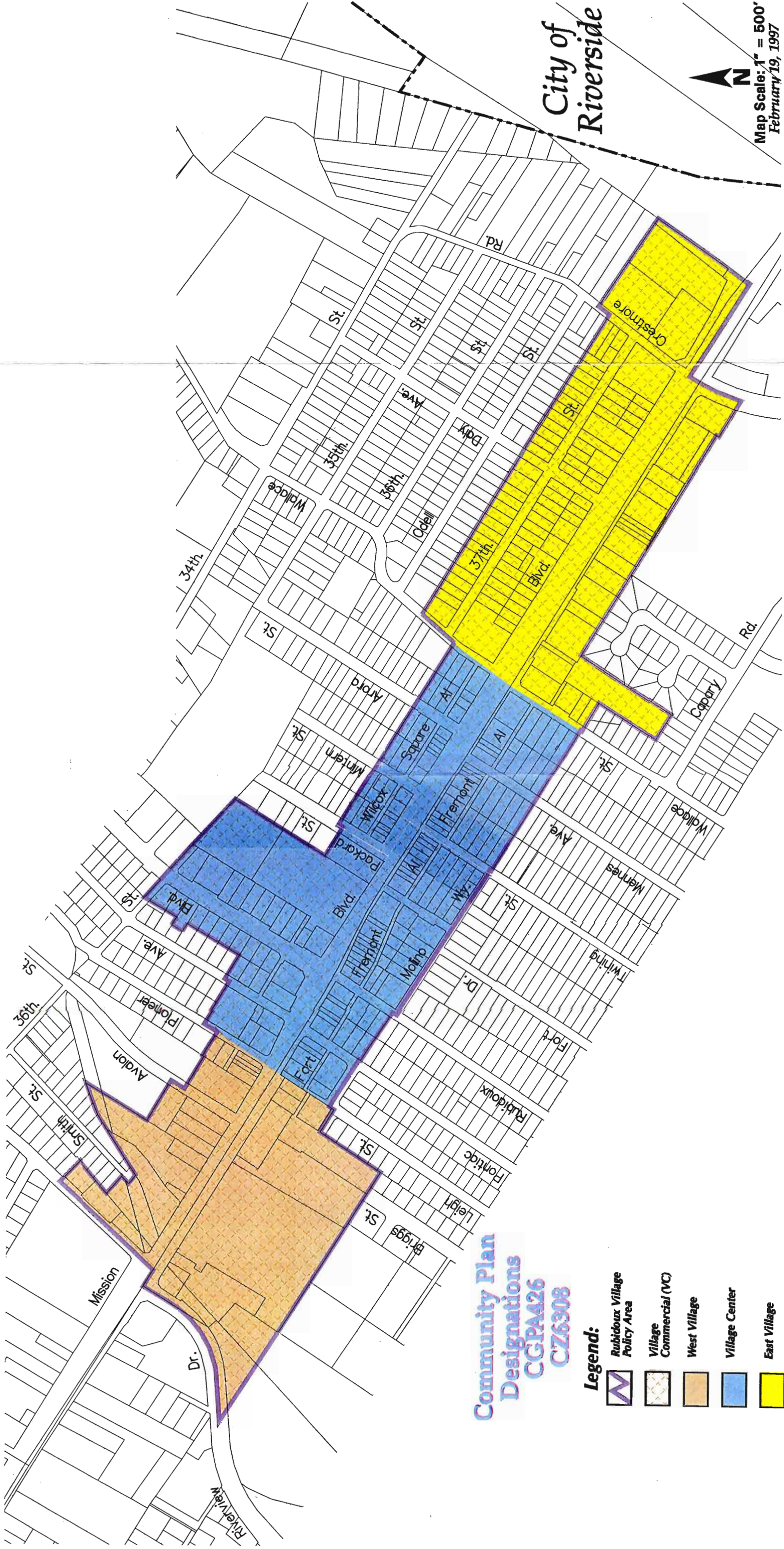
VIEW OF THE WEST VILLAGE AREA

West Village: West Village is unique in that its eastern half is part of the Village Center by virtue of the intensity of uses and nature of its adjacent conditions: alleys to the south, median design and landscaping, and intensity of traffic. The western half is much less densely developed, particularly in the area of the Club Metro and the vast expanse of parking that defines the entire corner of Mission Boulevard and Riverview and presents a less than charming community entry.

USES

The scope of this manual does not permit a detailed exposition on uses or the economic costs/benefits of particular uses once selected. There is, however, an area in about which it is appropriate to comment.

To make the Village Center a true community core, civic and institutional uses must be located along the Boulevard, preferably within the Village Center sub-district, to act as anchor uses around which additional new and expanded uses will grow. Such uses include churches, post offices, police and fire stations, government offices, auditoriums



and museums. This list also ought to include publicly accessible open space, whether public or private ownership is not important so long as access and usability are assured.

LAND USE ALLOCATIONS AND ZONE CLASSIFICATIONS

Within the project area a new land use allocation and zone classification has been adopted. The “Rubidoux-Village Commercial” zone brings a unique set of land use policies, uses and development standards to the area. The purpose of this new zone is to provide a tailored package of regulations aimed directly at the Rubidoux Village project area and is intended to stimulate commercial development appropriate to the district. The Rubidoux-Village Commercial zone includes those uses normally found in downtown areas and urban centers.

PHASING

Phasing is a function of priorities that reflect

- Community desires,
- Political realities,
- Financial conditions,
- Available infrastructure,
- The emergence of willing and financially capable pioneers, and
- The availability of land and/or project sites suitable for redevelopment.

We recommend two fundamental criteria as the prime determinants of high priority projects. First, they must immediately contribute something to the feel and sense of a revitalizing community. Second, the project must be achievable within the timing and financial constraints imposed by the redevelopment program while meeting the design and planning objectives proposed in this manual. Projects that meet these two criteria will immediately and positively impact the area and its perception in the larger regional community.

Chapter Three

SITE PLANNING AND SITE IMPROVEMENTS

Site planning will focus on three development conditions:

- The renovation of existing buildings;
- The design of new buildings with existing buildings in close proximity; and
- The design of vacant parcels without the constraint of immediately adjacent structures.

Each of these conditions creates a different set of demands on the designer, principally in the response to the need to relate to adjacent structures in a compatible and harmonious manner.

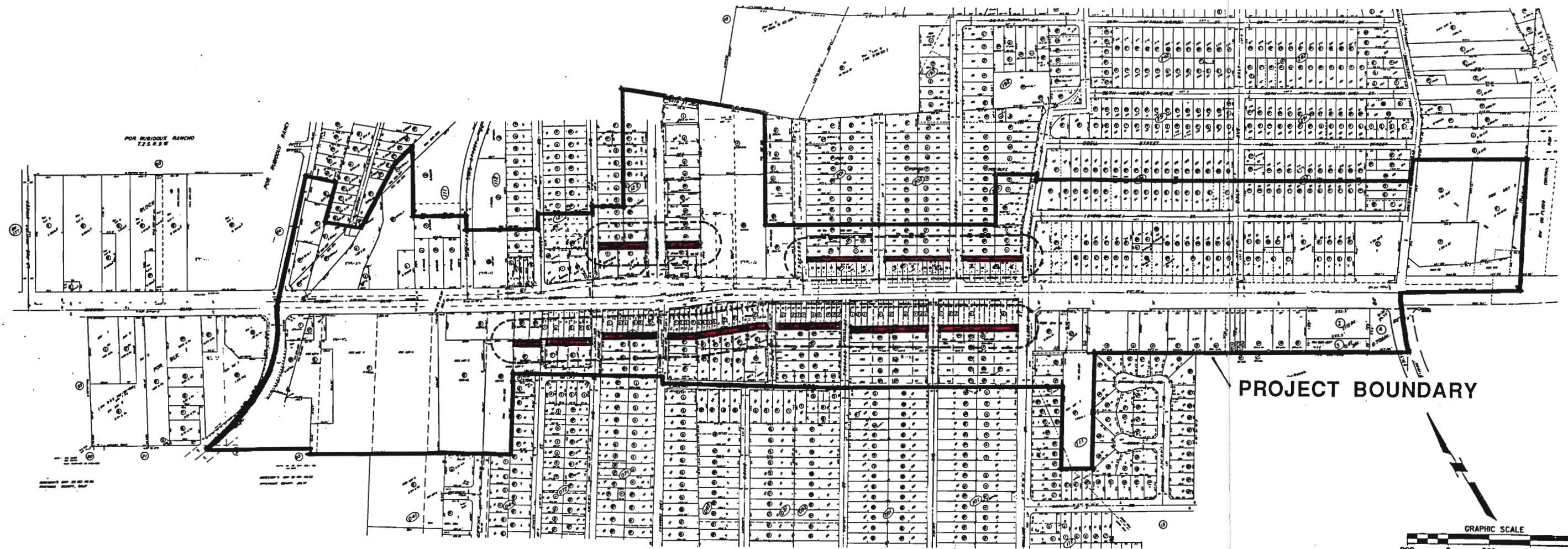
The street improvements that will be completed as a part of the infrastructure by the Economic Development Agency create significant new street parking and offer an extremely handsome streetscape in contrast to the existing dirt medians and narrow sidewalks. The emphasis on a vastly improved streetscape results in new street trees, enhanced paving, expanded sidewalks and the selective use of street furniture, bus stops and light standards.

View of Fort Fremont alley

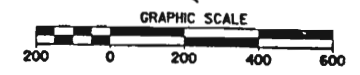


ALLEYS

Alleys exist behind several blocks that front the Boulevard. Where they exist, they can be utilized to provide access to parking, thus freeing up the frontage for store front development and avoiding additional curb cuts. In their current state, however, nobody would choose to use them



PROJECT BOUNDARY



LEGEND

Existing
Alleys



EXISTING ALLEYS

over the street. The alleys require additional lighting, re-paving and additional landscaping to render them functional and secure. Additional lighting and landscaping is required per County Ordinance 348.

REF: EXISTING ALLEYS MAP, Page 3-2

At the developer's request alleys may be vacated when site plans accommodate appropriate emergency and service access. Alley access may be fenced and gated with appropriate consideration for emergency access. The alley right-of-way may be relocated, vacated and/or traded for equivalent access and is subject to review and approval by the Planning and Transportation Departments and Riverside County Fire Department. On-site stacking is required to avoid blocking local streets.

BUILDING SETBACKS

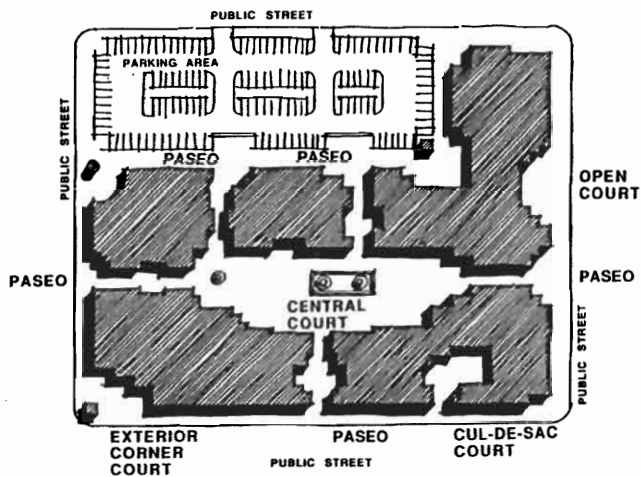
Special care must be taken to merge new construction with adjacent buildings. When the adjacent building has been renovated or improved under the provisions of this manual only those provisions of this manual that apply to new construction will apply. Besides setbacks for new construction, an additional requirement for existing storefront renovations is also provided to assist in defining individual properties within an overall block of existing development.

Buildings flush with sidewalk: This is the standard building type one expects to find in older strip commercial developments. The structures are placed at the back of the sidewalk (typically the setback line), and offer little or no opportunity for landscaping or the creation of private courts. In this context, the building facade ought to make a strong presence on the street, with carefully modulated openings (doors and windows); a parapet either in line with its neighbors or of a substantially different height; and when adjacent to a sidewalk at least 15 feet wide, up to 12 feet may be used in an arbor or trellis structure

provided that the supporting posts, pilasters or columns are left open for convenient pedestrian access. A minimum of 6 feet of clear distance must be kept between the face of the buildings (setback line) and the inside face of the supporting columns, posts, or between the opposing columns of a portico/arcade.

COURT TYPOLOGY

The following illustrations depict a series of courtyards in schematic form. Immediately below is an illustration of the various court types as they might be designed in a large commercial development.

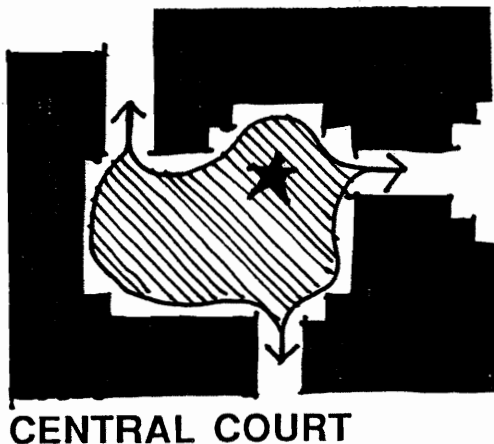


COURTS AND PLAZAS

Courts are critically important to developing a sense of place through the creation of communal spaces in which casual interaction occurs while browsing, shopping or just enjoying the ambiance, all contained within a secure and comfortable environment. Even for quite small shops, an entry court can be developed that provides a secure, private outdoor space restricted for the use and enjoyment of the shop and its patrons.

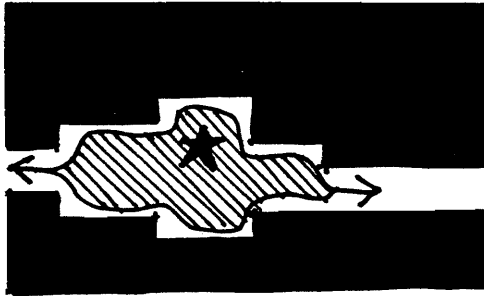
With large commercial complexes, the use of several courts of different types and sizes can be economically developed while providing cordial and comfortable spaces for people to mingle, chat or simply to relax. By definition, courts must have a sense of enclosure, of contained space. The points of entry should be defined rather well by arches, narrowed walking space, doors or gates, or by walking under a second story.

Within the context of these guidelines, courts and plazas are so important that a requirement has been established to provide one court for every 200 linear feet of frontage along Mission Boulevard and the local streets that serve the businesses along the boulevard.



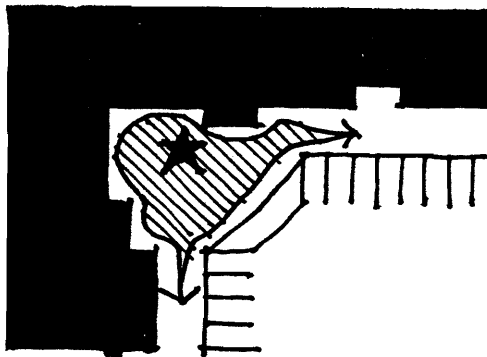
Central Court: Central courts most resemble the traditional town plaza. Typically there are multiple points of access and a central focus such as a fountain, sculpture, raised planter, specimen tree or kiosk. The feature element is frequently set slightly off-center, adding a sense of dynamic tension. The enclosing walls are best articulated

with either varying storefront depths or varying heights, perhaps mixing single and multi-story elements. Size is not particularly relevant beyond a minimum 15 feet by 15 feet basic area, but access and relative proportions of the space are.



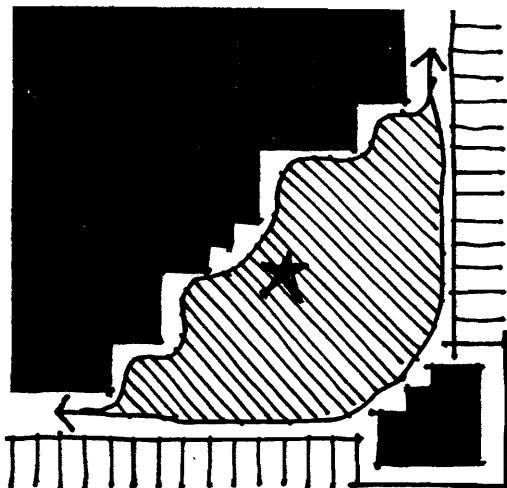
PASEO

Paseo: Paseos, while not a traditional court, are a special case of the traditional shopping street in Spanish and Mexican commercial districts. Paseos are pedestrian streets serving a variety of commercial and retail establishments. In the context of Rubidoux Village paseos can be developed between alleys and the street, or between rear parking areas and street oriented storefronts. The sense of tight space and the focused concentration of activity contribute to the dynamic and vibrant ambiance that is characteristic of paseos. A mini-court in the middle of the paseo can add considerable visual interest and the opportunity for seating, outdoor dining, signage or theme feature such as a fountain or planter.



INTERIOR CORNER COURT

Doors and windows are very important as the sense of openness provided by fenestration relieves the closeness of the quarters. Bright, artistic signage helps create visual excitement besides the obvious purpose of identifying businesses. Walls of the paseo ought to be offset frequently and the creation of niches and alcoves is encouraged.

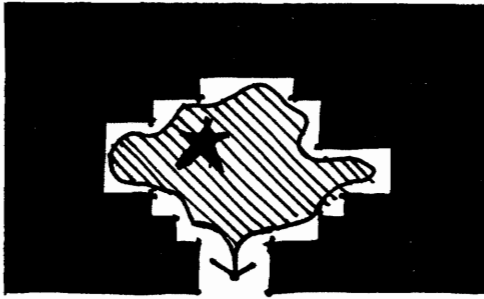


EXTERIOR CORNER COURT

Corner Court (Interior and Exterior): Corner courts offer great opportunities to create special places. Corners are so strongly axial that a visual focus is easy to create. Corners are the perfect spot for local landmarks because they can be seen from reasonably far away. Exterior corners, when cut away, are uniquely suited for special features such as a tower or marquee.

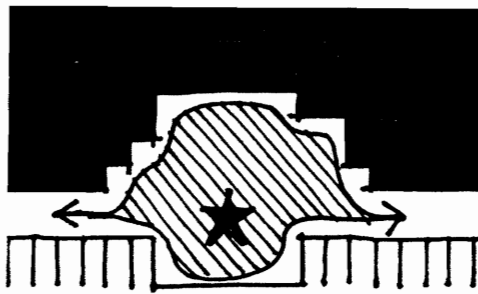
Interior corners can create protected inner courts, appropriate for outdoor dining and seating. A tower or

other high element can call special attention to the corner and provide a landmark for locational reference.



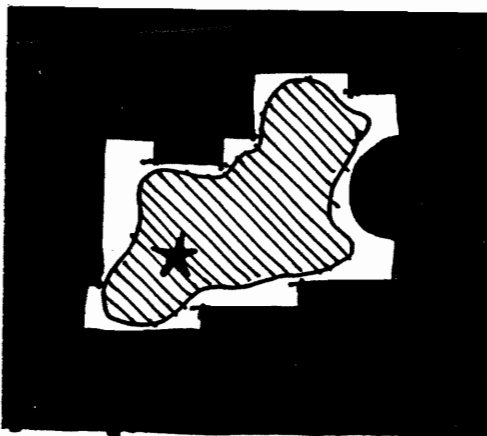
CUL-DE-SAC COURT

Cul-de-Sac Court: With only one way in or out, these courts define the ultimate in enclosed open space. The opening ought to be narrow to emphasize the interior dimensions. Depending on the actual design in plan view, there ought to be some focus in the court, preferably off-center to permit the interior to “read” as large as possible. At the end of the court, opposite the entry, is the appropriate place for a theme element, like a tower or neon sculpture.



OPEN COURT

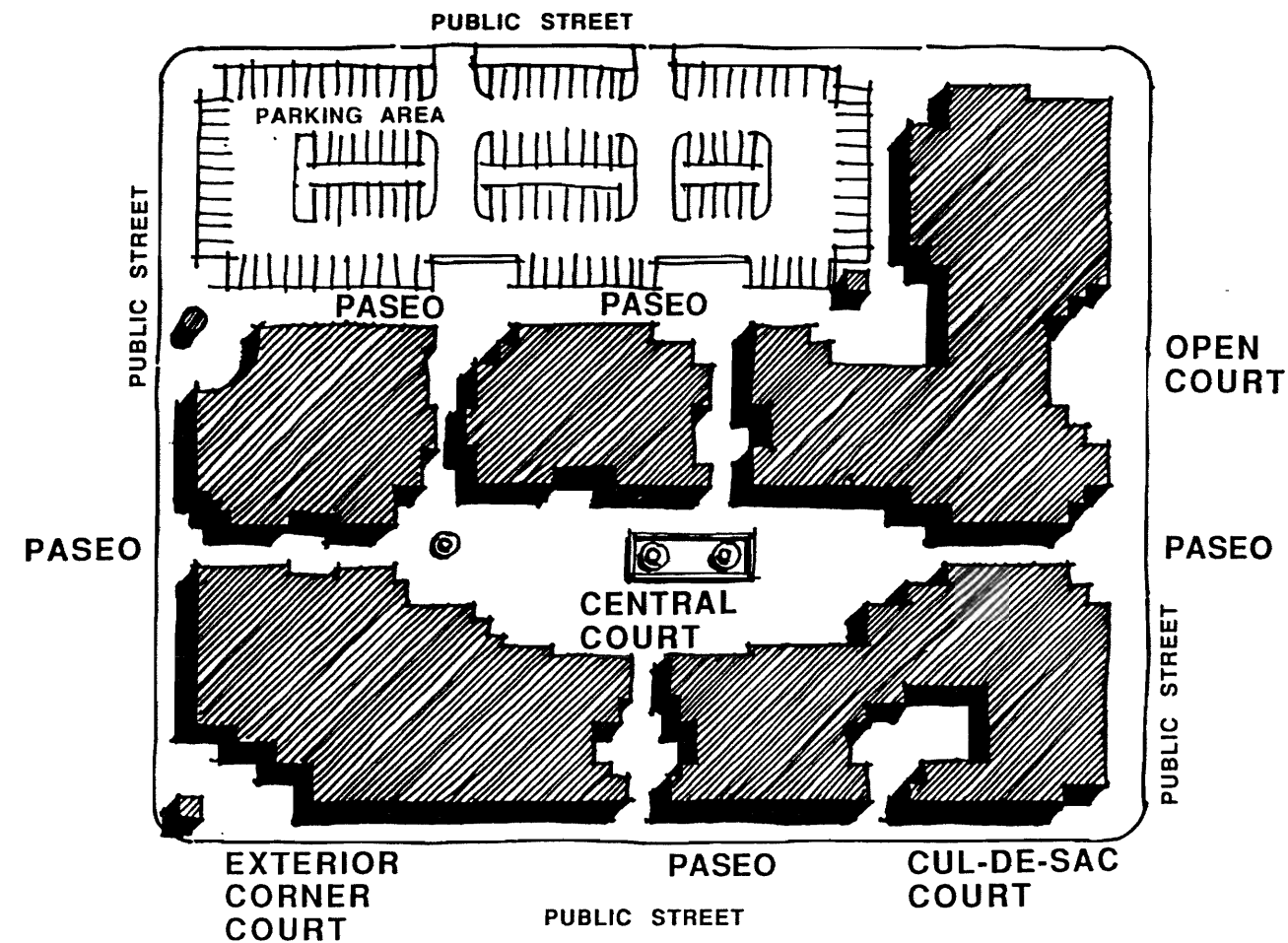
Open Court: These courts are inherently linear, fully open on one side, and require a strong edge condition to keep a sense of enclosure. When adjacent to parking areas, the court is formed by recessing the building wall and placing a landscape element in the parking area opposite the recess. The court ought to be at least as deep as the width of the pedestrian walk to which it is adjacent and twice as long. The landscape finger is appropriate for a visual feature or landmark.



FULLY ENCLOSED COURT

An additional type of court is both desirable and truly representative of the Southern California urban architecture employed by Irving Gill and his contemporaries: the **Fully Enclosed Court**. The fully enclosed court represents the ultimate development of enclosed open space but suffers from the inherent problem of controlled access. The court is accessible only through the buildings surrounding it. These courts are, therefore, private, not public spaces and while highly desirable as features of a specific development, are outside the realm of the public spaces of concern to the community.

Entry Forecourts: When buildings are demolished or the existing store front is set back a minimum of 4 additional feet, a special opportunity and incentive is offered to



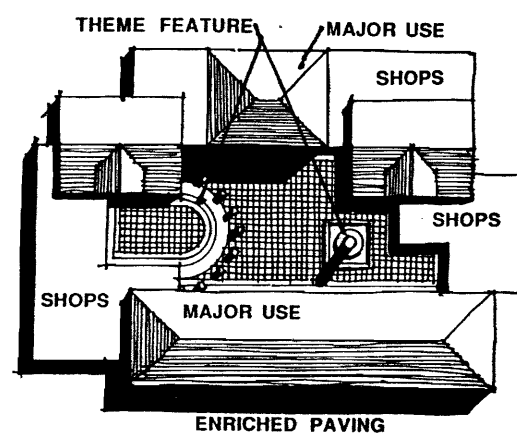
COURT TYPOLOGY

COURT ILLUSTRATIONS

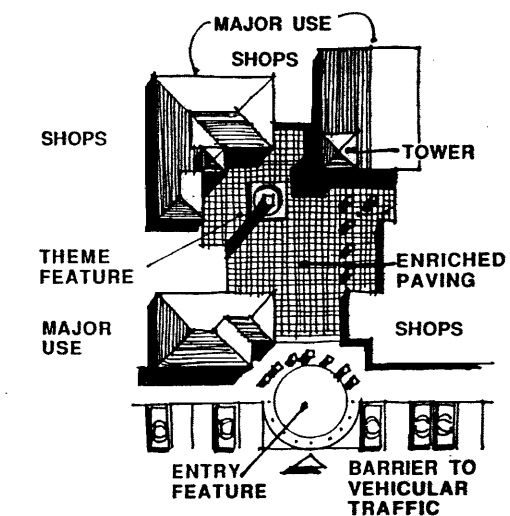
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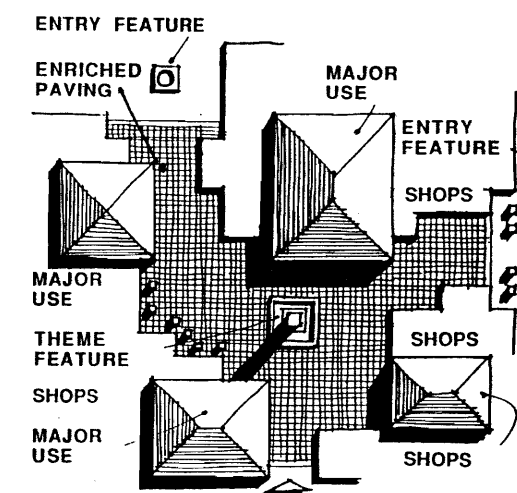
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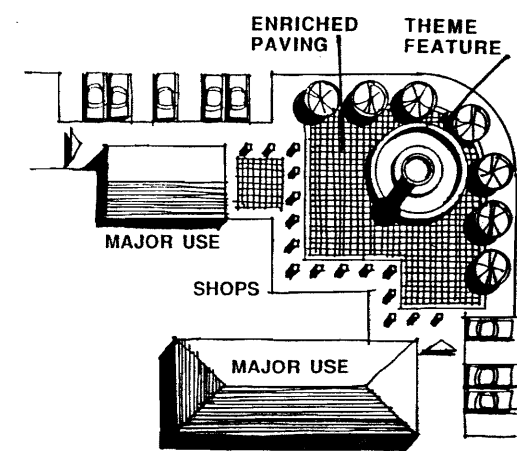
FULLY ENCLOSED COURT



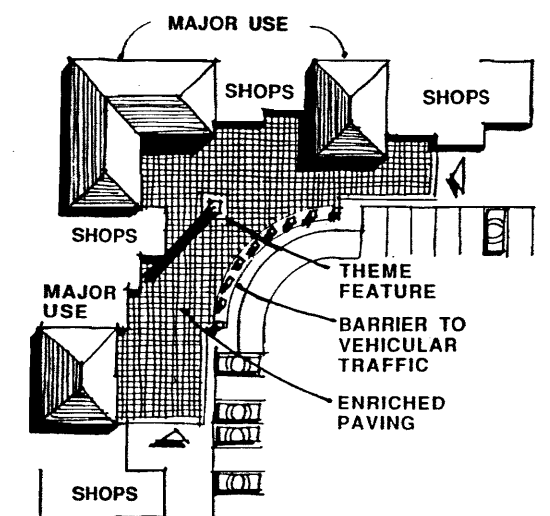
CUL-DE-SAC COURT



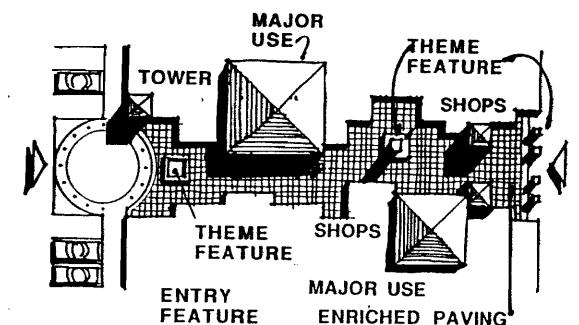
CENTRAL COURT



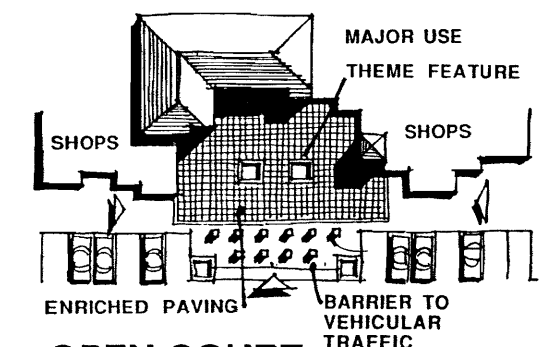
EXTERIOR CORNER COURT



INTERIOR CORNER COURT

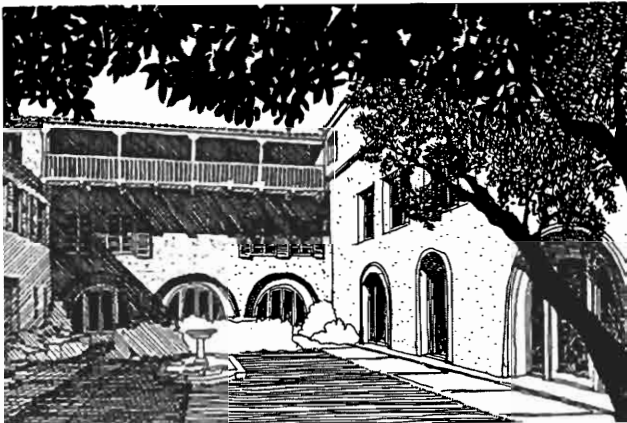
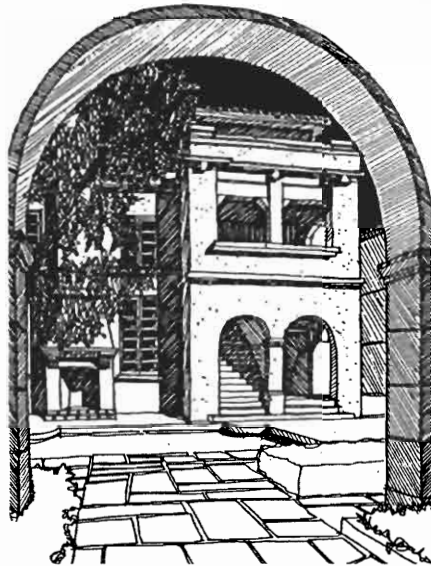
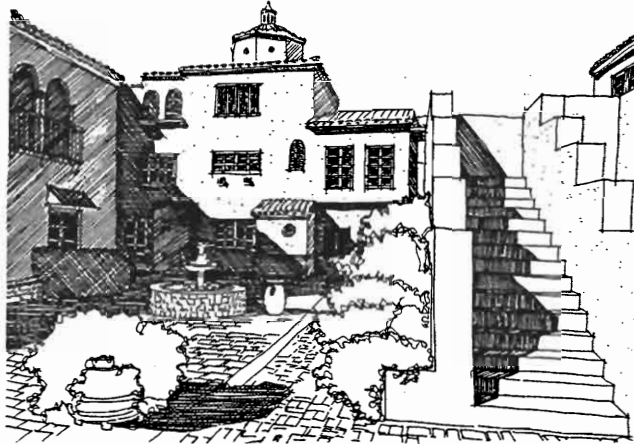


PASEO



OPEN COURT

COURTYARD TYPOLOGY



above left and center: EL CADIZ, Milton Black: Central court with seven distinct spaces, all linked by spatial and material connections

left: EL GRECO APARTMENTS, 1929 Davis Brothers, Westwood , Cul-de-sac court with central focus, overhanging balconies and arched entry corridor.

above top: GARFIELD COURT, 1927 , A. J. Waid, Hollywood: Central court with center focus. Note end wall with variety of arched lower floor, fenestrated second floor and open balcony at the third floor.

above center: VILLA SEVILLA, 1931, Elwood Houseman, West Hollywood: Narrow , linear court that combines the characteristics of a paseo and a central court. Note that the narrow space provides for public use only, no private courts or decks are used.

above bottom: THE ANDALUSIA, 1926, Nina and Arthur Zwebell, West Hollywood: Cul-de-sac court with corner tower feature and fountain opposite entry. Note arched entry passage.¹

COURTYARD ILLUSTRATIONS

encourage the creation of entry courts. Created specifically to permit local shop owners to have some open space in front of their store, yet have it within a contained and secure area, this court must be a minimum of 8 feet deep and preferably even deeper.

Walls are permitted to secure the space, but must be “see through” with sufficient transparency that the activity within is visible to passersby. The court space may be partially covered with treillage or fully covered with ample skylights for light.

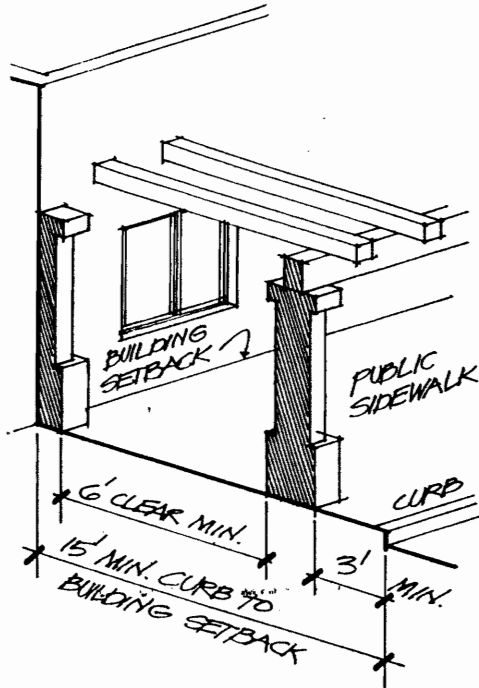
VILLAGE COMMERCIAL DEVELOPMENT STANDARDS:

The following three project types categorize projects according to their size and the level of alteration proposed to existing facilities and improvements. Refer to the R-VC zoning requirements in Ordinance 348.

PROJECT TYPE 1. Storefront improvements limited to the exterior wall facing the street. This case invokes only the most limited zoning review and relies mostly on the Design Guidelines for development controls.

PROJECT TYPE 2. Improvements to the shell of the structure beyond the storefront, but utilizing the existing buildings and site improvements. To the extent that new uses and substantial improvements are proposed, the zoning ordinance will apply its regulations. The Design Guidelines will also be applied.

PROJECT TYPE 3. Improvements based on vacant or cleared land requiring new construction. A further distinction is made between small projects with less than 100 feet of Mission Boulevard frontage and those with more than 100 feet of such frontage. In either case, the most rigorous zoning review will be conducted. Projects



BUILDINGS FLUSH WITH THE SIDEWALK
Minimum setback and clearances required from the curb and between the building line and the architectural support for overhead structures

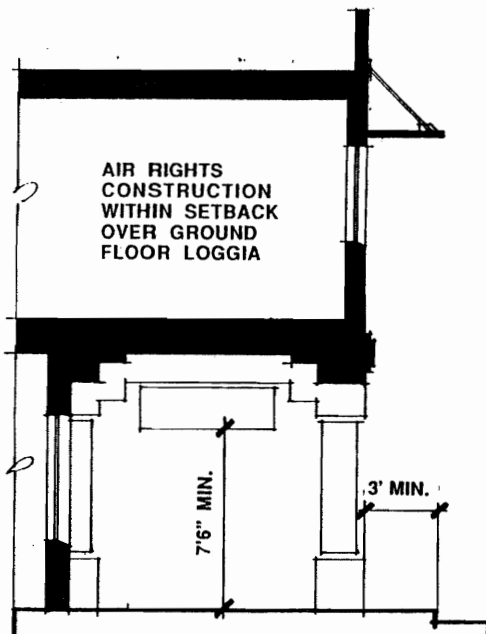
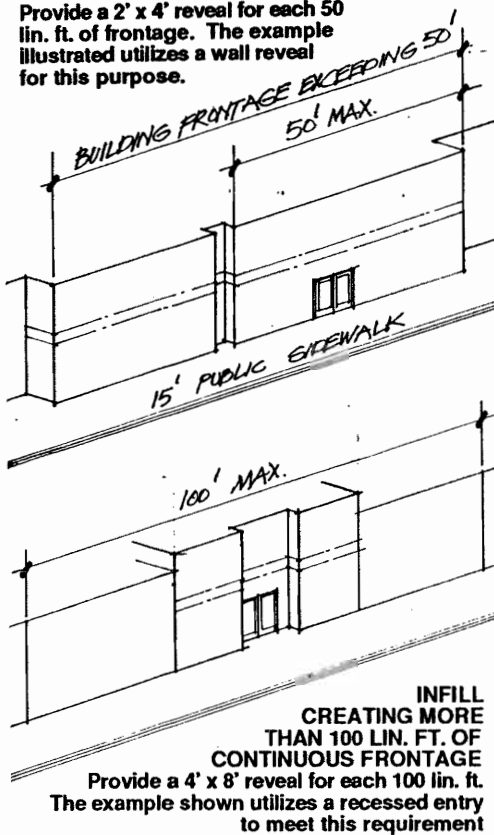
must comply with the full extent of the ordinance. All features of the Design Guidelines will apply.

Setbacks for Cases 1 and 2 - Buildings flush with sidewalk: This is the standard building type found in older, built up areas of Rubidoux Village. The structures are placed at the back of the sidewalk (typically the setback line), and offer little or no opportunity for landscaping or the creation of private courts. In this context, the building facade ought to make a strong presence on the street, with carefully modulated openings (doors and windows); a parapet either in line with its neighbors or of a substantially different height.

- There shall be no yards or setbacks required unless the proposed improvements require the demolition and reconstruction of the building's structure along the street frontage. In this circumstance, apply the Case 3 standards.
- The standard building setback is 15 feet from the face of curb. This is measured from the curb face at the inside of the parking stalls, whether parallel or diagonal. Where the sidewalk is wider, a line shall be established that continues the inside curb across intersections and where the sidewalk widens for any reason.
- When the building is adjacent to a sidewalk at least 15 feet wide, up to 12 feet may be used in an arbor or trellis structure provided that the space between supporting posts, pilasters or columns are left open for convenient pedestrian access. A minimum of 6 feet of clear distance must be kept between the face of the buildings (setback line) and the inside face of the supporting columns, posts, or between the opposing columns of a portico/arcade.

Setbacks for Case 3 with less than 100 feet of Mission Boulevard frontage: When a site is cleared for new construction or a substantial renovation is proposed

BUILDINGS WITH MORE THAN 50 LIN. FT. OF FRONTAGE
Provide a 2' x 4' reveal for each 50 lin. ft. of frontage. The example illustrated utilizes a wall reveal for this purpose.



TWO STORY BUILDINGS
Illustration of the second story air rights that may be utilized when the proper clearances are observed.

involving the store front, the following conditions will apply.

- No more than 50 linear feet of frontage may be in the plane of or within 2 feet of the required setback line without a minimum 2 foot offset extending vertically the height of the first or ground floor from the ground to the ceiling or plate/roof line.
- When the store front is less than 50 feet wide, it may not create a continuous frontage (including the store fronts to either side) exceeding 100 feet in the same plane without a 2 foot offset.
- Offsets must be a minimum of 4 feet in length before the building line may return to the setback line.

Setbacks for Case 3 with more than 100 feet of Mission Boulevard frontage: Additional requirements for new construction: For parcels that represent a substantially new project, i.e., existing structures have been demolished or the site is vacant, the following specific requirements must be followed.

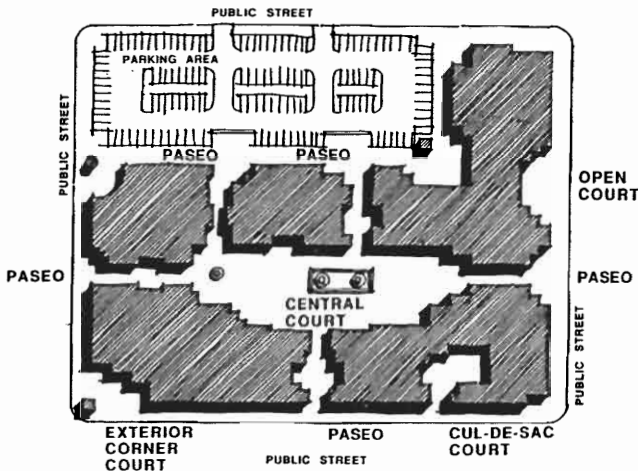
- No more than 100 linear feet of building may be located on the setback line without a minimum 4 foot deep by 8 feet long horizontal offset extending vertically the height of the first or ground floor from the ground to the ceiling or plate/roof line.

Two story buildings and second story encroachments into the building setback: Structures utilizing the second story may encroach into the required setback to a point no closer to the curb than 3 feet.

- The minimum head clearance under the covered portion is 7'-6", inclusive of signs, dropped lighting and specified architectural details (structural beams, support brackets and trim and/or detailing).

Required Courts: Courts must be included within the overall site development plan, at the ratio of one court per 200 feet of frontage. Since the purpose of this requirement

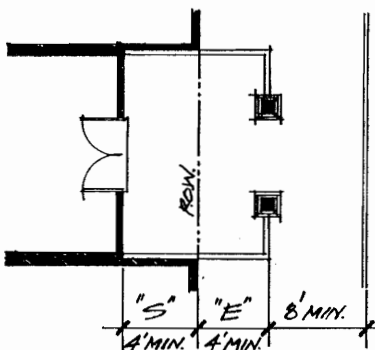
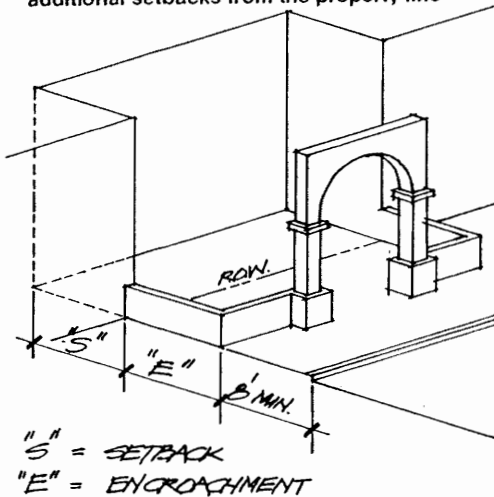
EXAMPLE ILLUSTRATING THE NUMBER OF REQUIRED COURTS FOR A LARGE DEVELOPMENT: A full block development with 1750 linear feet of frontage would require a total of 9 courts. Of the total number of courts required, no more than three may be open courts.



is to encourage the development of a variety of court types, this criterion is not to be interpreted as having a court along every 200 feet of frontage. Rather, the aggregate court count must reflect the total street frontage divided by 200.

- This applies to corner and through lots for their entire frontage. Alleys, however, are not counted as street frontage.
- Any fractional requirement exceeding .5 will necessitate an additional court.
- When a minimum of two courts are provided, only one may be an open court.
- When three or more courts are required, open courts may be used at the ratio of one open court per two of any other type.
- When three or more courts are required, at least one must open to the public street fronting the project.

ENTRY COURTS IN THE SETBACK
Illustrating the manner in which portions of the required setback may be utilized with additional setbacks from the property line

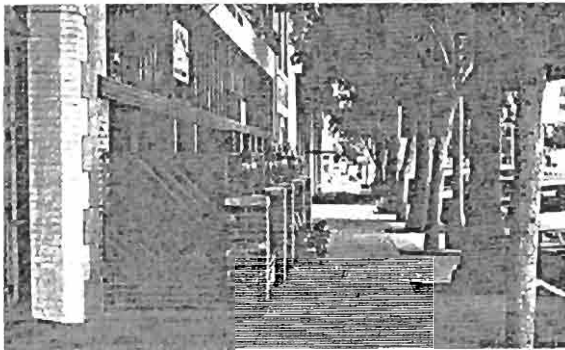


Courtyard Standards: Courtyards shall have the following minimum dimensions:

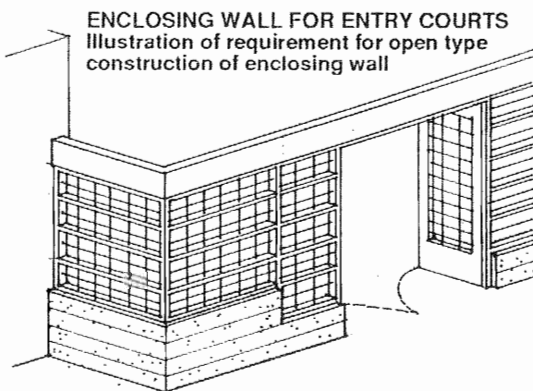
- Basic area: 15 feet by 15 feet.
- Exception for paseos: At points of access or transition the minimum width is 6 feet for a distance not to exceed twice the width. At all other portions of the paseo, the minimum width is 10 feet for a maximum of 50% of the court length, thereafter, 15 feet minimum.
- Exception for open courts: Length equal to twice the walkway width, depth equal to the walkway width.

Entry forecourts: When an additional setback of a minimum 4 feet is provided, an equivalent width of sidewalk area in the setback may be used to create a private entry court.

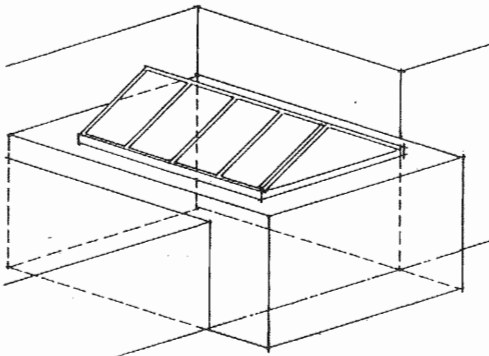
- On a foot for foot basis, an additional foot of sidewalk for every additional foot of setback may be used so long as the sidewalk remains as a public



above top: Temporary dining and display space may be created in the setback area.
above: Setback area used for dedicated entry forecourt and outdoor dining area.



ENCLOSING WALL FOR ENTRY COURTS
Illustration of requirement for open type construction of enclosing wall



SKYLIGHT OVER ENTRY COURT
Illustration of a roofed entry court utilizing the 2/3 coverage factor permitting a skylight

access and retains without exception a minimum six feet clear and unobstructed width.

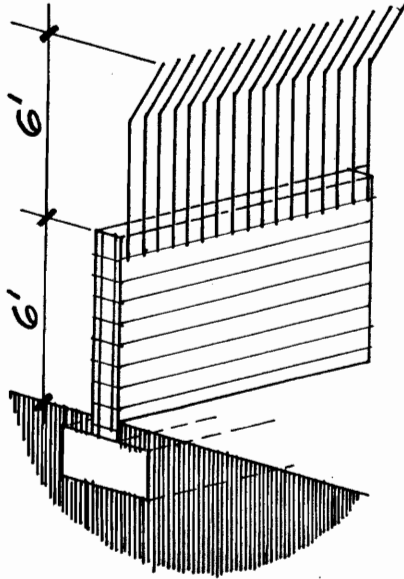
Exception: Where existing construction does not permit an additional setback area to be dedicated as an entry forecourt, a maximum eight foot area may be used during operating hours for temporary private use (i.e., seating area or display area for goods) defined by planters, rails or furniture that must be completely removed from the sidewalk at all other times.

- The enclosing walls may be up to 12 feet high for open, uncovered courts and may be gated for security. The wall material, however, above 2'-8" high, must be substantially open, as in a gridded metal weave, wrought iron fence or wood lattice. A solid beam, cornice or arch segment is permitted above a height of 6'-8."
- Some or all of the area within the courtyard may be covered with an arbor, trellis or lattice work to provide shading. An acceptable option is the use of skylights to enclose the court for all weather protection and in this case, the minimum skylight area must be 2/3 of the court area it covers. In this case, the enclosing walls must be substantially openable per the paragraph above.

Permitted projections into courts:

- Maximum 50% of the court may be covered by an enclosed story or balcony above.
- Roof overhangs, cornices, awnings and shade structures may encroach 30" into the minimum courtyard dimensions

Building Height: The basic structure of enclosed buildings shall not exceed 50 feet in height. Towers and non-inhabitable thematic structures shall not exceed 70 feet in height.



SECURITY WALL ILLUSTRATION: A six foot high concrete block wall may be topped with and additional 6 feet of wrought iron fencing.

Security Walls.

- Security walls may be constructed up to 12 feet high provided that only the lower 6 feet may be of masonry construction. The upper 6 feet must be open wrought iron, steel or other designed fence element, anchored to the masonry wall and demountable at such time as the security and safety concerns of the property owners are sufficiently satisfied.
- The walls must be located at property lines where commercial zones abut residential zones. No walls are allowed along the Mission Boulevard frontage except with the specific approval and under the terms of a Conditional Use Permit.
- Walls may be constructed along side street frontages that meet the requirements of this section. Access to off-street parking lots may be gated in conformance with the requirements of the Fire Marshall.

Trash Collection Area: Trash collection areas shall be screened by architectural enclosures and/or landscaping in such a manner as to be fully screened from a public street or from any adjacent residential area.

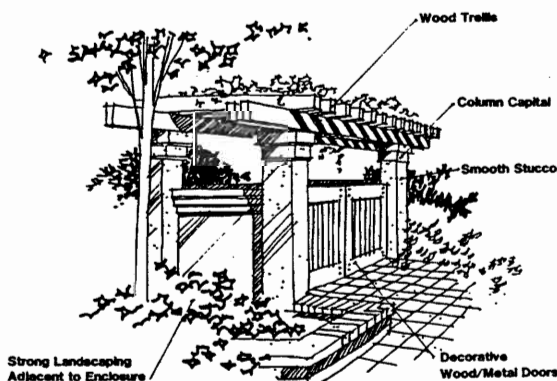


ILLUSTRATION OF TRASH COLLECTION ENCLOSURE: Walls, gates and overhead structure all contribute to making trash collection areas as attractive as they can be made.

Outdoor Storage of Material: Where outdoor storage of raw or processed material or parts to be fabricated into a final assembly is proposed, such storage area must be screened through the use of architectural features and/or landscaping from view of a public street or adjacent residential area.

Outdoor Storage of Vehicles For-Sale, Artifacts and/or Equipment: Storage and display of new/used cars is permitted on fully paved, improved lots with lighting, landscaping, signage and perimeter fencing as follows. New/used car sales and service uses are subject to Director of Planning review and approval and require the concurrence of the Executive Director of the Economic Development Agency.

When existing, permitted new/used car sales and service enterprises apply for additional permits and approvals, consideration will be given on a case by case basis to implement these guidelines on a least cost and minimum business disruption basis. Outdoor storage of for-sale vehicles, artifacts and/or equipment may be displayed without screening provided the following design standards are followed:

- **Paving:** The entire lot area devoted to the display and storage of vehicles must be fully paved per the county standards for private parking areas.
- **Landscaping:** Except in cases of demonstrated hardship, a landscape strip 5 feet wide shall be installed behind the setback line running parallel to every street frontage. The landscape area shall be maintained, automatically irrigated and may be encroached upon by buildings, driveways and pedestrian walkways and signage.
- **Site Illumination:** Site and display lighting shall be limited to luminaires utilizing sharp “cut-off” fixtures as defined by published Illuminating Engineering Society (IES) standards, whose purpose is to eliminate spilled light. If needed to control the spill of light onto adjacent property, a “house side shield” may be employed. Strings of incandescent lights will not be permitted anywhere on the property. The average wattage for the display and storage areas may not exceed 1.5 per square foot. Lighting standards and poles are limited to 20 feet in height including the luminaire head. Late night security lighting may use Low Pressure Sodium luminaires in the storage and service area only. Poles must be of permanent construction (treated wood poles are not permitted) and must meet county standards for structural stability and foundation design.
- **Perimeter Fencing:** Perimeter fencing is not required and when provided voluntarily must be of a

permanent construction, neither wood nor chain link is permitted, must be essentially transparent, i.e., no solid fencing is permitted and must be designed to compliment the architecture of the structures on the site.

- Interior property line walls may be solid.
- Signage: All signs must be designed in compliance with the Rubidoux Village Sign Program.

Utilities: Utilities shall be installed underground except that electrical lines rated at 33kv or greater may be installed above ground. This requirement may be waived due to size or the location of the parcel in question or for other extenuating physical and/or engineering circumstances by the Director of the County Economic Development Agency with the concurrence of the Planning Director.

Site Lighting:

- Illumination from on-site fixtures may not spill over onto adjacent property. An average of one foot-candle of illumination is required for all pedestrian walkways, courts and parking areas. The requirement applies to all public walkways under the cover of second story encroachments and within loggias. The area over which the illumination may be averaged is 100 square feet and no portion of the area may receive less than .25 foot-candle of illumination.
- Illumination in entry forecourts and courts adjacent to the setback line or Right-of Way may spill over onto the adjacent sidewalk or right-of-way so long as no hazard or nuisance is created.

On-site Signs: Refer to the Sign Program portion of this design workbook.

Roof Mounted Equipment: All roof mounted equipment shall be screened from the ground elevation view to a maximum sight distance of 1,320 feet.

OFF-STREET PARKING REQUIREMENTS

In order to encourage maximum development of limited sites and to recognize the increase in street parking under the street improvement program, the following design and improvement standards are incorporated with respect to off-street parking requirements:

Parking Standards:

- Individual lots of less than 50 feet in width or 7500 square feet in area are exempt from the on-site parking requirement.
- Individual lots with areas between 7500 and 15,000 square feet may use street and public parking to meet 75% of the parking requirement.
- Individual lots in excess of 15,000 square feet may use street and public area parking to meet no more than 50% of the parking requirement.
- When street parking is used to meet the parking requirement, all regular and handicap stalls on the street within 600 feet (approximately a 2 minute walk) of the boundaries of the parcel in question may be counted. This provision applies to parking along Mission Boulevard as well as the local streets that serve the boulevard. (This provision acknowledges the shared use of public parking and encourages maximum development of on-site acreage.)
- Parking within public parking lots created as a function of this plan or already in existence may also be counted if within 600 feet of the boundaries of the parcel in question.
- A blanket exemption from the on-site parking requirements is granted for all existing uses and structures undergoing remodeling or improvements that do not propose to alter the existing permitted

uses, expand the area devoted to such uses or alter the existing parking arrangement.

Parking area improvement standards: In situations where on-site parking is required the design of the parking area must respond to the following criteria.

- Access to parking areas over public or private sidewalks must be indicated by a change in paving texture.
- A landscape buffer of a minimum 5 feet in width must separate the parking area from a public Right-of-Way or the building setback line.
- Refer to the Landscape Architectural Design guidelines in this workbook for additional requirements for landscaping of off-street parking areas. Also refer to the requirements of the Off-Street Parking Ordinance 348, Section 18.12. In particular be aware of the shading requirement for commercial parking areas.

Chapter Four

ARCHITECTURAL DESIGN GUIDELINES

INTRODUCTION

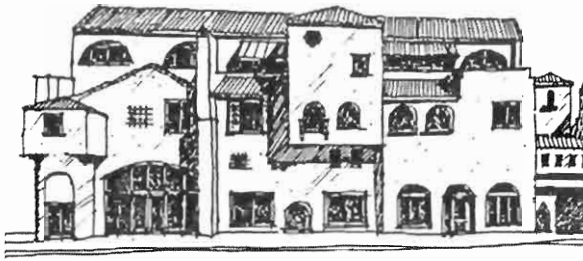
These architectural guidelines are predicated on the desire to create an appropriate and regionally based architecture that permits distinctive, high quality and cost effective structures to be designed and constructed.

HISTORICAL AND REGIONAL ARCHETYPES

We have identified three Southern California “styles” of architecture that are appropriate and respond to all the criteria currently identified. They are the Monterey style based on local building materials applied to New England forms and plans; the Spanish Revival designs of the first thirty years of the 20th century which peaked during the ‘20s; and the particular stylistic leanings of Irving Gill, who in the years between 1910 and 1930 crafted an elegant and spare treatment of traditional California forms through new construction technology.

Monterey Style, Origin and Source: The Monterey style has its roots in the desire of New England based traders and whalers to render local materials and construction technology in the familiar forms of their native New England. This desire yielded simple, rectangular, adobe walled, hip and gable roofed structures with generous balconies and pleasing proportions. None exceeded two stories in height and the cantilevered balconies emphasized the horizontal, even on relatively squat structures. Fenestration was regular, evenly spaced, and typically

trimmed with simple wood boards that further emphasized the regularity of the openings.



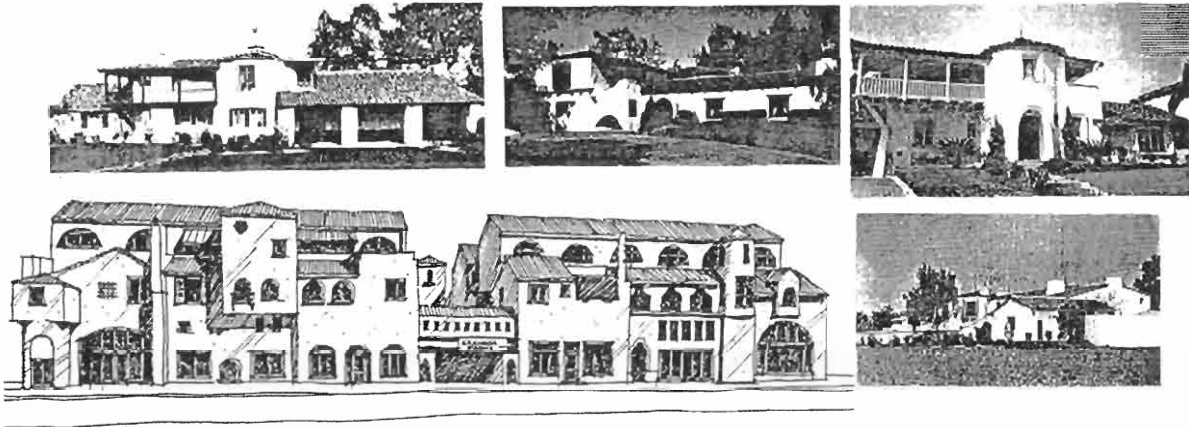
The GRENADA APARTMENT BUILDING, 1925
Franklin Harper, Wilshire District, Los Angeles ¹

Spanish Revival of the 1920s: This truly California based architecture has its origins in the Andalusian region of Spain to which locale many young architects at the turn of the century traveled as a part of their professional training. This revival of traditional Spanish design motifs became known as the quintessential California style. In the custom home genre, Wallace Neff and George Washington Smith exemplified the low, horizontal, tiled roof forms that in the best of homes acquired a “villa” appearance with arches, stepped roofs, scrolled walls and controlled fenestration. In the attached housing genre, perhaps none more firmly and carefully crafted elegant apartments than Arthur and Nina Zwebell, the Davis brothers and the work of Charles Gault. Franklin Harper’s mixed use Granada Building in the Wilshire district represents the zenith of revival design, refined and executed with flair and high style.

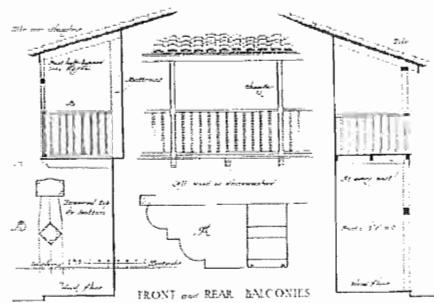
The Architecture of Irving Gill: In San Diego, Irving Gill interpreted the California style in a unique and elegantly simple refinement of the fundamental components of the traditional design treatments. Gill refined the arch, the colonnade, the arcade and loggia until only their essence remained. Roofs became flat or in the rare case, low sloping affairs that had much less visual presence than the typically dominant tile roofs of the revival style. During the decade leading up to 1920, Gill created some of the finest regionally based architecture found in the state. Gill used a strongly rectangular geometry, arbors and arcades and a simple yet refined fenestration. His placement of windows and doors represented a sophistication in figure/ground design rarely matched and never exceeded. This is the recommended approach for the redevelopment of Rubidoux’s commercial core and the creation of a unique sense of place.



The DODGE HOUSE, 1914, Irving Gill,
West Hollywood ²

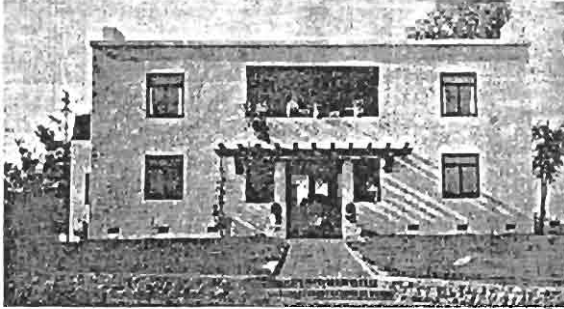


SPANISH REVIVAL ARCHITECTURE OF THE 1920s
RESIDENTIAL AND COMMERCIAL EXAMPLES

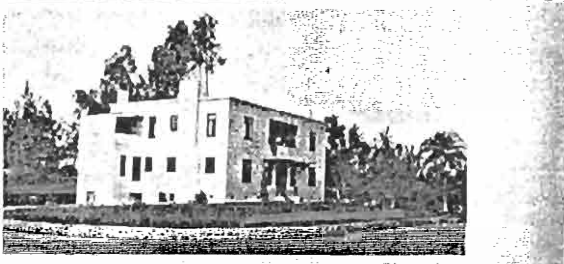
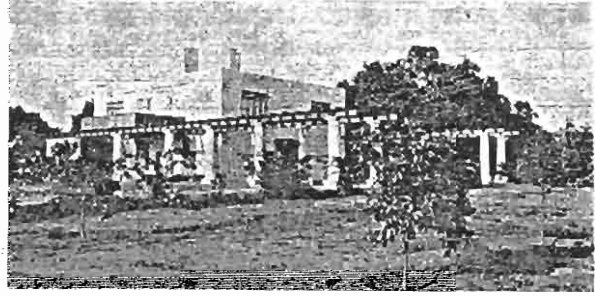


MONTEREY STYLE ARCHITECTURE
COMMERCIAL AND RESIDENTIAL EXAMPLES

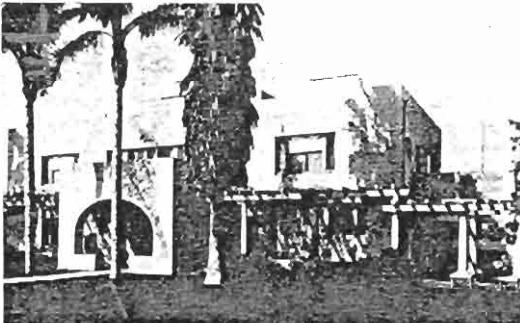
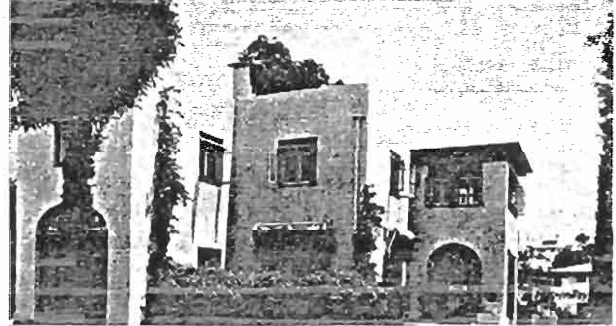
ALLEN HOUSE, 1907, Bonita ²



MULTIMORE HOUSE, 1911, Pasadena ²



LEE and TEATS HOUSE, San Diego, CA 1912 ²



SCRIPPS HOUSE , 1915, La Jolla ²

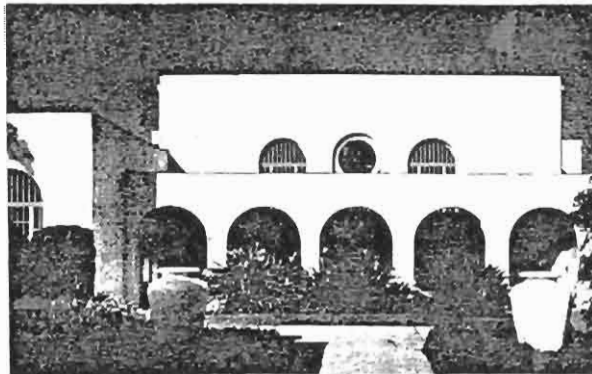


The DODGE HOUSE, 1914, Irving Gill,
West Hollywood ²

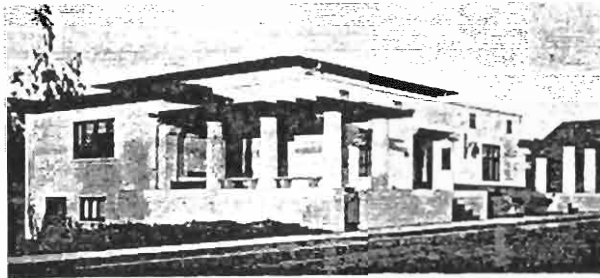
THE ARCHITECTURE OF IRVING GILL RESIDENTIAL EXAMPLES



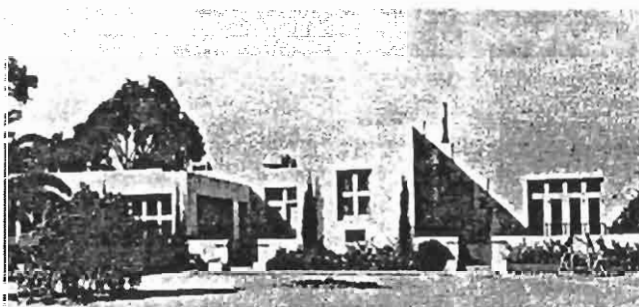
CHRISTIAN SCIENCE CHURCH, 1909
Coronado, CA ²



CHRISTIAN SCIENCE CHAPEL, 1927, San
Diego, CA 1909 ²



HOLLY SEFTON MEMORIAL HOSPITAL, 1909
San Diego



WEDNESDAY CLUB, 1911, Hazel Waterman, ,
a protogee of Gills who worked for him in the
first decade of the century.
San Diego²

THE ARCHITECTURE OF IRVING GILL COMMERCIAL AND INSTITUTIONAL EXAMPLES

THE RUBIDOUX STYLE

We recommend a contemporary California version of the traditional Mission, Spanish Revival and Monterey styles. Perhaps best exemplified by the work of Irving Gill, this archetype is characterized by planar surfaces, a strongly cubist geometry, the expression of the post and lintel or arched openings is dominant and openings are of critical importance as they are frequently the only adornment to the wall. Flat roofs are the norm, but sloping roof sections can be used quite effectively. Traditionally, roof slopes were quite shallow (2:12 to 4:12) which meant the roof plane could only be seen when viewed from quite a distance away. Up close, only the overhang or first tier of roofing material is visible. Overhangs, when used at all tended to be quite shallow, so weather protection is sought in awnings, sun screens and projecting flat roof assemblies over doors and windows.

Above all, this architectural style is rooted in the horizontal, it relates well to flat, linear sites and frequently sets upon a base of rock or brick or upon a terrace of planters. Particularly in urban settings such as strip commercial development, this style feels very natural and quickly assumes the characteristic sense of permanence that grounds a community committed to a long term strategy of success and revitalization.

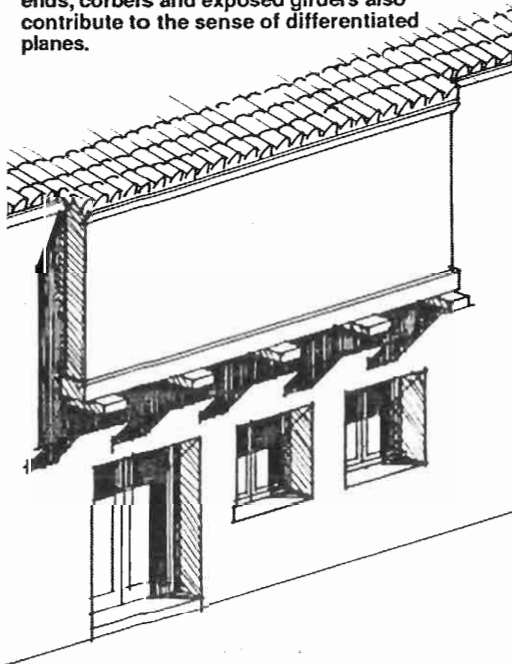
Lest, however, the use of horizontal forms and massing become boring through repetition, the introduction of vertical elements such as towers, roof sections or breaks in the plane of the building will help introduce the needed variety that keeps a disciplined order from becoming mundane. Color becomes very important and a strong variation can be used effectively to differentiate between adjoining uses in the same basic structure.

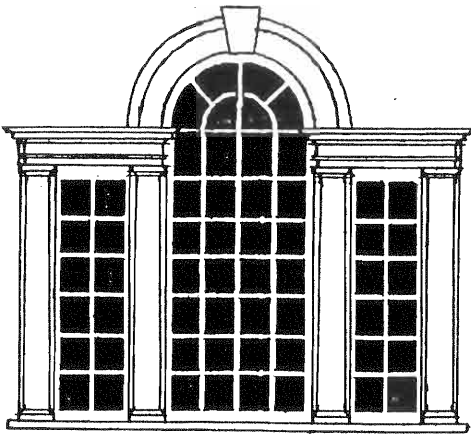
Doors and windows become quite important in this style. Frequently, doors are surrounded or at least paired with

MISSION INN, Riverside: The tower element provides a vertical contrast with the sprawling and "California Baroque" architecture of the remainder of the Inn.



ILLUSTRATION OF WALL OFFSET: Even small offsets in the wall can create a quite effective differentiation in wall planes. Beams ends, corbels and exposed girders also contribute to the sense of differentiated planes.



**PALLADIAN WINDOWS**

Exemplified by the smaller lights to either side and the larger arched window in the center.

side lights, gridded in some form and making the opening much grander and permitting in more natural light. Doors in arched openings are set within a field of glass that fills the space and lets the arch read as the structural form it is intended to be. The arch is used to identify ceremonial or dominant entries, while flat lintels are relegated to a subservient role. This effect can be seen dramatically in the Palladian window treatment that fits this architecture in a natural way.

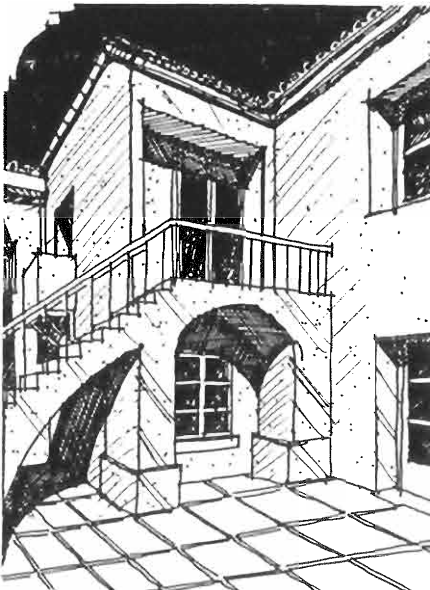
The following illustrations show the development potential of existing blocks, built out to the Right-of Way with structures of varying width and height.

- Case 1: Illustration of Existing Development Patterns
- Case 2: Illustration of Small Setbacks
- Case 3: Illustration of Loggia and Shade Structures Opportunities
- Case 4: Illustration of the Use of Entry Courts
- Case 5: Illustration of Open Entry Courts and One Story Loggia
- Case 6: Illustration of Two Story Loggias, Arbors and Corner Towers

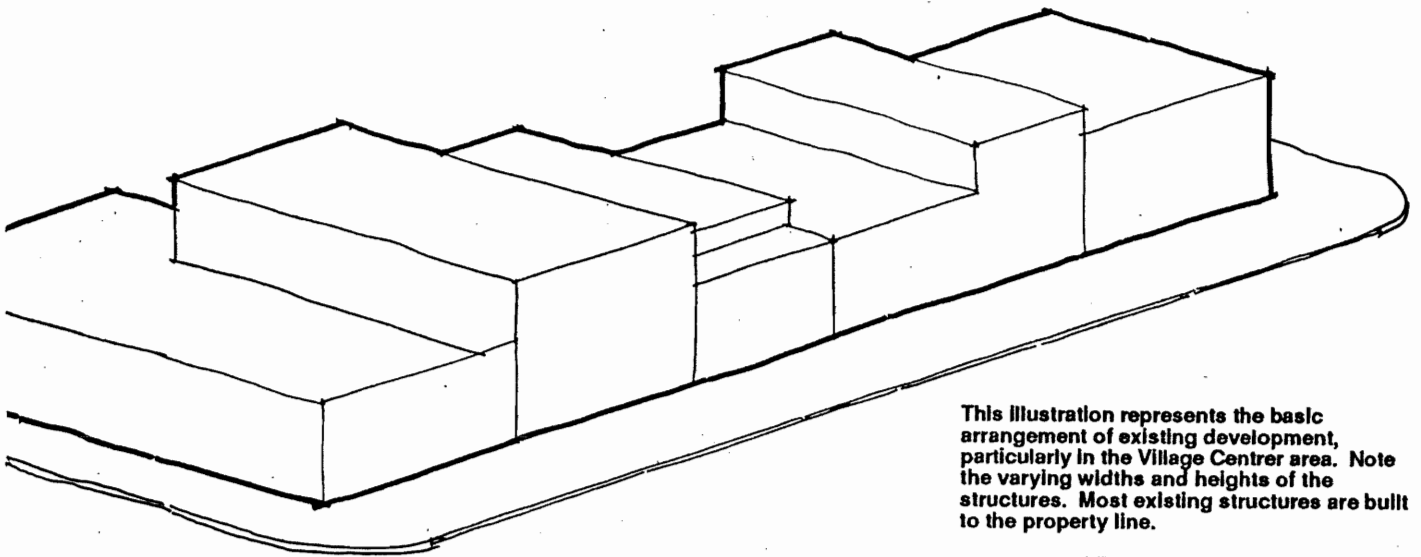
This architectural "style" can accept historical treatments and adapts to quite contemporary treatments as well.

This characteristic of the style permits a broad range of expressions within a discipline of simple forms, planar surfaces, interesting fenestration and the extensive use of arbors and treillage.

ILLUSTRATION OF STAIR WITH QUARTER ARCH - ROMAN GARDENS, 1926 This technique was used extensively in Spanish revival designs and makes a simple yet dramatic statement. ¹

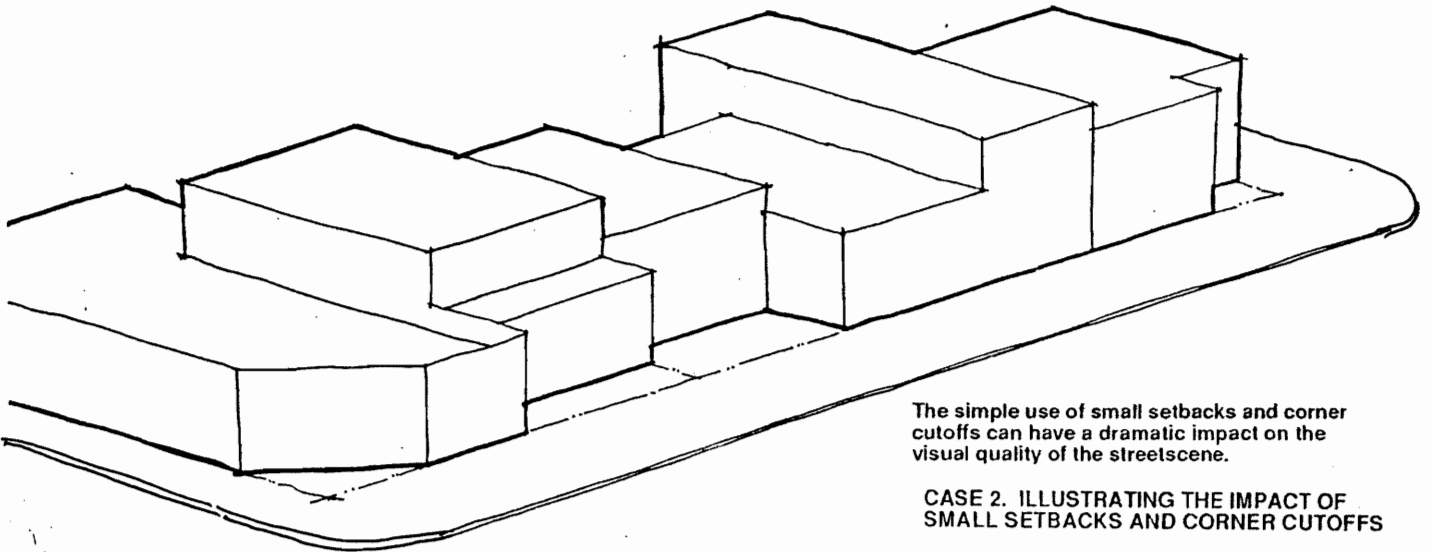


Historical features: Historical features that fit this style well are the stepped stair handrail; rough hewn timber posts and beams for arbors; arched stairway treatments, stacked arches in two story construction; thickened surfaces at wall ends; pilasters, short wall segments and colonnades, cantilevered balconies in dark woods; stepped, staggered and tiered roof surfaces; and a lighter



This illustration represents the basic arrangement of existing development, particularly in the Village Center area. Note the varying widths and heights of the structures. Most existing structures are built to the property line.

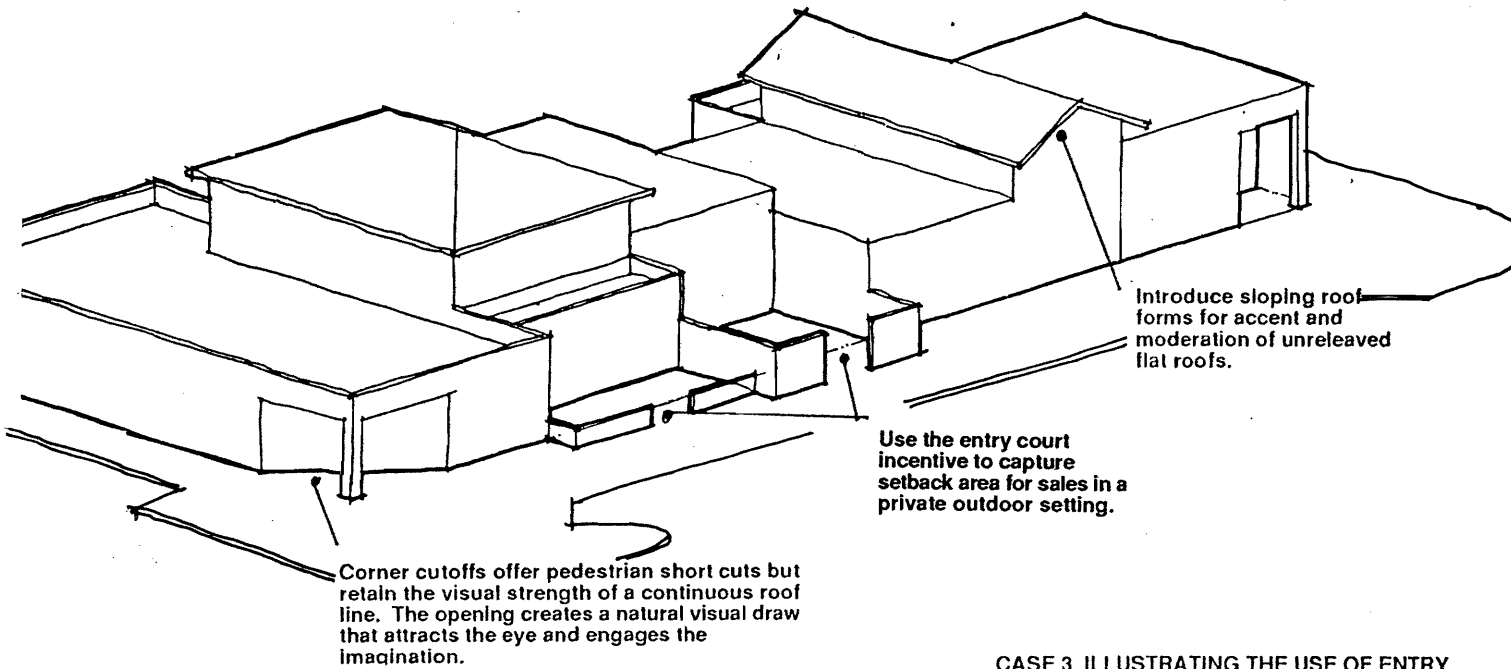
CASE 1. ILLUSTRATING EXISTING DEVELOPMENT



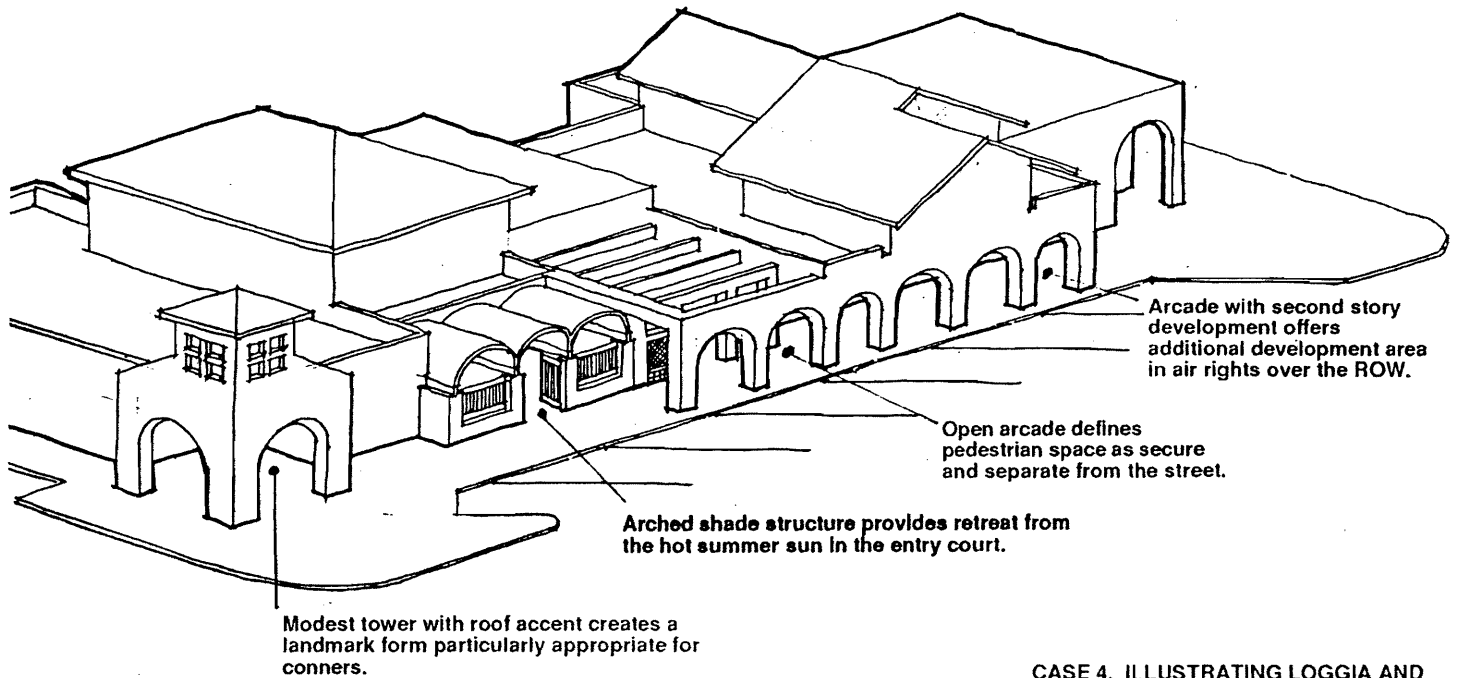
The simple use of small setbacks and corner cutoffs can have a dramatic impact on the visual quality of the streetscene.

CASE 2. ILLUSTRATING THE IMPACT OF SMALL SETBACKS AND CORNER CUTOFFS

CASES 1 & 2
EXISTING BLOCK DEVELOPMENT

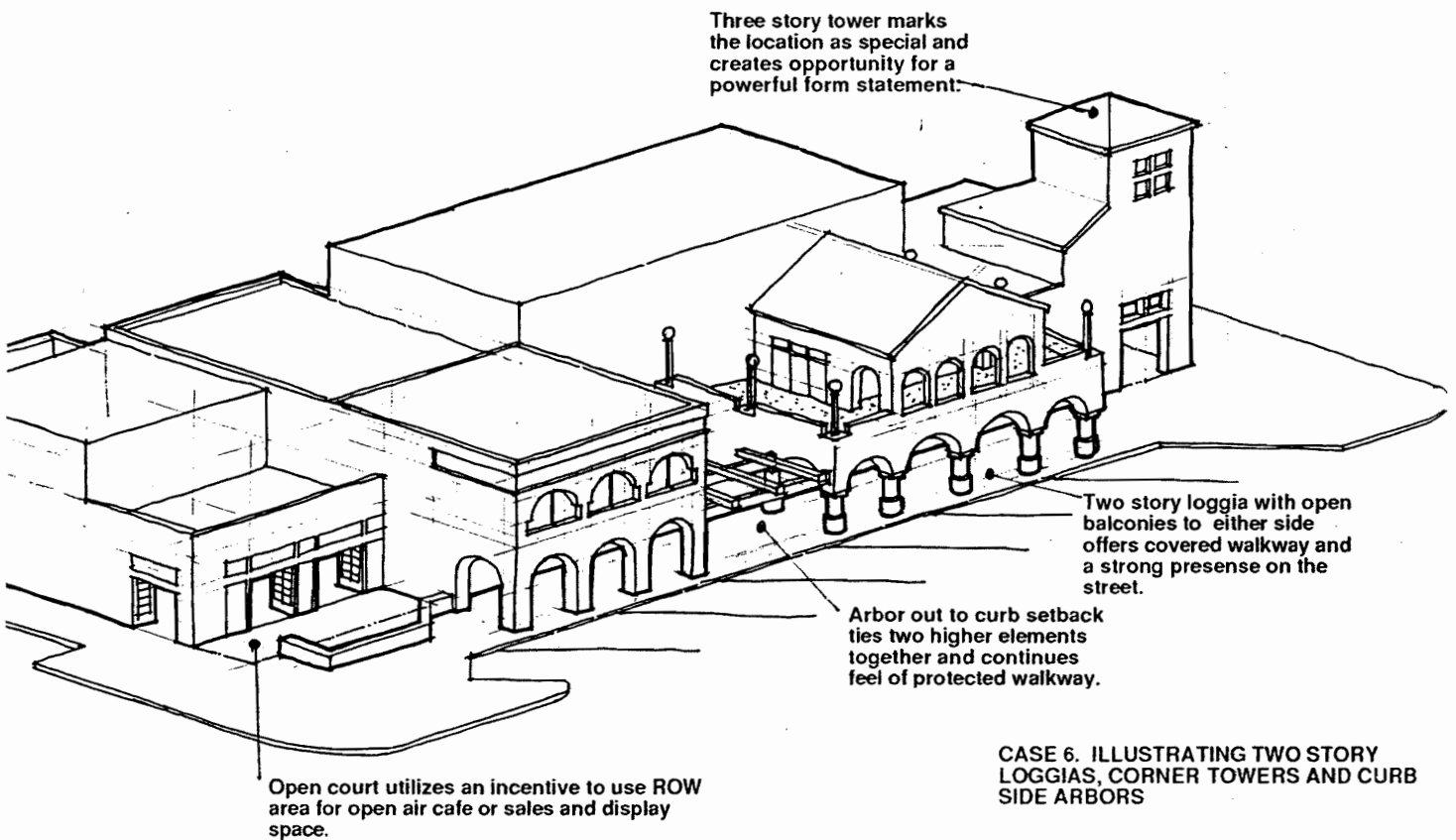
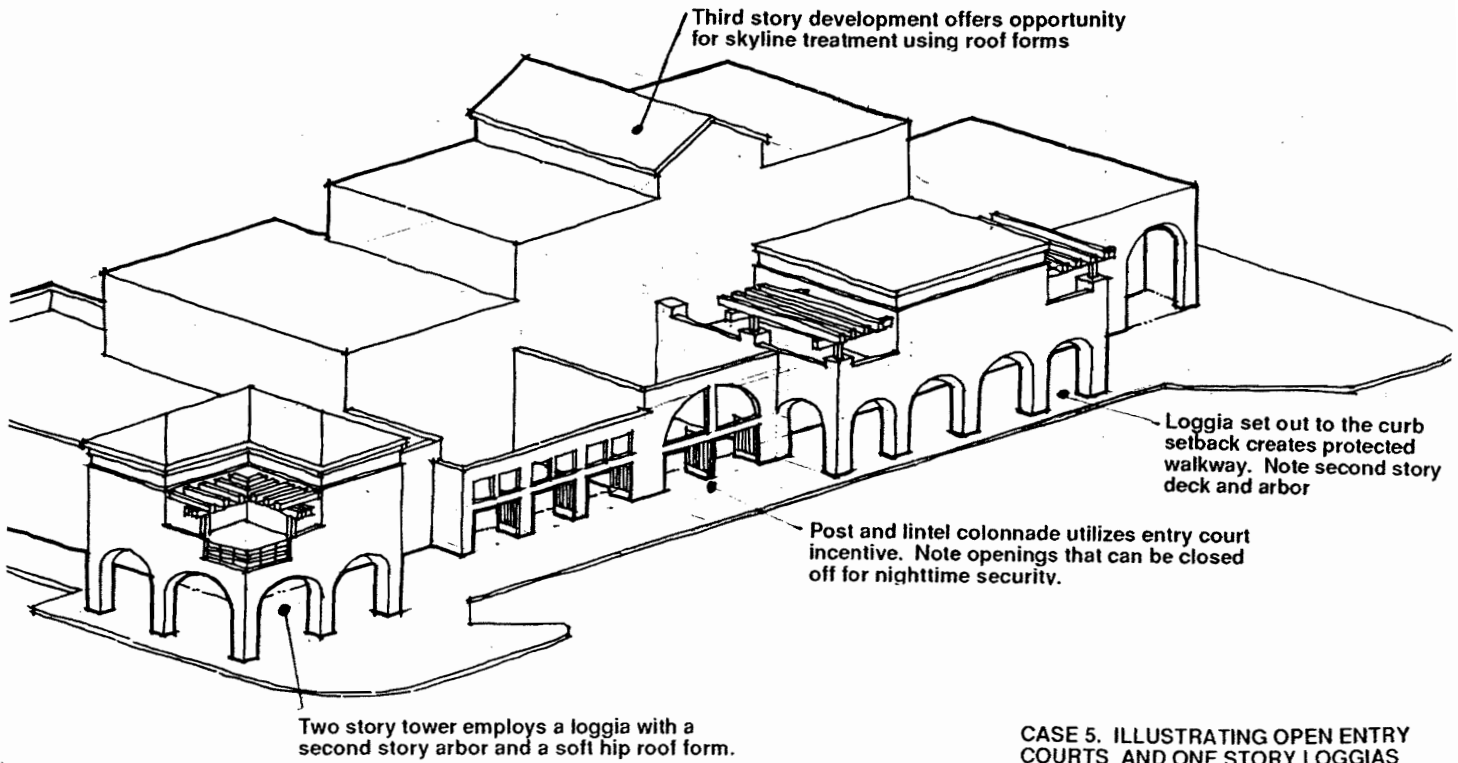


CASE 3 ILLUSTRATING THE USE OF ENTRY COURTS



CASE 4. ILLUSTRATING LOGGIA AND SHADE STRUCTURES

CASES 3 & 4 EXISTING BLOCK DEVELOPMENT



CASES 5 & 6
EXISTING BLOCK DEVELOPMENT



ILLUSTRATION OF STEPPED STAIR RAIL
The use of the stepped stair rail is very ancient, it is found in Roman ruins. Note also the mid-landing, turned stair and the shortened rail on one side to expose the lowest stair riser. (Architect and source unknown)

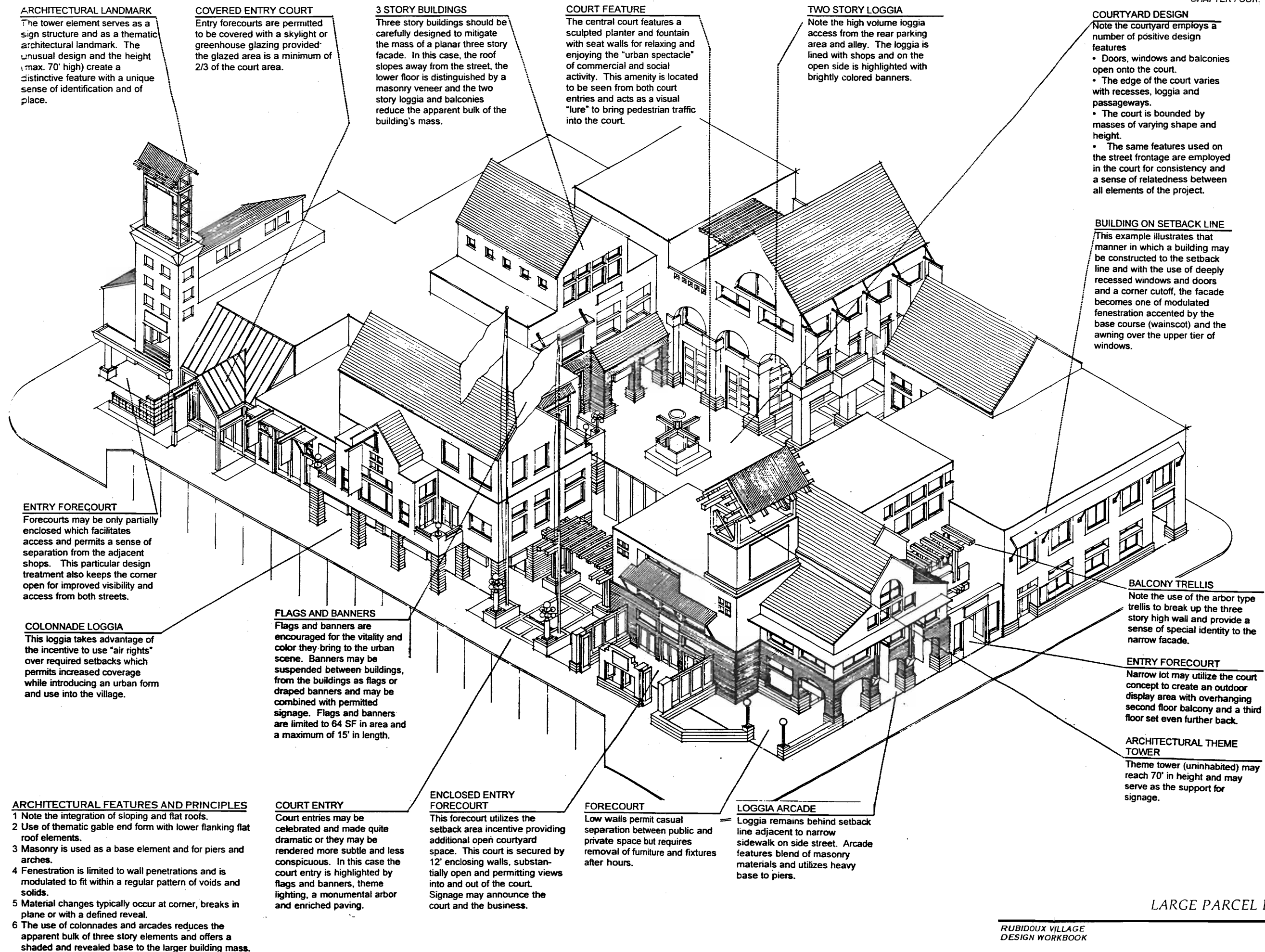
feel to second story supports over a heavier ground floor structure. Deeply recessed windows and doors also contribute a traditional look as does the use of window/door surrounds of paint or plant-on or recessed trim.

Contemporary features: Contemporary features that fit nicely are the replacement of heavy columns and posts with lighter steel columns. Multiple posts can be used to accentuate the structural carrying role of the much thinner steel sections. Post to beam connection details can become quite artful and may play the role of decor as well as connector. The traditional corbel and knee braces can be replaced with sloping braces that spring from carefully detailed base plates mounted on walls and columns.

As always, proportion, rhythm, taste and restraint count for more than gimmickry and unnecessary embellishments, which are also unnecessarily expensive. This is an architecture in which massing, proportion and respect for the adjoining structures counts for more than individual brilliance in design. First should come the attempt to be a part of a larger complex of related structures, then comes the time for individual creativity.

New block or large parcel development: In areas where large parcels are proposed as a single development the ability to provide a cohesive architectural expression and tie the entire development together in aesthetic terms must be taken advantage of or precious opportunities will have been lost. In this case the overall impression ought to be one of consistent design intent. The following illustrations demonstrate the architectural power of a large project.

- Case 7: Illustration of the preferred style, the contemporary Irving Gill style.
- Case 8: Illustration of the alternative contemporary Spanish revival style.





EXAMPLE OF THE IRVING GILL STYLE ON A FULL BLOCK DEVELOPMENT
The Gill style employs flat roofs, and rectangular volumes to enclose interior space. The staggering and stepping of volumes creates the dynamic visual appeal of the archetype.

Sun shades, gridded fenestration, varying materials and loggias all contribute to the sense of appropriate scale and massing.

THE IRVING GILL ARCHETYPE APPLIED TO A FULL BLOCK DEVELOPMENT



EXAMPLE OF A CONTEMPORARY SPANISH REVIVAL STYLE ON A FULL BLOCK DEVELOPMENT
The Spanish Revival style utilizes traditional roof forms and articulated columns, Palladian windows and an open type arbor and trellis.

The sloping tiled roofs, the traditional fenestration and the detailed columns all serve to define the structure as a Spanish Revival building developed into a contemporary project.

THE SPANISH REVIVAL ARCHETYPE APPLIED TO A FULL BLOCK DEVELOPMENT

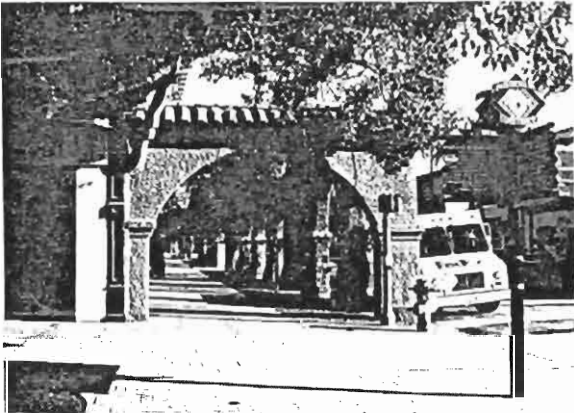
WALL OPENINGS, PORTALS, DOORS AND FENESTRATION

Aside from careful massing and the artful positioning of forms, it is the openings in walls, doors and windows that are the most critical element of this archetype. Openings typically take the form of arches and rectangular openings in a post and lintel construction.

Columns: Columns, posts, pilasters and piers form the basic supporting structure for the arches, beams and lintels that frame the openings in walls.

- Columns must be kept very simple, either as circular columns without entasis, or as short wall segments, brick columns, wooden posts or steel columns. In the case of columns, a base is appropriate, but must be a simple pedestal of round or square/rectangular shape.
- Arch supports may take a number of forms: columns, piers, posts and abutments (walls), each of which should be kept simple, clean and relatively unadorned.
- Column capitals should be kept simple but may serve a more decorative purpose and may express multi-function such as lighting, signage or structural detail.
- If a formal column design is desired, it should be of the Tuscan order, a simple and unadorned style that works well with this spare and elegant archetype.

MISSION INN, Riverside: This monumental arch leads to a ceremonial walk along the street edge defined principally by the arcade running along the curb.

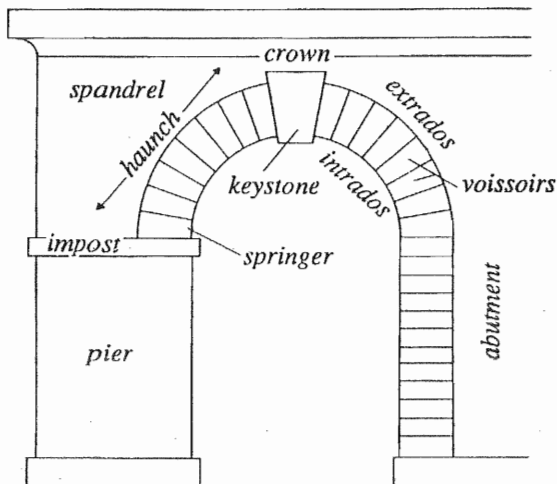
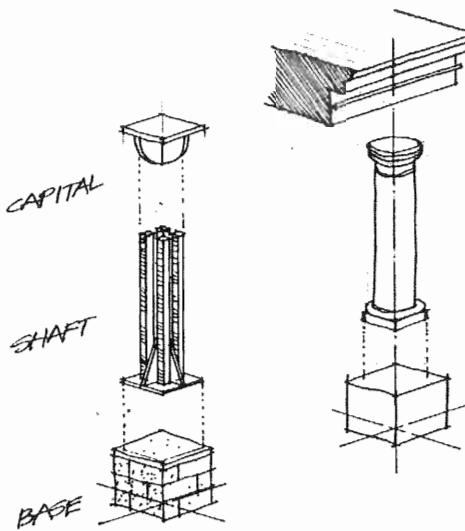
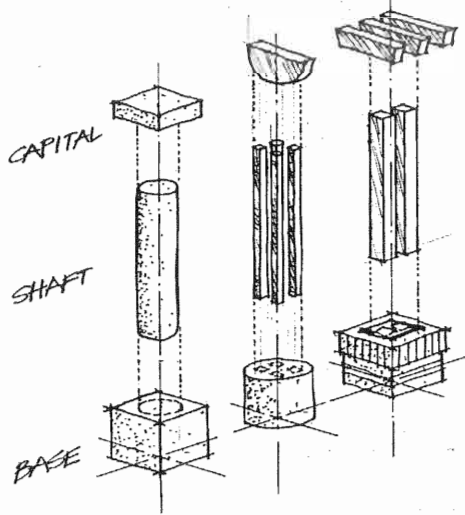


CHRISTIAN SCIENCE CHURCH, 1920, Irving Gill, San Diego: Irving Gill used the arcade to great effect with the powerful visual contrast of dark shadow and bright white plaster.²

Arches: Arches can be either semi-circular (Roman: high arch, spring line located on the center of the radius) or segmental (low arch in which the center of the radius is below the impost line). Pointed arches (English, Gothic and Arabesque) are inappropriate for this archetype. Arches typically do not use exposed extrados (the outer edge of the arch form) and frequently do not spring from larger pilasters or thickened walls.

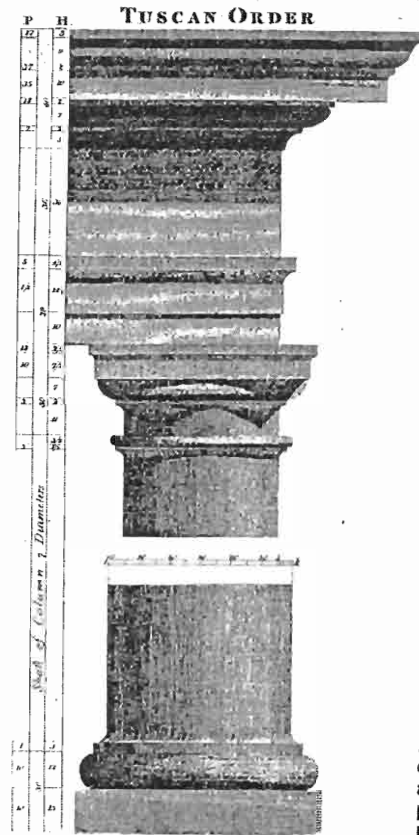
COLUMNS

Note the variety of column designs possible within the discipline of the Gill archetype. To accommodate the more traditional minded, it is permissible to use the Tuscan Order including architrave, frieze and cornice.

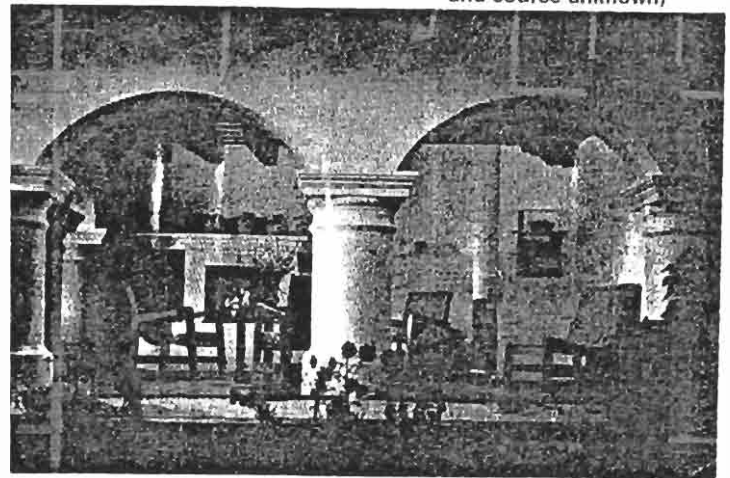


The TUSCAN ORDER

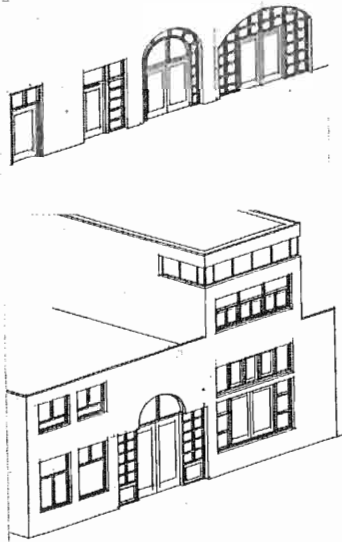
This is the simplest of the Roman orders, completely unembellished and appropriate for a simple and spare architecture.



below: Note the exceptionally large columns and low arches that appear powerful and massive, yet not out of scale. (Architect and source unknown)



OPENINGS AND FENESTRATION
Doors take the form of assemblies within a matrix of divided windows, using a strong and simple geometry to order the entire composition.



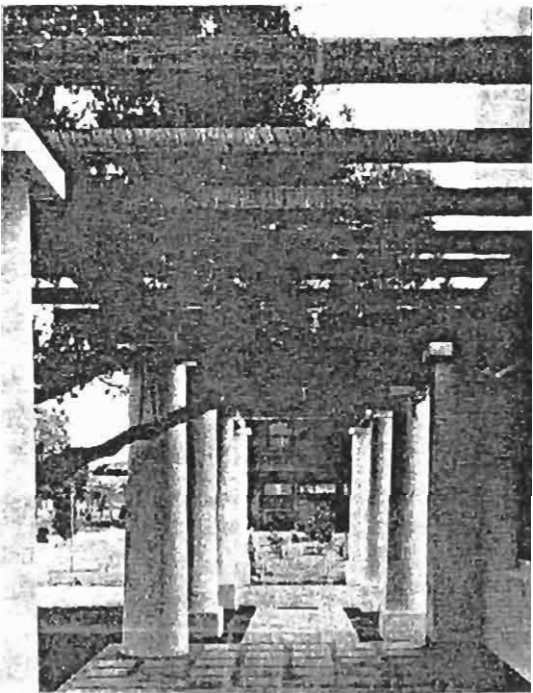
A line of simple, undecorated arched openings in a blank wall is a quite simple, yet powerful image harking back to the Missions, to Spain and the influence of the Moors which gave rise to much of California's early architecture.

Doors: Doors can assume the size of the opening or fit within a field of glass or infill material. When set into a window wall, the remaining glazing area ought to be broken up into smaller lights on a module that fits the overall size of the opening evenly.

Fenestration: Fenestration can assume many forms within this design framework. It is most common for the windows to be large in size mounted by a smaller band of individual lights or when sufficiently large, paired with a vertical band to one or both sides. Within the context of large expanses of planar walls, the color of the door and window trim becomes very important. Typical black and bronze anodized aluminum sash should be avoided and sash painted from the color palette in this manual should be utilized. Palladian windows fit this style nicely and offer a powerful feature for entries and feature windows.

Treillage, arbors and lattice work: This archetype relies heavily on the use of arbors and treillage to provide both facade animation and a pleasant and small scale connection between enclosed and outdoor space. These features can be the most simple design of posts and beams, or more elaborate structures using multiple braced posts tied to layers of beams and lattice work.

In the traditional mode, mini arbors and treillage were often placed at strategic locations and corbeled out from a wall just a few feet at most. This might occur at a door or window, at the edge of a balcony, at the bottom of a projecting wall plane or just placed to break up a large expanse of unadorned wall.



ARBOR AND COLONNADE
MULTIMORE HOUSE, 1911, South Pasadena, Gill used the arbor to accent and relate the interior spaces to the out of doors. Typically his columns were kept very simple, to the point of omitting bases where the effect was unnecessary.⁴

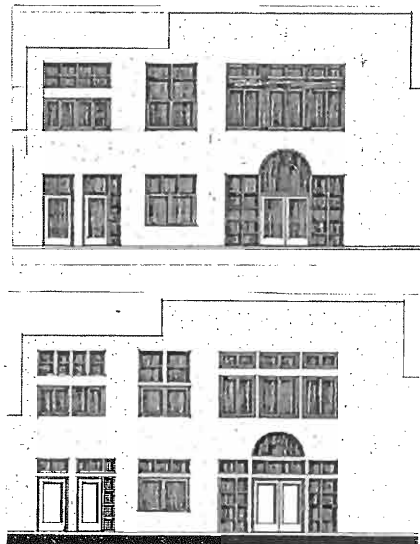
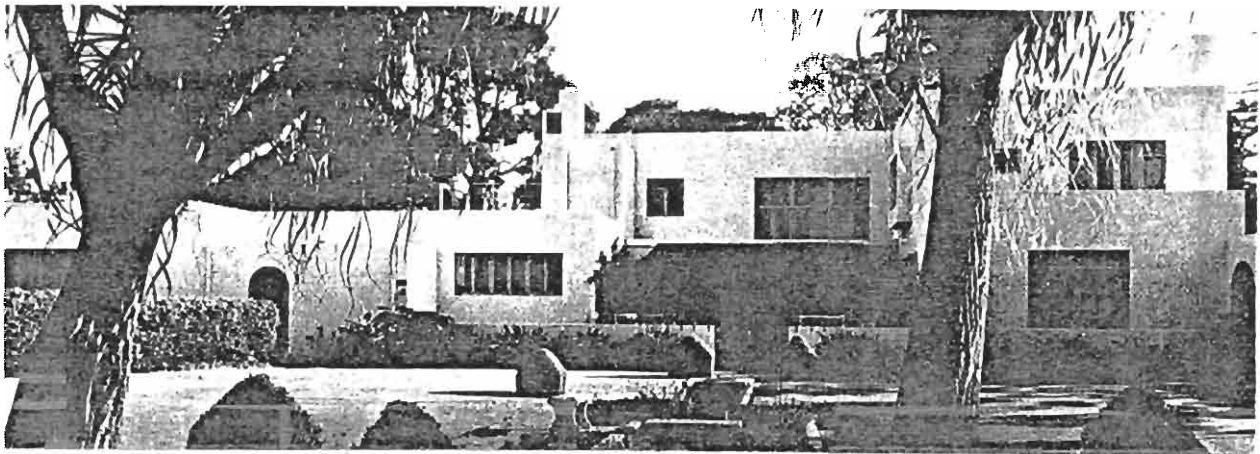
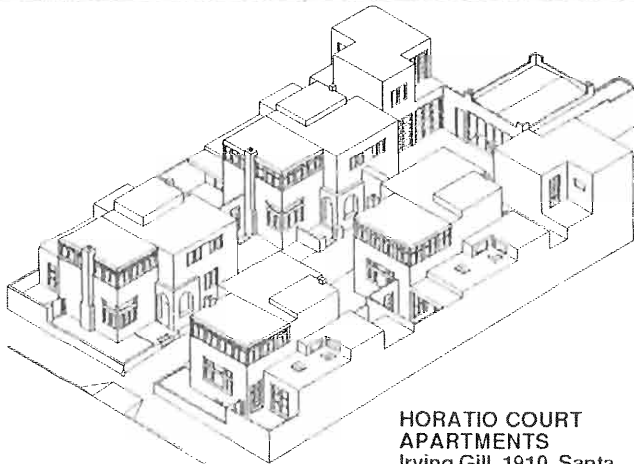


FIGURE AND GROUND COMPOSITION

The use of plastered wall surfaces to separate windows in close proximity can result in quite different appearances on simple, planar wall surfaces.



The DODGE HOUSE, 1914, Irving Gill, West Hollywood, CA
Perhaps Gill's residential masterpiece, the careful, yet simple fenestration illustrates the visual power of sophisticated and subtle treatment of the figure/ground relationship.²

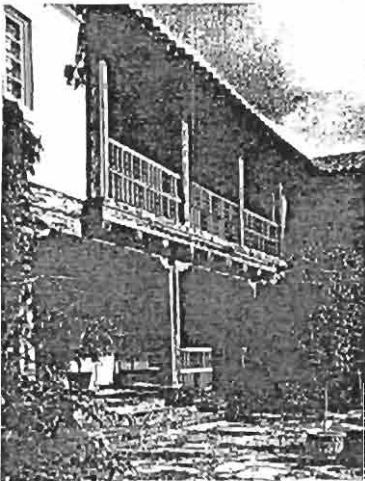
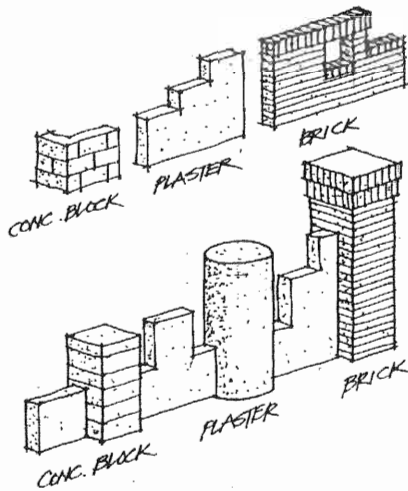


HORATIO COURT APARTMENTS
Irving Gill, 1910, Santa Monica. Note the use of high windows that brings in light yet avoids any possibility of loss of privacy.

FENESTRATION ILLUSTRATIONS AND EXAMPLES

LOW WALLS AND PILASTERS

Simple, geometric forms will serve this "style" better than ornate and highly decorative treatments.

**WALL OFFSETS**

Note how very small offsets can significantly break up the planar quality of a monolithic wall.

above top: LA CASA TORRE, Edward Babcock, 1924¹

above: ENCANTADA, Palm Beach, FL, 1928, Addison Minzer²

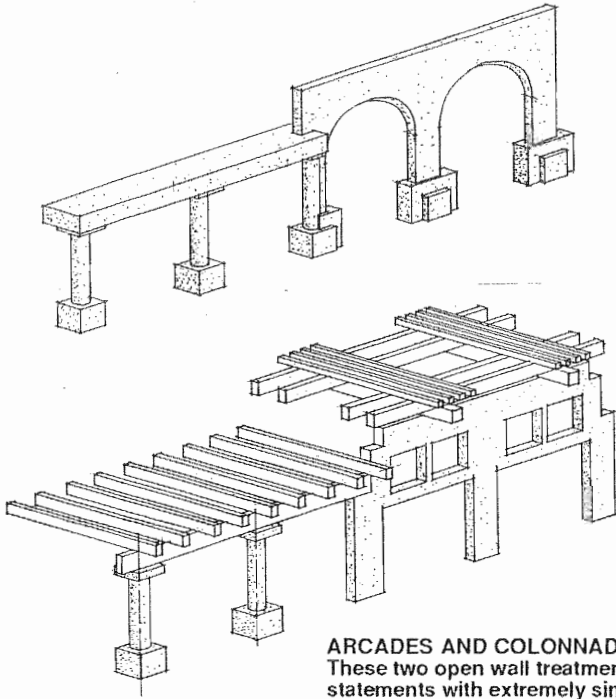
Low walls, planters: Low walls may be used in any number of places, from planters to private entry courts, between selected columns in a colonnade or arcade, or simply to define outdoor spaces. However they are used, they must be of an approved design treatment and use the materials and colors from the list in this manual.

Street Facades: Arcades and Colonnades; Loggias: Where sufficient sidewalk width is provided, individual shop owners and building owners are encouraged to create loggias and colonnades along the street frontage to separate the street and parking from the pedestrian movement on the sidewalk. These covered or partially roofed structures are intended to add strong architectural interest to the store fronts and provide a shaded and protected pedestrian environment.

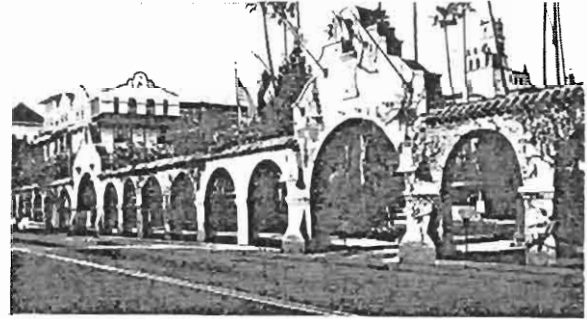
The solidity of the planar surfaces does require a counterpoint from time to time and several conventions are appropriate. First, small yet dramatic changes in wall plane by projecting or recessing a portion of the wall can make an enormous difference in the perceived massing and proportions of the surface. Second, wainscots, changes in material and even the adroit use of color can contribute to a reduction in the apparent mass of the surfaces. And lastly, the proper rhythm and modulation of doors and fenestration can bring quiet dignity to an otherwise plain and monumental wall.

Colonnades and Arcades: These traditional architectural structures are walks with repetitive columns or arches on at least one side, the space between is typically open and facing onto a public open space, courtyard or travel way.

- Colonnades and arcades shall to be kept simple and clean. Detailing should be minimal, the lintel expressed as a simple exposed beam or wall surface.



MISSION INN, Riverside: This arcade stands free of the buildings and defines the entry court and valet station.



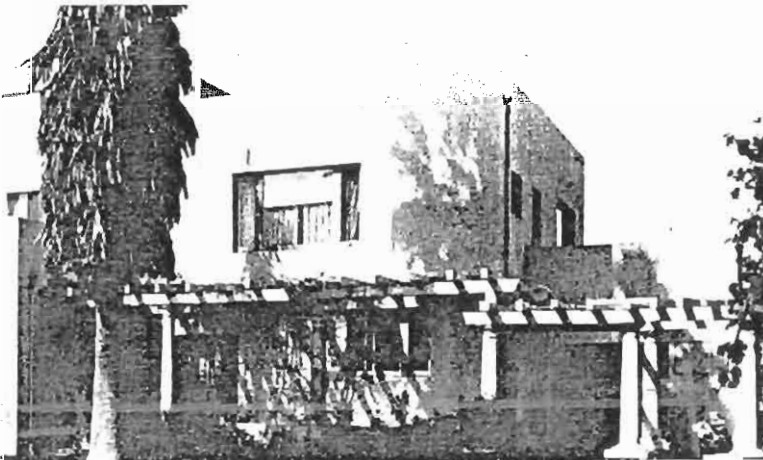
ARCADES AND COLONNADES

These two open wall treatments make powerful statements with extremely simple and cost effective construction. They can be used to enclose entry courts and define street fronts with the use of arbors.

Arbors should be geometrically precise, but can be quite complex and intricate as a counterpoint to the severity and simplicity of the building forms.



The WEDNESDAY CLUB, 1911, Hazel Waterman, San Diego, CA ¹ Waterman flanked the structure with arbored colonnades to announce and celebrate the entry experience.



The SCRIPPS HOUSE, Irving Gill, 1915, La Jolla, Here Gill used a much smaller and lighter column arrangement, used stone bases and moderated the liveliness of the arbor structure by keeping the wall and arbors the same color.

COLONNADES AND ARCADES



LOGGIA, Downtown Riverside: This loggia runs a short city block providing shelter for pedestrians and deeply shaded windows for the first floor.

Loggias: An arcaded or colonnaded structure, open on one or more sides, sometimes with an upper story. These passageways are often attached to the side of a larger structure, but may also be a freestanding roofed structure. Loggias should adhere to the same design principles as colonnades and arcades, but with the addition of a second story or formal roof structure, require additional guidelines.

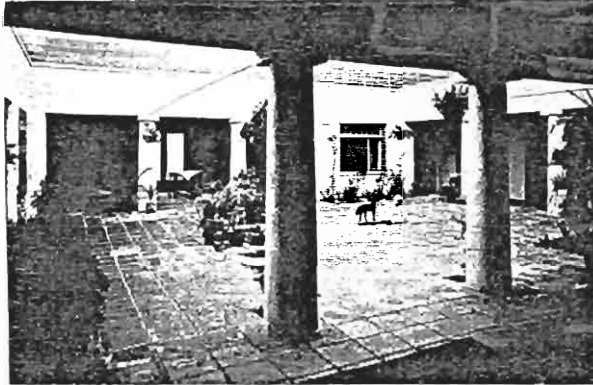
- Lower floor structure is more substantial than that required for the floors above. Second story columns and wall segments should be thinner and may be spaced farther apart, yet must still relate to the spacing module used in the ground floor.
- Roofing materials may differ from those of the adjacent buildings. Slopes ought to be sufficient to be seen from fairly close. Framing should be visible and express the structure openly.

Awnings, sun screens: Awnings and sun screens are recommended to provide both shade and weather protection over doors, windows and wall openings. Awnings, if used must be simple, geometric forms without scallops, scrolls or fringed edges. Horizontally projecting roofs, either cantilevered, tension suspended from above or braced from below, will also fit into the stylistic framework of this archetype.

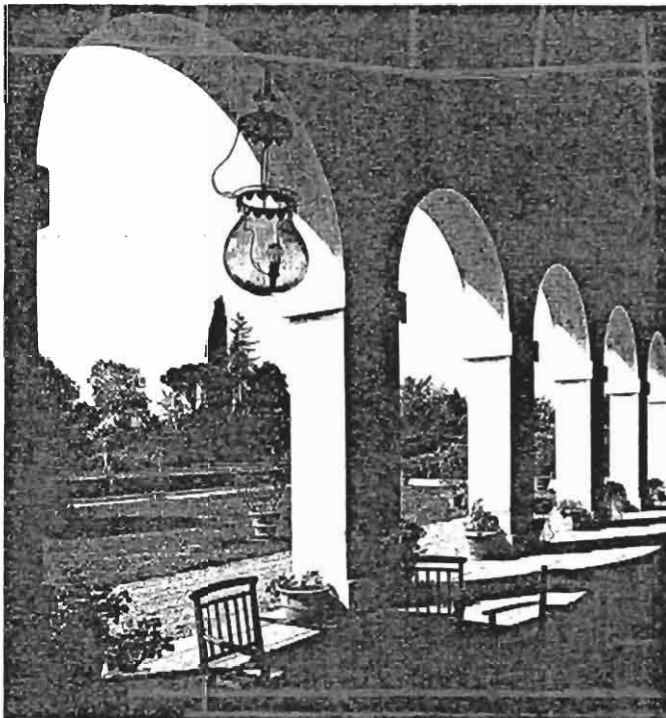
Roofs: Roofs may be flat or of any slope above 4:12. Roof materials may be tile, metal or composition shingle. Colors to conform to the color palette in this manual. Roof slopes in very close proximity should match in slope and material. Changes in either slope or material ought to occur only when separated by a surface feature or break in plane that serves to separate the two materials and/or slopes.

Permitted encroachments and projections: The following permitted projections may encroach into the setback or

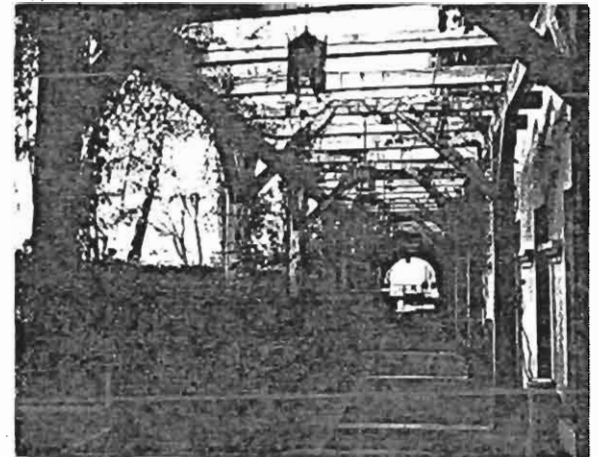
SCRIPPS HOUSE, 1915, Irving Gill, La Jolla, ²
The Scripps house utilized a central court surrounded by three separate loggias. The loggias created a deep shadow in the openings contrasted with the white plaster walls and columns. Note the paving material ties the court to the interior spaces.



LOGGIA, California Tower, Riverside: a contemporary version of the traditional loggia creating a sheltered zone for alfresco dining.

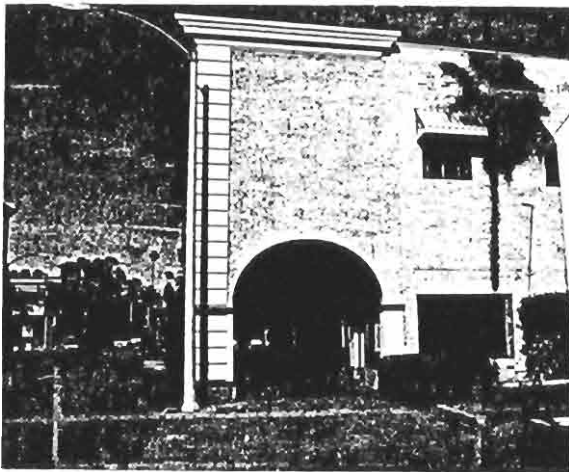
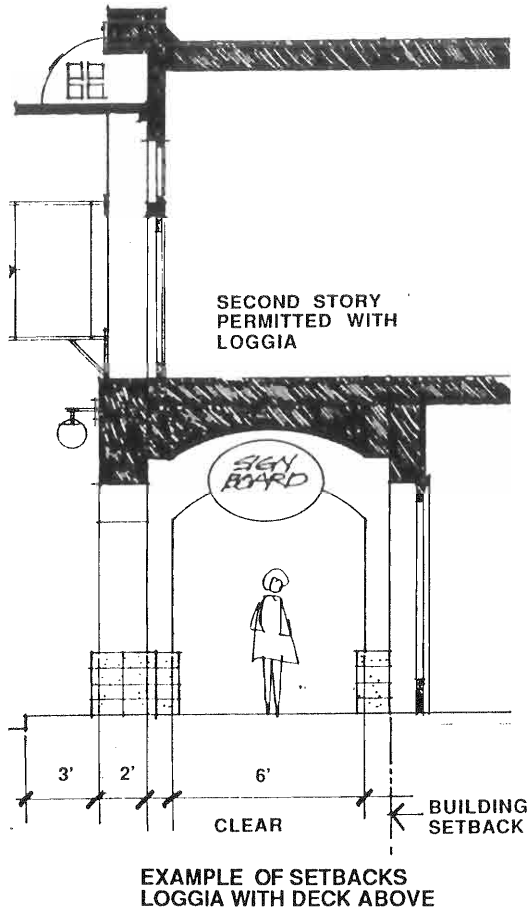


VILLA EMO, 1555, Fanzolo, Italy, Andreas Palladio:² Palladio utilized the arcade to great effect in this villa. The high arches, square piers and minimal bases and capitals would be as appropriate today as they were 440 years ago.



MISSION INN, Riverside: This arbor colonnade extends along the edge of the hotel's first floor public rooms and separates the interior spaces from the noisy and bright swimming pool outside.

LOGGIAS AND PORTICOS



LOGGIA. Downtown Riverside: This loggia entry presents a stark contrast between the brightly illuminated open public walk and the shaded and sheltered covered walk

over the property line when facing a permanent open space (street or public ROW).

- Awnings, canopies, sun screens and shading devices: May encroach a maximum of 3 feet into the setback or public way.
- Open arcades and colonnades: May be constructed in the setback or public way to a point within 3 feet of the curb or travel lane. A minimum width of 6 feet is required between the store front and the inner column line of the structure.
- Covered porticos and loggias: May be constructed in the setback or public way to a point within 3 feet of the curb or travel lane. A minimum clear width of 6 feet is required between the store front and the inner column line of the structure.
- Required setbacks apply to the structural face of walls, and to the center line of columns. Columns and bases not larger than 24 inches in diameter or width may project into required setbacks and public ways one half their diameter or width.
- Raised or ground level planters may be constructed in the required setback and within the minimum dimensions for courtyards provided the required clearances are maintained and raised planters do not exceed 32 inches in height.

Details, embellishments and trim: Trim should be either minimal or left off entirely. When used, it is most often a plant-on plastered over or a recessed surround that creates a small, but noticeable shadow line. When trim is used, particularly in the Gill mode, it relates to the infill material within the overall opening and does not overlap the wall surface.

However, if a more traditional interpretation is desired, trim of a more elaborate nature may be used and it ought to relate both to the type of use and the underlying archetype. Crown moldings; chair rails; decorative

wainscots; lintel embellishments of architrave, frieze and cornice; and shaped door and window trim are all appropriate, particularly as derived from the Spanish Revival and Colonial styles and when used ought to be kept simple, elegant and refined.

Gutters and downspouts: Gutters and downspouts can be transformed from mere utilitarian devices into aesthetically pleasing features of the architecture. The design of catch boxes, parapet penetrations and scuppers can combine to create a distinctive and unique design statement. The use of weathering material such as copper, tile or wood trim will acquire the patina of age as conditions bleach, tint or stain the material. Colors can also be used to either blend or render distinctive the gutters and downspouts.

Colors and materials: Materials may be as follows:

- Walls, Low Walls, Column Bases and Wainscots: Stucco, precision brick, concrete block and metal siding and wall coverings.
- Column Capitals: Stucco, precision brick, natural and cultured stone and concrete block
- Column Shafts: Stucco, natural and cultured stone, synthetic materials (e.g., fiberglass and epoxy), structural timber, steel, precision brick, concrete block
- Structural Timber: Any approved wood species
- Door and Window Sash: Wood, aluminum, steel.
- Roofs: Tile (mission, "S", and flat), metal (standing seam and batten seam), architectural composition shingles

Chapter Five

LANDSCAPE ARCHITECTURAL DESIGN

INTRODUCTION

This section provides standards for landscaping of on-site project areas around buildings and parking lots. Each developed lot within the "East and West Village" areas must dedicate a minimum of 5% of the lot size to landscape area. Lots developed within the "Village Center" zone do not require landscaping but it is encouraged where possible. All parking lot landscaping must adhere to the requirements set forth in "*Riverside County Ordinance 348, Parking & Landscaping*". Where requirements in these design guidelines differ from County Ordinance, the more stringent shall apply.

Beyond this there are three principal areas of concern: 1) Irrigation Design, 2) Planting Design, and 3) Hardscape design. Each section will discuss general design parameters and include a recommended materials list.

IRRIGATION DESIGN

All landscape areas must be irrigated by an automatically controlled sprinkler system and shall include a rain shut-off device wired to the controller. The system shall be designed to meet the following requirements.

Hydro Zones:

Irrigation systems shall be separated into hydro zones that take into account plant type water requirements, sun & wind exposure, and soil types

Separate Valve Stations:

Turf and shrub/groundcover areas shall not be watered by the same valve station.

Moisture Demand:

Meet the peak moisture demand of all plant materials.

Run-Off Design:

Designed to prevent and/or minimize run-off and discharge of irrigation water onto roadways, driveways, adjacent properties and any area not under control of the user.

Equipment Types:

Irrigation equipment (sprinkler heads, controllers, valves, etc.) shall be as manufactured by Rainbird, Toro, Hunter, Hardie or approved equals. Drip irrigation is highly encouraged.

Pop-Up Heads:

Landscape areas along walks and curbs and shrub areas adjacent to turf shall be irrigated with pop-up type sprinkler heads.

PLANTING DESIGN

To reinforce and complement the overall Mission Boulevard theme, the on-site planting design shall adhere to the following criteria:

Plant Combinations:

All landscape areas shall be planted with a combination of trees, shrubs and groundcover. If turf is used, it shall not exceed 25% the total landscape area.

Parking Lot Planting:

Parking lots that have street frontage shall have a 3' high decorative wall, landscape berm or 3' high shrub hedge

that effectively blocks the view of the parked cars from the street. If a berm is utilized, it shall not exceed a 3:1 slope.

Screening:

All backflow preventers and other utility elements shall be screened from view from the street with plant material.

Trash Enclosures:

Trash Enclosures shall have a minimum 3' wide planting area on both sides and along the back and shall be planted with self-clinging vine (1 gallon size minimum) at 4' o.c.

Plant Specifications:

Plant quantities and sizes shall meet the following minimums:

- (1) 24" box tree for every 800 s.f. of landscape area;
- (1) 15 gallon tree for every 800 s.f. of landscape area;
- (1) 5 gallon shrub for every 75 s.f. of landscape area;
- (1) 1 gallon shrub for every 50 s.f. of landscape area;
- Rooted cutting ground cover at 12" o.c. minimum shall be planted in all non-turfed landscape areas **unless** the areas are planted such that the shrubs and spacing selected will result in complete landscape area coverage within two years.
- A 3" layer of **finely ground** bark mulch shall be installed in all non-turfed landscape areas;
- All landscape areas shall be maintained in a healthy and growing condition. Dead plants shall be removed immediately and replaced with equal size and species material.

Recommended Plant Palette:

The following is a recommended plant palette for all on-site landscaping. Design creativity is encouraged, however plants deviating from the following lists must be approved by the plan checking agency at time of submittal.

Parking Lot Trees

- *Brachychiton populneus*
- *Pinus canariensis*
- *Lagerstroemia fauriei*
- *Pistacia chinensis*
- *Platanus acerifolia*

Entry Drive Accent Trees

- *Jacaranda mimosifolia*
- *Eriobotrya deflexa*
- *Lagerstroemia fauriei*
- *Magnolia grandiflora* 'Little Gem'
- Palm trees
- *Koelreuteria paniculata*

Additional On-Site Trees

- *Bauhinia purpurea*
- Palm trees
- *Eucalyptus* species
- *Schinus molle*
- *Albizia julibrissin*
- *Fraxinus velutina*

Parking Lot and On-Site Shrubs & Vines

- *Nerium oleander* 'Petite Pink'
- *Rhaphiolepis indica* 'Ballerina'
- *Pittosporum*
- *Hermerocallis*
- *Agapanthus*
- *Photinia* x 'Freseri'
- *Ligustrum texanum*
- *Bougainvillea*
- *Xylosma congestum* 'Compacta'
- *Nandina domestica*
- *Parthenocissus tricusidata*
- *Ficus repens*
- *Doxanthus unguis-cati*

Parking Lot and On-Site Ground Covers

- Lantana
- Rosemary
- Trailing Gazania
- Myoporum parvifolium
- Verbena
- Trachelospermum jasminoides
- Pelargonium peltatum
- Hedera helix 'Habnii'
- Turf - "Marathon type" dwarf fescue

HARDSCAPE DESIGN

On-site hardscape shall be designed to compliment the street hardscape. Colors shall be coordinated to match existing paving colors, within the same spectrum range. All exposed walls shall be treated with anti-graffiti sealer.

Chapter Six

RUBIDOUX VILLAGE SIGN PROGRAM

INTRODUCTION

This section establishes a coordinated and consistent sign program for all new and renovated projects within the Jurupa Village boundaries. With the exception of the New Construction and Future Facilities signs, the design of the signs are left completely up to the sponsors of each project. The common thread of these regulations is the creation of a consistent program of signage throughout the Rubidoux Village area in terms of size and type.

Perhaps most important is the mandate that the signs created under this program must be compatible with the architectural and the landscape architectural themes of the projects they serve.

The regulations contained in this sign program have been adopted as an amendment to the Jurupa Community Plan by ordinance and are enforceable under zoning and development law.

DEFINITIONS.

The following definitions are unique to this sign program. All other definitions remain unchanged as contained in Riverside County Ordinance 348, Article 19, Advertising Regulations.

Maximum Height: Maximum height shall mean the height measured from the average adjacent finish grade (excluding artificial berms and raised planters) to the upper most portion of the border or surface area of the sign. Exceptions:

- Structural supports and non-sign architectural features may project above the maximum height limit to the limits prescribed in the applicable zoning ordinances.
- Signs affixed to the building may be placed at any height so long as the sign conforms to the other regulations of this ordinance.

Surface Area: Means the entire area of the surface or background of the sign face as defined by the borders of the sign.

Copy Area: Means that portion of the surface area actually covered by the advertising copy, i.e., the name, title, graphics, symbol or logo and/or any message to be conveyed and is defined as the smallest geometrical figure or combination of figures that can surround the copy. The copy area becomes the same as the surface area for wall mounted signs without borders.

Maximum Sign Area: Means the “surface area” of signs with borders and the “copy area” for signs without borders and does not include the architectural or structural supports or features of the sign.

Kiosk: Means a freestanding architectural or landscape feature containing surfaces or enclosures for the display of information and signage directed at pedestrian traffic and located within pedestrian circulation corridors on private property.

Temporary Signs: Temporary freestanding signs created specifically to announce an event or a sale are limited to 8 square feet in area and may be double sided.

OUTDOOR ADVERTISING DISPLAYS.

For the purposes of this sign program, no billboards and off-site advertising shall be permitted. Those existing billboards and outdoor advertising displays currently permitted may remain in-place for their permitted life. No new permits for such advertising will be issued.

ON-SITE ADVERTISING STRUCTURES AND SIGNS.

The following sign regulations replace the contents of SECTION 19.4 in all respects. No person shall erect an on-site advertising structure or sign in the Designated Rubidoux Village Policy Area of the Jurupa Community Plan zoned as Rubidoux-Village Commercial (R-VC) that is in violation of the provisions contained within any applicable zone classification in Ordinance 348 or that is in violation of the provisions of this sign program.

COMMERCIAL SIGNS.

Commercial signage creates opportunities for much more than just name identification and location finding. Signage can become an artistic expression, artifact and accent to the architecture and landscape. The following regulations are intended to provide a common format for the design of attractive and functional signs, individually and uniquely appropriate for specific purposes yet related to all other signs through adherence to these regulations.

GENERAL PROVISIONS. All signs covered by this sign program must comply with these general provisions. Specific regulations are also applicable to individual signs of varying types.

Mounting: All signs must be mounted on freestanding ground mounted supports, supported from elements in the landscape such as arbors and arcades, or anchored to the building either with surface mounts or suspended from walls or ceilings. No roof mounted structures are permitted. Standard pole mounted signs are not permitted.

Illuminated Signs: Illuminated signs may be used within the Rubidoux Village boundaries.

- Internal illumination, when used may serve to illuminate the text, the background or both.
- External illumination shall not spill over onto adjacent property or over public rights of way so as to cause a nuisance or a hazard.
- Neon type signs in which the sign text and/or graphic design is made up of neon tubes are permitted.
- All conduits, and raceways must be concealed and/or painted to match the surfaces on which they are mounted unless appropriate to the architectural design of the sign and its support structure.

Murals and Artwork as Signage: Murals and other works of art intended to serve as signage to identify, locate or list the goods and/or services provided must comply with the standards of this sign program.

Projecting Signs: Projecting signs, cantilevered or supported from a building wall or other structural support may be double sided, however, only one side will be counted in calculating allowable sign area.

Landmark Identification: These identifying elements of building architecture or of the landscape are unique features in the urbanscape of the public street. Landmarks are significant only in relation to their unique identity and limited use.

- Landmark identification is intended to announce a special place and may not be used for product or service advertising.
- Where architectural or landscape landmarks are created on private property, signage may be affixed or suspended according to these regulations.
- When permitted signage is affixed to a landmark structure the sign must remain below the eave, cornice or parapet cap of the structure and in no case may it project over or above the roof plane. In this circumstance, the height limit is determined by the approved height of the landmark structure.
Exception: When the landmark structure is higher than an adjoining roof, a permitted sign may project over the lower roof.
- A landmark architectural element may be used as a double or triple sided sign support and will count only as a single sign.

Architectural Compatibility: It is required that Primary and Secondary Identification signs be designed as a thematically appropriate and compatible component of the building or landscape architecture. Materials, details and colors must be compatible with and appropriate in terms of the overall design of the building architecture.

Limits to Copy: Copy is limited to the name of the business, a logo or logotype, and standard subtext associated with the name of the business or the logo/logotype and limited to a simple recitation of the general goods and services offered. An itemized listing of goods or services is not permitted.

Posters and Temporary Signs: Posters and other temporary signage may not be permanently affixed to any portion of the buildings or the landscape.

Location in Setbacks: Notwithstanding the requirements of the R-VC zoning ordinance, freestanding signs may be placed in setback areas, but may not be located in areas that would violate required sight distances at intersections, etc.

Street Address Display Required: Commercial buildings shall display at least one street address sign visible from the adjoining streets with numerals/letters a minimum of 4 inches high.

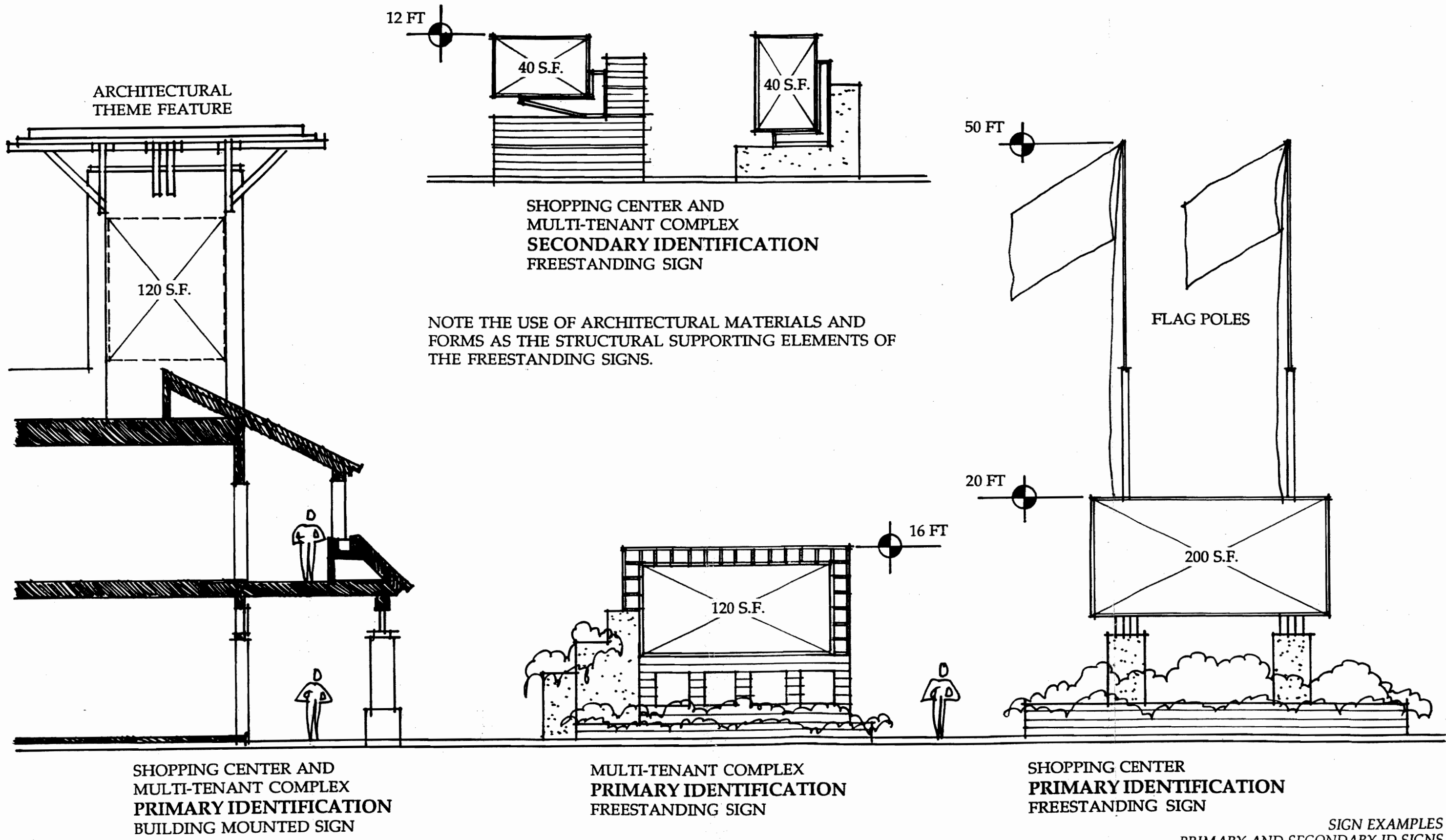
Prohibited Signs: No standard signs such as franchise, major brand or corporate signs, which have not been modified or specifically designed to meet the requirements of this ordinance shall be permitted.

SHOPPING CENTER SIGNS. A shopping center is defined as a minimum 6 acre development under single ownership or development control having as an anchor tenant(s) a major retail user(s):

Primary Identification: These are used as the primary identification of the entire shopping center. These signs must be located so as to be read from either Mission Boulevard, Rubidoux Boulevard and/or Riverview Drive. The total number of signs is limited to one per site.

- Freestanding: Limited in area to 120 square feet or a maximum of .25 percent (1/4 of 1%) of the approved building area not to exceed 200 square feet and may not exceed 20 feet in height.
- Building mounted: Limited to 120 square feet in area.

Secondary Identification Signs: These signs serve the same purpose as the primary signs except that they may be located along local streets and alleys. The total number of signs is limited to one per street frontage for each local street faced by the building.



SIGN EXAMPLES
PRIMARY AND SECONDARY ID SIGNS

- **Freestanding:** Limited to 40 square feet in area and may not exceed 12 feet in height.
- **Building mounted:** Limited to 40 square feet in area.

LARGE PROJECT IDENTIFICATION SIGNS. Large projects must meet the following criteria: Land parcel(s) must be a minimum of 20,000 square feet; gross tenant space must be a minimum of 12,000 square feet and there must be a minimum of 5 lease/tenant spaces.

Primary Identification: These are used as the primary identification of an entire project or complex of buildings. These signs must be located so as to be read from either Mission Boulevard, Rubidoux Boulevard and/or Riverview Drive. The total number of signs per site is limited to one per street frontage.

- **Freestanding:** Limited to 120 square feet in area and may not exceed 16 feet in height.
- **Building mounted:** Limited to 120 square feet in area.

Secondary Identification: The regulations for shopping center Secondary Identification signage apply.

SMALL PROJECT IDENTIFICATION SIGNS: Small projects are those that do not meet the criteria for large projects.

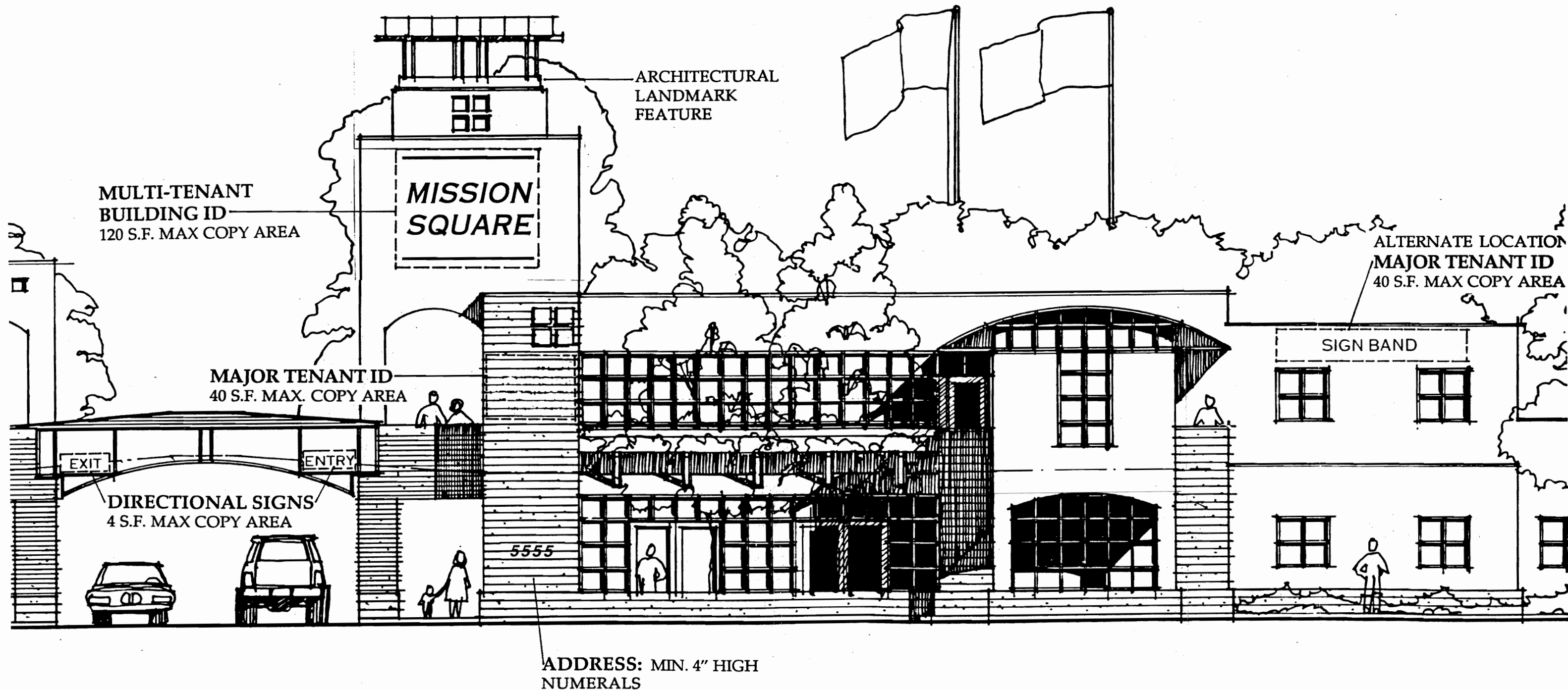
Primary Identification: These are used as the primary identification of an entire project or complex of buildings. These signs must be located so as to be read from either Mission Boulevard, Rubidoux Boulevard and/or Riverview Drive. The total number of signs per site is limited to one per street frontage.

- **Freestanding:** Limited to 80 square feet in area and may not exceed 16 feet in height.
- **Building mounted:** Limited to 80 square feet in area.

FLAGS AND FLAGPOLES

POLES: MAX. 70' HIGH

FLAGS: 64 S.F. MAX. AREA



SIGN EXAMPLES
TENANT IDENTIFICATION SIGNS

Secondary Identification: The regulations for shopping center Secondary Identification signage apply.

SINGLE TENANT BUILDINGS AND MAJOR TENANT IDENTIFICATION SIGNS. Copy is limited to the name of the business, the business owners, the logo or logotype and a standard subtext associated with the name or the logo/logotype. The total number of signs per site is limited to one per street frontage.

- Freestanding: Limited to 40 square feet in area and may not exceed 12 feet in height.
- Building mounted: Limited to 40 square feet in area.

MINOR TENANT IDENTIFICATION SIGNS. Copy is limited to the name of the business, the business owners, the logo or logotype and a standard subtext associated with the business or the logo/logotype.

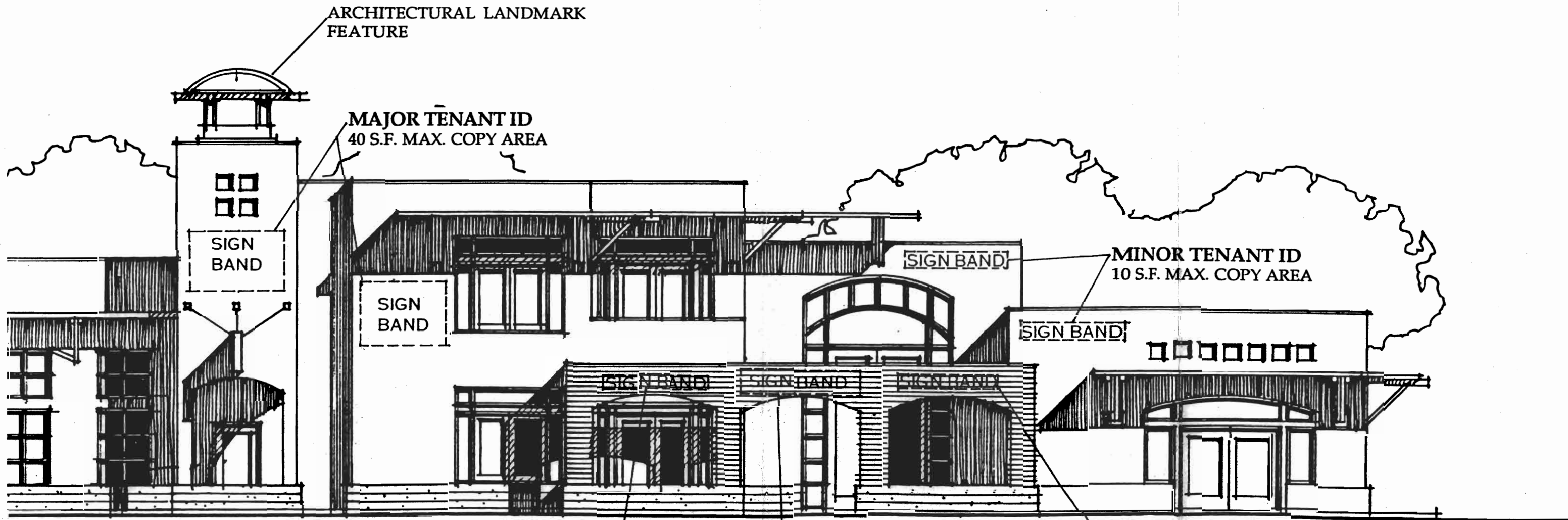
- Freestanding or building mounted: Limited to 10 square feet in area.
- Number of signs: Limited to one. Exception: Corner suites and spaces may have one additional sign to be displayed on the alternate frontage.
- Tenant spaces set back under loggias or similar architectural features that serve as pedestrian ways may use one additional sign either on the exterior face of the building (or suspended perpendicular to the building) or under the loggia either building mounted or suspended.

DOOR AND WINDOW TENANT IDENTIFICATION SIGNS.

For Individual Office and Small Shop Identification:

These signs are permitted in addition to all other permitted signs under this sign program and are mounted or installed on windows and doors visible to passersby.

- Business name identification: Limited to 2 square feet in area.



MINOR TENANT ID
10 S.F. MAX. COPY AREA

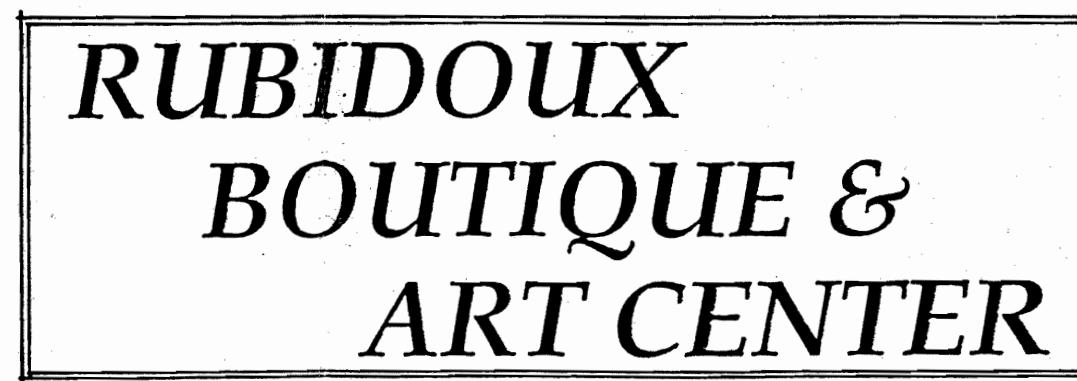
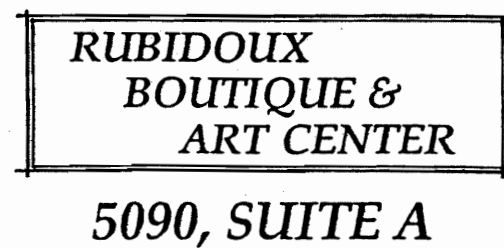
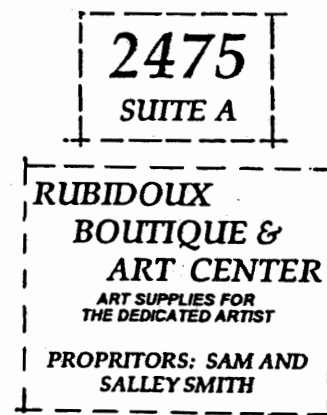
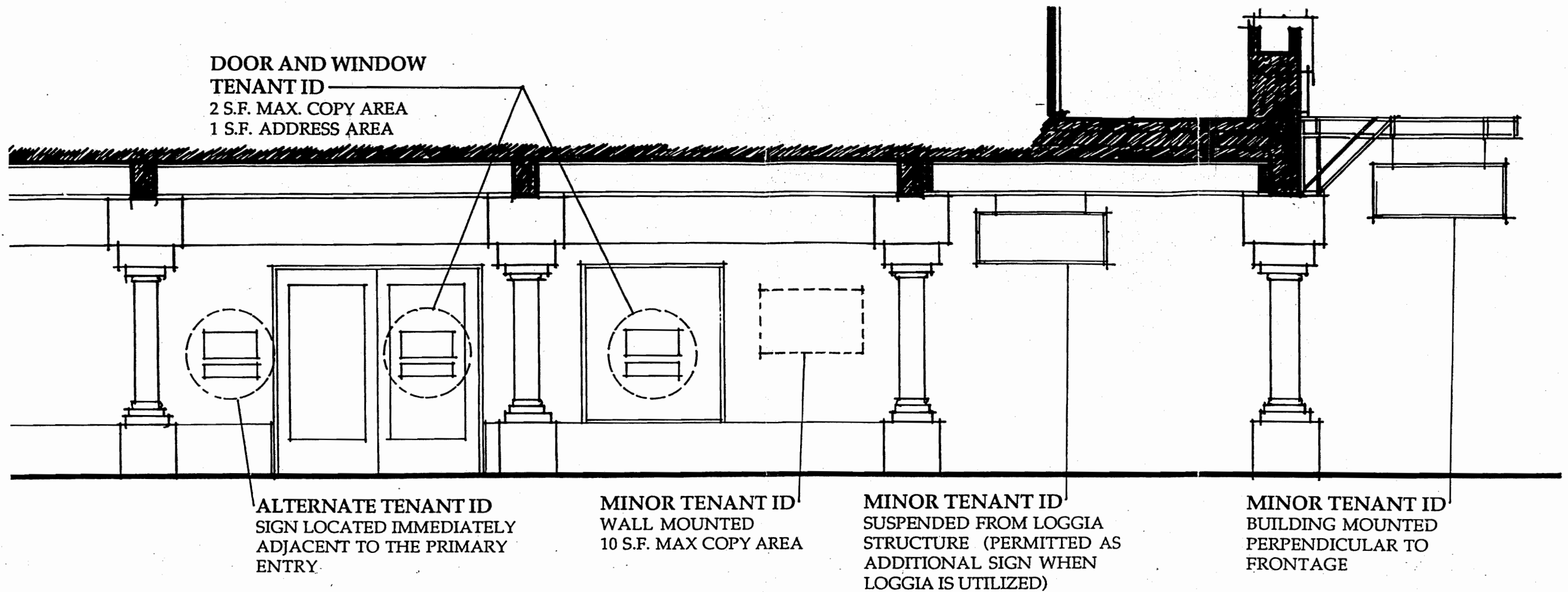
REFER TO THE DOOR AND WINDOW TENANT ID. SIGN REGULATIONS FOR ADDITIONAL OPPORTUNITIES FOR INDIVIDUAL TENANT IDENTIFICATION.

COURT NAME
20 S.F. MAX. SIGN AREA

NOTE: WHERE A COURT ENCLOSURE IS USED TO IDENTIFY INDIVIDUAL TENANTS WITHIN THE COURT, ONLY A SINGLE DOOR OR WINDOW TENANT ID SIGN IS PERMITTED WITHIN THE COURT.

MINOR TENANT ID
10 S.F. MAX. COPY AREA

SIGN EXAMPLES
TENANT IDENTIFICATION SIGNS



MINOR TENANT ID
10 S.F. MAX. COPY AREA

DOOR AND WINDOW
TENANT IDENTIFICATION
MAY BE USED BY ANY TENANT
IN ADDITION TO ALL OTHER
PERMITTED SIGNS.
2 S.F. MAX COPY AREA
1 S.F. ADDRESS AREA

SIGN DETAILS
SCALE 1"= 1'

SIGN EXAMPLES
TENANT IDENTIFICATION SIGNS

- Addresses and suite numbers: Limited to 1 square foot in area.
- If installed immediately adjacent to the primary entry, this sign may be mounted on the building

SPECIAL PURPOSE SIGNS

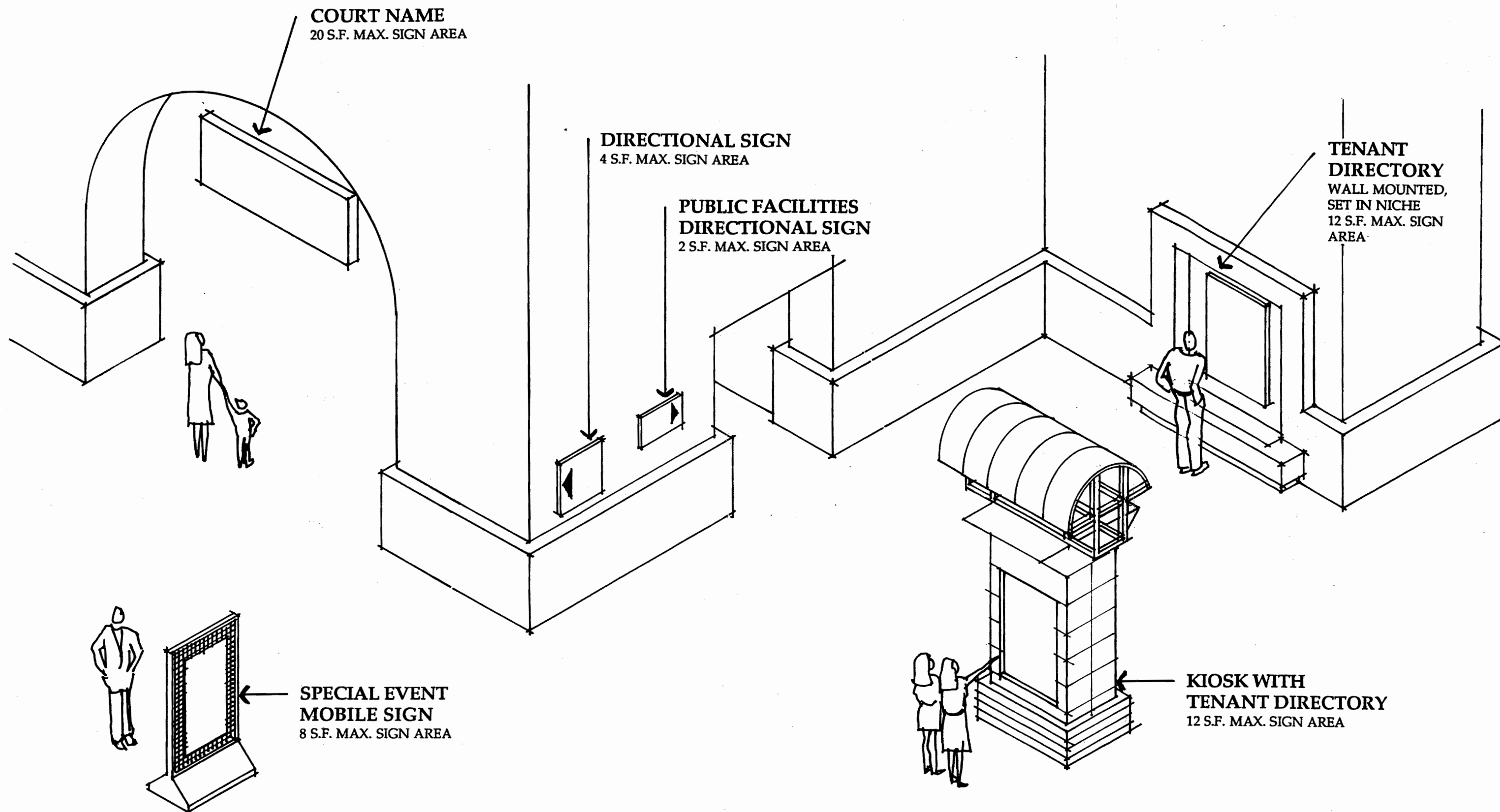
Locator Boards and Tenant Directories: Kiosks and freestanding slab type directories are considered architectural features and must comply with the provisions of this sign program and the development standards of the zone classification for the property. Building mounted sign boxes or slab type directories need only meet the provisions of this sign program.

- Sign area limited to 12 square feet per face.
- Otherwise, there are no location, number or height limitations for these structures.
- It is required, however, that they be designed as a component part of the building design or of the landscape architecture. Materials, details and colors must be compatible with and appropriate in terms of the overall design of the complex.

Permanent Architectural Flagpoles, Banners and Flags:

Banners and flags are permitted as follows:

- The manner of suspension or support must be compatible with the architectural character of the buildings or the landscape theme.
- No single flag or banner shall exceed 64 square feet nor shall the length exceed 15 feet.
- Flag poles are permitted not to exceed 70 feet in height.
- The copy or message on the flag/banner may be that permitted under the provisions of the "Limits to Copy" provision of this sign program.
- Banners suspended between buildings must be secured per State Uniform Building Code requirements and adequately secured against wind and gravity loads.



SIGN EXAMPLES
SPECIAL PURPOSE SIGNS

SIGN EXAMPLES ILLUSTRATING
ACCEPTABLE SIGN DESIGNS
ISOMETRIC SCALE: 1/4" = 1'0"

- Flags and banners are to be permanent features of the project. No temporary flags or banners are permitted.
- The use of small, repetitive "carnival" or "car lot" type flag lines are prohibited.

Special Event and "Sale" Signage: Special event and "sale" signage is intended to be temporary, mobile and of short duration.

- May be window mounted or painted for no more than three weeks prior to and during the event, thereafter, the sign must be removed within three working days. These signs may be mounted on kiosk, slabs or wall mounted announcement boards.
- Temporary freestanding signs created specifically to announce an event or a sale are limited to 8 square feet in area and may be double sided.

Public Facilities Identification and Directional Signs:

Special signs for bathrooms, wheelchair access, elevators, telephones, etc.

- Limited to 2 square feet providing, however, that nothing in this ordinance is to be construed to contravene the dictates of State or Federal legislation with regard to signage for the handicapped.

Directional Signs for Parking, Access, Loading etc.:

- These directional and instructional signs are limited to 4 square feet per sign and must be located so that those requiring the directions can easily find them.
- Limited to 6 feet in height unless wall mounted, then no higher than can be read conveniently for the purpose intended.

Court Name Signs:

- Limited to 20 square feet per sign.
- Limited to one sign for each point of access from public ways.

FUTURE FACILITIES SIGNS. These signs are intended to announce the impending development of a facility. They may be freestanding or building mounted.

- Maximum size: 32 square feet in a 4 foot by 8 foot panel.
- Refer to the accompanying graphic for the design, color and font specifications for the header and footer bands.
- Copy is limited to the name of the future facility, logo/logotype, the subtext description of the project, the developer(s), lender, architect, landscape architect and/or engineer and major tenants, the proposed time of opening and a contact name and telephone number to pre-leasing information
- Maximum height: 10 feet
- When smaller signs are utilized, the required header and footer bands must be proportionately sized and incorporated.

PROJECT CONSTRUCTION SIGNS.

- Maximum size: 32 square feet in a 4 foot by 8 foot panel.
- Refer to the accompanying graphic for the design, color and font specifications for the header and footer bands.
- Copy is limited to the name of the future facility, logo/logotype, the subtext description of the project, the developer(s), the general contractor, the lender, the architect, landscape architect and/or engineer and major tenants, the proposed time of opening and a contact name and telephone number to pre-leasing information.
- Maximum height: 10 feet.
- When smaller signs are utilized, the required header and footer bands must be proportionately sized and incorporated.

FUTURE FACILITIES SIGN

**A FUTURE PROJECT
FOR RUBIDOUX VILLAGE**

**RUBIDOUX
CENTRE**

**A SERVICE AND PROFESSIONAL CENTER
BY XYZ DEVELOPMENT CORPORATION**

OPEN SPRING 1998

LEASE SPACES FROM 800 TO 10,000 SQ. FT.

**LENDER: EMPIRE NATIONAL BANK
ARCHITECT: ABC AND ASSOCIATES
LANDSCAPE ARCHITECT: DEF AND COMPANY
ENGINEER: GHI GROUP, INC.**

**FOR LEASING INFORMATION
CONTACT: JKL ASSOCIATES
909.555.5555**

**Rubidoux Village Revitalization Program Economic
Development Agency, Brad Hudson, Director.
Supervisor Second District: John Tavaglione**

Copy is limited to the name of the future facility, logo/logotype, a subtext description of the project, the developer(s) and lender, the architect, landscape architect and/or engineer and major tenants, the proposed time of opening and a contact name and telephone number to pre-leasing information.

**SIGN EXAMPLES
FUTURE FACILITIES SIGN**

CONSTRUCTION SIGN

**ANOTHER NEW CONSTRUCTION PROJECT
FOR RUBIDOUX VILLAGE**

RUBIDOUX CENTRE

**A SERVICE AND PROFESSIONAL CENTER
BY XYZ DEVELOPMENT CORPORATION**

OPEN SPRING 1998

LEASE SPACES FROM 800 TO 10,000 SQ. FT.

CONTRACTOR: PDQ BUILDERS, INC.

LENDER: EMPIRE NATIONAL BANK

ARCHITECT: ABC AND ASSOCIATES

LANDSCAPE ARCHITECT: DEF AND COMPANY

ENGINEER: GHI GROUP, INC.

FOR LEASING INFORMATION

CONTACT: JKL ASSOCIATES

909.555.5555

**Rubidoux Village Revitalization Program Economic
Development Agency, Brad Hudson, Director.
Supervisor Second District: John Tavaglione**

Copy is limited to the name of the future facility, logo/logotype, a subtext description of the project, the developer(s), the general contractor, lender, the architect, landscape architect and/or engineer and major tenants, the proposed time of opening and a contact name and telephone number to pre-leasing information.

**SIGN EXAMPLES
CONSTRUCTION SIGN**

SIGN MATERIALS. Signs may be constructed of the following materials:

- **Neon:** Neon tube lighting, particularly that of an artistic nature, reflecting the new technology and shaping methods of the medium.
- **Wood:** Laser carved, sandblasted and built-up wooden signs, particularly those hanging from wall or ceiling brackets and receiving spotlight illumination.
- **Metal:** Brass, copper, gold plate and brushed metal signs, either plaques or individual letters.
- **Wood Letters:** Wood letters and numbers may be used in locations that are sheltered from the weather.
- **Painted Signs:** Hand painted signs on walls, wood or other backing material, mounted or freestanding.
- **Plastic, Acrylic And Other Synthetic Materials:** Plastic sign bands used in connection with a larger sign board or glazed sign box.
- **Concrete:** Concrete may be used as a primary sign material and may be either natural or tinted in color. Any surface treatment consistent with the design of the project and the "Rubidoux Village Design Workbook" may be used. When used as a base or structural support material, the design and finish treatment must be consistent with the overall design statement of the project's architecture.
- **Banner and Flag Material:** Banners and flags must be of all-weather fabric treated to withstand both water and solar exposure. Treated canvas, sail cloth and woven nylon are acceptable examples. Samples of the materials must accompany the sign permit application.

ATTACHMENT NO. 7

Adopted Planning Commission Resolution
No. 2020-05-27-03 *without exhibits as these exhibits are the
same as the one attached to Resolution No. 2020-54)*

RESOLUTION NO. 2020-05-27-03

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF JURUPA VALLEY RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY CERTIFY AN ENVIRONMENTAL IMPACT REPORT AND ADOPT A STATEMENT OF OVERRIDING CONSIDERATIONS AND MITIGATION MONITORING AND REPORTING PROGRAM FOR A MIXED-USE DEVELOPMENT PROJECT ON APPROXIMATELY 6.93 GROSS ACRES LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, -003, -004, -005, AND -006), OVERRULE THE AIRPORT LAND USE COMMISSION'S DETERMINATION OF INCONSISTENCY, AND APPROVE GENERAL PLAN AMENDMENT NO. 16006, CHANGE OF ZONE NO. 16011, TENTATIVE PARCEL MAP NO. 37126, AND SITE DEVELOPMENT PERMIT NO. 16043 TO PERMIT THE SUBDIVISION OF APPROXIMATELY 6.93 GROSS ACRES LOCATED ON THE NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, -003, -004, -005, AND -006) INTO 2 PARCELS TO ALLOW FOR A MIXED-USE DEVELOPMENT PROJECT

THE PLANNING COMMISSION OF THE CITY OF JURUPA VALLEY DOES RESOLVE AS FOLLOWS:

Section 1. **Project.** Northtown Housing Development (the "Applicant") has applied for General Plan Amendment No. 16006, Change of Zone No. 16011, Tentative Parcel Map No. 37126, Site Development Permit No. 16043, and an overruling of an Airport Land Use Commission determination (collectively, Master Application No. 16224 or MA No. 16224) to permit the subdivision of approximately 6.93 gross acres into 2 parcels on real property located on the northeast corner of Mission Boulevard and Crestmore Road (APNs: 179-330-002, -003, -004, -005, and -006) in the Rubidoux-Village Commercial (R-VC), Multiple Family Dwellings (R-2), and Light Agricultural (A-1) Zones and designated Commercial Retail (CR) and Medium High Density Residential (MHDR) with Rubidoux Town Center (RTCO), Flabob Municipal Airport (FLO), and Santa Ana River Corridor (SRO) Overlays to allow for a mixed-use development project consisting of a 30,715 square foot commercial building on a 1.79 acre parcel and sixty-eight (68) multi-family affordable housing dwelling units on a 5.14 acre parcel (the "Project").

Section 2. **General Plan Amendment.**

(a) The Applicant is seeking approval of General Plan Amendment No. 16006 to change the General Plan land use designations of the parcels from Commercial Retail (CR) and Medium High Density Residential (MHDR) to Commercial Retail (CR) for the proposed

1.79 acre commercial parcel and High Density Residential (HDR) for the proposed 5.14-acre residential parcel.

(b) Section 9.30.010.A. of the Jurupa Valley Municipal Code provides that any amendment to any part of the Jurupa Valley General Plan, shall be adopted in accordance with the provisions of Section 65300 *et seq.* of the Government Code, as now written or hereafter amended, and Chapter 9.30 of the Jurupa Valley Municipal Code.

(c) Section 9.30.010.B. of the Jurupa Valley Municipal Code provides that the initiation of proceedings for the amendment of any part of the Jurupa Valley General Plan shall be conducted in accordance with the provisions of Chapter 9.30 of the Jurupa Valley Municipal Code.

(d) Section 9.30.040.D. of the Jurupa Valley Municipal Code provides that the owner of real property, or a person authorized by the owner, seeking to change the land use designation on that real property, shall have the right to apply for a General Plan amendment without having to request that the City Council adopt an order initiating proceedings for an amendment as detailed in Section 9.30.040. Instead, the owner of real property, or a person authorized by the owner, seeking to change the land use designation on that real property may apply for a General Plan amendment through the Planning Department and pay the required fee. Upon submittal of an application, the amendment shall be processed, heard and decided in accordance with Sections 9.30.010 and 9.30.100 of the Jurupa Valley Municipal Code.

(e) Section 9.30.100.(1) of the Jurupa Valley Municipal Code provides that proposals to amend any part of the Jurupa Valley General Plan shall be heard by the Planning Commission during a public hearing on the matter. Further, Government Code Section 65353 provides that when a city has a planning commission authorized by local ordinance or resolution to review and recommend action on a proposed general plan, the commission shall hold at least one public hearing before approving a recommendation on the adoption of a general plan.

(f) Section 9.30.100.(2) of the Jurupa Valley Municipal Code provides that after closing the public hearing, the Planning Commission shall make a recommendation for approval or disapproval within a reasonable time, by resolution, including therein its findings, and transmit it to the City Council with a copy mailed to the applicant. A recommendation for approval shall be made by the affirmative vote of not less than a majority of the total membership of the Planning Commission. If the Planning Commission cannot reach a decision within a reasonable time after closing the hearing, that fact shall be reported to the City Council and shall be deemed a recommendation to deny the proposal. Further, Government Code Section 65354 provides that the planning commission shall make a written recommendation on the adoption of a general plan, that a recommendation for approval shall be made by the affirmative vote of not less than a majority of the total membership of the commission, and that the planning commission shall send its recommendation to the legislative body.

(g) Section 9.30.100.(3) of the Jurupa Valley Municipal Code provides that upon receipt of a recommendation of the Planning Commission on an amendment of the General Plan, the City Clerk must set the matter for public hearing before the City Council at the earliest

convenient day and give notice of public hearing in the same manner as notice was given of the hearing before the Planning Commission.

Section 3. Change of Zone.

(a) The Applicant is seeking approval of Change of Zone No. 16011 to rezone the proposed 1.79 acre commercial parcel from Rubidoux-Village Commercial (R-VC), Multiple Family Dwellings (R-2), and Light Agriculture (A-1) Zones to Rubidoux-Village Commercial (R-VC) Zone and the proposed 5.17 acre residential parcel from Rubidoux-Village Commercial (R-VC), Multiple Family Dwellings (R-2), and Light Agriculture (A-1) Zones to General Residential (R-3) Zone.

(b) Section 9.285.040.(1) of the Jurupa Valley Municipal Code provides that the Planning Commission shall hold a public hearing on proposed amendments to the City's Zoning Ordinance that propose to change property from one zone to another.

(c) Section 9.285.040.(3) of the Jurupa Valley Municipal Code provides that after closing the public hearing the Planning Commission shall render its decision within a reasonable time and transmit it to the City Council in the form of a written recommendation, which shall contain the reasons for the recommendation and, if the recommendation is to change a zone classification on property, the relationship of the proposed amendment to applicable general and specific plans. A copy of the recommendation shall be mailed to the applicant and proof thereof shall be shown on the original transmitted to the City Council. If the Planning Commission does not reach a decision due to a tie vote, that fact shall be reported to the City Council and the failure to reach a decision shall be deemed a recommendation against the proposed amendment.

(d) Section 9.285.040.(4)(a) of the Jurupa Valley Municipal Code provides that upon receipt of a recommendation for approval by the Planning Commission, the City Clerk shall set the matter for public hearing before the City Council at the earliest convenient day, and give notice of the time and place of the hearing in the same manner as notice was given of the hearing before the Planning Commission.

Section 4. Tentative Parcel Map.

(a) The Applicant is seeking approval of Tentative Parcel Map No. 37126, a Schedule "E" subdivision of approximately 6.93 gross acres into two parcels totaling 1.79 and 5.14 acres each on real property located on the northeast corner of Mission Boulevard and Crestmore Road (APNs: 179-330-002, -003, -004, -005, and -006).

(b) Section 7.05.020.A. of the Jurupa Valley Municipal Code provides that the Jurupa Valley Planning Commission is designated as the "Advisory Agency" charged with the duty of making investigations and reports on the design and improvement of all proposed tentative Schedule "E" maps. Further, Section 7.05.020.A. of the Jurupa Valley Municipal Code provides that the Commission is authorized to approve, conditionally approve or disapprove all such tentative map land divisions and report the action directly to the City Council and the land divider..

(c) Section 7.15.150 of the Jurupa Valley Municipal Code provides that the Planning Commission is the advisory agency authorized to directly approve, conditionally approve or disapprove all such tentative maps.

(d) Section 7.15.130.A. of the Jurupa Valley Municipal Code provides that within fifty (50) days after the date of filing of a commercial parcel map, a public hearing on the map must be held before the Planning Commission. Section 7.15.130.B. of the Jurupa Valley Municipal Code provides that after the close of the hearing, the Planning Commission must approve, conditionally approve, or disapprove the proposed tentative map, file notice of the decision with the City Clerk, and mail notice of the decision to the land divider, or his or her authorized agent, and any interested party requesting a copy.

(e) Section 9.05.110 of the Jurupa Valley Municipal Code provides that notwithstanding any other provisions of this title, in the event that a project requires a general plan amendment, zone change, specific plan amendment, development agreement or other legislative action in addition to the tentative subdivision map, site development permit, conditional use permit, variance or other quasi-judicial land use applications for the project, the Planning Commission shall make a recommendation to the City Council to approve, modify or deny the applications for the legislative action for the project and a recommendation to the City Council to approve, conditionally approve or deny the quasi-judicial land use applications. The Council shall hear the applications for the legislative actions along with the applicable procedures of Section 9.05.100. The decision of the City Council shall be made by ordinance or resolution as required by law and shall require three (3) affirmative votes of the City Council. The purpose of this section is to enable the City Council to hear and decide all of the land use entitlements for a project in a comprehensive and coordinated manner.

(f) Section 7.15.180 of the Jurupa Valley Municipal Code requires denial of a tentative parcel map if it does not meet all of the requirements of Title 7 of the Jurupa Valley Municipal Code, or if any of the following findings are made:

1) That the proposed land division is not consistent with applicable general and specific plans.

2) That the design or improvement of the proposed land division is not consistent with applicable general and specific plans.

3) That the site of the proposed land division is not physically suitable for the type of development.

4) That the site of the proposed land division is not physically suitable for the proposed density of the development.

5) That the design of the proposed land division or proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

6) That the design of the proposed land division or the type of improvements are likely to cause serious public health problems.

7) That the design of the proposed land division or the type of improvements will conflict with easements, acquired by the public at large, for access through, or use of, property within the proposed land division. A land division may be approved if it is found that alternate easements for access or for use will be provided and that they will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction.

8) Notwithstanding subsection 5) above, a tentative map may be approved if an environmental impact report was prepared with respect to the project and a finding was made, pursuant to the California Environmental Quality Act (Pub. Resources Code Section 21000 *et seq.*), that specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

Section 5. **Site Development Permit.**

(a) The Applicant is seeking approval of Site Development Permit No. 16043 to develop approximately 6.93 acres of real property located on the northeast corner of Mission Boulevard and Crestmore Road (APNs: 179-330-002, -003, -004, -005, and -006) with a mixed-use development consisting of a 30,715 square foot commercial building on a 1.79 acre parcel and sixty-eight (68) multi-family affordable housing dwelling units on a 5.14 acre parcel.

(b) Section 9.80.020.A.(12) of the Jurupa Valley Municipal Code provides that two-family dwellings, multiple-family dwellings, bungalow courts and apartment houses are allowed in the R-3 Zone, providing a Site Development Permit shall first have been obtained pursuant to the provisions of Section 9.240.330 of the Jurupa Valley Municipal Code.

(c) Sections 9.140.020.A. and 9.140.020.B. of the Jurupa Valley Municipal Code provide that certain commercial and office uses are permitted on any site within the East Village planning sub-area of the R-VC Zone subject to a Site Development Permit approved pursuant to the provisions of Section 9.240.330 of the Jurupa Valley Municipal Code.

(d) Section 9.240.330.(3) of the Jurupa Valley Municipal Code provides that no site development permit shall be approved unless it complies with the following standards:

1) The proposed use must conform to all the requirements of the City of Jurupa General Plan and with all applicable requirements of State law and the ordinances of the City of Jurupa Valley.

2) The overall development of the land shall be designed for the protection of the public health, safety and general welfare; to conform to the logical development of the land and to be compatible with the present and future logical development of the surrounding property. The plan shall consider the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion; and shall take into account topographical and drainage conditions, including the need for dedication and improvements of necessary structures as a part thereof.

3) All site development plans which permit the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Riverside County Ordinance No. 460, as adopted by the City of Jurupa Valley pursuant to Chapter 1.35 of the Jurupa Valley Municipal Code, in such a manner that each building is located on a separate legally divided parcel.

(e) Section 9.240.330.(4)(d)(i) of the Jurupa Valley Municipal Code provides that a site development permit application that requires the approval of a general plan amendment, a specific plan amendment, or a change of zone shall be heard in accordance with the provisions of Section 9.285.040, as discussed in Paragraphs (b)-(d) of Section 3 of this Resolution, and all of the procedural requirements and rights of appeal as set forth therein shall govern the hearing.

(f) Section 9.05.110 of the Jurupa Valley Municipal Code provides that notwithstanding any other provisions of this title, in the event that a project requires a general plan amendment, zone change, specific plan amendment, development agreement or other legislative action in addition to the tentative subdivision map, site development permit, conditional use permit, variance or other quasi-judicial land use applications for the project, the Planning Commission shall make a recommendation to the City Council to approve, modify or deny the applications for the legislative action for the project and a recommendation to the City Council to approve, conditionally approve or deny the quasi-judicial land use applications. The Council shall hear the applications for the legislative actions along with the applicable procedures of Section 9.05.100. The decision of the City Council shall be made by ordinance or resolution as required by law and shall require three (3) affirmative votes of the City Council. The purpose of this section is to enable the City Council to hear and decide all of the land use entitlements for a project in a comprehensive and coordinated manner

Section 6. Overruling of Airport Land Use Commission Inconsistency Determination.

(a) The Applicant is seeking the City Council's overruling of a determination made by the Riverside County Airport Land Use Commission ("ALUC") that the Project is inconsistent with the 2004 Flabob Airport Land Use Plan ("ALUP").

(b) Public Utilities Code Section 21676(b) provides that prior to the amendment of a general plan within the planning boundary established by an Airport Land Use Commission pursuant to Public Utilities Code Section 21675, a local agency must first refer the proposed action to the Airport Land Use Commission.

(c) Public Utilities Code Section 21676(b) provides that if the Airport Land Use Commission determines that the proposed action is inconsistent with the Commission's plan, the referring agency must be notified.

(d) On July 13, 2017, the Riverside County ALUC found the Project inconsistent with the 2004 Flabob ALUP due to the subject site's location within Compatibility

Zone C, which limits residential density to one (1) dwelling unit per five (5) acres and limits nonresidential intensity to a maximum occupancy of 150 persons per one (1) acre.

(e) Public Utilities Code Section 21676(b) provides that a local agency may, after a public hearing, propose to overrule an Airport Land Use 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 Article 3.5 of Chapter 4 of Part 1 of Division 9 of the Public Utilities Code as stated in Section 21670(a)(2).

(f) Public Utilities Code Section 21670(a)(2) provides that it is the purpose of Article 3.5 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.

(g) Public Utilities Code Section 21676(b) provides that at least forty-five (45) days prior to a decision to overrule an Airport Land Use Commission, the local agency governing body must provide the Commission and the Division of Aeronautics a copy of the proposed decision and findings. The Commission and the Division of Aeronautics may provide comments to the local agency governing body within thirty (30) days of receiving the proposed decision and findings. If the Commission's or the Division of Aeronautics' comments are not available within this time limit, the local agency governing body may act without them. The comments by the Division of Aeronautics or the Commission are advisory to the local agency governing body. The local agency governing body must include comments from the Commission and the Division of Aeronautics in the public record of any final decision to overrule a Commission, which may only be adopted by a two-thirds vote of the governing body.

Section 7. Procedural Findings. The Planning Commission of the City of Jurupa Valley does hereby find, determine and declare that:

(a) The application for MA No. 16224 was processed including, but not limited to a public notice, in the time and manner prescribed by State law and Jurupa Valley Ordinances.

(b) On May 27, 2020, the Planning Commission of the City of Jurupa Valley held a public hearing on MA No. 16224, at which time all persons interested in the Project had the opportunity and did address the Planning Commission on these matters. Following the receipt of public testimony the Planning Commission closed the public hearing.

(c) All legal preconditions to the adoption of this Resolution have occurred.

Section 8. California Environmental Quality Act Findings and Recommendation for Certification of Environmental Impact Report and Adoption of Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program. The Planning Commission hereby recommends that the City Council of the City of Jurupa Valley make the following environmental findings and determinations in connection with the approval of the Project:

Procedural Findings. The City Council of the City of Jurupa Valley (City) does hereby find, determine, and declare that:

(a) Northtown Housing Development Corporation (the Applicant) has applied for General Plan Amendment No. 16006, Change of Zone No. 16011, Tentative Parcel Map No. 37126, Site Development Permit No. 16043, and an overruling of an Airport Land Use Commission determination (collectively, Master Application No. 16224 or MA No. 16224) to permit the subdivision of approximately 6.93 gross acres into 2 parcels on real property located on the northeast corner of Mission Boulevard and Crestmore Road (APNs: 179-330-002, -003, -004, -005, and -006) in the Rubidoux-Village Commercial (R-VC), Multiple Family Dwellings (R-2), and Light Agricultural (A-1) Zones and designated Commercial Retail (CR) and Medium High Density Residential (MHDR) with Town Center (TCO), Flabob Municipal Airport (FLO), and Santa Ana River (SRO) Overlays to allow for a mixed-use development project consisting of a 30,715 square foot commercial building on a 1.79 acre parcel and sixty-eight (68) multi-family affordable housing dwelling units on a 5.14 acre parcel (the "Project").

(b) The proposed Project was processed, including, but not limited to, all public notices, in the time and manner prescribed by State and local law, including the California Environmental Quality Act, Public Resources Code § 21000, *et seq.* (CEQA) and the CEQA Guidelines, 14. Cal. Code Regs. § 15000 *et seq.*

(c) Pursuant to CEQA, the City is the lead agency for the proposed Project because it is the public agency with the authority and principal responsibility for reviewing, considering, and potentially approving the proposed Project.

(d) The City determined that an Environmental Impact Report (EIR) would be required for the proposed Project and issued a Notice of Preparation (NOP) on June 20, 2018. The NOP was sent to the State Clearinghouse (SCH #2018061047), responsible agencies, trustee agencies, and interested parties and posted on the City's website on June 20, 2018. The thirty (30)-day public review period ran from June 20, 2018 to July 19, 2018, and its purpose was to receive comments and input from interested public agencies and private parties on issues to be addressed in the EIR for the proposed Project.

(e) The scope of the Draft EIR was determined based on an Initial Study and NOP, comments received in response to the NOP, and technical input from environmental consultants.

(f) Thereafter, the City staff commenced the preparation of a Draft EIR for the proposed Project, including preparation and review, as applicable, of all necessary technical studies and reports in support of the Draft EIR. In accordance with CEQA and the CEQA Guidelines, the City analyzed the proposed Project's potential impacts on the environment, potential mitigation, and potential alternatives to the proposed Project.

(g) Upon completion of the Draft EIR in January 7, 2019, the City initiated a public comment period by preparing and sending a Notice of Availability (NOA) for the Draft EIR to all interested persons, agencies, and organizations; the NOA also was published in the Press Enterprise. The City also filed a Notice of Completion (NOC) with the State Office of

Planning and Research. The Draft EIR was made available for a thirty (30)-day public review period beginning January 11, 2019 and ending on February 25, 2019.

(h) Copies of the Draft EIR were sent to various public agencies, as well as to organizations and individuals requesting copies. In addition, copies of the documents have been available for public review and inspection at the Jurupa Valley City Hall and two Jurupa Valley Public Library facilities (Glen Avon Library, and Louis Rubidoux Library). The DEIR was also made available for download via the City's website: <http://www.jurupavalley.org>.

(i) In response to the Draft EIR, six (6) written comments were received from various agencies, individuals, and organizations. In compliance with CEQA Guidelines Section 15088, the City prepared written responses to all comments that were timely received on the Draft EIR. None of the comments presented any new significant environmental impacts or otherwise constituted significant new information requiring recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.

(j) The Final EIR consists of the Draft EIR and all of its appendices, the comments and responses to comments on the Draft EIR, and clarifications/revisions to the Draft EIR. The Final EIR was made available to the public and to all commenting agencies at least 10 days prior to certification of the Final EIR, in compliance with Public Resources Code Section 21092.5(a).

(k) On _____, 2020, the City Council, at a duly noticed public hearing, considered the proposed Project and the Final EIR, at which time the City staff presented its report and interested persons had an opportunity to be heard and to present evidence regarding the proposed Project and the Final EIR.

(l) Section 15091 of the CEQA Guidelines requires that the City, before approving a project for which an EIR is required, make one or more of the following written finding(s) for each significant effect identified in the EIR accompanied by a brief explanation of the rationale for each finding:

1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR; or,

2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency; or,

3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(m) These required written findings are set forth in Exhibits "A" to the City Council Resolution and incorporated herein by reference as if set forth in full, and are hereby adopted.

1) Environmental impacts determined during the scoping process to be less than significant and not potentially impacted by the proposed Project are described in the Notice of Preparation and "Exhibit "A."

2) Environmental impacts determined in the EIR to be less than significant and not requiring mitigation are described in Section [3.0] of Exhibit "A."

3) Environmental impacts determined in the EIR to be less than significant with mitigation are described in Section [4.0] of Exhibit "A."

4) Environmental impacts that remain significant and unavoidable despite the imposition of all feasible mitigation are described in Section [5.0] of Exhibit "A."

5) Alternatives to the proposed Project that might eliminate or reduce significant environmental impacts are described in Section [8.0] of Exhibit "A."

(n) CEQA Guidelines Section 15093 requires that if a project will cause significant unavoidable adverse impacts, the City must adopt a Statement of Overriding Considerations prior to approving the project. A Statement of Overriding Considerations states that any significant adverse project effects are acceptable if expected project benefits outweigh unavoidable adverse environmental impacts. The Statement of Overriding Considerations is attached hereto as Exhibit "B," is incorporated herein by reference as if set forth in full, and is hereby adopted.

(o) CEQA Section 21081.6 requires the City to prepare and adopt a Mitigation Monitoring and Reporting Program for any project for which mitigation measures have been imposed to ensure compliance with the adopted mitigation measures. The Mitigation Monitoring and Reporting Program is attached to this Resolution as Exhibit "B," is herein incorporated by reference as if set forth in full, and is hereby adopted.

(p) Prior to taking action, the City Council has heard, been presented with, reviewed, and considered the information and data in the administrative record, including the Final EIR, the written and oral comments on the Draft EIR and Final EIR, responses to comments, staff reports and presentations, and all oral and written testimony presented during the public hearings on the proposed Project.

(q) Custodian of Records. The City Clerk of the City of Jurupa Valley is the custodian of records, and the documents and other materials that constitute the record of proceedings upon which this decision is based are located at the Office of the City Clerk, City of Jurupa Valley, 8930 Limonite Avenue, Jurupa Valley, California, 92509.

Substantive Findings. The City Council of the City of Jurupa Valley, California does hereby:

(a) Declare that the above Procedural Findings are true and correct, and hereby incorporates them herein by this reference.

(b) Find that agencies and interested members of the public have been afforded ample notice and opportunity to comment on the Final EIR and the proposed Project.

(c) Find and declare that the City Council has independently considered the administrative record before it, which is hereby incorporated by reference and which includes the Final EIR, the written and oral comments on the Draft EIR, staff reports and responses to comments incorporated into the Final EIR, and all testimony related to environmental issues regarding the proposed Project.

(d) Find and determine that the Final EIR fully analyzes and discloses the potential impacts of the proposed Project, and that those impacts have been mitigated or avoided to the extent feasible for the reasons set forth in the Findings attached as Exhibit "B" and incorporated herein by reference, with the exception of those impacts found to be significant and unmitigable as discussed therein.

(e) Find and declare that the Final EIR reflects the independent judgment of the City Council. The City Council further finds that the additional information provided in the staff reports, in comments on the Draft EIR, the responses to comments on the Draft EIR, and the evidence presented in written and oral testimony does not constitute new information requiring recirculation of the EIR under CEQA. None of the information presented has deprived the public of a meaningful opportunity to comment upon a substantial environmental impact of the proposed Project or a feasible mitigation measure or alternative that the City has declined to implement.

(f) Certify the Final EIR as being in compliance with CEQA. The City Council further adopts the Findings pursuant to CEQA and the Statement of Overriding Considerations as set forth in Exhibits "A" and "B," respectively, and adopts the Mitigation Monitoring and Reporting Program attached as Exhibit "B." The City Council further determines that all of the findings made in this Resolution (including Exhibits "A" and "B") are based upon the information and evidence set forth in the Final EIR and upon other substantial evidence that has been presented at the hearings before the City Council, and in the record of the proceedings. The City Council further finds that each of the overriding benefits stated in Exhibit "B," by itself, would individually justify proceeding with the proposed Project despite any significant unavoidable impacts identified in the Final EIR or alleged in the record of proceedings.

(g) The City Council hereby imposes as a condition on the Project each mitigation measure specified in Exhibit "B," and directs City staff to implement and to monitor the mitigation measures as described in Exhibit "B."

(h) The City Council hereby directs staff to file a Notice of Determination as set forth in Public Resources Code Section 21152.

Section 9. Findings for Recommendation of Approval of General Plan Amendment. The Planning Commission of the City of Jurupa Valley does hereby recommend that the City Council of the City of Jurupa Valley find and determine that General Plan Amendment No. 16006 should be adopted because:

(a) The proposed amendment would either contribute to the purposes of the General Plan or, at a minimum, would not be detrimental to them. The proposed Commercial Retail (CR) land use designation for the 1.79 acre parcel and the proposed High Density Residential (HDR) land use designation for the 5.14 acre parcel will contribute to the purpose of the General Plan by broadening commercial and higher density residential zones in the City, which would allow the development of general commercial land uses, add to the City's affordable housing stock and promote revitalization within the Rubidoux Town Center Overlay (RTCO).

(b) The proposed amendment will expand basic employment job opportunities (jobs that contribute directly to the City's economic base) and improve the ratio of jobs-to-workers in the City by providing jobs ranging from construction workers necessary for the development, to the jobs necessary to operate the general commercial and office uses. The proposed Project would help promote jobs for people of all income levels, including low-income residents.

Section 10. Findings for Recommendation of Approval of Change of Zone. The Planning Commission of the City of Jurupa Valley does hereby recommend that the City Council of the City of Jurupa Valley find and determine that Change of Zone No. 16224 should be adopted because:

(a) The proposed Change of Zone No. 16224 will be consistent with the City of Jurupa Valley General Plan, as amended by General Plan Amendment No. 16006, in that the proposed Rubidoux-Village Commercial (R-VC) zoning classification for the proposed 1.79 acre commercial parcel is consistent with the proposed Commercial Retail (CR) land use designation, and the proposed General Residential (R-3) zoning classification for the proposed 5.17 acre residential parcel is consistent with the proposed High Density Residential (HDR) land use designation.

Section 11. Findings for Recommendation of Approval of Tentative Parcel Map. The Planning Commission of the City of Jurupa Valley does hereby recommend that the City Council of the City of Jurupa Valley find, determine and declare that the proposed Tentative Parcel Map No. 37126 should be granted because:

(a) The proposed Tentative Parcel Map No. 37126 meets all requirements of Title 7 (Subdivisions) of the Jurupa Valley Municipal Code.

(b) The proposed land division will be consistent with the City's General Plan upon approval of the proposed General Plan Amendment. The proposed land division is consistent with the requirements of the proposed Commercial Retail (CR) General Plan land use designation and the proposed High Density Residential (HDR) General Plan land use designation.

(c) The design or improvement of the proposed land division is consistent with the City's General Plan, upon approval of the proposed General Plan Amendment, in that the land division meets the intent and policies within the Commercial Retail (CR) and High

Density Residential (HDR) Floor Area Ratio and 8 to 14 dwelling unit per acre density, with certification of the Final EIR, Facts and Findings and Statement of Overriding Considerations.

(d) The site of the proposed land division is physically suitable for the type of development in that the combined 6.93 acre site is physically is a relatively flat, undeveloped, vacant lot that is adjacent to other residential and commercial land uses. The subject site is physically suitable to accommodate the subdivision and future development of the commercial building and the 68-unit multi-family residential development as there is adequate water and sewer connections and public services are available to the subject site.

(e) The site of the proposed land division is physically suitable for the proposed density of the development. The proposed subdivision will facilitate the future construction of a 30,715 square foot commercial building on a 1.79 acre parcel and a 68-unit multi-family affordable housing development on a 5.14-acre parcel (total 95,862 square feet). The proposed residential density is 13.2 dwelling units per acre, which is below the recommended maximum allowable density in the General Plan for the High Density Residential (HDR) land use designation.

(f) The design of the proposed land division or proposed improvements is not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat in that the subject site is highly disturbed and occupied by ruderal flora and bare ground. Because of the existing degraded site condition, the absence of special-status plant communities, and overall low potential for most special-status species to utilize or reside on-site, the proposed Project would not be expected to directly impact federal or state-listed threatened or endangered species.

(g) The design of the proposed land division or the type of improvements is not likely to cause serious public health problems. An EIR was prepared for the Project that evaluated potential effects with respect to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems. The land division meets the intent and policies within the Commercial Retail (CR) and High Density Residential (HDR) Floor Area Ratio and 8 to 14 dwelling unit per acre density. The land division will not cause any serious public health problems in that it meets all the requirements of the zoning code, Title 7 (Subdivisions) and the General Plan, with certification of the Final EIR, Facts and Findings and Statement of Overriding Considerations. Furthermore, a Phase 1 Environmental Site Assessment (ESA) report prepared for the Project did not reveal evidence of a recognized environmental condition in connection with the Project site. The EIR determined that, although there are significant and unavoidable impacts to Hazards and Land Use and Planning related to the Project with the Flabob Airport Land Use Plan (ALUP) and to Transportation and Traffic, the adoption of the Statement of Overriding Considerations for these impacts will be required.

(h) The design of the proposed land division or the type of improvements will not conflict with easements, acquired by the public at large, for access through, or use of, property within the proposed land division. There are no on-site easements within the subject

site and, therefore, the Project does not conflict with any on-site easements. The Project will connect to existing water and sewer lines located on Crestmore Road and all proposed utilities will be required to be undergrounded.

(i) Notwithstanding paragraph (f) above, the proposed Tentative Parcel Map No. 37126 should be approved because a Final EIR was prepared for the Project and findings were made, pursuant to CEQA, that specific economic, social, or other considerations make infeasible the mitigation measures or Project alternatives identified in the Final EIR.

Section 12. Findings for Recommendation of Approval of Site Development Permit. The Planning Commission of the City of Jurupa Valley does hereby recommend that the City Council of the City of Jurupa Valley find and determine that Site Development Permit No. 16043 should be approved because:

(a) The proposed use will conform to all the requirements of the City of Jurupa General Plan, as amended by General Plan Amendment No. 16006. The proposed commercial and office uses, two-family dwellings, multiple-family dwellings, bungalow courts and apartment houses conform to all of the applicable goals and policies within the General Plan, including, but not limited to, promoting infill and improvement of established town centers, creating a more urbanized, pedestrian-oriented mix of residential, commercial, office, entertainment, civic, transit, educational, and/or recreational uses.

(b) The proposed use will conform to all applicable requirements of State law pertaining to the commercial and residential development, in that the project will be consistent with Planning and Zoning Laws as well as other applicable State laws.

(c) The proposed use will conform to all applicable requirements of the ordinances of the City of Jurupa Valley in that it is in compliance with Title 9 (Planning and Zoning) of the Jurupa Valley Municipal Code.

(d) The proposed overall development of the land is designed for the protection of the public health, safety and general welfare. The proposed Project has been designed to minimize any potential impacts to adjacent residential land uses including orienting the parking within the interior of the Project site, and incorporating dense landscape screening and decorative masonry walls and fencing around the perimeter of the site.

(e) The proposed overall development of the land is designed to conform to the logical development of the land in that it is in compliance with Title 9 (Planning and Zoning) of the Jurupa Valley Municipal Code, including, but not limited to the development standards applicable to the Rubidoux Village Commercial (R-VC) and R-3 (General Residential) Zones, and also conforms to the Commercial Retail (CR) and High Density Residential (HDR) General Plan land use designations.

(f) The proposed overall development of the land is designed to be compatible with the present and future logical development of the surrounding commercial property and residential land uses within the Rubidoux Town Center Overlay (RTCO). Furthermore, the proposed overall development of the land will enhance the community with its attractive architecture, dense landscaping, new trees, and decorative perimeter walls.

(g) The proposed site development plans consider the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion. The proposed Site Development Plan will require public improvements in the form of new landscaped parkway, new street lighting, curb and gutter, new sidewalk, and pedestrian walkways connecting to the center. The creation of a new sidewalk along the subject property's entire frontage (Crestmore Road) will enable pedestrians to safely access the shopping center and the residential development.

(h) The proposed site development plans take into account topographical and drainage conditions, including the need for dedication and improvements of necessary structures as a part thereof. The subject site will be graded and will drain per recommended Engineering Conditions of Approval.

(i) Together with the proposed Tentative Parcel Map, the proposed site development plans do not permit the construction of more than one structure on a single legally divided parcel. A Condition of Approval will be imposed to prohibit the sale of any existing or subsequently constructed structures on the existing 6.93 acre parcel until the parcel is divided per Title 7 (Subdivisions) of the Jurupa Valley Municipal Code.

Section 13. Findings for Recommendation for Overruling of Airport Land Use Commission Inconsistency Determination. The Planning Commission of the City of Jurupa Valley does hereby recommend that the City Council of the City of Jurupa Valley overrule the determination made by the Riverside County ALUC, dated July 13, 2017, that the proposed Project is inconsistent with the 2004 Flabob ALUP because:

(a) The proposed Project minimizes the public's exposure to excessive noise and safety hazards within areas around the Flabob Airport in that:

1) None of the proposed on-site structures penetrate Flabob Airport's obstruction criteria. As identified in the Aviation Report prepared by Williams Aviation Consultants and dated January 23, 2018 ("Aviation Report"), at the study location, a proposed building will not penetrate the Flabob Airport (RIR) Obstruction Criteria if it does not exceed approximately 887' Above Mean Sea Level (AMSL) on the south west corner and increases in height to the east. The RIR Obstruction Surfaces over the subject property are approximately 780' Above Ground Level (AGL). A proposed 39'6" building will not penetrate this surface.

2) None of the proposed on-site structures penetrate Flabob Airport's area of navigation. As identified in the Aviation Report, the proposed Project is located outside of the Flabob Airport (RIR) Area of Navigation (RNAV) (GPS) Obstacle Clearance Surfaces (OCS).

3) The highest building elevation for any of the proposed on-site structures is 39'-6" versus the required 780' maximum height. As identified in the Aviation Report, at the study location, the proposed Project building will not penetrate Circle-to-Land Obstacle Clearance Surfaces (OCS) at Flabob Airport (RIR) if it does not exceed 1,560' AMSL (approximately 780' AGL (Above Ground Level)).

4) With an approximate ground elevation of 780' Above Ground Level (AGL) the proposed 39'-6" Project building will not exceed Runway 06 Departure ICA and Flabob Airport will not have to modify its departure procedures. As identified in the Aviation Report, at the study location, proposed buildings will not penetrate Departure Initial Climb Area (ICA) Standard Climb Gradient of 200 ft. per Nautical Mile (NM) at RIR if it does not exceed 832' AMSL (approximately 52' AGL). Additionally, at the study location, proposed buildings will not penetrate Departure ICA Climb Gradient of 480 ft. per NM at RIR if it does not exceed 922' AMSL (approximately 142' AGL).

5) With an approximate ground elevation of 780' Above Ground Level (AGL), the proposed 39'-6" Project building will not penetrate the RIR VFR Traffic Pattern. As identified in the Aviation Report, at the study location, the proposed Project building will not penetrate RIR VFR (Visual Flight Rule) Traffic Pattern if it does not exceed approximately 887' AMSL on the south west corner and increases in height to the east. With an approximate ground elevation of 780' Above Ground Level (AGL) a proposed 39'6" building will not penetrate the RIR VFR Traffic Pattern.

6) The Project area is located outside of the Flabob Airport's 65 DNL noise contour mapped area and, as such, the Project would not be exposed to noise levels that exceed the daily noise limits set by the ALUP. As identified in the Aviation Report, most land uses are considered to be compatible with airport noise that does not exceed 65 dB, although Part 150 declares that "acceptable" sound levels should be subject to local conditions and community decisions. Nevertheless, a 65 dB is generally identified as the threshold level of aviation noise, and other sounds of community noise, which are "significant." Based on the 2004 noise contour map for RIR (Figure 1), it is clearly shown that the proposed Project is located outside the 65 DNL noise contour.

7) The area adjacent to the subject property is primarily residential with some commercial/industrial use. The area in between Flabob Airport and the Project site is open space near Flabob Airport and predominately residential thereafter. The area to the east of the Project site is open space (the Santa Ana River). The open space near Flabob Airport, combined with the large undeveloped space along the Santa Ana River provides an unusually large area in case an aircraft suffering a catastrophic failure requires an emergency landing location. The proposed Project does not, in any way, diminish this opportunity. While the ALUP Safety Zone C limits new residential development to a density of only one (1) dwelling per five (5) acres and limits the maximum commercial occupancy to one hundred fifty (150) persons per one (1) acre, the ALUP is clearly inconsistent with the goals and policies within the Rubidoux Overlay, the R-VC Zone and the Rubidoux Village Design Workbook (RVDW), which encourages neighborhood town centers with FARs up .70 and high density housing developments. Furthermore, the ALUP is inconsistent with the Housing Element of the 2017 Jurupa Valley General Plan, which promotes high density, affordable housing units. Furthermore, the proposed Project is consistent with the criteria contained in the ALUP as related to Flabob Airport and does not propose to contain any of the "Prohibited Uses" established by the ALUP.

Section 14. Recommendation of Approval of Master Application No. 16224 with Conditions. Based on the foregoing, the Planning Commission hereby recommends that:

(a) The City Council of the City of Jurupa Valley approve Master Application No. 16224 (General Plan Amendment No. 16006, Change of Zone No. 16011, Tentative Parcel Map No. 37126, Site Development Permit No. 16043, and an overruling of an Airport Land Use Commission determination) to permit the subdivision of approximately 6.93 gross acres into 2 parcels on real property located on the northeast corner of Mission Boulevard and Crestmore Road (APNs: 179-330-002, -003, -004, -005, and -006) to allow for a mixed-use development project consisting of a 30,715 square foot commercial building on a 1.79 acre parcel and sixty-eight (68) multi-family affordable housing dwelling units on a 5.14 acre parcel, subject to the recommended conditions of approval attached hereto as Exhibit "C."

(b) The City Council's approval of General Plan Amendment No. 16006, Tentative Parcel Map No. 37126, Site Development Permit No. 16043, and an overruling of an Airport Land Use Commission determination shall not be effective until the effective date of the ordinance adopting Change of Zone No. 16011.

Section 15. **Certification.** The Planning Director shall certify to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Jurupa Valley on this 27th day of May, 2020.



Arleen Pruitt

Chair of Jurupa Valley Planning Commission

ATTEST:



Thomas G. Merrell, AICP

Planning Director/Secretary to the Planning Commission

STATE OF CALIFORNIA)

COUNTY OF RIVERSIDE) ss.

CITY OF JURUPA VALLEY)

I, Thomas Merrell, Planning Director of the City of Jurupa Valley, do hereby certify that the foregoing Resolution No. 2020-05-27-03 was duly adopted and passed at a meeting of the Planning Commission of the City of Jurupa Valley on the 27th day of May, 2020, by the following vote, to wit:

AYES: COMMISSION MEMBERS:

Pruitt, Silva, Lopez, Newman

NOES: COMMISSION MEMBERS:

ABSENT: COMMISSION MEMBERS:

ABSTAIN: COMMISSION MEMBERS:

Moore



THOMAS G. MERRELL
PLANNING DIRECTOR

ATTACHMENT NO. 8

Planning Commission Staff Report
(May 27, 2020 with all attachments, *except for Resolution
No. 2020-05-27-03 and Project Plans*)

City of Jurupa Valley

STAFF REPORT

DATE: MAY 27, 2020
TO: CHAIR PRUITT AND MEMBERS OF THE PLANNING COMMISSION
FROM: THOMAS G. MERRELL, AICP, PLANNING DIRECTOR
BY: ROCIO LOPEZ, SENIOR PLANNER
SUBJECT: AGENDA ITEM NO. 6.3
MASTER APPLICATION (MA) NO. 16224: GENERAL PLAN AMENDMENT (GPA) NO. 16006, CHANGE OF ZONE (CZ) NO. 16011, TENTATIVE PARCEL MAP (TPM) NO. 37126 AND SITE DEVELOPMENT PERMIT (SDP) NO. 16043
PROPOSAL: MISSION GATEWAY PLAZA & MISSION GATEWAY VILLAS – MIXED USE PROJECT CONSISTING OF COMMERCIAL AND 68-UNIT AFFORDABLE HOUSING DEVELOPMENT
LOCATION: NORTHEAST CORNER OF MISSION BOULEVARD AND CRESTMORE ROAD (APNS: 179-330-002, 003, 004, 005 & 006)
APPLICANT: NORTHTOWN HOUSING DEVELOPMENT CORPORATION

RECOMMENDATION

By motion, adopt Planning Commission Resolution No. 2020-05-27-03, recommending that the City Council (1) certify the Environmental Impact Report and adopt a Mitigation Monitoring and Reporting Program; (2) approve General Plan Amendment (GPA) No. 16006; (3) approve Change of Zone (CZ) No. 16011; (4) approve Tentative Parcel Map (TPM) No. 37126; (5) approve Site Development Permit (SDP) No. 16043; and (6) overrule the Airport Land Use Commission's (ALUC) Inconsistency decision in order to allow the construction of Mission Gateway Plaza and Mission Gateway Villas development project on the approximately 6.93-acre site.

PROJECT DESCRIPTION

The Mission Gateway Plaza and Mission Gateway Villas (hereafter, the "Project") is a proposed mixed-use development consisting of a 1.79-acre parcel for a 30,715 square foot commercial building and a 5.14-acre parcel for a 68-unit multi-family affordable housing development totaling 95,862 square feet. The Project includes ground level parking; landscaping; internal paving and walkways; community center and pool facility space.

The Applicant ("Applicant" or "Northtown Housing Development Corporation"), has submitted the following applications:

1. **General Plan Amendment (GPA) No. 16006:** Change existing land use designation from Commercial Retail (CR) and Medium High Density Residential (MHDR: 5 to 8 dwelling units per acre) to Commercial Retail (CR) for the 1.79 acre commercial parcel and High Density Residential (HDR: 8 to 14 dwelling units per acre) for the 5.14-acre residential parcel.
2. **Change of Zone (CZ) No. 16011:** Change the zone classification from R-VC (Rubidoux-Village Commercial), R-2 (Multiple Family Dwellings) and A-1 (Light Agriculture) to R-VC

(Rubidoux-Village Commercial) for the 1.79 acre commercial parcel and R-3 (Multiple Family Dwellings) for the 5.14 acre residential parcel

3. **Tentative Parcel Map (TPM) No. 37126:** Parcel map to merge five (5) parcels and create two (2) parcels: Parcel 1 would be a 1.79-acre parcel for commercial development and Parcel 2 would be a 5.14-acre parcel for residential development.
4. **Site Development Permit (SDP) No. 16043:** For the construction of the (a) commercial development on a 1.79-acre parcel and (b) 68-unit multi-family affordable housing development with community center, pool and maintenance building, and covered and uncovered ground level parking, on a 5.14-acre parcel. The Project includes landscaping and internal paving and walkways.

TABLE 1: GENERAL PROJECT INFORMATION	
TOTAL ACREAGE OF PROJECT SITE	6.93 combined gross acres
EXISTING GENERAL PLAN LAND USE DESIGNATION	Commercial Retail (CR) & Medium High Density Residential (MHDR): 5 to 8 dwelling units per acre
EXISTING GENERAL PLAN POLICY AREA	Town Center Overlay (TCO); Flabob Municipal Airport Overlay (FLO); & Santa Ana River Overlay (SRO)
EXISTING ZONING	R-VC (Rubidoux-Village Commercial); R-2 (Multiple Family Dwellings); & A-1 (Light Agricultural)
CURRENT LAND USE	Vacant

TABLE 2: PROPOSED CHANGES TO LAND USE DESIGNATION AND ZONING			
EXISTING GENERAL PLAN LAND USE DESIGNATION	PROPOSED GENERAL PLAN LAND USE DESIGNATION	EXISTING ZONING	PROPOSED ZONING
Commercial Retail (CR) & Medium High Density Residential (MHDR)	Commercial Retail (CR) for the 1.79 acre commercial parcel and High Density Residential (HDR) for the 5.14 acre residential parcel	R-VC (Rubidoux-Village Commercial), R-2 (Multiple Family Dwellings) and A-1 (Light Agriculture)	R-VC (Rubidoux-Village Commercial) for the 1.79 acre commercial parcel and R-3 (General Residential) for the 5.14 acre residential parcel

LOCATION AND SURROUNDING LAND USES

As shown on Exhibit 1, the project site is located at the northeast corner of Mission Boulevard and Crestmore Road within the Rubidoux Town Center Overlay. The site is bounded by Crestmore Road on the west followed by the County of Riverside Fleet Services facility further to the west, single-family residential development and vacant land to the north, the Santa Ana River to the east, Riverside County Flood Control and Water Conservation District maintenance access road to the immediate south and Mission Boulevard to the south with a mobile home park and vacant land further to the south.

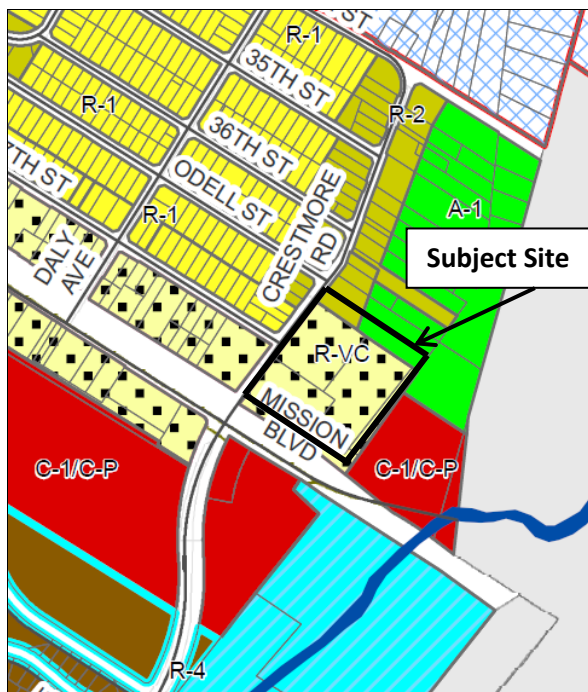
Exhibit 1 provides an aerial view of the project site. Exhibit 2 provides the existing General Plan Land Use (GPLU) designations and zoning of the site and surrounding parcels, and Exhibit 3 provides the Overlay Map.

EXHIBIT 1: SITE LOCATION MAP



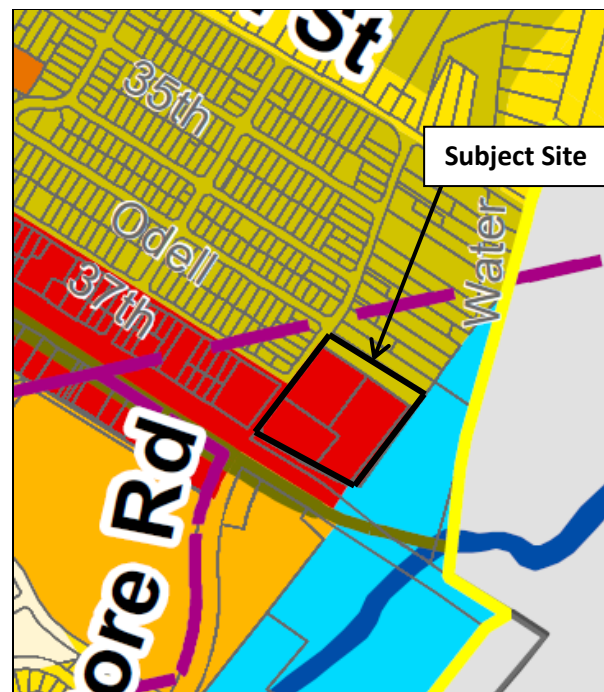
EXHIBIT 2:

ZONING MAP



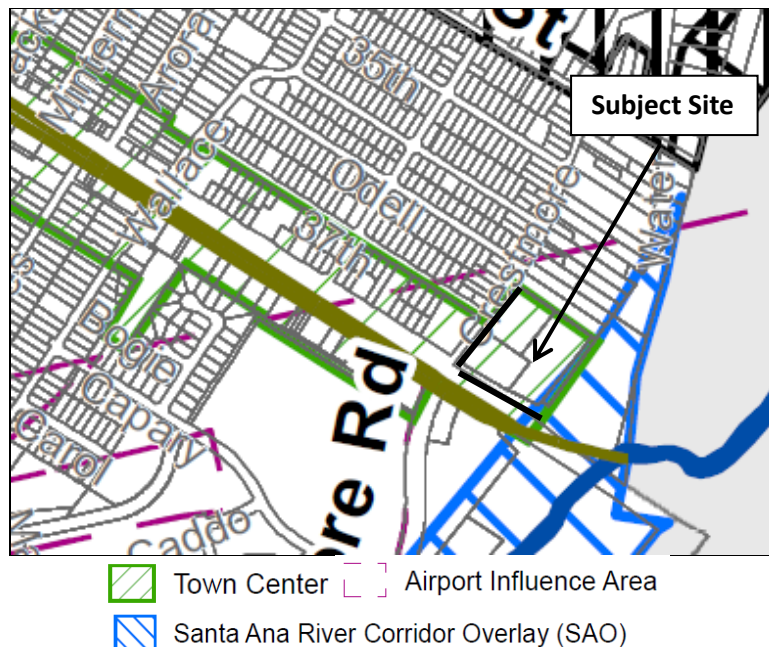
- R-1 (One Family Dwellings)
- R-2 (Multiple Family Dwellings)
- A-1 (Light Agricultural)
- C-1/C-P (General Commercial)
- R-VC (Rubidoux Village Commercial)

LAND USE MAP



- MDR - Medium Density Residential
- MHDR - Medium High Density Residential
- HDR - High Density Residential
- CR - Commercial Retail
- OS-W - Open Space, Water

EXHIBIT 3: OVERLAY MAP



PROJECT BACKGROUND

On February 10, 2016, the Planning Commission conducted a Study Session to review, discuss and provide feedback on the Applicant's initial submittal under MA15105 (PROS1517). The PROS (Professional Services) Application was submitted to receive an overview of the potential issues and cost estimates for the 68-unit, multi-family residential affordable housing project which consisted of a 16,019 square foot commercial building at the northeast corner of Mission Boulevard and Crestmore Road. At the meeting, the Commissioners were overall supportive of the proposed project and encouraged the Applicant to consider their comments and submit a revised project as a formal application. The February 10, 2016 Minutes are attached to this report.

HISTORICAL BACKGROUND OF PROJECT SITE

The Project site consists of approximately 6.95 net acres of vacant land. According to the Phase 1 Environmental Site Assessment (ESA) prepared for this Project, the site was formerly undeveloped as early as 1901; developed with apparent residences from 1931 to 2016; developed with a hotel from approximately 1946 to 1959; and subsequently developed with a mobile home park from 1953 to 2010. As of 2011, the site has remained vacant with only the paved access roads which serviced the former mobile home park.

The ESA did not reveal any evidence of recognized environmental conditions or environmental issues in connection with the subject property. Based on the conclusions of this assessment, no further investigation of the subject property was recommended.

ANALYSIS

I. GENERAL PLAN

The Project adheres to and is consistent with the applicable goals and policies within the General Plan, specifically within the CR (Commercial Retail) and HDR (High Density Residential) land use designations. The General Plan Policies are attached

to this report. The Project includes the following objectives to achieve the vision of the General Plan for the project site:

1. Help revitalize the commercial area by giving high priority to infill development of vacant and deteriorated properties that provide for high-quality development of vacant infill properties that will stimulate economic development of the area served by Mission Boulevard.
2. Require development within the Village Center Overlay, to be compact, pedestrian-oriented, and designed to accommodate a broad range of uses, including commercial and residential uses, consistent with the Community's historic character.
3. Accommodate higher density residential development in walkable, pedestrian-oriented areas near major transportation corridors, concentrated employment areas, and community and village centers, and promote the development of high quality apartments.
4. Accommodate the development of structures and sites with a mix of housing and retail in areas designated as "Village Centers" on the General Plan.
5. Facilitate the Housing Authority of the County of Riverside in its capacity as housing successor to the former Redevelopment Agency for the County of Riverside, to develop a mixed use project that will include affordable rental housing, with a preference for veteran households with related infrastructure improvements, and commercial facilities with commercial uses.

The proposed Commercial Retail (CR) and High Density Residential (HDR) Land Use Designations will be consistent with the existing R-VC (Rubidoux Village Commercial) and proposed R-3 (General Residential) zone classifications.

a. Land Use Designation

The overall 6.93-acre site is located within the existing CR (Commercial Retail) and Medium High Density Residential (MHDR) (up to dwelling units/acre) land use designations.

The proposed 1.79-acre commercial parcel has a zone designation of R-VC (Rubidoux Village Commercial) with development standards governed by the RVDW. The Floor Area Ratio (FAR) is used 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 estimated ranges in the General Plan. The CR designation allows local and regional serving retail and service uses with a range of 0.15 to 0.35. The commercial portion of the project is .40 FAR which is generally within the range.

As the 5.14-acre residential parcel is proposed to be change from MHDR to HDR, the HDR land use designation standards and policies would apply. The HDR's maximum density is 14 dwelling units per acre. The Project proposes 13 dwelling units per acre and is in compliance with the proposed HDR land use designation.

b. Rubidoux Town Center Overlay

The Land Use Plan identifies specific areas within the communities of Rubidoux, Glen Avon and Pedley as town centers. The project site is located within the Rubidoux Town Center Overlay as identified within Exhibit 4. The County of Riverside originally established the Rubidoux Village Policy Area (RVPA) to

establish a general consensus and vision for the downtown Rubidoux area. To further implement these policies, the Rubidoux Village Commercial (R-VC) zone, a Rubidoux Village Sign Program and specialized shared parking provisions were established.

In addition, any development within the RVPA is subject to an architectural theme as illustrated in the “Rubidoux Village Design Workbook” (RVDW), which includes design guidelines intended to improve the architectural aesthetics of downtown Rubidoux. Upon incorporation, the City Council adopted the RVDW as well as the R-VC zone specific to the desired form and character of the Rubidoux Town Center.

The Town Center overlay, which includes Rubidoux, promotes infill development and improvement of established town centers. It also promotes a more urbanized, pedestrian-oriented mix of residential, commercial, office, entertainment, civic, transit, educational, and/or recreational uses, among others.

EXHIBIT 4: RUBIDOUX OVERLAY MAP

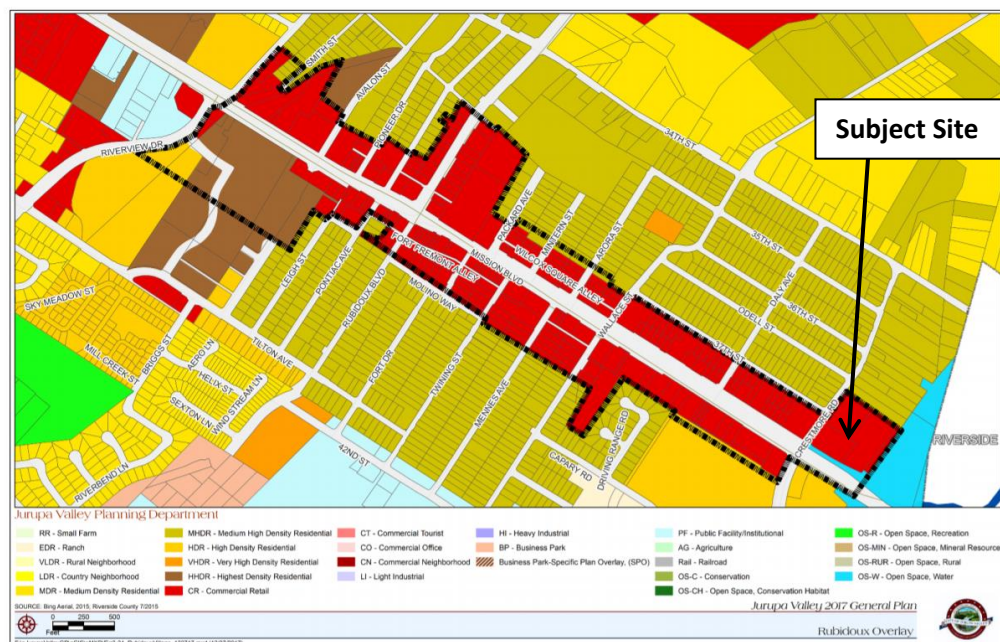


Figure 2-24: Rubidoux Overlay map

c. Santa Ana River Corridor Overlay (SAO)

A slender portion of the eastern property boundary is located within the Santa Ana River Corridor Overlay (SAO). The Santa Ana River is an integral part of the City’s and the region’s multi-purpose open space and trail systems which originates in the County of San Bernardino to the north and extends to the County of Orange to the south. The SAO includes the Santa Ana River Trail that is designed for riding, hiking, and bicycling.

While a small portion of the eastern property boundary is shown within the SAO, the Riverside County Flood Control and Water Conservation District (RCFCWCD) owns the property bordering the Santa Ana River watershed as shown outlined in red on Exhibit 5.

EXHIBIT 5: RCFCWCD PROPERTY



The project was routed to the Riverside County Regional Park and Open-Space District who maintains the Santa Ana River Trail. The District informed Planning Department staff that the project, as proposed, will not have any impacts to the District's facilities or Regional Trail network as the Santa Ana River Trail is proposed to be located on the Flood Control levee behind the project. When developed, the trail will be a soft surface trail for pedestrian and equestrian users.

d. Flabob Municipal Airport Overlay – (FLO)

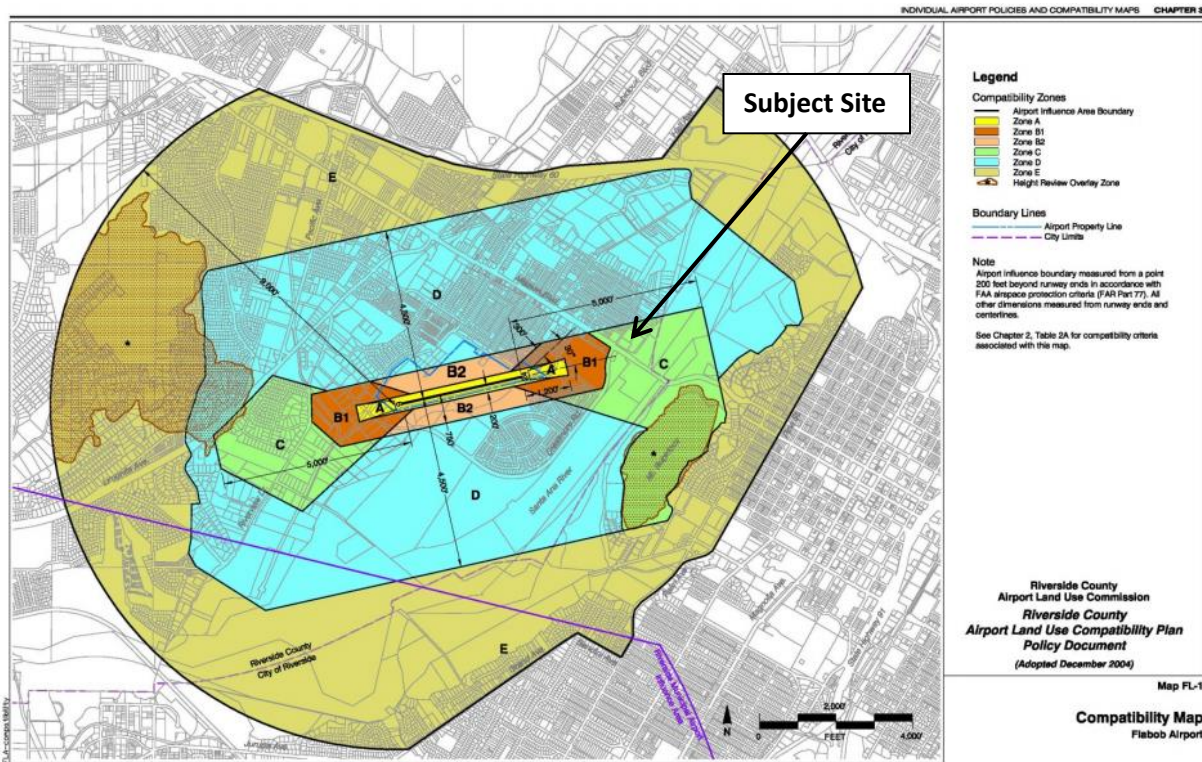
The subject site is located within the FLO Overlay. To allow the continued, orderly operation and, where appropriate, expansion of airports, the City and the County have adopted land use measures that minimize the public's exposure to excessive noise and safety hazards.

To accomplish this, the State of California adopted the Airport Land Use Law, California Public Utilities Code Section 21670-21679.5. The 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 policies and compatibility criteria for Flabob and the Riverside Municipal airports.

The ALUP contains a Compatibility Map for the Flabob Airport, see Exhibit 8. Potential land use conflicts can occur primarily in Safety Zone C, where new residential development is limited to one dwelling per 5 acres, gross; and in Zone D, where residential densities are limited to a prescribed density range. That is,

residential density must be no greater than one dwelling per 5 acres or at least five dwellings per acre.

EXHIBIT 6: ALUP COMPATIBILITY MAP (FLABOB AIRPORT)



ALUC Comments

Staff circulated the development plans to ALUC for their review and comment. On July 13, 2017, ALUC found the Project to be Inconsistent with the 2004 Flabob ALUP due to the site's location within Compatibility Zone C, which limits residential density to one dwelling unit per five acres and based also on the nonresidential intensity limits being exceeded by the proposed commercial building, which is a maximum occupancy of 150 persons per one acre. ALUC's letter is listed as Appendix L to the Draft EIR (DEIR) and can be viewed on the City's website at:

<https://www.jurupavalley.org/DocumentCenter/View/420/Appendix-L-Airport-Land-Use-Commission-Development-Review-PDF>.

Additionally, ALUC provided a comment letter dated February 21, 2019 to the DEIR which is incorporated in the Final EIR attached to this report. In that letter, ALUC restates its Inconsistency findings with the Project as well as addresses items within the DEIR. The City provided responses within the FEIR to ALUC's comment letter, in addition to five other letters received from other agencies. The City also prepared Facts and Findings regarding the Environmental Effects of the Approval of the Project, see attachment to the FEIR included in this report, and concluded that the project warranted the adoption of a Statement Of Overriding Considerations. See the Findings Section of this report for further detailed information.

Additionally, per the Public Utilities Code (PUC) Section 21676 (b), the local agency (City Council) may, after a public hearing, propose to overrule the commission (ALUC) 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 (State of California Department of Transportation Aeronautics 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 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 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.

II. ZONING

The zoning map currently designates the 6.93-acre site as R-VC (Rubidoux-Village Commercial), R-2 (Multiple Family Dwellings) and A-1 (Light Agriculture). The Applicant has applied for a Change of Zone which will rezone the entire subject site as follows: R-VC (Rubidoux-Village Commercial) for the 1.79 acre commercial parcel and R-3 (General Residential) for the 5.14-acre residential parcel.

a. R-VC (Rubidoux-Village Commercial) Zone

The development standards of this zone are intended to ensure the redevelopment of properties within the Rubidoux Overlay with a variety of intense compact commercial and service uses appropriate for a community center. As outlined in the Rubidoux Overlay and within the R-VC zone, development within the overlay shall be subject to an architectural theme as illustrated in the Rubidoux Village Design Workbook (RVDW). The subject site is located within the East Village Community Plan Designation as depicted within the RVDW.

Section 9.140.020 of the Jurupa Valley Municipal Code (JVMC) lists uses permitted within the R-VC zone. Within the East Village designation there are a variety of permitted commercial land uses, including office, retail, market and restaurant uses. The proposed 30,715 square foot commercial development is proposing uses permitted within the East Village area, subject to a Site Development Permit approved pursuant to Section 9.240.330 (Site Developments). Table 3 provides a summary of the project's compliance with development standards pertaining to setbacks, height and parking within the R-VC zone.

TABLE 3: DEVELOPMENT STANDARDS IN R-VC ZONE		
Standards	Does the Project comply with the standards?	Supporting Information
Minimum Lot Area: None	Yes	As shown on the site plan
General Setbacks: 15 feet behind curb face.	Yes	As shown on the site plan
Project Type 3 Setbacks: No more than one hundred (100) linear feet of building may be located on the setback line or within four (4) feet of the setback line without a minimum four (4) foot deep by eight (8) feet long horizontal offset extending vertically the height of the first or ground floor from the ground to the ceiling or roof plate/line.	Yes	As shown on the site plan
Courtyard requirements	Yes	As shown on the site plan
Entry forecourt requirement	Yes	As shown on the site plan
No building or structure shall exceed fifty (50) feet in height. Towers and non-inhabitable thematic structures shall not exceed seventy (70) feet in height.	Yes	As shown on the elevations
Parking as required by Section 9.240.120, including shared parking provisions for the Rubidoux Village Policy Area: 136 spaces required	Yes	136 overall parking spaces provided as shown on the site plan and off-site street parking as shown on the 600-foot parking radius map
Compliance with Rubidoux Village Design Workbook	Yes	As shown on the site plan and elevations

b. R-3 (General Commercial) Zone - Proposed

Section 9.080.020 of the JVMC lists uses permitted within the R-3 zone, which include two-family dwellings, multiple-family dwellings, bungalow courts and apartment houses, subject to a Site Development Permit approved pursuant to Section 9.240.330 (Site Developments). Table 4 provides a summary of the project's compliance with the residential development standards pertaining to setbacks, height and parking.

TABLE 4: DEVELOPMENT STANDARDS IN R-3 ZONE		
Standards	Does the Project comply with the standards?	Supporting Information
Minimum Lot Area: 7,200 square feet Minimum Lot Width: 60 feet	Yes	As shown on the site plan

Minimum Lot Depth: 100 feet		
Setbacks: Front and rear yards - 10 feet for buildings that do not exceed thirty-five (35) feet in height; side yard – 5 feet	Yes	As shown on the site plan
Maximum lot coverage 50%	Yes	As shown on the site plan
Maximum floor area ratio of 2:1	Yes	As shown on the site plan
Entry forecourt requirement	Yes	As shown on the site plan
No building or structure shall exceed fifty (50) feet in height.	Yes	As shown on the elevations
Parking as required by Section 9.240.120: 177 parking spaces required	Yes with the application of Government Code Section 65915 (p) (1), in addition to the shared parking per the Shared Parking Analysis	156 overall parking spaces provided as shown on the site plan

c. Parking

i. Residential Parking

Per the parking standard for Multiple Family Residential Uses in Section 9.240.120, 177 off-street residential parking spaces are required and 1 space/employee for three or more bedrooms.

Multiple Family Residential Uses:

1. Two bedrooms/ dwelling unit: 2.25 spaces/unit or 50 required spaces
2. Three or more bedrooms/ dwelling unit: 2.75 spaces/unit; and 1 space/ employee; or 127 required parking spaces (plus any employee spaces)

The project provides for 156 parking spaces which is less than the minimum 177 parking spaces required. This does not include the required employee parking spaces.

The Applicant has requested to apply Government Code Section 65915 (p) (1) which reduces the required number of parking spaces and proposed the following standards:

- a. 2 Bedroom: 2 spaces per unit x 22 units = 44 spaces
- b. 3 Bedroom: 2 spaces per unit x 40 units = 80 spaces
- c. 4 Bedroom: 2.5 spaces per unit x 6 units = 15 spaces

Total spaces required under Section 65915 are 139 spaces. The site plan also includes 17 unassigned guest / tenant parking spaces for a total of 156 parking spaces within the 5.16-acre parcel and a total of four (4) staff and visitor spaces shared with the 1.79-acre commercial site.

Request for Parking Reduction based on Density Bonus Law (Section 65915)

Government Code Section 65915 (p) (1) provides that “upon the request of the developer, a city shall not require a vehicular parking ratio, inclusive of handicapped and guest parking, of a development meeting the criteria of subdivisions (b) and (c), that exceeds [specified] ratios.” Specified parking ratios are outlined in the section above (139 parking spaces).

The Applicant’s project description and Request for Modification of Parking Standards letter (both attached to this report) and site plan parking ratios all provide a request by the developer to apply this Government Code Section to reduce residential parking requirements. The Government Code states that if a project meets the affordability ratios and guaranteed affordability in subdivisions (b) and (c) of Section 65915, then the project is eligible for this parking concession even if the Applicant is not seeking any density bonus for the same project. The Applicant is not seeking a density bonus for this project, but is seeking parking concession.

The proposed project meets the affordability ratio requirements of Section 65915(b) as outlined in the Applicant’s letter as the proposed project will target the 30%, 50%, or 60% Area Median Income (AMI) population, all lower income levels. Furthermore, all 68 units will be 100% affordable with tenants paying only 30% of their income towards housing costs. Subsidies will be from Section 8 vouchers and VASH vouchers for veterans. As such, the project also qualifies under the recently added category described in Government Code Section 65915(b)(1)(G) for projects where 100% of the housing units (other than manager’s units) are restricted to very low, lower and moderate income residents, with a maximum of 20% moderate.

The proposed project also meets the affordability restriction requirements of Government Code Section 65915(c). As mentioned in the Request for Parking Modification letter, the Applicant will have a 55-year Affordability Agreement with the County of Riverside Housing Authority and with the California Tax Credit Allocation Committee. This appears to also meet the Government Code Section 65915(c)(1)(A) requirement that the applicant agree to, and the City ensure, the continued affordability of all very low and low-income rental units that qualified the applicant for the award of the density bonus for 55 years or a longer period of time.

ii. *Request for Parking Reduction based on Shared Parking Analysis*

The Applicant prepared a Shared Parking Analysis, attached to this report, which identifies 229 on-site parking spaces and 63 off-site street parking spaces within the 600-foot radius from the project site as permitted by the R-VC zone, for a total of 292 parking spaces available for the entire project. While the code requires a total of 315 overall parking spaces, the Shared Parking Analysis concluded that, based on the Institute of Transportation Engineers (ITE), the actual demand estimates for the Project amounted to 246 parking spaces.

The report further summarized that during peak evening periods, the residential demand for parking at nighttime could exceed residential parking supply by up to 18 vehicles. If this higher evening residential parking demand occurs, then 18 residential parking spaces could be shared with the commercial parking during the evenings, this of course would include the street parking spaces allowed within the R-VC zone.

III. PROPOSAL

In response to the February 10, 2016 Study Session, the project was revised to incorporate many of the Planning Commissioner's comments and suggestions. The overall 6.93-acre property will be developed as a mixed-use project consisting of a 1.79-acre parcel for commercial development and a 5.14-acre parcel for the multi-family affordable housing development. The proposed 1.79-acre parcel proposes the following development:

- 2-story, 30,715 square foot commercial building with 24.8% lot coverage and .40 FAR (floor area ratio).
- 46.3% paved and 28.9% landscaped areas
- 136 code required parking spaces consisting of 73 on-site parking spaces and 63 off-site, street parking spaces within a 600-foot radius as permitted within the R-VC code.

The proposed 5.14-acre parcel proposes the following multi-family residential development:

- 14 detached, 2-story residential buildings totaling 68 residential dwelling units
- 20.5% lot coverage; 39.5% paved area; 38% open space/walk area; and 2% patio areas
- Density: 13.2 dwelling units per acre

Tables below depict the building types, sizes and unit mix:

TABLE 5: RESIDENTIAL DEVELOPMENT INFORMATION				
Building	Units / Bldg.	No. of Bldgs.	Total Units	Total Bldg. Square Footage
"A": Unit Types 3 & 5	6	8	48	62,672
"B": Unit Types 4 & 5	6	2	12	15,444
"C": Unit Types 2 & 6	8	1	8	12,539
Community Center	1	1	N/A	3,818
Pool Bldg.	1	1	N/A	1,053
Maintenance Bldg.	1	1	N/A	336
Total		14	68	95,862

TABLE 6: RESIDENTIAL UNIT MIX		
Unit Type	No. of Units	Unit Square Footage
Unit 2 (2 bedroom / 1 bath)	2	927
Unit 3: (2 bedroom / 1 bath)	12	942
Unit 4: (2 bedroom / 1 bath)	8	958

Unit 5: (3 bedroom / 2 bath)	40	1,232
Unit 6: (4 bedroom / 2 bath)	6	1,381

The site plan is provided as the exhibit below and is included within the architectural set of plans as an Attachment to this report:

EXHIBIT 7: SITE PLAN



The Project's commercial and residential development demonstrates compliance with all development standards set forth in Sections 9.140.030 and 9.080.030 (Development Standards) of the R-VC and R-3 zones, see Tables 3 and 4. The proposed development is classified as a Project Type 3: Improvements based on vacant or cleared land requiring new construction. Tables 3 and 4 provide a summary of the project's compliance with development standards pertaining to setbacks, height and parking within both the R-VC and R-3 zones.

a. Proposed Rents

As the multi-family housing development is proposed to be 100% affordable housing, rental rates at Mission Villas will be based on 30% to 60% of the Area Median

Income (AMI). As such the 2-bedroom units would be \$1,616; the 3-bedrooms would be \$1,866 and the 4-bedrooms at \$2,082. Tenants would only be responsible for paying 30% of their income towards housing costs. Subsidies will be from Section 8 vouchers and VASH (Veterans Affairs and Supportive Housing) vouchers for veterans.

The Applicant will own and manage the multi-family property and hire and manage all property management staff including property manager, assistant manager, and maintenance technicians, and porters. The Applicant will also hire and manage the resident services coordinator and the program specialist who will oversee the contracted resident services. The mix of resident services will be determined by community demographics and the Applicant will provide regular courtesy security patrols based on the community needs.

The Applicant will also retain ownership of the commercial property leasing out retail and office space based on the market conditions and needs based on the community.

b. Site Layout

The site has been designed to maximize the use of the overall property, while also designed to minimize any impacts to the adjacent single-family residential land uses. Both the commercial and residential structures are oriented towards Crestmore Road with direct access to the public sidewalk to promote a pedestrian friendly access in keeping with the RVDW guidelines. Anticipated commercial land uses include retail, restaurant and office type of uses.

The commercial development features open courtyards, an entry forecourt and a raised pool fountain. The 11, 2-story detached residential buildings are evenly distributed throughout the 5.16-acre parcel within a gated community. The residential development provides the following amenities:

- two children's tot lots
- community pool and spa
- large turf area
- pool building
- community building which will provide an after-school program, computer classes, business center and fitness room
- numerous bike racks throughout the site

c. Site Access and Circulation

Access to the site will be provided via two (2) proposed driveways along Crestmore Road. The primary 48-foot wide driveway will be shared for both the commercial and residential uses and will align with the existing 37th Street and include a stop sign. The 25-foot wide driveway located at the northern portion of the site will be exclusively utilized as an exit only driveway and will include a stop sign.

Both driveways will feature stamped and stained concrete entries. Staff is recommending a condition to require reciprocal access for the primary driveway access. The site contains adequate traffic circulation as determined by the Jurupa Valley Municipal Code (JVMC) the City's Traffic Engineer and the County Fire Department.

Furthermore, staff circulated the development plans to various internal City departments and external agencies for comment and recommended conditions. Comments from the departments and agencies have been considered and incorporated as modifications and/or conditions to this project as deemed appropriate by Planning staff, including a condition to limit deliveries to this location during “off-peak” business hours.

d. Architectural Style

The site is located within the Rubidoux Town Center Overlay and within the R-VC zone. Development within the overlay shall be subject to an architectural theme as illustrated in the Rubidoux Village Design Workbook (RVDW). The subject site is also located within the East Village Community Plan Designation as depicted within the RVDW.

The RVDW includes three distinct architectural styles (Monterey Style, Architecture of Irving Gill, and Spanish Revival of the 1920s) for commercial land uses and the Planning Department’s style sheets (attached to this report) consists of a broader architectural selection for residential including a Craftsman.

At the 2016 study session, the Planning Commission suggested that the project should have a more defined architectural theme. The Applicant subsequently worked on the design with staff and the Craftsman theme was ultimately selected. Since the residential development was proposed with this Craftsman theme, Planning staff recommended that the commercial development also include this theme to create a downtown village concept that is unique to this mixed-use project. Because Craftsman is one of the architectures of Irving Gill, the project is consistent with the architectural style of RVDW.

In keeping with the Craftsman theme, the development incorporates various building materials typically associated with this type of architectural style such as extended eaves, exposed rafters, eyebrows, shingle wall and clapboard siding, flared out pillars and stone ledge veneering throughout. See Colors and Materials sheet Attachment and Colored Elevations within the Architectural Plans Attachment.

In addition to the structures, other project details, such as trash enclosure units, on-site lighting fixtures, trellises, walkways, low walls, will also be designed consistent with the overall Craftsman theme, see the Architectural and Landscape plans attached to this report. As demonstrated in Tables 3 and 4, the development meets the zoning code parking requirements per Section 9.120.240 (Off-Street Vehicle Parking), specifically with the application of Government Code Section 65915.

Since the Project is located at the entrance to the Rubidoux Village, the design is consistent with the RVDW “village concept”, which is to unify the development and create a neighborhood village.

e. Landscaping and Walls

The Conceptual Landscape Plan features a variety of 24-inch box shade trees, large screen shrubs, a variety of groundcovers and colorful plant materials to accent the site with an overall coverage area of 28.9% for the commercial parcel and 38% for the residential parcel. Additionally, a minimum of 50% of the parking area will be shaded by tree canopies. Along the northern property line, large screen trees will be planted 25 feet on center along with a solid six (6) foot high split face wall with

decorative caps and pilasters at 40 feet on center to adequately screen the Project from adjacent residential land uses.

The plan was reviewed by the City's Landscape Architect who approved the concept plan. Formal landscape and irrigation plans will be subject to final review and approval by the City's Landscape Architect. The Conceptual Landscape Plan is provided within the Architectural set of plans.

In addition to the northern wall along the property line, the Project will include 10-foot high tubular steel fencing along the entire western property line which includes 2-foot Shepard's crook at the top for added security; six (6) foot high tubular steel fencing with split face pilasters along the frontage of the residential parcel; six foot high motorized gates at the northern driveway and at the primary residential entry gate; as well as six (6) foot high pedestrian gates throughout the development. Staff has recommended a condition to require all walls to have an anti-graffiti coating. Walls and materials are shown within site plan, fence and wall plan and landscape plan, all included within the Architectural set of plans attached to this report.

f. Signage

Staff has recommended a condition of approval to require that the Applicant submit a Master Sign Program for the commercial center to ensure the signs are compatible and consistent with the overall architecture of the center. A Site Development Permit (SDP) for the overall signage must be approved prior to the issuance of first building permit.

g. On-Site Utility and Drainage Improvements

Water and sewer service to the Project site will be provided by the Rubidoux Community Services District (RCSD). Water and sewer facilities are available to serve the Project site from existing facilities in Crestmore Road. No sewer or water infrastructure extensions are required other than to connect to the existing facilities.

h. Drainage Improvements

Many of the proposed parking stalls will be constructed with pervious, open-jointed pavers. In the commercial area the pavers will function as stormwater Best Management Practices (BMP's), but in the residential area their primary function is to reduce the amount of impervious surface. The drainage pattern is generally from northeast to southwest. Inlets on site will convey stormwater to the proposed underground detention chambers. The chambers will have an underdrain because infiltration is not feasible onsite due to high groundwater concerns. The chamber volumes and the volumes under the pervious pavers are required to mitigate the hydrologic conditions of concern in addition to stormwater treatment.

The Project also proposes to construct a 30" storm drain in Crestmore Road from the terminus of the existing 30" storm drain at the northeast corner of Crestmore Road and Mission Boulevard, to the northerly property line. This new storm drain will convey runoff from the underground detention chambers described above and will accept runoff that reaches the site from the adjacent property to the north.

i. Public Right-of-Way Improvements

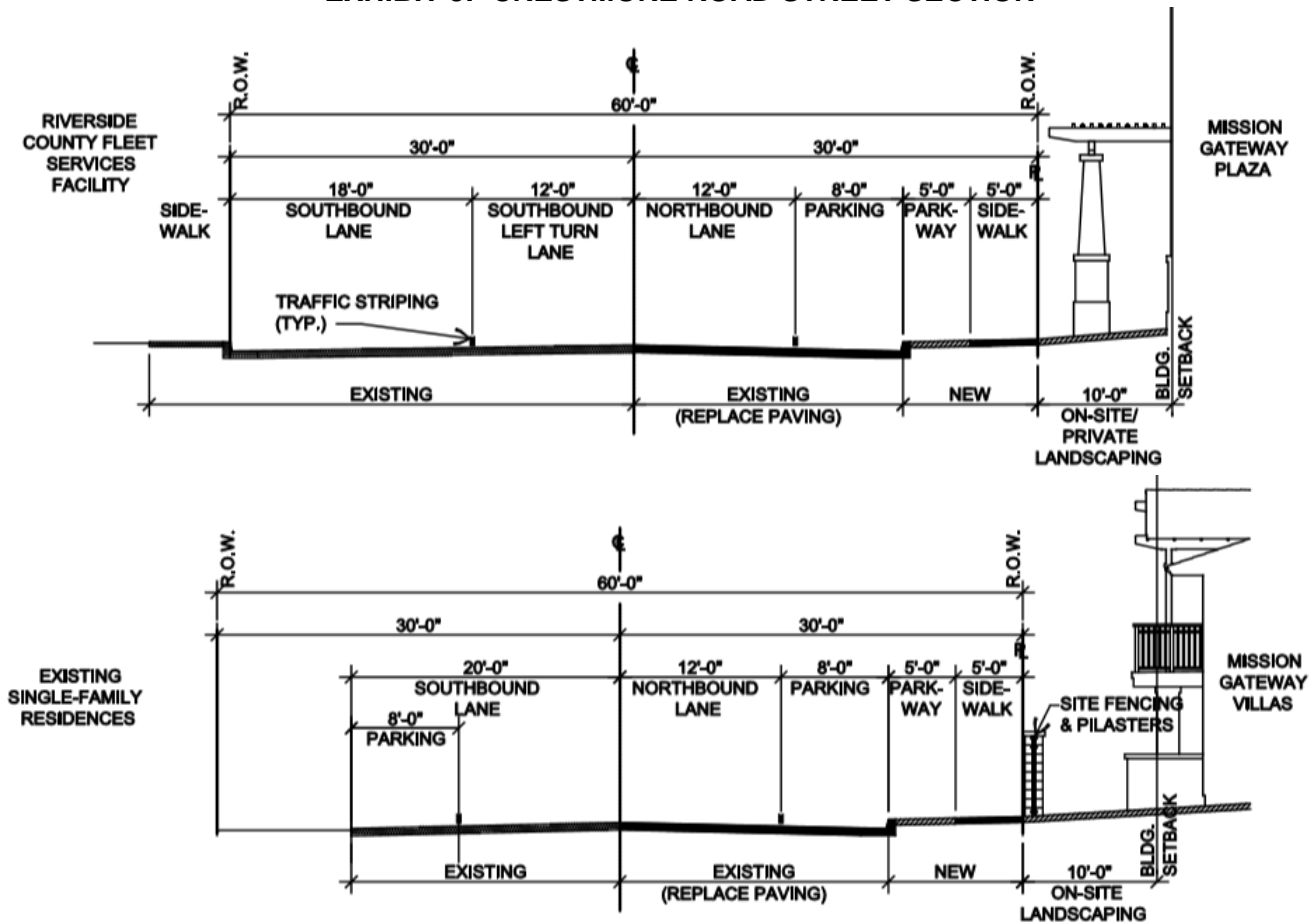
The project requires public right-of-way (ROW) dedication to accommodate 30 feet from the median centerline to the property line along the entire project frontage on Crestmore Road. ROW parkway improvements along Crestmore Road include, but

are not limited to, a new six (6) foot wide sidewalk, curb adjacent landscaping, and curb and gutter.

Proposed parkway landscaping will serve as a safety buffer between moving vehicles and pedestrians. It will also provide a shaded and continuously level pathway for pedestrians, thereby increasing aesthetic value of the area.

Staff is recommending a condition to require a Commercial/Industrial Landscape Maintenance Agreement for the continual maintenance of the landscaping in the public right-of-way. See Exhibit 8 for a view of the street section.

EXHIBIT 8: CRESTMORE ROAD STREET SECTION



IV. FINDINGS FOR APPROVAL TO OVERRIDE ALUC'S INCONSISTENCY DECISION

Public Utilities Code Section 21676(b) provides that prior to amending a general plan within the planning boundary established by an airport land use commission, a local agency must first refer the proposed general plan amendment to the commission. The commission must notify the local agency if it determines that the proposed general plan amendment is inconsistent with the commission's airport land use compatability plan.

Section 21676(b) further provides that the local agency may, after a public hearing, propose to overrule the commission's determination of inconsistency by a two-thirds vote of its governing body if it makes certain specific findings.

The specific findings required to overrule a commission's inconsistency determination are specified in Public Utilities Code Section 21670(a)(2) as follows: "It is the purpose of this article 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."

On January 23, 2018, Williams Aviation Consultants prepared a detailed aviation report which determined that the project would not expose the public to excessive noise and safety hazards at the proposed subject location. The report is included as an Attachment to this staff report. Additionally, the City prepared Facts and Findings regarding the Environmental Effects of the Approval of the Project, see attachment to the FEIR included in this report, and concluded that the project warranted the adoption of a Statement Of Overriding Considerations.

Based on the facts and findings within the Williams Aviation Consultants report and the Findings prepared for the EIR, staff recommends that the City Council find and determine that the Project will not have an impact on the public health, safety and welfare based on the following findings:

1. As identified in the Williams Aviation Consultants report, at the study location, a proposed building will not penetrate the Flabob Airport (RIR) Obstruction Criteria if it does not exceed approximately 887' Above Mean Sea Level (AMSL) on the south west corner and increases in height to the east. The RIR Obstruction Surfaces over the property are approximately 780' Above Ground Level (AGL). A proposed 39' 6" building will not penetrate this surface.

The Project will therefore not have an impact on the Flabob Airport nor the public health, safety and welfare in that none of the on-site structures penetrate the airport's obstruction criteria.

2. As identified in the Williams Aviation Consultants report, the proposed project is located outside of the Flabob Airport (RIR) Area of Navigation (RNAV) (GPS) Obstacle Clearance Surfaces (OCS).

The Project will therefore not have an impact on the Flabob Airport nor the public health, safety and welfare in that none of the on-site structures penetrate the airport's area of navigation.

3. As identified in the Williams Aviation Consultants report, at the study location, a proposed building will not penetrate Circle-to-Land Obstacle Clearance Surfaces (OCS) at the Flabob Airport (RIR) if it does not exceed 1,560' AMSL (approximately 780' AGL (Above Ground Level)).

The Project will therefore not have an impact on the Flabob Airport nor the public health, safety and welfare in that the highest building elevation for any of the on-site structures is 39'-6" vs. the required 780' maximum height.

4. As identified in the Williams Aviation Consultants report, at the study location, proposed buildings will not penetrate Departure Initial Climb Area (ICA) Standard Climb Gradient of 200 ft. per Nautical Mile (NM) at RIR if it does not exceed 832' AMSL (approximately 52' AGL). Additionally, at the study location, proposed buildings will not penetrate Departure ICA Climb Gradient of 480 ft. per NM at RIR if it does not exceed 922' AMSL (approximately 142' AGL).

The Project will therefore not have an impact on the Flabob Airport nor to the public health, safety and welfare in that, with an approximate ground elevation of 780' Above Ground Level (AGL) a proposed 39'-6" building will not exceed Runway 06 Departure ICA. Thus, the Flabob Airport would not have to modify its departure procedures.

5. As identified in the Williams Aviation Consultants report, at the study location, a proposed building will not penetrate RIR VFR (Visual Flight Rule) Traffic Pattern if it does not exceed approximately 887' AMSL on the south west corner and increases in height to the east. With an approximate ground elevation of 780' Above Ground Level (AGL) a proposed 39' 6" building will not penetrate the RIR VFR Traffic Pattern.

The Project will therefore not have an impact on the Flabob Airport nor the public health, safety and welfare in that, with an approximate ground elevation of 780' Above Ground Level (AGL) a proposed 39'-6" building will not penetrate the RIR VFR Traffic Pattern.

6. As identified in the Williams Aviation Consultants report, most land uses are considered to be compatible with airport noise that does not exceed 65 dB, although Part 150 declares that "acceptable" sound levels should be subject to local conditions and community decisions. Nevertheless, a 65 dB is generally identified as the threshold level of aviation noise, and other sounds of community noise, which are "significant."

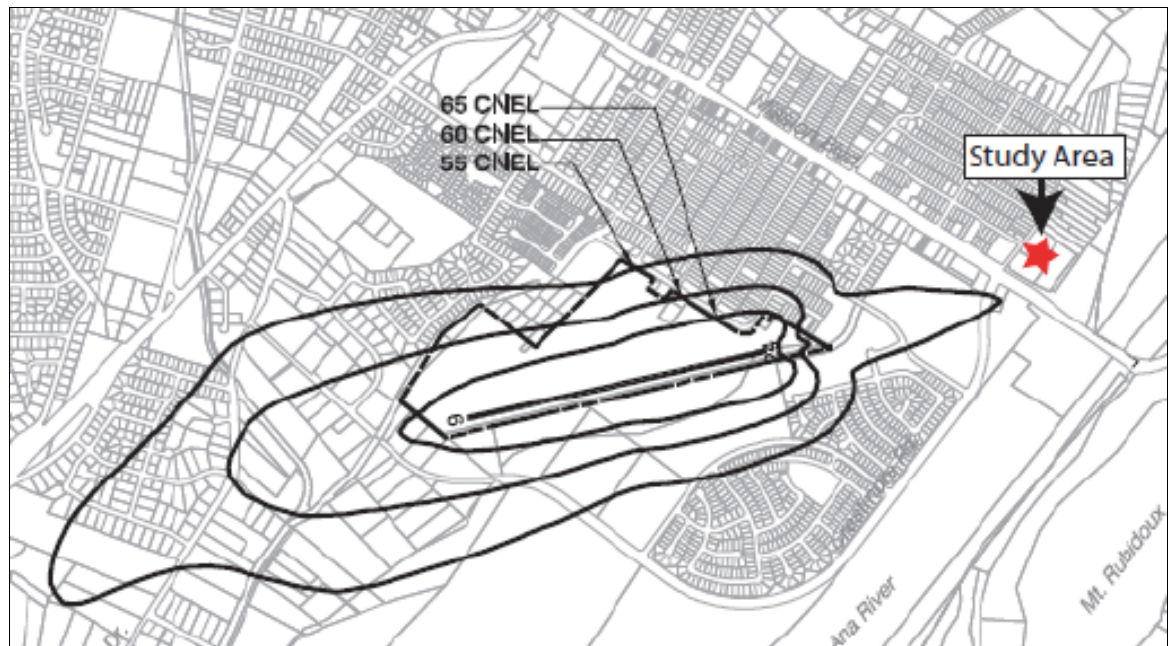
Based on the 2004 noise contour map for RIR (Figure 1), it is clearly shown that the proposed project is located outside the 65 DNL noise contour.

The Project will therefore not have an impact on the Flabob Airport nor the public health, safety and welfare in that the Project area is located outside of the Flabob Airport's 65 DNL noise contour mapped area. As such, the Project would not be exposed to noise levels which exceed the daily noise limits set by the ALUP.

7. The Project will not create a hazard nor have an impact on the Flabob Airport, nor the public health, safety and welfare in that the area adjacent to the property is primarily residential with some commercial/industrial use. The area between the airport and the development is open space near the airport and predominately residential thereafter (see Figure 2). The area to the east of the

development is open space (The Santa Ana River). The open space near the airport, combined with the large undeveloped space along the Santa Ana River provides an unusually large area in case an aircraft suffering a catastrophic failure required an emergency landing location. The proposed development does not, in any way, diminish this opportunity.

Figure 1: Flabob Airport – Noise Contours Map



While the ALUP Safety Zone C limits new residential development to a density of only one dwelling per 5 acres and limits the maximum commercial occupancy to 150 persons per 1 acre, the plan is clearly inconsistent with the goals and policies within the Rubidoux Overlay, the R-VC zone and the RVDW which encourages neighborhood town centers with FARs up .70 and high density housing developments. Furthermore, the ALUP is inconsistent with the Housing Element of the General Plan which promotes high density, affordable housing units.

Furthermore, the proposed development is consistent with the criteria contained in the Riverside County Airport Land Use Compatibility Plan (ALUP) as related to RIR airport and does not propose to contain any of the “Prohibited Uses” established by the ALUCP, see Figure 3.

Figure 2: Land Uses Adjacent to Project Site



Figure 3: Zone C Compatibility Zone Factors

Zone	Locations	Maximum Densities / Intensities					Additional Criteria	
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
C	Extended Approach/ Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none">Children's schools, day care centers, librariesHospitals, nursing homesBldgs with >3 aboveground habitable floorsHighly noise-sensitive outdoor nonresidential uses ¹⁰Hazards to flight ⁹	<ul style="list-style-type: none">Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³Airspace review required for objects > 70 feet tall ¹⁵Deed notice required
C	Extended Approach/ Departure Zone	<i>Noise Impact: Moderate</i> <ul style="list-style-type: none">Encompasses most of 55-CNEL contour beyond runway endsAircraft typically below 1,000 feet altitude on arrival; individual events occasionally loud enough to intrude upon indoor activities					<i>Risk Level: Moderate</i> <ul style="list-style-type: none">Includes areas where aircraft:<ul style="list-style-type: none">Turn from base to final approach legs of standard traffic pattern and descend from traffic pattern altitudeOn departure, normally complete transition from takeoff power and flap settings to climb mode and begin turns to en route headingOn an instrument approach procedure, have descended below about 500 feet AGLSome 10% to 15% of off-runway general aviation accidents near airports occur in this zoneObject heights restricted to as little as 50 feet	

V. CHANGE OF ZONE

Section 9.285.020 of the JVMC provides two requirements that must be met before setting a Change of Zone for a public hearing. Planning staff has determined that the two requirements below have been satisfied:

1. All procedures required by the Jurupa Valley Rules Implementing the California Environmental Quality Act (Pub. Resources Code Section 21000 et seq.) to hear a matter have been completed.

This item is in the affirmative: the City prepared an Environmental Impact Report (EIR). See Attachment 1 (a).

2. The requested Change of Zone is consistent with the Jurupa Valley General Plan.

The proposed R-VC (Rubidoux Village Commercial) and R-3 (General Residential) zones would be consistent with the proposed Commercial Retail (CR) and High Density Residential (HDR) General Plan Land Use Designations if approved.

VI. FINDINGS FOR APPROVAL OF A GENERAL PLAN AMENDMENT

Per Section 9.30.40 of the JVMC Section (F) (2), a Planning Commission resolution recommending approval of a General Plan Amendment and a City Council resolution approving a General Plan Amendment shall include the following findings:

1. The proposed amendment would either contribute to the purposes of the General Plan or, at a minimum, would not be detrimental to them.

The subject site has a General Plan Land Use Designation of Commercial Retail (CR) for the 1.79-acre parcel and a proposed land use designation of High Density Residential (HDR) for the 5.14-acre parcel. The proposed amendment contributes to the purpose of the General Plan by broadening commercial and higher density residential zones in the City, which would allow the development of general commercial land uses, add to the City's affordable housing stock and promote revitalization within the Rubidoux Town Overlay.

2. An amendment is required to comply with an update of the Housing Element or change in State Housing Element law.

The proposed amendment to a higher density land use will help meet the City's RHNA (Regional Housing Needs Assessment) numbers and contributes to all the goals and policies within the General Plan's Housing Element. One of policies includes encouraging construction of multi-family housing affordable to moderate and lower income households.

3. An amendment is required to expand basic employment job opportunities (jobs that contribute directly to the city's economic base) and that would improve the ratio of jobs-to-workers in the city.

The amendment and the subsequent development would expand basic employment job opportunities and the ratio of jobs-to-workers in the City by providing jobs ranging from construction workers necessary for the development to the jobs necessary to operate the general commercial and office uses. This project would help promote jobs for people of all income levels, including low-income residents.

VII. FINDINGS FOR APPROVAL OF A SITE DEVELOPMENT PERMIT (SDP)

Per Section 9.240.330(3) Requirements for Approval, no Site Development Permit shall be approved unless it complies with the following standards:

1. The proposed use must conform to all the requirements of the Jurupa Valley General Plan and with all applicable requirements of State law and the ordinances of the City.

The subject site has a General Plan Land Use Designation of Commercial Retail (CR) for the 1.79-acre parcel and a proposed land use designation of High Density Residential (HDR) for the 5.14-acre parcel. The proposed development demonstrates consistency with the General Plan and compliance with Title 9 (Planning and Zoning) of the Jurupa Valley Municipal Code.

The Project conforms to all of the applicable goals and policies within the General Plan, including but not limited to, promoting infill and improvement of established town centers, creating a more urbanized, pedestrian-oriented mix of residential, commercial, office, entertainment, civic, transit, educational, and/or recreational uses.

2. The overall development of the land shall be designed for the protection of the public health, safety and general welfare; to conform to the logical development of the land and to be compatible with the present and future logical development of the surrounding property. The plan shall consider the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion; and shall take into account topographical and drainage conditions, including the need for dedication and improvements of necessary structures as a part thereof.

The Project has been designed to minimize any potential impacts to adjacent residential land uses including orienting the parking within the interior of the project site, incorporating dense landscape screening and decorative masonry walls and fencing around the perimeter of the site.

The proposed project is compatible with other surrounding commercial land uses and with residential land uses within the Rubidoux Town Overlay. Furthermore, the project will enhance the community with its attractive architecture, dense landscaping, new trees, and decorative perimeter walls. The project will require public improvements in the form of new landscaped parkway, new street lighting, curb and gutter, new sidewalk and pedestrian walkways connecting to the center. The creation of a new sidewalk along the property's entire frontage (Crestmore Road) will enable pedestrians to safely access the shopping center and the residential development. Furthermore, the site will be graded and will drain per Engineering conditions.

3. All site development permits which permit the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Title 7 in such a manner that each building is located on a separate legally divided parcel.

A condition of approval shall be included to prohibit the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided per Title 7 (Subdivisions) of the Jurupa Valley Municipal Code.

VIII. FINDINGS FOR TENTATIVE LAND DIVISION MAPS (SECTION 7.15.180)

Pursuant to Title 7 (Subdivisions) – Chapter 7.15. - Tentative Maps, Section 7.15.180, a tentative tract map shall be denied if it does not meet all requirements of this title, or if any of the following findings are made:

- A. That the proposed land division is not consistent with applicable general and specific plans.

The proposed map is consistent with the requirements of the existing Commercial Retail (CR) and proposed High Density Residential (HDR) General Plan Land Use designations which permits up to 14 dwelling units per acre within the HDR designation. The map will facilitate the future construction of a 30,715 square foot commercial building and a 5.14-acre parcel for a 68-unit multi-family affordable housing development (total 95,862 square feet). The proposed residential density is 13.2 dwelling units per acre, which is below the maximum allowable density. Furthermore, the map complies with Title 7 (Subdivisions) and Title 9 (Planning and Zoning), with the approval of General Plan Amendment (GPA) No. 16006 and Change of Zone (CZ) No. 16011.

- B. That the design or improvement of the proposed land division is not consistent with applicable General and Specific Plans.

The proposed layout of the Project site is consistent with the General Plan (with approval of GPA No. 16006 and CZ No. 16011); all proposed parcels meet the development standards within the R-VC (Rubidoux Village Commercial) and the R-3 (General Residential) zones.

- C. That the site of the proposed land division is not physically suitable for the type of development.

The combined 6.93-acre site is physically suitable as it is a relatively flat, undeveloped, vacant lot that is adjacent to other residential and commercial land uses. The site is physically suitable to accommodate the subdivision and future development of the commercial building and the 68-unit multi-family residential development as there is adequate water and sewer connections and public services are available to the site.

- D. That the site of the proposed land division is not physically suitable for the proposed density of the development.

The project is physically suitable for the proposed density of the development in that it proposes commercial development and proposes 68 multi-family residential dwelling units at a density of 13.2 dwelling units per acre which is below the maximum allowable density under the General Plan designation.

- E. That the design of the proposed land division or proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

The project is not likely to cause substantial environmental damage or substantially injure fish or wildlife of their habitat, in that the site is highly disturbed and occupied by ruderal flora and bare ground. Because of the existing

degraded site condition, the absence of special-status plant communities, and overall low potential for most special-status species to utilize or reside on-site, the proposed project would not be expected to directly impact federal or state-listed threatened or endangered species.

- F. That the design of the proposed land division or the type of improvements are likely to cause serious public health problems.

An Environmental Impact Report (EIR) was prepared that evaluated potential effects with respect to Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation/Traffic, and Utilities and Service Systems. The EIR determined that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures have been required or revisions in the Project have been made or agreed to by the Applicant.

Furthermore, a Phase 1 Environmental Site Assessment (ESA) report prepared for this project did not reveal evidence of a recognized environmental condition in connection with this project site. The EIR determined that, with the incorporation of mitigation measures, there is no substantial evidence that the project may have a significant effect on the environment. As such, the project will not cause serious public health problems.

- G. That the design of the proposed land division or the type of improvements will conflict with easements, acquired by the public at large, for access through, or use of, property within the proposed land division. A land division may be approved if it is found that alternate easements for access or for use will be provided and that they will be substantially equivalent to ones previously acquired by the public.

There are no on-site easements within the subject site and, therefore, the project does not conflict with any on-site easements. The project will connect to existing water and sewer lines located on Crestmore Road and all proposed utilities will be required to be undergrounded.

A Tentative Tract Map shall be denied if it does not meet all requirements of this title, or if any of the above findings are made. Staff has found the subdivision to be in conformance with Title 7 (Subdivisions) and none of the above findings are made.

Furthermore, the map is in conformance with the City's Zoning Code and General Plan Land Use designation and with the approval of General Plan Amendment (GPA) No. 16006 and Change of Zone (CZ) No. 16011. The land division is physically suitable for the type of the development and the proposed density. The design of the project will not cause substantial environmental damage, harm any wildlife, nor cause serious public health problems.

Furthermore, the Engineering Department has reviewed the project for access, circulation, grading, and drainage and has recommended conditions to comply with mandated regulations.

IX. ENVIRONMENTAL REVIEW

Staff has prepared an Environmental Impact Report (EIR) for the project and is recommending that the Planning Commission recommend to the City Council that it certify and adopt the EIR and Mitigation Monitoring and Reporting Program (MMRP) for this Project. The EIR evaluated potential effects with respect to Aesthetics, Agriculture and Forest Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation/Traffic, and Utilities and Service Systems.

The following provides a summary of the proposed Project's environmental impacts, as required by CEQA Guidelines § 15123(a). After the application of all feasible mitigation measures (MMs), Plans, Policies, and Programs (PPPs), and Project Design Features (PDFs), the Project would result in the following unavoidable environmental effects:

- **Hazards:** No feasible mitigation is available to eliminate the identified inconsistency of the Project with the Flabob ALUP, so potential impacts related to airport safety are **significant and unavoidable** on both a direct and cumulative basis, and a Statement of Overriding Considerations for this impact will be required if the Project is approved.
- **Land Use and Planning:** There is no feasible mitigation available related to the Project's inconsistencies with various General Plan policies regarding land use (inconsistent with Flabob ALUP) and traffic (cannot install necessary road or intersection improvements to achieve City Level of Service (LOS) standards. Therefore, potential impacts of the Project related to consistency with City General Plan policies for the Flabob ALUP and the several policies contained in the General Plan Mobility Element are **significant and unavoidable** on both a direct and cumulative basis, and a Statement of Overriding Considerations for this impact will be required if the Project is approved.
- **Transportation and Traffic:** Even with implementation of the recommended Mitigation Measures 4.3-1 through 4.3-5, there will still be significant Project-specific traffic impacts at several intersections and roadway segments as described in the EIR. Therefore impacts are considered **significant and unavoidable** and the adoption of a Statement of Overriding Considerations for these impacts will be required if the Project is approved.

Public Review Period. The public comment period for the Draft EIR began on June 20, 2018 and ended on July 19, 2018. Six comments were received from various agencies and those comments and responses to those comments have been included in the Final EIR which is attached to this report. The DEIR with MMRP and Appendices are available on the City's website at: <https://www.jurupavalley.org/DocumentCenter/Index/68>.

X. PUBLIC COMMENTS

The Planning Department mailed notices to surrounding property owners within a 1,000 foot from the boundaries of the project site, and extended the radius to include all properties within the same block. The radius map is included as an attachment to this report. Additionally, legal advertisements were published in the Press Enterprise. To date, no comments have been received.

CONCLUSION

The Project adheres to the applicable goals and policies within the General Plan and is consistent with the requirements in the City's zoning code (with approval of the GPA, CZ, and overruling of ALUC's inconsistency decision). The Project will revitalize a currently blighted and underutilized vacant parcel and will promote the vision within the Rubidoux Village Design Workbook, the Rubidoux Town Center Overlay and the R-VC zone. The Project encompasses village town center design elements and land uses which are consistent with the General Plan goals and policies.

The Project's attractive Craftsman architectural theme, multiple residential amenities, decorative perimeter walls/fencing, landscape screening, and overall site improvements makes this development a showcase project. Additionally, the Project will become a landmark development at the eastern gateway into the City as well as serve to revitalize the downtown Rubidoux village. Potential impacts have been analyzed within the EIR, Facts and Findings and also within the proposed Mitigation Monitoring and Reporting Program to reduce any impacts to a "less than significant level."

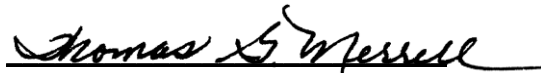
Based upon the findings set forth in the attached Resolution No. 2020-05-27-03, staff recommends that the Planning Commission recommend that the City Council approve General Plan Amendment (GPA) No. 16006, Change Of Zone (CZ) No. 16011, Tentative Parcel Map (TPM) No. 37126 and Site Development Permit (SDP) No. 16043, subject to the conditions of approval.

Prepared by:



Rocio Lopez
Senior Planner

Submitted by:



Thomas G. Merrell, AICP
Planning Director

Reviewed by:

//s// Serita Young

Serita Young
Deputy City Attorney

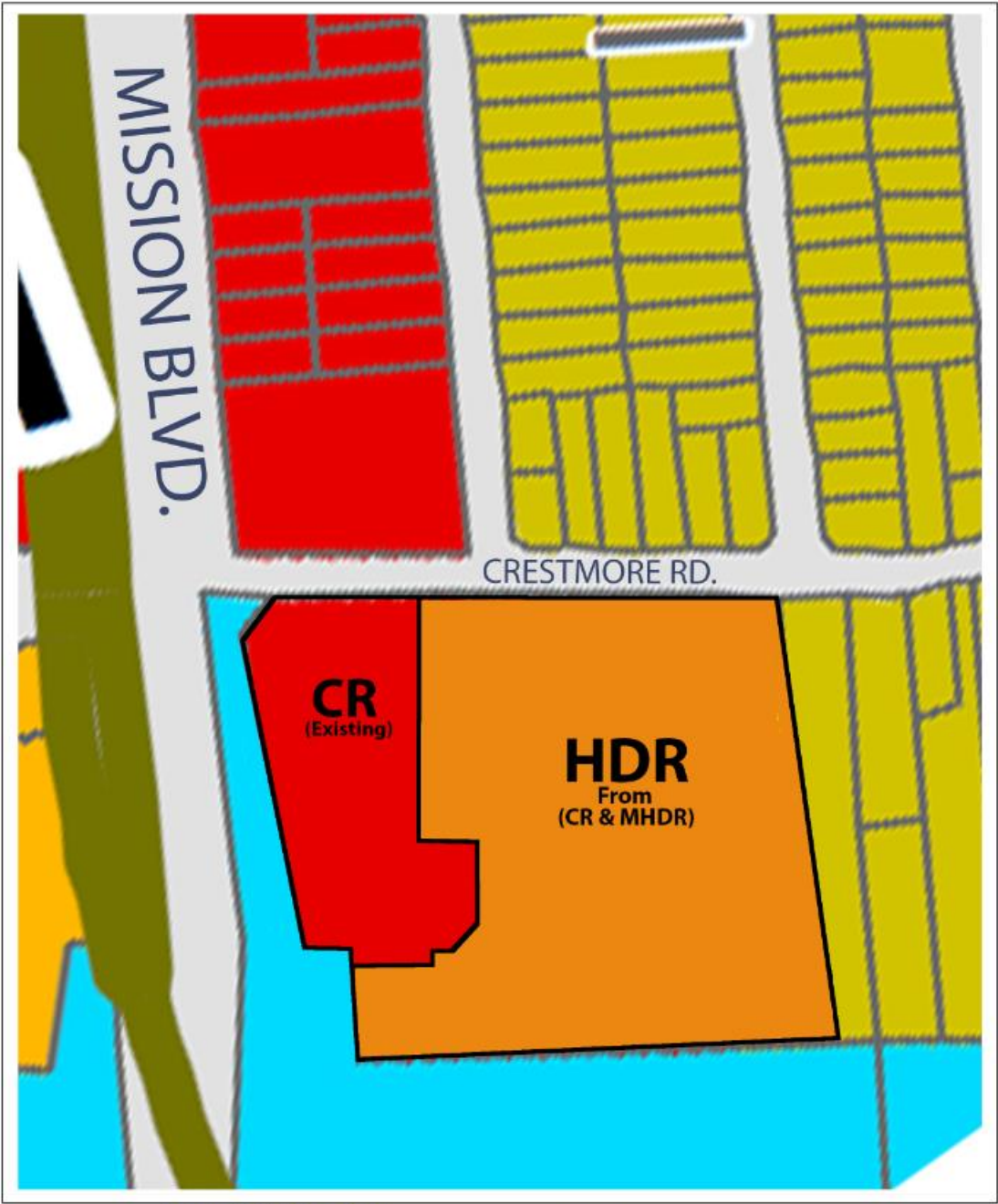
ATTACHMENTS

1. Resolution No. 2020-05-27-03
 - a. Exhibit A. "Draft EIR"
 - b. Exhibit B. "Final EIR, Fact and Findings and Statement of Overriding Considerations"
 - c. Exhibit C. Recommended Conditions of Approval
2. GPA and CZ Colored Exhibits
3. Excerpt from the February 10, 2016 Planning Commission Hearing
4. General Plan Policies
5. Applicant's Project Description
6. Request for Modification of Parking Standards
7. Shared Parking Analysis Report
8. Government Section 65915
9. Williams Aviation Consultants Report
10. 1,000 Foot Radius Map with Extended Areas
11. Project Plans (Architectural Set; Tentative Parcel Map, Civil Set and Concept Landscape Plan Set) dated December 26, 2019
12. Letter of Support from Riverside County Housing Authority
13. Letters of "Determination of No Hazard to Air Navigation" from the FAA (Federal Aviation Administration)
14. Letter of Support from the City of Rancho Cucamonga

ATTACHMENT NO. 2

GPA and CZ Colored Exhibits

GENERAL PLAN AMENDMENT EXHIBIT



GPA #16006 Exhibit

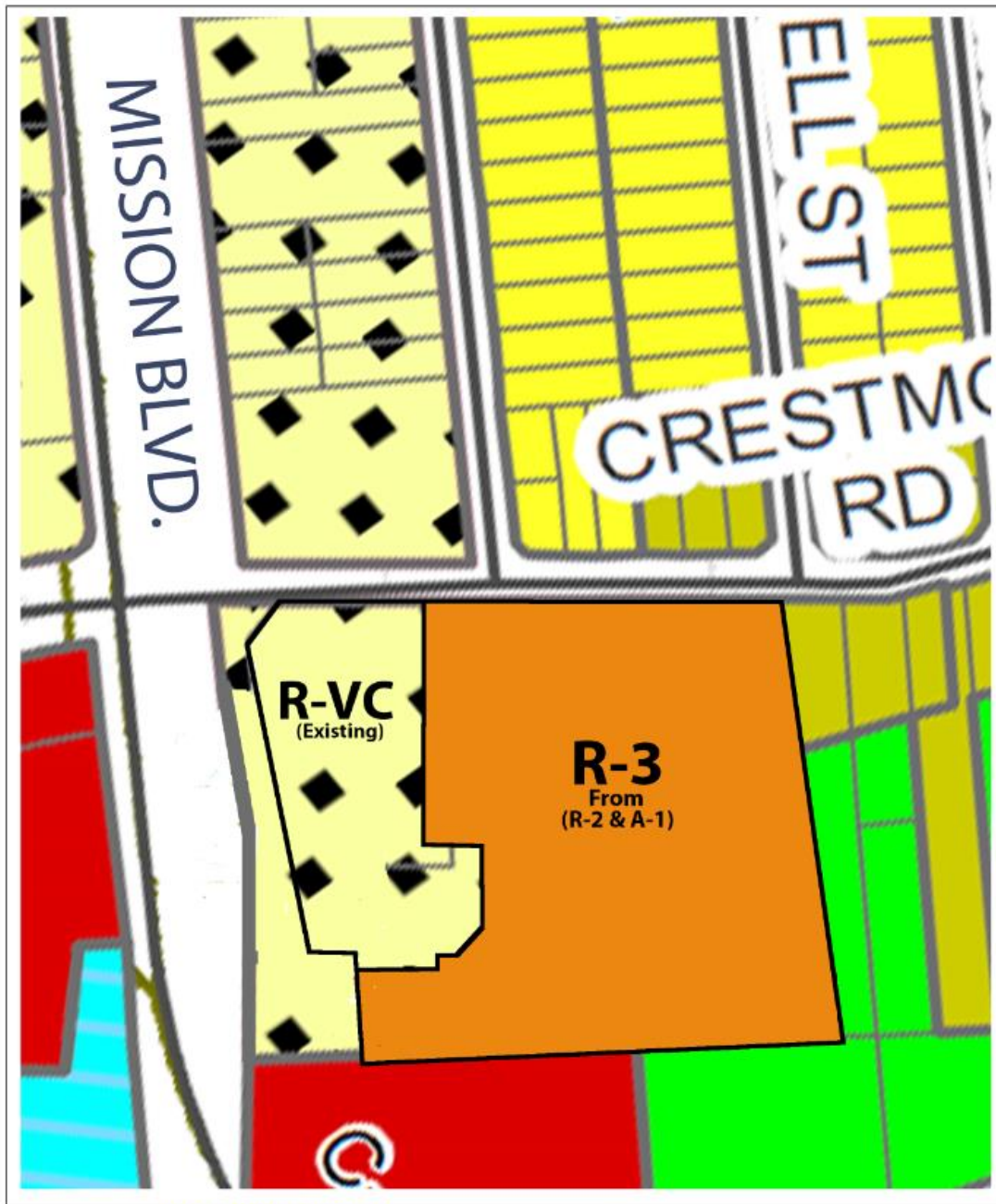


Mission Gateway Plaza &
Mission Gateway Villas
Northtown Housing Development Corporation

- Legend:
- Medium High Density Residential
 - High Density Residential
 - Commercial Retail
 - Water



CHANGE OF ZONE EXHIBIT



CZ #16011 Exhibit



Mission Gateway Plaza &
Mission Gateway Villas
Northtown Housing Development Corporation

Legend:

A-1	R-1
C-1/C-P	R-2
R-VC	R-3



ATTACHMENT NO. 3

Excerpt from the February 10, 2016
Planning Commission Hearing

EXCERPT OF THE PLANNING COMMISSION MINUTES OF THE FEBRUARY 10, 2016 MEETING FOR MA15105

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 DELIBERATION

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 does not 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 Road and asked that the configuration of the project be revised. He indicated that the design needs work, and that he supports the project; 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 the 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.

ATTACHMENT NO. 4

General Plan Policies

GENERAL PLAN POLICIES

The Project has been reviewed by Staff and found to be consistent with the goals and policies within the General Plan including the following:

CR - Land Use Policies

The General Plan land use designation is Commercial Retail (CR) which allows for commercial development. The project has been reviewed and evaluated for consistency with the City's General Plan policies that apply to this project. The following policies relating to design, infrastructure, and mitigation of potential impacts apply to this project:

LUE 3.1: Commercial Development: Accommodate the development of commercial uses in areas designated by the General Plan, specific plans, and community and town center plans.

The Project will be located within a 6.95-acre site which has been vacant now for over nine (9) years. The proposed commercial development will enable the revitalization of this underutilized property, while promoting economic development, sales tax and job creation which will benefit the Rubidoux town center.

LUE 3.2: Accessibility: In pedestrian areas, such as Town Centers and commercial and industrial parks, buildings should face and be directly accessible from the public sidewalk.

The development has been designed so that the commercial building is oriented towards the public right-of-way along the Crestmore Road frontage. Additionally, the adjacent 68-unit residential development will enable increased pedestrian activity between both the commercial and residential land uses. The commercial building is conveniently located and conveniently accessible to pedestrians who reside within walking distance from this future neighborhood retail center.

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.

The proposed commercial and high density residential project will be within close proximity to numerous existing Riverside Transit Authority (RTA) bus stops along Mission Blvd., including two in close proximity to the intersection of Mission Blvd. and Crestmore Road. As a result, the project does not require a bus turn out along the Crestmore project frontage as determined by the RTA. The project, as proposed, is consistent with the intent of this policy.

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.

The Project includes a 68-unit multi-family residential development in addition to the existing single family residential properties located to the north and west of the subject site. To buffer the commercial use from these residential land uses, the Project incorporates dense landscaping within the parking area and the commercial building is oriented towards Crestmore Road which provides a buffer into the parking area. Additionally, the project includes six (6) foot high solid masonry walls and tubular steel fencing and landscape buffering along the perimeter of the commercial and residential development.

Additionally, the Mitigation Monitoring Reporting Program (MMRP) provides mitigation measures to reduce potential impacts such as, but not limited to, noise, air pollution, traffic, etc. to levels of non-significance.

LUE 3.7 Mixed Uses: Allow mixed-use projects to develop in commercially designated areas in accordance with the Design Guidelines of the Town Center Overlay and the Mixed Use Overlay, and with consideration of potential impacts to adjacent uses.

The Project has been designed in accordance with the RVDW and is consistent with the R-VC zone development standards which emphasize the policies within the Town Center Overlay. The Project incorporates complementary architectural design elements, perimeter walls and landscaping which not only reduce impacts to adjacent land uses but enhance the neighborhood.

HDR Land Use Policies

LUE 2.2 Higher Density Residential: Accommodate higher density residential development in walkable, pedestrian oriented areas near major transportation corridors, concentrated employment areas, and community and town centers, and promote the development of high quality apartments and condominiums that will encourage local investment and pride of ownership.

The Project proposes a higher density, architecturally attractive, high end quality development which includes many residential amenities and includes a pedestrian oriented layout. The Project is located within the downtown area of Rubidoux Village near major transportation corridors and concentrated retail and employment areas. As such, the Project meets the goals of this policy.

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.

The Rubidoux Community Services District (RCSO) had provided a Will-Serve letter for the Project, ensuring that there is adequate water, sewer and drainage capacity to support the development of this Project. Additionally, the Project was reviewed by the Fire Department which did not oppose the development.

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, town and neighborhood centers, and other in-city communities and surrounding cities and points of interest.

The Project features a variety of recreational amenities for the future residents including two children's tot lots, a community pool and spa, a large turf area, a pool building and a community building which will provide an after-school program, computer classes, business center and fitness room and numerous bike racks throughout the site.

Housing Element Policies

HE 1 Encourage Development of Quality Housing That Meets the City's Affordable Housing Needs

The Project is a high-quality multi-family housing development with an attractive Craftsman architectural theme and includes dense landscaping, with a variety of trees, shrubs and ground covers as well as decorative perimeter landscaping. Additionally, all 68 residential units are proposed to be 100% affordable housing with tenants paying only 30% of their income to housing.

HE 2 Conserve and Improve the Housing Stock, Particularly Housing Affordable to Lower Income and Special Housing Needs Households

The Project is proposed on vacant site which was once the location of a low-income mobile home park with up to 66 mobile homes. The 68-units are proposed to be 100% affordable housing units which would serve the lower income population of the community.

HE 3 Promote Equal Housing Opportunities for All Persons

The Applicant intends to own and operate the 68-unit rental property and has agreements in place with the County of Riverside Housing Authority and the Federal Government to accept Section 8 vouchers and VASH veteran vouchers as subsidies for each of the future tenants.

HE 4 Maintain and Enhance Residential Neighborhoods and Remove Blight

The Project is a high-quality multi-family housing and commercial development which, when completed, will remove the on-going homeless encampment which is currently located on the vacant property. The project will not only enhance the gateway into the City from City of Riverside and residential neighborhood, but will help to increase property values and add much needed commercial and office space to this part of downtown Rubidoux.

HE 5 Reduce Residential Energy and Water Use

In compliance with State energy-efficient requirements, the project has been designed and will include building materials which promote energy-savings through sustainable design that meet or exceed minimum requirements in state law.

ES 5.8 Diverse Job Opportunities: Help promote job opportunities for people of all income levels, including low income residents.

The commercial development will help promote job opportunities for residents within the community, which includes people of all income levels and low-income residents. Additionally, the community center at the residential development proposes to employ four (4) staff members.

ATTACHMENT NO. 5

Applicant's Project Description

MISSION GATEWAY PLAZA AND MISSION GATEWAY VILLAS **PROJECT DESCRIPTION**

Mission Gateway Villas Apartments is located in the Community of Jurupa Valley in Western Riverside County, CA. The Santa Ana River binds the project site on the southeast; southwest by Mission Boulevard; on the northwest by Crestmore Road; on the northeast by single-family residences. It is approximately 6.95 acres in size and relatively level.

Mission Gateway Villas Apartments consists of 68 affordable rental units and a community center in 13 two-story buildings, with a pool, pool building, volleyball court, 2 tot lots, and barbeque areas.

- 22 - Two bedroom, one-bath units of approximately ranging from 927, 942 or 958 s.f. each.
- 40 - Three bedroom, two-bath units of approximately 1,232 s.f. each.
- 6 - Four bedroom, two-bath units of approximately 1,381 s.f. each.

Each apartment will have a private balcony or patio area. We will provide 156 on-site parking spaces, 81 of these are covered spaces. The remaining 105 spaces will be on a first come first serve basis. One of the apartments will be designated for an on-site manager.

The Community Building of approximately 3,818 s.f. will provide offices for property management staff and resident services. There will be a community meeting area, computer lab, restrooms, and kitchen and storage areas.

Northtown Housing Development Corporation is purchasing all five properties from their respective owners. NHDC has entered into an Exclusive Negotiating Agreement with the Housing Authority of the County of Riverside for the purchase of their three (3) properties located in Jurupa Valley (APN's 179-330-002, 179-330-003 & 179-330-005). NHDC has also entered into a Purchase and Sale Agreement to purchase the remaining two properties owned by Joseph, John & James Avena and Barbara Bucher (APN's 179-330-004 & 179-330-006).

Mission Gateway Villas will be built in conjunction with 9% Low Income Tax Credits, and all 68 units will be covered through the California Tax Credit Allocation Committee (CTCAC). Mission Gateway Villas will be a Crime Free, Drug Free and Smoke Free Community. We will accept Section 8 Vouchers (tenant based), and VASH Vouchers for Veterans. All 68 units are 100% affordable with rents at 30%, 40%, 50% and 60% of Riverside County's Area Median Income (AMI) (see breakdown attached). Tenants will pay approximately 30% of their income in housing costs. Per CTCAC guidelines there will be a reduction for certain utilities. Northtown Housing prides itself on providing affordable workforce housing

solutions for those tenants who qualify based on income, family size and background checks.

Apartment Complex – Mission Gateway Villas: Northtown Housing Development Corporation will own and manage the property and hire and manage all property management staff including property manager, assistant manager, and maintenance technicians, and porters. NHDC will also hire and manage the Resident Services Coordinator and the Program Specialist who will oversee the contracted resident services. The mix of resident services will be determined by community demographics. We will provide regular courtesy security patrols based on the community needs.

Commercial Property – Mission Gateway Plaza: Northtown will retain ownership of the commercial property leasing out retail and office space based on the market conditions and needs based on the community. We have also reviewed the Business Expansion Recruitment Program prepared by Kosmont Companies for the City of Jurupa Valley in 2015. NHDC will review the BERP in depth and discuss with the city the best implementation of its findings for this commercial site based on the suggested focus areas for implementation and the retail vacancy by market sections of the report.

The creation of Northtown Housing Development Corporation (NHDC) in 1993 was premised on a vision to revitalize the Northtown community located in the City of Rancho Cucamonga. Twenty-four years later, NHDC represents a success story of neighborhood activism, community revitalization and a commitment toward creating quality housing and home ownership pride for low-income families. When the City of Rancho Cucamonga formed the Citizens Housing Task Force to determine the use of Redevelopment Agency Housing Set-Aside funds to provide low-income affordable housing, Nacho Gracia, Original Founding member advocated for the startup Northtown Housing nonprofit corporation as a development entity for the Northtown area.

To date, NHDC has created a diversified real estate portfolio. NHDC has built 523 affordable rental units. Two award winning affordable residential villages totaling 102 rental units. Villa del Norte (9997 Feron Blvd., Rancho Cucamonga), an 88-unit townhouse community, offering three, four and five bedrooms with attached garages. At Villa Del Norte, there is also an on-site childcare center, Villa Del Ninos. The other is Las Casitas (9789 Main Street) offering 14 affordable apartment rentals that are one and two bedrooms.

Olen Jones (7125 Amethyst Ave., Rancho Cucamonga) is a 96 unit senior housing community consisting of one and two bedroom affordable apartment units, offering social services through our Social Service Coordinator on-site. NHDC has also built 49 new single-family houses and renovated another 15 existing houses. San Sevaire Villas Family Apartments (13247 Foothill Blvd., Rancho Cucamonga), a 225-unit community, provides 1,2 & 3 bedroom units to the workforce community. A

community building provides an after-school program, computer classes, business center, fitness room and swimming pool.

NHDC also offered a multifaceted home ownership program. The first-time homebuyer program provided financial resources to low-income families to buy their first home. In all, our financing program has helped 59 families realize their dream of home ownership.

Community revitalization is not complete without a Community Center where social services and cultural events take place. A 3,818 square foot community center, which offers after-school recreation, tutoring and mentoring programs. Adults and seniors are offered computer and ESL classes. We partner with Cocinando Amigos Saludables Y Alegres (CASA) and have cooking classes for both kids and adults weekly. We have annual events for all of the following; Easter Egg Hunt, Cinco de Mayo festival, Summer Camp, Veteran's Day, Thanksgiving Community Dinner, Annual Tamale making for our Holiday Dinner and Christmas toy give away. We partner with the Rotary Club to give our community kids shoes, with Frito Lay to give our community kids backpacks, IEHP to give expecting parents child car seats, and Camp Fire for after school program snacks.

ATTACHMENT NO. 6

Request for Modification of Parking Standards



January 23, 2020

Mr. Tom Merrell, Planning Director
City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509

RE: MASTER APPLICATION MA-16224 APNS: 179-330-002, 003, 004, 005 & 006
REQUEST FOR MODIFICATION OF PARKING STANDARDS

Dear Mr. Tom Merrell

Please accept this letter as a formal request to allow our proposed development to utilize on-street public parking within a 600 ft. radius of our commercial property to accommodate 46% of the total spaces required by the Jurupa Valley Municipal Code, as permissible by the City's parking ordinances and the Rubidoux Village Design Workbook. The project is proposing the following development:

- 30,715 sq. ft 2 story commercial building, 1st floor will be retail (18,345 sq. ft.), 2nd floor will be offices (12,370 sq. ft.)
- 11 residential buildings (90,655 sq. ft.), with 68-units
- 1 community building with offices and lounge area (3,818 sq. ft.)
- 1 pool building (1,053 sq. ft.)
- 1 maintenance building (336 sq. ft.)

Total parking required for both land uses = 315 spaces

Total parking provided for both land uses = 292 spaces

The Commercial project code required parking requirements are 136 parking spaces, currently we have 136 spaces:

- 73 on-site parking spaces
- 63 off-site parking spaces
- 4 of the 73 on-site spaces will be shared spaces with the residential property; 2 spaces for staff and 2 spaces for visitors (1 space will be a disabled parking space)

The Residential project on-site code required parking requirements are 177 parking spaces, plus 2 spaces for staff, currently we have 179 spaces:

- 139 on-site parking spaces (includes 86 covered spaces & 53 spaces uncovered)
- 17 on-site spaces for unassigned tenants/guests (includes 6 accessible spaces)
- 4 on-site shared spaces for Staff/Visitor parking (includes 1 accessible space)
- We have a deficiency of 23 spaces per required code

Mission Gateway Villas is an Affordable Housing Community that will target households whose incomes are 30%, 50% or 60% of Riverside County's Area Median Income. This is a Workforce Affordable Housing Development and will have a 55-year Affordability Agreement with the City of Jurupa Valley and the California Tax Allocation Committee. We are also utilizing California Administrative Code, Title 7, Division 1, Chapter 4.3: Density Bonuses and Other Incentives; Section 65915, Subdivision (p), Item (I): "Except as provided in paragraphs (2) and (3) upon the request of the developer, a city, county, or city and county shall not require a vehicle parking ratio, inclusive of handicapped and guest parking, of a development meeting the criteria of subdivisions (b) and (c), that exceeds the following ratios:

Northtown Housing is applying Government Code Section 65915 (p) (1) for parking concession for reduced residential parking standards for this project as follows:

1. 2 Bedroom: 2 spaces per unit x 22 units = 44 spaces
2. 3 Bedroom: 2 spaces per unit x 40 units = 80 spaces
3. 4 Bedroom: 2.5 spaces per unit x 6 units = 15 spaces

Total required per Government Code Section 65915 (p) (1) is 139 parking spaces.

Northtown Housing is applying Government Code Section 65915 (p) (1) which reduces the required number of parking spaces from the JVMC requirement below:

Multiple Family Residential Uses:

1. Two bedrooms/ dwelling unit: 2.25 spaces/unit or 50 required spaces
2. Three or more bedrooms/ dwelling unit: 2.75 spaces/unit; and 1 space/ employee; or 127 required parking spaces (plus any employee spaces)

Total required per JVMC is 177 parking spaces.

Mission Gateway Plaza's Commercial project on-site parking requirements meet the Rubidoux Village Design Workbook Guidelines and the City of Jurupa Valley Municipal Code Section 9.240.120 Off-Street Vehicle Parking.

A Shared Parking Analysis, prepared by Urban Crossroads, and updated on December 19, 2019 (a copy of which was provided to our assigned planner Rocio Lopez, MPA). The Parking Analysis shows that if the peak demand for residential parking exceeds the actual parking spaces available within the Residential project, they can be accommodated on the Commercial Parcel with a shared parking Agreement between the two properties. Using the Jurupa Valley Municipal Code requirements, we currently have a deficiency of 23 on-site parking spaces which has been reduced to 18 spaces by the Shared Parking Analysis.

In addition to the street parking utilization by the commercial land use, we request that shared parking for the deficient 18 parking spaces for the residential land use (as identified in the Shared Parking Analysis) be accommodated by street parking spaces during evening hours. Please refer to the Shared Parking Analysis prepared for this project, specifically Table 11 (Scenario 2), whereby the analysis shows that there is adequate daytime on-site and off-site parking provided for both commercial and residential land uses. If the evening coverage of 18 vehicles for Scenario 2 is not allowed to be accommodated on adjacent streets, then a formal shared parking arrangement would need to be implemented to allow resident use of commercial parking spaces on a time-restricted and permit issued basis.

We are requesting a modification of the City's Parking Regulations, JVMC Section 9.240.120, to allow a reduction in on-site commercial parking of 63 spaces, or 46% of the total spaces required, and to allow us to utilize public street parking within a 600 ft. radius to provide the additional 63 parking spaces under a shared parking agreement with the City.

Sincerely,

Debi Myers, Housing Project Manager

cc: Mission Gateway / Curtis Dahle, Architect

ATTACHMENT NO. 7

Shared Parking Analysis Report



Ofc: 1001 Dove St. | Suite 260 | Newport Beach, CA 92660
Main: 260 E. Baker St. | Suite 200 | Costa Mesa, CA 92626
urbanxroads.com

December 19, 2019

Ms. Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd.
Rancho Cucamonga, CA 91730

SUBJECT: MISSION GATEWAY PLAZA & VILLAS SHARED PARKING ANALYSIS

Dear Ms. Debi Myers:

Urban Crossroads, Inc. is pleased to submit this shared parking analysis to Northtown Housing Development Corp for the proposed Mission Gateway Plaza & Villas ("Project"), which is located north of Mission Boulevard and east of Crestmore Road in the City of Jurupa Valley. The Project proposes a mix of retail, office, and residential uses within a reasonable walking distance of one another, and when combined with appropriate pedestrian and vehicular connectivity, the opportunity to share parking spaces between these land uses can be achieved.

The Project is proposed to consist of the following uses:

Residential

- 68 multi-family apartment units

Non-Residential

- 15,351 square foot of retail lease area
- 10,462 square foot of office lease area

PROPOSED NON-RESIDENTIAL PARKING SUPPLY

The Project is proposing the use of shared parking considerations for the non-residential uses in comparison to City of Jurupa Valley isolated-use parking rates (discussed below). As mentioned previously, the project is proposed to consist of retail, office, and residential uses within a reasonable walking distance of one another.

A total of 229 parking spaces are proposed to be located on-site, and 63 parking spaces are available off-site within 600 feet of the Project entry (see attached Exhibit A), with 20 new spaces on Crestmore, south of Mission Blvd.; 11 new spaces on Crestmore, north of Mission; and 32 existing spaces on Crestmore, 37th Street and Mission Blvd. For the 229 on-site parking spaces, 156 are for residential use only and 73 are for the retail and office uses, of which four (4) are shared with residential land use (2 visitor and 2 staff).

CITY CODE REQUIREMENTS AND ITE PARKING DEMAND ESTIMATES

Table 1 shows the isolated-use parking rates applicable to the Project based upon City of Jurupa Valley code requirements. As shown in Table 1, the overall City Code parking requirement amounts to 315 parking spaces.

For comparison purposes, parking demand rates from the *Institute of Transportation Engineers (ITE) Parking Generation - 4th Edition* manual for multifamily housing (ITE Land Use Code: 220), retail (ITE Land Use Code: 820), and office (ITE Land Use Code: 701) uses are presented in Table 2. As shown in Table 2, the ITE parking demand for the Project amounts to 246 spaces.

POTENTIAL TRANSIT USAGE

Transit service in the study area is provided by Riverside Transit Agency (RTA) Route 49 along Mission Boulevard. A bus stop is located on the south (eastbound) side of Mission Boulevard west of Crestmore Road, and in the reverse direction a bus stop is located on Mission Boulevard east of Wallace Street.

Riverside Transit Agency provides advanced reservation transportation Dial-A-Ride 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. According to the 2009 National Household Travel Survey (Federal Highway Administration), individuals in low-income housing take about three times as many transit trips as those in higher income groups.

CAR OWNERSHIP VARIATIONS

National Household Travel Survey data indicates that vehicle ownership is lower for low-income housing residents. Up to 24% of households in low-income housing do not own a vehicle, whereas 98% of households earning over \$100,000 own a vehicle.

Approximately 23% of non-workers with disabilities live in zero-vehicle households (in comparison to 10% of non-workers without disabilities). Approximately 12% of workers with disabilities live in zero-vehicle households (in comparison to 4% of workers without disabilities).

PROJECT ESTIMATES OF PARKING DEMAND FOR ISOLATED USES

Table 3 shows a stratification of weekday and weekend parking demands estimated for each project land use, prior to consideration of shared parking spaces. Peak parking demands for residents and guests and/or visitors and employees are estimated separately for each land use, based upon Urban Land Institute data sources. To account for the unique characteristics of this residential project in terms of transit access and reduced auto ownership, for project residents it is estimated that up to 10% of travel activity will occur by non-automobile mode as discussed above.

ULI procedures allow for testing of alternative parking demand scenarios, and the following two alternatives are addressed in this analysis:

Scenario 1 – Moderate Evening Residential Parking Accumulation. This scenario involves more residential parking spaces than the ITE parking generation estimates for the Project (156 vs 132), but less spaces than dictated by City single land use requirements (156 vs 179). When these resident/visitor/employee conditions are considered, the total weekday parking demand amounts to 285 spaces, and the total weekend parking demand amounts to 261 spaces prior to consideration of shared parking.

Scenario 2 – Higher Evening Residential Parking Accumulation. This scenario assumes more parking spaces than the City single land use requirements (191 vs 179). With an increased parking demand for the residential portion of the Project, the total weekday parking demand amounts to 316 spaces, and the total weekend parking demand amounts to 292 spaces prior to consideration of shared parking.

City of Jurupa Valley Municipal Code Section 9.240.120 allows the use of nearby public street parking for projects within the "Rubidoux Village Policy Area" of the Jurupa Area Plan which are zoned R-VC (Rubidoux-Village Commercial) at the discretion of the Planning Director as follows:

- *Individual lots in excess of fifteen thousand (15,000) square feet may use street and public area parking to meet no more than fifty (50) percent of the parking requirement.*
- *When street parking is used to meet the parking requirement, all regular and handicap stalls on the street within six hundred (600) feet of the boundaries of the project may be counted. This provision applies to parking along Mission Boulevard, as well as the local streets that serve Mission Boulevard.*

SHARED PARKING

As some of the proposed uses have parking demands that reach their peak occupancy during different times of the day, and Project residents will walk to the adjacent Project retail and office uses, there is an opportunity for the proposed residential, retail, and office uses to “share” parking with each other.

City of Jurupa Valley Municipal Code Section 9.240.120 allows residential and commercial projects, at the discretion of the Planning Director, to account for shared use of parking facilities under the following conditions:

- Sufficient evidence shall be presented to the Planning Director to demonstrate that no substantial conflict in the principal hours or periods of peak demand will exist between the uses or structures which propose to share parking.*
- The building or use for which an application for shared parking is being made shall be located within one hundred and fifty (150) feet of the parking area to be shared.*

- c. No more than fifty (50) percent of the parking space requirement shall be met through shared parking.*
- d. Parties sharing off-street parking facilities shall provide evidence of a reciprocal parking agreement for such joint use by a proper legal instrument recorded in the office of the County Recorder with the number of copies as required and thereof filed with the City Building and Safety Division.*

Tables 4 through 7 documents the time of day factors for the land uses on site during weekdays/weekend and daytime/evening conditions for scenarios 1 and 2. In general, the parking demands for retail and office uses are higher during the daytime hours, while the parking demands for residential uses peak at night.

As shown on the attached Tables 8 and 9, a “non-captive ratio” is assigned to each separate land use to indicate the percentage of parkers at the mixed-use development who are not already counted as being parked at another of the land uses. For example, when residents walk to the adjacent commercial uses, there is not any additional parking demand generated. This describes a “captive” parked vehicle and does not require an additional parking space. Other vehicles coming to the site specific to a single use are considered “non-captive.” As such, if the non-captive ratio for retail visitors equals 75%, this means that 75% of parkers will arrive and park for only a retail visit, while the remaining 25% which are arriving from the adjacent residential area can be considered captive (using only the resident parking).

Tables 8 and 9 also present the “mode adjustment” assigned to each separate land use to represent the travelers who drive to the site rather than use an alternative means of transportation, such as riding fixed-route or Dial-A-Ride transit, riding a bicycle, hailing a ride (e.g. Lyft or Uber), or walking / using a mobility device. The mode adjustment ratio for project residents of 90% means that 90% of typical parking demand will occur, while the remaining 10% of travel activity does not require parked vehicle provisions on-site due to lower auto ownership corresponding with lower income, senior, and residents with disabilities.

For **Scenario 1**, the shared parking calculations are summarized in Table 8. Assuming more residential parking spaces than the ITE parking generation estimates, but fewer spaces than dictated by City single land use requirements, a total of 240 parking spaces are needed for the overall Project during daytime on weekdays and 207 parking spaces during the evening on weekends with consideration of shared parking.

For **Scenario 2**, the shared parking calculations are presented in Table 9. Assuming more residential parking spaces than the City single land use requirements, a total of 254 parking spaces are needed for the overall Project during the daytime on weekdays and 235 parking spaces during the evening on weekends with consideration of shared parking.

Tables 10 and 11 depict the distribution of both parking demands and parking provided/available for Scenarios 1 and 2, respectively. As shown in Table 10 the 229 on-site parking spaces provided by the Project and 63 adjacent street parking spaces adequately serve both the daytime and evening peak demands. Retail and office visitors/employees can utilize the 63 available adjacent street parking spaces during daytime hours, and adequate residential parking is also available for the Scenario 1 residential peak parking demand.

As shown in Table 11 the 229 on-site parking spaces provided by the Project and 63 adjacent street parking spaces adequately serve daytime peak demands. However, the Scenario 2 residential demand for parking in the nighttime exceeds residential parking supply by 18 vehicles. If the evening overage of 18 vehicles for Scenario 2 is not allowed to be accommodated on adjacent streets, then a formal shared parking arrangement would need to be implemented to allow resident use of commercial parking spaces on a time-restricted basis.

Scenario 2 (described above) potentially results in an excess peak demand for resident and guest parking which exceeds available residential spaces during the evening. If this scenario unfolds, consideration could be given to the identification of up to 18 commercial parking spaces for resident use during the evenings on a permit basis.

FINDINGS

The Project is proposing the use of shared parking considerations for the non-residential uses in comparison to the parking rates provided in the City of Jurupa Valley Municipal Code and ITE Parking Generation Manual (4th Edition). The City Code parking requirements amount to 315 spaces for the Project, and ITE parking demand estimates for the Project amount to 246 spaces (compared to the 292 spaces provided on-site and off-site).

As some of the proposed uses have parking demands that reach their peak occupancy during different times of the day, and Project residents will walk to the adjacent Project retail and office uses, there is an opportunity for the proposed residential, retail, and office uses to “share” parking with each other. The shared parking methodology (consistent with City of Jurupa Valley Municipal Code Section 9.240.120) indicates that for Scenario 1, the peak demand amounts to 240 parking spaces during daytime on weekdays and 207 parking spaces during the evening on weekends. For scenario 2, the peak demand amounts to 254 parking spaces during daytime on weekdays and 235 parking spaces during the evening on weekends.

A total of 229 parking spaces (156 for residential use only and 73 for the retail and office uses) are proposed to be located on-site. The combination of 229 on-site parking spaces and 63 adjacent street parking spaces adequately serve peak parking demands for the Scenario 1 moderate evening parking accumulation (described above). For Scenario 1, 33 of the adjacent street parking spaces are estimated to be absorbed by the project in the daytime, while few of these adjacent spaces would be used during the evening.

Ms. Debi Myers
Northtown Housing Development Corp
December 19, 2019
Page 6

For the Scenario 2 higher evening residential parking accumulation (described above), the residential demand for parking in the nighttime exceeds residential parking supply by up to 18 vehicles. If this higher evening residential parking demand occurs, consideration could be given to the identification of up to 18 commercial parking spaces for resident use during the evenings on a permit basis.

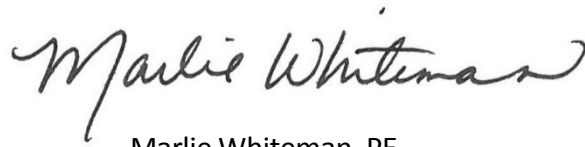
If you have any questions, please contact John Kain at (949) 336-5990 or Marlie Whiteman (949) 336-5991.

Respectfully submitted,

URBAN CROSSROADS, INC.



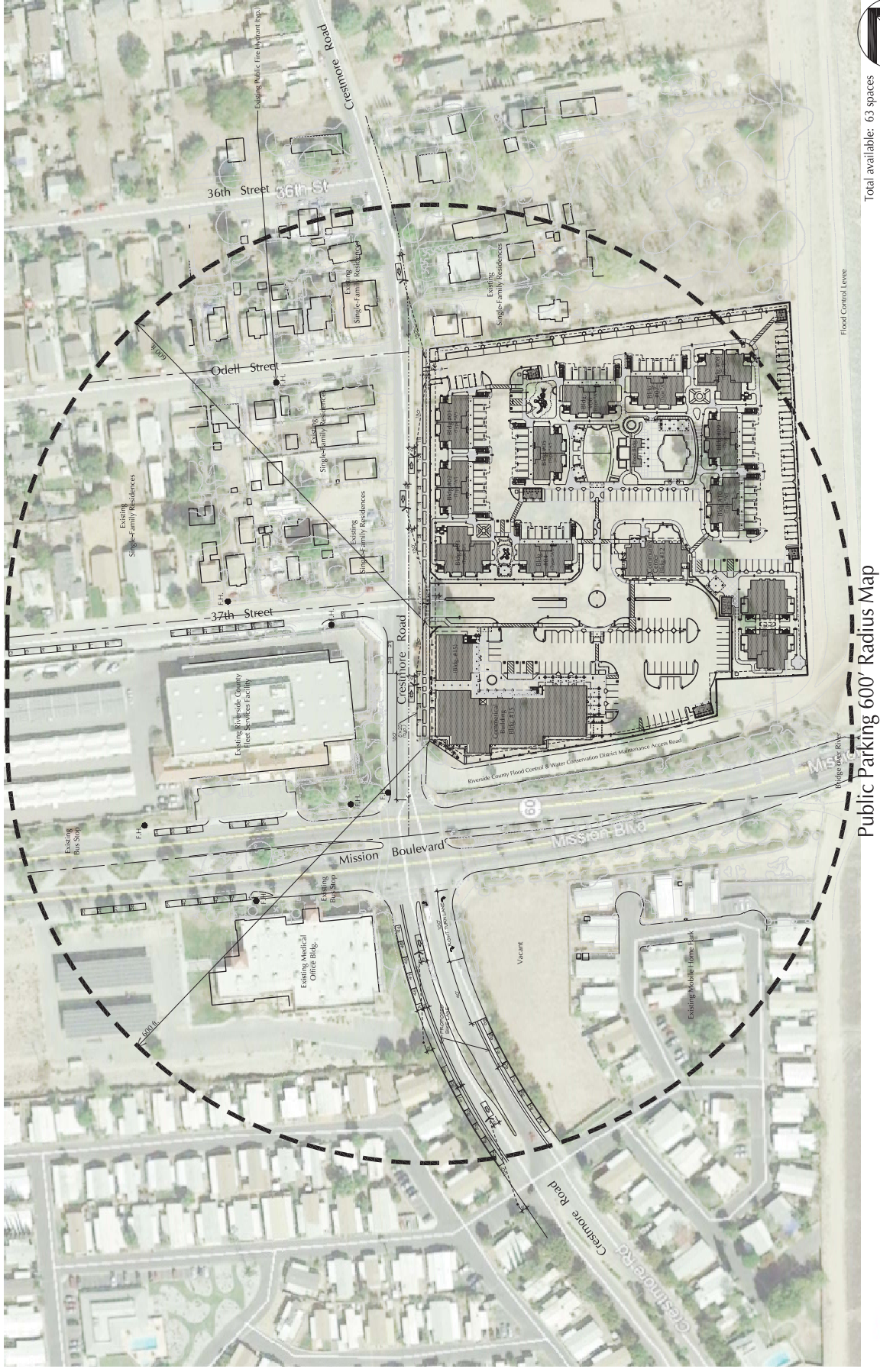
John Kain, AICP
Principal



Marlie Whiteman, PE
Senior Associate

JN: 12261 Mission Gateway Plaza & Villas
Attachments

EXHIBIT A: PUBLIC PARKING 600' RADIUS MAP



Source: Curtis J. Dahle, AIA, Architect

TABLE 1: CITY PARKING CODE REQUIREMENTS¹

Land Use	Quantity ²	Code Parking Spaces
<i>Multi-Family Residential</i>		
Two Bedrooms Residents/Visitors Rate	22 DU <i>2.25 SP/DU</i>	50
Three or more Bedrooms Residents/Visitors Rate	46 DU <i>2.75 SP/DU</i>	129
Residential Subtotal	68 DU	179
Retail Visitors/Employees Rate	15,351 SF Lease Area <i>5.5 SP/TSF</i>	84
Office Visitors/Employees Rate	10,462 SF Lease Area <i>5 SP/TSF</i>	52
Retail/Office Subtotal	25,813 SF	136
Total Parking Spaces		315

¹ Parking Rate Source: City of Jurupa Valley Municipal Code Section 9.240.120 Off-Street Vehicle Parking.

² SP = Space; SF = Square Feet; TSF = Thousand Square Feet

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TABLE 2: ITE PARKING GENERATION¹

Land Use	Quantity²	Demand-Based Parking Spaces
Multi-Family Residential (ITE LU Code: 221) Weekday Peak Period Parking Demand	68 DU <i>1.94 SP/DU</i>	132
Residential Subtotal	68 DU	132
Retail (ITE LU Code: 820) Weekday Peak Period Parking Demand	15,351 SF GLA <i>5.05 SP/TSF</i>	78
Office (ITE LU Code: 701) Weekday Peak Period Parking Demand	10,462 SF GFA <i>3.45 SP/TSF GFA</i>	36
Retail/Office Subtotal	25,813 DU	114
Total Parking Spaces		246

¹ Parking Demand Rate Source: Institute of Transportation Engineers (ITE) Parking Generation, 4th Edition.

The 85th percentile parking demand rate is utilized.

² SP = Space; SF = Square Feet; TSF = Thousand Square Feet; GLA = Gross Leasable Area; GFA = Gross Floor Area

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**TABLE 3: PEAK PARKING DEMAND CALCULATIONS WITHOUT SHARED PARKING
OR MULTIPLE USE REDUCTION (SCENARIO 1 & SCENARIO 2)**

Land Use	Quantity ¹	SCENARIO 1			SCENARIO 2		
		Weekday Rate ¹	Max Parking Spaces		Weekday Rate ¹	Max Parking Spaces	
			Weekday	Weekend		Weekday	Weekend
Residential, 2BR - Shared	22 DU						
Resident/Reserved		2.00 SP/DU	44	44	2.00 SP/DU	44	44
Resident/Shared		NOM SP/DU	-	-	0.15 SP/DU	3	3
Guest/Shared		0.15 SP/DU	3	3	0.35 SP/DU	8	8
Residential, 2BR, Subtotal			47	47		55	55
Residential, 3BR or More	46 DU						
Resident/Reserved		2.00 SP/DU	92	92	2.00 SP/DU	92	92
Resident/Shared		0.30 SP/DU	14	14	0.60 SP/DU	28	28
Guest/Shared		0.15 SP/DU	7	7	0.35 SP/DU	16	16
Residential, 3BR OR More Subtotal			113	113		136	136
Retail	15,351 SF Lease Area						
Visitor		4.80 SP/TSF	74	81	4.80 SP/TSF	74	81
Employee		0.70 SP/TSF	11	12	0.70 SP/TSF	11	12
Retail Subtotal			85	93		85	93
Office	10,462 SF Lease Area						
Visitor		0.30 SP/TSF	3	1	0.30 SP/TSF	3	1
Employee		3.5 SP/TSF	37	7	3.5 SP/TSF	37	7
Office Subtotal			40	8		40	8
Subtotal Retail & Office Visitor Spaces			77	82		77	82
Subtotal Retail & Office Employee Spaces			48	19		48	19
Subtotal Resident Reserved Spaces			136	136		136	136
Subtotal Residential Guest & Shared Spaces			24	24		55	55
Total Parking Spaces Without Mode or Mixed-Use Adjustments			285	261		316	292

¹ DU = Dwelling Unit; SP = Space; BR = Bedroom; SF = Square Feet; TSF = Thousand Square Feet; NOM = Nominal

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TABLE 4: WEEKDAY TIME OF DAY ADJUSTMENTS (SCENARIO 1)

Time-of-Day Factors for Weekday Demand																			
Land Use	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Residential																			
Resident/Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Resident/Shared	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
Guest/Shared	-	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Retail																			
Customer	1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	-
Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	95%	95%	90%	75%	40%	15%	-
Office																			
Visitor	-	1%	20%	60%	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	-	-	-	-
Employee	3%	30%	75%	95%	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	-	-

Time-of-Day Weekday Parking Results Without Shared Parking or Multiple Use Reduction																			
Land Use	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Residential																			
Resident/Reserved	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136
Resident/Shared	14	13	12	11	11	10	9	10	10	10	11	12	13	14	14	14	14	14	14
Guest/Shared	-	1	2	2	2	2	2	2	2	2	2	4	6	10	10	10	10	8	5
Retail																			
Customer	1	4	11	26	48	63	70	74	70	67	67	70	70	70	59	37	22	7	-
Employee	1	2	4	8	9	10	11	11	11	11	11	10	10	10	10	8	4	2	-
Office																			
Visitor	-	0	1	2	3	1	0	1	3	1	0	0	0	0	0	-	-	-	-
Employee	1	11	28	35	37	37	33	33	37	37	33	19	9	4	3	1	0	-	-
Total Parking Spaces	153	167	194	220	246	259	261	267	269	264	260	251	244	244	232	206	186	167	155

269 = Daytime Peak Hour (6 AM - 6 PM) Parking Demand (prior shared parking or multiple use reduction)

244 = Evening Peak Hour (6 PM - 12 AM) Parking Demand (prior shared parking or multiple use reduction)

TABLE 5: WEEKEND TIME OF DAY ADJUSTMENTS (SCENARIO 1)

Time-of-Day Factors for Weekend Demand																			
Land Use	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Residential																			
Resident/Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Resident/Shared	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
Guest/Shared	-	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Retail																			
Customer	1%	5%	10%	30%	50%	65%	80%	90%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	-
Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	-
Office																			
Visitor	-	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	-	-	-	-	-	-
Employee	-	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	-	-	-	-	-	-

Time-of-Day Weekend Parking Results Without Shared Parking or Multiple Use Reduction																			
Land Use	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Residential																			
Resident/Reserved	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136
Resident/Shared	14	13	12	11	11	10	9	10	10	10	11	12	13	14	14	14	14	14	14
Guest/Shared	-	2	2	2	2	2	2	2	2	2	2	4	6	10	10	10	10	8	5
Retail																			
Customer	1	4	8	24	41	53	65	73	81	81	77	73	65	61	53	41	28	12	-
Employee	1	2	5	9	10	11	12	12	12	12	12	11	10	10	9	8	5	2	-
Office																			
Visitor	-	0	1	1	1	1	1	1	1	0	0	0	0	-	-	-	-	-	-
Employee	-	1	4	6	6	7	6	6	4	3	1	1	0	-	-	-	-	-	-
Total Parking Spaces	152	158	168	189	207	220	231	240	246	244	239	237	230	231	222	209	193	172	155

246 = Daytime Peak Hour (6 AM - 6 PM) Parking Demand (prior shared parking or multiple use reduction)

231 = Evening Peak Hour (6 PM - 12 AM) Parking Demand (prior shared parking or multiple use reduction)

TABLE 6: WEEKDAY TIME OF DAY ADJUSTMENTS (SCENARIO 2)

Time-of-Day Factors for Weekday Demand																			
Land Use	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Residential																			
Resident/Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Resident/Shared	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
Guest/Shared	-	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Retail																			
Customer	1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	-
Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	95%	95%	90%	75%	40%	15%	-
Office																			
Visitor	-	1%	20%	60%	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	-	-	-	-
Employee	3%	30%	75%	95%	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	-	-

Time-of-Day Weekday Parking Results Without Shared Parking or Multiple Use Reduction																			
Land Use	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Residential																			
Resident/Reserved	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136
Resident/Shared	31	28	26	25	23	22	20	22	22	22	23	26	28	30	30	31	31	31	31
Guest/Shared	-	2	5	5	5	5	5	5	5	5	5	10	14	24	24	24	24	19	12
Retail																			
Customer	1	4	11	26	48	63	70	74	70	67	67	70	70	70	59	37	22	7	-
Employee	1	2	4	8	9	10	11	11	11	11	11	10	10	10	10	8	4	2	-
Office																			
Visitor	-	0	1	2	3	1	0	1	3	1	0	0	0	0	0	-	-	-	-
Employee	1	11	28	35	37	37	33	33	37	37	33	19	9	4	3	1	0	-	-
Total Parking Spaces	170	183	211	237	261	274	275	282	284	279	275	271	267	274	262	237	217	195	179

284 = Daytime Peak Hour (6 AM - 6 PM) Parking Demand (prior shared parking or multiple use reduction)

274 = Evening Peak Hour (6 PM - 12 AM) Parking Demand (prior shared parking or multiple use reduction)

TABLE 7: WEEKEND TIME OF DAY ADJUSTMENTS (SCENARIO 2)

Time-of-Day Factors for Weekend Demand																			
Land Use	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Residential																			
Resident/Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Resident/Shared	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
Guest/Shared	-	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Retail																			
Customer	1%	5%	10%	30%	50%	65%	80%	90%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	-
Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	-
Office																			
Visitor	-	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	-	-	-	-	-	-
Employee	-	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	-	-	-	-	-	-

Time-of-Day Weekend Parking Results Without Shared Parking or Multiple Use Reduction																			
Land Use	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Residential																			
Resident/Reserved	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136
Resident/Shared	31	28	26	25	23	22	20	22	22	22	23	26	28	30	30	31	31	31	31
Guest/Shared	-	5	5	5	5	5	5	5	5	5	5	10	14	24	24	24	24	19	12
Retail																			
Customer	1	4	8	24	41	53	65	73	81	81	77	73	65	61	53	41	28	12	-
Employee	1	2	5	9	10	11	12	12	12	12	12	11	10	10	9	8	5	2	-
Office																			
Visitor	-	0	1	1	1	1	1	1	1	0	0	0	0	-	-	-	-	-	-
Employee	-	1	4	6	6	7	6	6	4	3	1	1	0	-	-	-	-	-	-
Total Parking Spaces	169	176	185	206	222	235	245	255	261	259	254	257	253	261	252	240	224	200	179

261 = Daytime Peak Hour (6 AM - 6 PM) Parking Demand (prior shared parking or multiple use reduction)

261 = Evening Peak Hour (6 PM - 12 AM) Parking Demand (prior shared parking or multiple use reduction)

TABLE 8: SHARED PARKING DEMAND SUMMARY (SCENARIO 1)

PEAK MONTH: DECEMBER -- PEAK PERIODS: 2 PM & 6 PM, WEEKDAY

Land Use	Project Data Quantity ¹	Weekday					Weekend					Weekday				Weekend			
		Base Rate	Mode Adj.	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj.	Non-Captive Ratio	Project Rate	Unit	Daytime Peak - 2 PM		Evening Peak - 6 PM		Daytime Peak - 2 PM		Evening Peak - 6 PM	
												Peak Hr Adj	Est. Parking Demand	Peak Hr Adj	Est. Parking Demand	Peak Hr Adj	Est. Parking Demand	Peak Hr Adj	Est. Parking Demand
Residential, 2BR - Shared	22 DU																		
Resident/Reserved		2.00	0.90	1.00	1.80	/DU	2.00	0.90	1.00	2.00	/DU	1.00	40	1.00	40	1.00	40	1.00	40
Resident/Shared		0.00	0.90	1.00	0.00	/DU	0.00	0.90	1.00	0.00	/DU	0.70	0	0.90	0	0.70	0	0.90	0
Guest/Shared		0.15	1.00	1.00	0.15	/DU	0.15	1.00	1.00	0.00	/DU	0.20	1	0.60	2	0.20	1	0.60	2
Residential, 3BR or More	46 DU																		
Resident/Reserved		2.00	0.90	1.00	1.80	/DU	2.00	0.90	1.00	1.80	/DU	1.00	83	1.00	83	1.00	83	1.00	83
Resident/Shared		0.30	0.90	1.00	0.27	/DU	0.30	0.90	1.00	0.27	/DU	0.70	9	0.90	11	0.70	9	0.90	11
Guest/Shared		0.15	1.00	1.00	0.15	/DU	0.15	1.00	1.00	0.00	/DU	0.20	1	0.60	4	0.20	1	0.60	4
Retail	15,351 sf																		
Visitor		4.80	1.00	0.75	3.60	/tsf	5.27	1.00	0.85	4.48	/tsf	1.00	56	0.80	44	1.00	69	0.80	55
Employee		0.70	1.00	0.95	0.67	/tsf	0.80	1.00	0.95	0.76	/tsf	1.00	10	0.95	10	1.00	11	0.85	10
Office	10,462 sf																		
Visitor		0.30	1.00	1.00	0.30	/DU	0.06	1.00	1.00	0.06	/DU	1.00	3	0.05	1	0.60	1	0.05	1
Employee		3.50	1.00	1.00	3.50	/DU	0.70	1.00	1.00	0.70	/DU	1.00	37	0.25	9	0.60	4	0.05	1
ULI base data have been modified from default values.											Resident/Reserved	123		123		123		123	
											Resident & Guest Shared	11		17		11		17	
											Employee	47		19		15		11	
											Visitor	59		45		70		56	
											Total	240		204		219		207	

¹ DU = Dwelling Unit; SP = Space; BR = Bedroom; SF = Square Feet; TSF = Thousand Square Feet² The total shared parking reduction reflects time-of-day characteristics as well as 5-25% of residents

using only the resident parking while accessing the nearby commercial area

Shared Parking Reduction²

15.8%

TABLE 9: SHARED PARKING DEMAND SUMMARY (SCENARIO 2)

PEAK MONTH: DECEMBER -- PEAK PERIODS: 2 PM & 7 PM, WEEKDAY

Land Use	Project Data Quantity ¹	Weekday					Weekend					Weekday				Weekend			
		Base Rate	Mode Adj.	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj.	Non-Captive Ratio	Project Rate	Unit	Daytime Peak - 2 PM		Evening Peak - 7 PM		Daytime Peak - 2 PM		Evening Peak - 7 PM	
												Peak Hr Adj	Est. Parking Demand	Peak Hr Adj	Est. Parking Demand	Peak Hr Adj	Est. Parking Demand	Peak Hr Adj	Est. Parking Demand
Residential, 2BR - Shared	22 DU																		
Resident/Reserved		2.00	0.90	1.00	1.80	/DU	2.00	0.90	1.00	2.00	/DU	1.00	40	1.00	40	1.00	40	1.00	40
Resident/Shared		0.15	0.90	1.00	0.14	/DU	0.15	0.90	1.00	0.14	/DU	0.70	2	0.97	3	0.70	2	0.97	3
Guest/Shared		0.35	1.00	1.00	0.35	/DU	0.35	1.00	1.00	0.00	/DU	0.20	2	1.00	8	0.20	2	1.00	8
Residential, 3BR or More - Shared	46 DU																		
Resident/Reserved		2.00	0.90	1.00	1.80	/DU	2.00	0.90	1.00	1.80	/DU	1.00	83	1.00	83	1.00	83	1.00	83
Resident/Shared		0.60	0.90	1.00	0.54	/DU	0.60	0.90	1.00	0.54	/DU	0.70	18	0.97	24	0.70	18	0.97	24
Guest/Shared		0.35	1.00	1.00	0.35	/DU	0.35	1.00	1.00	0.00	/DU	0.20	3	1.00	16	0.20	3	1.00	16
Retail	15,351 sf																		
Visitor		4.80	1.00	0.75	3.60	/tsf	5.27	1.00	0.85	4.48	/tsf	1.00	56	0.75	42	1.00	69	0.75	52
Employee		0.70	1.00	0.95	0.67	/tsf	0.80	1.00	0.95	0.76	/tsf	1.00	10	0.95	10	1.00	11	0.80	9
Office	10,462 sf																		
Visitor		0.30	1.00	1.00	0.30	/DU	0.06	1.00	1.00	0.06	/DU	1.00	3	0.02	1	0.60	1	0.00	0
Employee		3.50	1.00	1.00	3.50	/DU	0.70	1.00	1.00	0.70	/DU	1.00	37	0.10	4	0.60	4	0.00	0
ULI base data have been modified from default values.												Resident/Reserved		123		123		123	
												Resident & Guest Shared		25		51		25	
												Employee		47		14		15	
												Visitor		59		43		70	
												Total		254		231		233	

¹ DU = Dwelling Unit; SP = Space; BR = Bedroom; SF = Square Feet; TSF = Thousand Square Feet² The total shared parking reduction reflects time-of-day characteristics as well as 5-25% of residents using only the resident parking while accessing the nearby commercial areaShared Parking Reduction²

19.6%

TABLE 10: SHARED PARKING SUMMARY (SCENARIO 1)

Parking	Parking Area	Daytime Peak - 2 PM, Weekday		Evening Peak - 6 PM, Weekend	
		Peak Shared Parking Demand (Spaces)	Parking Provided/ Available Spaces	Peak Shared Parking Demand (Spaces)	Parking Provided/ Available Spaces
Residential	<i>Resident/Reserved (On-Site)</i>	123	123	123	123
	<i>Resident/Shared (On-Site)</i>	9	29	13	29
	<i>Guest/Shared (On-Site)</i>	2	4	4	4
	<i>Resident/Guest (Adjacent Streets)</i>	0	0	0	0
	Residential Subtotal	134	156	140	156
Retail	<i>Visitor (On-Site)</i>	39	39	55	39
	<i>Visitor (Adjacent Streets)</i>	17	33	0	33
	<i>Employee (On-Site)</i>	5	5	10	5
	<i>Employee (Adjacent Streets)</i>	5	5	0	5
	Retail Subtotal	66	82	65	82
Office	<i>Visitor (On-Site)</i>	3	3	1	3
	<i>Employee (On-Site)</i>	26	26	1	26
	<i>Employee (Adjacent Streets)</i>	11	25	0	25
	Office Subtotal	40	54	2	54
<i>Residential On-Site Subtotal</i>		134	156	140	156
<i>Residential Adjacent Street Subtotal</i>		0	0	0	0
<i>Retail/Office On-Site Subtotal</i>		73	73	67	73
<i>Retail/Office Adjacent Street Subtotal</i>		33	63	0	63
On-Site Total		207	229	207	229
Adjacent Street Total		33	63	0	63
TOTAL PARKING SPACES		240	292	207	292

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TABLE 11: SHARED PARKING SUMMARY (SCENARIO 2)

Parking	Parking Area	Daytime Peak - 2 PM, Weekday		Evening Peak - 7 PM, Weekend	
		Peak Shared Parking Demand (Spaces)	Parking Provided/ Available Spaces	Peak Shared Parking Demand (Spaces)	Parking Provided/ Available Spaces
Residential	<i>Resident/Reserved (On-Site)</i>	123	123	123	123
	<i>Resident/Shared (On-Site)</i>	21	29	29	29
	<i>Guest/Shared (On-Site)</i>	4	4	4	4
	<i>Resident/Guest (Adjacent Streets)</i>	0	0	18	18
	Residential Subtotal	148	156	174	174
Retail	<i>Visitor (On-Site)</i>	39	39	52	64
	<i>Visitor (Adjacent Streets)</i>	17	33		45
	<i>Employee (On-Site)</i>	5	5	9	9
	<i>Employee (Adjacent Streets)</i>	5	5		
	Retail Subtotal	66	82	61	118
Office	<i>Visitor (On-Site)</i>	3	3	0	0
	<i>Employee (On-Site)</i>	26	26	0	0
	<i>Employee (Adjacent Streets)</i>	11	25	0	0
	Office Subtotal	40	54	0	0
<i>Residential On-Site Subtotal</i>		148	156	156	156
<i>Residential Adjacent Street Subtotal</i>		0	0	18	18
<i>Retail/Office On-Site Subtotal</i>		73	73	61	73
<i>Retail/Office Adjacent Street Subtotal</i>		33	63	0	45
On-Site Total		221	229	217	229
Adjacent Street Total		33	63	18	63
TOTAL PARKING SPACES		254	292	235	292

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ATTACHMENT NO. 8

Government Section 65915

GOVERNMENT CODE - GOV

TITLE 7. PLANNING AND LAND USE [65000 - 66499.58]

(Heading of Title 7 amended by Stats. 1974, Ch. 1536.)

DIVISION 1. PLANNING AND ZONING [65000 - 66210]

(Heading of Division 1 added by Stats. 1974, Ch. 1536.)

CHAPTER 4.3. Density Bonuses and Other Incentives [65915 - 65918]

(Chapter 4.3 added by Stats. 1979, Ch. 1207.)

65915.

(a) (1) When an applicant seeks a density bonus for a housing development within, or for the donation of land for housing within, the jurisdiction of a city, county, or city and county, that local government shall comply with this section. A city, county, or city and county shall adopt an ordinance that specifies how compliance with this section will be implemented. Failure to adopt an ordinance shall not relieve a city, county, or city and county from complying with this section.

(2) A local government shall not condition the submission, review, or approval of an application pursuant to this chapter on the preparation of an additional report or study that is not otherwise required by state law, including this section. This subdivision does not prohibit a local government from requiring an applicant to provide reasonable documentation to establish eligibility for a requested density bonus, incentives or concessions, as described in subdivision (d), waivers or reductions of development standards, as described in subdivision (e), and parking ratios, as described in subdivision (p).

(3) In order to provide for the expeditious processing of a density bonus application, the local government shall do all of the following:

(A) Adopt procedures and timelines for processing a density bonus application.

(B) Provide a list of all documents and information required to be submitted with the density bonus application in order for the density bonus application to be deemed complete. This list shall be consistent with this chapter.

(C) Notify the applicant for a density bonus whether the application is complete in a manner consistent with the timelines specified in Section 65943.

(D) (i) If the local government notifies the applicant that the application is deemed complete pursuant to subparagraph (C), provide the applicant with a determination as to the following matters:

(I) The amount of density bonus, calculated pursuant to subdivision (f), for which the applicant is eligible.

(II) If the applicant requests a parking ratio pursuant to subdivision (p), the parking ratio for which the applicant is eligible.

(III) If the applicant requests incentives or concessions pursuant to subdivision (d) or waivers or reductions of development standards pursuant to subdivision (e), whether the applicant has provided adequate information for the local government to make a determination as to those incentives, concessions, or waivers or reductions of development standards.

(ii) Any determination required by this subparagraph shall be based on the development project at the time the application is deemed complete. The local government shall adjust the amount of density bonus and parking ratios awarded

pursuant to this section based on any changes to the project during the course of development.

(b) (1) A city, county, or city and county shall grant one density bonus, the amount of which shall be as specified in subdivision (f), and, if requested by the applicant and consistent with the applicable requirements of this section, incentives or concessions, as described in subdivision (d), waivers or reductions of development standards, as described in subdivision (e), and parking ratios, as described in subdivision (p), when an applicant for a housing development seeks and agrees to construct a housing development, excluding any units permitted by the density bonus awarded pursuant to this section, that will contain at least any one of the following:

(A) Ten percent of the total units of a housing development for lower income households, as defined in Section 50079.5 of the Health and Safety Code.

(B) Five percent of the total units of a housing development for very low income households, as defined in Section 50105 of the Health and Safety Code.

(C) A senior citizen housing development, as defined in Sections 51.3 and 51.12 of the Civil Code, or a mobilehome park that limits residency based on age requirements for housing for older persons pursuant to Section 798.76 or 799.5 of the Civil Code.

(D) Ten percent of the total dwelling units in a common interest development, as defined in Section 4100 of the Civil Code, for persons and families of moderate income, as defined in Section 50093 of the Health and Safety Code, provided that all units in the development are offered to the public for purchase.

(E) Ten percent of the total units of a housing development for transitional foster youth, as defined in Section 66025.9 of the Education Code, disabled veterans, as defined in Section 18541, or homeless persons, as defined in the federal McKinney-Vento Homeless Assistance Act (42 U.S.C. Sec. 11301 et seq.). The units described in this subparagraph shall be subject to a recorded affordability restriction of 55 years and shall be provided at the same affordability level as very low income units.

(F) (i) Twenty percent of the total units for lower income students in a student housing development that meets the following requirements:

(I) All units in the student housing development will be used exclusively for undergraduate, graduate, or professional students enrolled full time at an institution of higher education accredited by the Western Association of Schools and Colleges or the Accrediting Commission for Community and Junior Colleges. In order to be eligible under this subclause, the developer shall, as a condition of receiving a certificate of occupancy, provide evidence to the city, county, or city or county that the developer has entered into an operating agreement or master lease with one or more institutions of higher education for the institution or institutions to occupy all units of the student housing development with students from that institution or institutions. An operating agreement or master lease entered into pursuant to this subclause is not violated or breached if, in any subsequent year, there are not sufficient students enrolled in an institution of higher education to fill all units in the student housing development.

(II) The applicable 20-percent units will be used for lower income students. For purposes of this clause, "lower income students" means students who have a household income and asset level that does not exceed the level for Cal Grant A or Cal Grant B award recipients as set forth in paragraph (1) of subdivision (k) of

Section 69432.7 of the Education Code. The eligibility of a student under this clause shall be verified by an affidavit, award letter, or letter of eligibility provided by the institution of higher education that the student is enrolled in, as described in subclause (I), or by the California Student Aid Commission that the student receives or is eligible for financial aid, including an institutional grant or fee waiver, from the college or university, the California Student Aid Commission, or the federal government shall be sufficient to satisfy this subclause.

(III) The rent provided in the applicable units of the development for lower income students shall be calculated at 30 percent of 65 percent of the area median income for a single-room occupancy unit type.

(IV) The development will provide priority for the applicable affordable units for lower income students experiencing homelessness. A homeless service provider, as defined in paragraph (3) of subdivision (d) of Section 103577 of the Health and Safety Code, or institution of higher education that has knowledge of a person's homeless status may verify a person's status as homeless for purposes of this subclause.

(ii) For purposes of calculating a density bonus granted pursuant to this subparagraph, the term "unit" as used in this section means one rental bed and its pro rata share of associated common area facilities. The units described in this subparagraph shall be subject to a recorded affordability restriction of 55 years.

(2) For purposes of calculating the amount of the density bonus pursuant to subdivision (f), an applicant who requests a density bonus pursuant to this subdivision shall elect whether the bonus shall be awarded on the basis of subparagraph (A), (B), (C), (D), (E), or (F) of paragraph (1).

(3) For the purposes of this section, "total units," "total dwelling units," or "total rental beds" does not include units added by a density bonus awarded pursuant to this section or any local law granting a greater density bonus.

(c) (1) An applicant shall agree to, and the city, county, or city and county shall ensure, the continued affordability of all very low and low-income rental units that qualified the applicant for the award of the density bonus for 55 years or a longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program. Rents for the lower income density bonus units shall be set at an affordable rent as defined in Section 50053 of the Health and Safety Code.

(2) An applicant shall agree to, and the city, county, or city and county shall ensure that, the initial occupant of all for-sale units that qualified the applicant for the award of the density bonus are persons and families of very low, low, or moderate income, as required, and that the units are offered at an affordable housing cost, as that cost is defined in Section 50052.5 of the Health and Safety Code. The local government shall enforce an equity sharing agreement, unless it is in conflict with the requirements of another public funding source or law. The following apply to the equity sharing agreement:

(A) Upon resale, the seller of the unit shall retain the value of any improvements, the downpayment, and the seller's proportionate share of appreciation. The local government shall recapture any initial subsidy, as defined in subparagraph (B), and its proportionate share of appreciation, as defined in subparagraph (C), which amount shall be used within five years for any of the purposes described in

subdivision (e) of Section 33334.2 of the Health and Safety Code that promote home ownership.

(B) For purposes of this subdivision, the local government's initial subsidy shall be equal to the fair market value of the home at the time of initial sale minus the initial sale price to the moderate-income household, plus the amount of any downpayment assistance or mortgage assistance. If upon resale the market value is lower than the initial market value, then the value at the time of the resale shall be used as the initial market value.

(C) For purposes of this subdivision, the local government's proportionate share of appreciation shall be equal to the ratio of the local government's initial subsidy to the fair market value of the home at the time of initial sale.

(3) (A) An applicant shall be ineligible for a density bonus or any other incentives or concessions under this section if the housing development is proposed on any property that includes a parcel or parcels on which rental dwelling units are or, if the dwelling units have been vacated or demolished in the five-year period preceding the application, have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control through a public entity's valid exercise of its police power; or occupied by lower or very low income households, unless the proposed housing development replaces those units, and either of the following applies:

(i) The proposed housing development, inclusive of the units replaced pursuant to this paragraph, contains affordable units at the percentages set forth in subdivision (b).

(ii) Each unit in the development, exclusive of a manager's unit or units, is affordable to, and occupied by, either a lower or very low income household.

(B) For the purposes of this paragraph, "replace" shall mean either of the following:

(i) If any dwelling units described in subparagraph (A) are occupied on the date of application, the proposed housing development shall provide at least the same number of units of equivalent size to be made available at affordable rent or affordable housing cost to, and occupied by, persons and families in the same or lower income category as those households in occupancy. If the income category of the household in occupancy is not known, it shall be rebuttably presumed that lower income renter households occupied these units in the same proportion of lower income renter households to all renter households within the jurisdiction, as determined by the most recently available data from the United States Department of Housing and Urban Development's Comprehensive Housing Affordability Strategy database. For unoccupied dwelling units described in subparagraph (A) in a development with occupied units, the proposed housing development shall provide units of equivalent size to be made available at affordable rent or affordable housing cost to, and occupied by, persons and families in the same or lower income category as the last household in occupancy. If the income category of the last household in occupancy is not known, it shall be rebuttably presumed that lower income renter households occupied these units in the same proportion of lower income renter households to all renter households within the jurisdiction, as determined by the most recently available data from the United States Department of Housing and Urban Development's Comprehensive Housing Affordability Strategy database. All replacement calculations resulting in fractional units shall be rounded

up to the next whole number. If the replacement units will be rental dwelling units, these units shall be subject to a recorded affordability restriction for at least 55 years. If the proposed development is for-sale units, the units replaced shall be subject to paragraph (2).

(ii) If all dwelling units described in subparagraph (A) have been vacated or demolished within the five-year period preceding the application, the proposed housing development shall provide at least the same number of units of equivalent size as existed at the highpoint of those units in the five-year period preceding the application to be made available at affordable rent or affordable housing cost to, and occupied by, persons and families in the same or lower income category as those persons and families in occupancy at that time, if known. If the incomes of the persons and families in occupancy at the highpoint is not known, it shall be rebuttably presumed that low-income and very low income renter households occupied these units in the same proportion of low-income and very low income renter households to all renter households within the jurisdiction, as determined by the most recently available data from the United States Department of Housing and Urban Development's Comprehensive Housing Affordability Strategy database. All replacement calculations resulting in fractional units shall be rounded up to the next whole number. If the replacement units will be rental dwelling units, these units shall be subject to a recorded affordability restriction for at least 55 years. If the proposed development is for-sale units, the units replaced shall be subject to paragraph (2).

(C) Notwithstanding subparagraph (B), for any dwelling unit described in subparagraph (A) that is or was, within the five-year period preceding the application, subject to a form of rent or price control through a local government's valid exercise of its police power and that is or was occupied by persons or families above lower income, the city, county, or city and county may do either of the following:

(i) Require that the replacement units be made available at affordable rent or affordable housing cost to, and occupied by, low-income persons or families. If the replacement units will be rental dwelling units, these units shall be subject to a recorded affordability restriction for at least 55 years. If the proposed development is for-sale units, the units replaced shall be subject to paragraph (2).

(ii) Require that the units be replaced in compliance with the jurisdiction's rent or price control ordinance, provided that each unit described in subparagraph (A) is replaced. Unless otherwise required by the jurisdiction's rent or price control ordinance, these units shall not be subject to a recorded affordability restriction.

(D) For purposes of this paragraph, "equivalent size" means that the replacement units contain at least the same total number of bedrooms as the units being replaced.

(E) Subparagraph (A) does not apply to an applicant seeking a density bonus for a proposed housing development if his or her application was submitted to, or processed by, a city, county, or city and county before January 1, 2015.

(d) (1) An applicant for a density bonus pursuant to subdivision (b) may submit to a city, county, or city and county a proposal for the specific incentives or concessions that the applicant requests pursuant to this section, and may request a meeting with the city, county, or city and county. The city, county, or city and county shall grant the concession or incentive requested by the applicant unless the

city, county, or city and county makes a written finding, based upon substantial evidence, of any of the following:

(A) The concession or incentive does not result in identifiable and actual cost reductions, consistent with subdivision (k), to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

(B) The concession or incentive would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.

(C) The concession or incentive would be contrary to state or federal law.

(2) The applicant shall receive the following number of incentives or concessions:

(A) One incentive or concession for projects that include at least 10 percent of the total units for lower income households, at least 5 percent for very low income households, or at least 10 percent for persons and families of moderate income in a common interest development.

(B) Two incentives or concessions for projects that include at least 20 percent of the total units for lower income households, at least 10 percent for very low income households, or at least 20 percent for persons and families of moderate income in a common interest development.

(C) Three incentives or concessions for projects that include at least 30 percent of the total units for lower income households, at least 15 percent for very low income households, or at least 30 percent for persons and families of moderate income in a common interest development.

(3) The applicant may initiate judicial proceedings if the city, county, or city and county refuses to grant a requested density bonus, incentive, or concession. If a court finds that the refusal to grant a requested density bonus, incentive, or concession is in violation of this section, the court shall award the plaintiff reasonable attorney's fees and costs of suit. Nothing in this subdivision shall be interpreted to require a local government to grant an incentive or concession that has a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. Nothing in this subdivision shall be interpreted to require a local government to grant an incentive or concession that would have an adverse impact on any real property that is listed in the California Register of Historical Resources. The city, county, or city and county shall establish procedures for carrying out this section, that shall include legislative body approval of the means of compliance with this section.

(4) The city, county, or city and county shall bear the burden of proof for the denial of a requested concession or incentive.

(e) (1) In no case may a city, county, or city and county apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted by this section. An applicant may submit to a city, county, or city and county a proposal for the waiver or reduction of

development standards that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted under this section, and may request a meeting with the city, county, or city and county. If a court finds that the refusal to grant a waiver or reduction of development standards is in violation of this section, the court shall award the plaintiff reasonable attorney's fees and costs of suit. Nothing in this subdivision shall be interpreted to require a local government to waive or reduce development standards if the waiver or reduction would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. Nothing in this subdivision shall be interpreted to require a local government to waive or reduce development standards that would have an adverse impact on any real property that is listed in the California Register of Historical Resources, or to grant any waiver or reduction that would be contrary to state or federal law.

(2) A proposal for the waiver or reduction of development standards pursuant to this subdivision shall neither reduce nor increase the number of incentives or concessions to which the applicant is entitled pursuant to subdivision (d).

(f) For the purposes of this chapter, "density bonus" means a density increase over the otherwise maximum allowable gross residential density as of the date of application by the applicant to the city, county, or city and county, or, if elected by the applicant, a lesser percentage of density increase, including, but not limited to, no increase in density. The amount of density increase to which the applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds the percentage established in subdivision (b).

(1) For housing developments meeting the criteria of subparagraph (A) of paragraph (1) of subdivision (b), the density bonus shall be calculated as follows:

Percentage Low-Income Units	Percentage Bonus	Density
10	20	
11	21.5	
12	23	
13	24.5	
14	26	
15	27.5	
17	30.5	
18	32	
19	33.5	

20	35
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(2) For housing developments meeting the criteria of subparagraph (B) of paragraph (1) of subdivision (b), the density bonus shall be calculated as follows:

Percentage Very Low Income Units	Percentage Density Bonus
5	20
6	22.5
7	25
8	27.5
9	30
10	32.5
11	35

(3) (A) For housing developments meeting the criteria of subparagraph (C) of paragraph (1) of subdivision (b), the density bonus shall be 20 percent of the number of senior housing units.

(B) For housing developments meeting the criteria of subparagraph (E) of paragraph (1) of subdivision (b), the density bonus shall be 20 percent of the number of the type of units giving rise to a density bonus under that subparagraph.

(C) For housing developments meeting the criteria of subparagraph (F) of paragraph (1) of subdivision (b), the density bonus shall be 35 percent of the student housing units.

(4) For housing developments meeting the criteria of subparagraph (D) of paragraph (1) of subdivision (b), the density bonus shall be calculated as follows:

Percentage Moderate-Income Units	Percentage Density Bonus
10	5
11	6
12	7
13	8
14	9
15	10
16	11
17	12
18	13

19	14
20	15
21	16
22	17
23	18
24	19
25	20
26	21
27	22
28	23
29	24
30	25
31	26
32	27
33	28
34	29
35	30
36	31
37	32
38	33
39	34
40	35

(5) All density calculations resulting in fractional units shall be rounded up to the next whole number. The granting of a density bonus shall not require, or be interpreted, in and of itself, to require a general plan amendment, local coastal plan amendment, zoning change, or other discretionary approval.

(g) (1) When an applicant for a tentative subdivision map, parcel map, or other residential development approval donates land to a city, county, or city and county in accordance with this subdivision, the applicant shall be entitled to a 15-percent

increase above the otherwise maximum allowable residential density for the entire development, as follows:

Percentage Very Low Income	Percentage Density Bonus
10	15
11	16
12	17
13	18
14	19
15	20
16	21
17	22
18	23
19	24
20	25
21	26
22	27
23	28
24	29
25	30
26	31
27	32
28	33
29	34
30	35

(2) This increase shall be in addition to any increase in density mandated by subdivision (b), up to a maximum combined mandated density increase of 35 percent if an applicant seeks an increase pursuant to both this subdivision and subdivision (b). All density calculations resulting in fractional units shall be rounded up to the next whole number. Nothing in this subdivision shall be construed to enlarge or diminish the authority of a city, county, or city and county to require a

developer to donate land as a condition of development. An applicant shall be eligible for the increased density bonus described in this subdivision if all of the following conditions are met:

(A) The applicant donates and transfers the land no later than the date of approval of the final subdivision map, parcel map, or residential development application.

(B) The developable acreage and zoning classification of the land being transferred are sufficient to permit construction of units affordable to very low income households in an amount not less than 10 percent of the number of residential units of the proposed development.

(C) The transferred land is at least one acre in size or of sufficient size to permit development of at least 40 units, has the appropriate general plan designation, is appropriately zoned with appropriate development standards for development at the density described in paragraph (3) of subdivision (c) of Section 65583.2, and is or will be served by adequate public facilities and infrastructure.

(D) The transferred land shall have all of the permits and approvals, other than building permits, necessary for the development of the very low income housing units on the transferred land, not later than the date of approval of the final subdivision map, parcel map, or residential development application, except that the local government may subject the proposed development to subsequent design review to the extent authorized by subdivision (i) of Section 65583.2 if the design is not reviewed by the local government before the time of transfer.

(E) The transferred land and the affordable units shall be subject to a deed restriction ensuring continued affordability of the units consistent with paragraphs (1) and (2) of subdivision (c), which shall be recorded on the property at the time of the transfer.

(F) The land is transferred to the local agency or to a housing developer approved by the local agency. The local agency may require the applicant to identify and transfer the land to the developer.

(G) The transferred land shall be within the boundary of the proposed development or, if the local agency agrees, within one-quarter mile of the boundary of the proposed development.

(H) A proposed source of funding for the very low income units shall be identified not later than the date of approval of the final subdivision map, parcel map, or residential development application.

(h) (1) When an applicant proposes to construct a housing development that conforms to the requirements of subdivision (b) and includes a child care facility that will be located on the premises of, as part of, or adjacent to, the project, the city, county, or city and county shall grant either of the following:

(A) An additional density bonus that is an amount of square feet of residential space that is equal to or greater than the amount of square feet in the child care facility.

(B) An additional concession or incentive that contributes significantly to the economic feasibility of the construction of the child care facility.

(2) The city, county, or city and county shall require, as a condition of approving the housing development, that the following occur:

(A) The child care facility shall remain in operation for a period of time that is as long as or longer than the period of time during which the density bonus units are required to remain affordable pursuant to subdivision (c).

(B) Of the children who attend the child care facility, the children of very low income households, lower income households, or families of moderate income shall equal a percentage that is equal to or greater than the percentage of dwelling units that are required for very low income households, lower income households, or families of moderate income pursuant to subdivision (b).

(3) Notwithstanding any requirement of this subdivision, a city, county, or city and county shall not be required to provide a density bonus or concession for a child care facility if it finds, based upon substantial evidence, that the community has adequate child care facilities.

(4) "Child care facility," as used in this section, means a child day care facility other than a family day care home, including, but not limited to, infant centers, preschools, extended day care facilities, and schoolage child care centers.

(i) "Housing development," as used in this section, means a development project for five or more residential units, including mixed-use developments. For the purposes of this section, "housing development" also includes a subdivision or common interest development, as defined in Section 4100 of the Civil Code, approved by a city, county, or city and county and consists of residential units or unimproved residential lots and either a project to substantially rehabilitate and convert an existing commercial building to residential use or the substantial rehabilitation of an existing multifamily dwelling, as defined in subdivision (d) of Section 65863.4, where the result of the rehabilitation would be a net increase in available residential units. For the purpose of calculating a density bonus, the residential units shall be on contiguous sites that are the subject of one development application, but do not have to be based upon individual subdivision maps or parcels. The density bonus shall be permitted in geographic areas of the housing development other than the areas where the units for the lower income households are located.

(j) (1) The granting of a concession or incentive shall not require or be interpreted, in and of itself, to require a general plan amendment, local coastal plan amendment, zoning change, study, or other discretionary approval. For purposes of this subdivision, "study" does not include reasonable documentation to establish eligibility for the concession or incentive or to demonstrate that the incentive or concession meets the definition set forth in subdivision (k). This provision is declaratory of existing law.

(2) Except as provided in subdivisions (d) and (e), the granting of a density bonus shall not require or be interpreted to require the waiver of a local ordinance or provisions of a local ordinance unrelated to development standards.

(k) For the purposes of this chapter, concession or incentive means any of the following:

(1) A reduction in site development standards or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission as provided in Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code, including, but not limited to, a reduction in setback and square footage requirements and in the ratio of vehicular parking spaces that would otherwise be required that results in identifiable and actual cost reductions, to provide for affordable housing costs, as defined in Section 50052.5 of the Health

and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

(2) Approval of mixed-use zoning in conjunction with the housing project if commercial, office, industrial, or other land uses will reduce the cost of the housing development and if the commercial, office, industrial, or other land uses are compatible with the housing project and the existing or planned development in the area where the proposed housing project will be located.

(3) Other regulatory incentives or concessions proposed by the developer or the city, county, or city and county that result in identifiable and actual cost reductions to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

(l) Subdivision (k) does not limit or require the provision of direct financial incentives for the housing development, including the provision of publicly owned land, by the city, county, or city and county, or the waiver of fees or dedication requirements.

(m) This section does not supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code). Any density bonus, concessions, incentives, waivers or reductions of development standards, and parking ratios to which the applicant is entitled under this section shall be permitted in a manner that is consistent with this section and Division 20 (commencing with Section 30000) of the Public Resources Code.

(n) If permitted by local ordinance, nothing in this section shall be construed to prohibit a city, county, or city and county from granting a density bonus greater than what is described in this section for a development that meets the requirements of this section or from granting a proportionately lower density bonus than what is required by this section for developments that do not meet the requirements of this section.

(o) For purposes of this section, the following definitions shall apply:

(1) "Development standard" includes a site or construction condition, including, but not limited to, a height limitation, a setback requirement, a floor area ratio, an onsite open-space requirement, or a parking ratio that applies to a residential development pursuant to any ordinance, general plan element, specific plan, charter, or other local condition, law, policy, resolution, or regulation.

(2) "Maximum allowable residential density" means the density allowed under the zoning ordinance and land use element of the general plan, or, if a range of density is permitted, means the maximum allowable density for the specific zoning range and land use element of the general plan applicable to the project. If the density allowed under the zoning ordinance is inconsistent with the density allowed under the land use element of the general plan, the general plan density shall prevail.

(p) (1) Except as provided in paragraphs (2) and (3) upon the request of the developer, a city, county, or city and county shall not require a vehicular parking ratio, inclusive of handicapped and guest parking, of a development meeting the criteria of subdivisions (b) and (c), that exceeds the following ratios:

(A) Zero to one bedroom: one onsite parking space.

(B) Two to three bedrooms: two onsite parking spaces.

(C) Four and more bedrooms: two and one-half parking spaces.

(2) Notwithstanding paragraph (1), if a development includes the maximum percentage of low-income or very low income units provided for in paragraphs (1) and (2) of subdivision (f) and is located within one-half mile of a major transit stop, as defined in subdivision (b) of Section 21155 of the Public Resources Code, and there is unobstructed access to the major transit stop from the development, then, upon the request of the developer, a city, county, or city and county shall not impose a vehicular parking ratio, inclusive of handicapped and guest parking, that exceeds 0.5 spaces per bedroom. For purposes of this subdivision, a development shall have unobstructed access to a major transit stop if a resident is able to access the major transit stop without encountering natural or constructed impediments.

(3) Notwithstanding paragraph (1), if a development consists solely of rental units, exclusive of a manager's unit or units, with an affordable housing cost to lower income families, as provided in Section 50052.5 of the Health and Safety Code, then, upon the request of the developer, a city, county, or city and county shall not impose a vehicular parking ratio, inclusive of handicapped and guest parking, that exceeds the following ratios:

(A) If the development is located within one-half mile of a major transit stop, as defined in subdivision (b) of Section 21155 of the Public Resources Code, and there is unobstructed access to the major transit stop from the development, the ratio shall not exceed 0.5 spaces per unit.

(B) If the development is a for-rent housing development for individuals who are 62 years of age or older that complies with Sections 51.2 and 51.3 of the Civil Code, the ratio shall not exceed 0.5 spaces per unit. The development shall have either paratransit service or unobstructed access, within one-half mile, to fixed bus route service that operates at least eight times per day.

(C) If the development is a special needs housing development, as defined in Section 51312 of the Health and Safety Code, the ratio shall not exceed 0.3 spaces per unit. The development shall have either paratransit service or unobstructed access, within one-half mile, to fixed bus route service that operates at least eight times per day.

(4) If the total number of parking spaces required for a development is other than a whole number, the number shall be rounded up to the next whole number. For purposes of this subdivision, a development may provide onsite parking through tandem parking or uncovered parking, but not through onstreet parking.

(5) This subdivision shall apply to a development that meets the requirements of subdivisions (b) and (c), but only at the request of the applicant. An applicant may request parking incentives or concessions beyond those provided in this subdivision pursuant to subdivision (d).

(6) This subdivision does not preclude a city, county, or city and county from reducing or eliminating a parking requirement for development projects of any type in any location.

(7) Notwithstanding paragraphs (2) and (3), if a city, county, city and county, or an independent consultant has conducted an areawide or jurisdictionwide parking study in the last seven years, then the city, county, or city and county may impose a higher vehicular parking ratio not to exceed the ratio described in paragraph (1), based upon substantial evidence found in the parking study, that includes, but is not limited to, an analysis of parking availability, differing levels of transit access, walkability access to transit services, the potential for shared parking, the effect of

parking requirements on the cost of market-rate and subsidized developments, and the lower rates of car ownership for low-income and very low income individuals, including seniors and special needs individuals. The city, county, or city and county shall pay the costs of any new study. The city, county, or city and county shall make findings, based on a parking study completed in conformity with this paragraph, supporting the need for the higher parking ratio.

(8) A request pursuant to this subdivision shall neither reduce nor increase the number of incentives or concessions to which the applicant is entitled pursuant to subdivision (d).

(q) Each component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number. The Legislature finds and declares that this provision is declaratory of existing law.

(r) This chapter shall be interpreted liberally in favor of producing the maximum number of total housing units.

(Amended by Stats. 2018, Ch. 937, Sec. 1.3. (SB 1227) Effective January 1, 2019.)

ATTACHMENT NO. 9

Williams Aviation Consultants Report

[illegible]

January 23rd, 2018

The purpose of the analysis was to determine the maximum elevation to which a building can be erected at the project site without having an adverse effect upon the safe and efficient use of the navigable airspace surrounding Flabob Airport (RIR). The proposed project's location in relation to RIR is shown in **Figure 2** and the distance from RIR to the project site is shown in **Figure 3**.

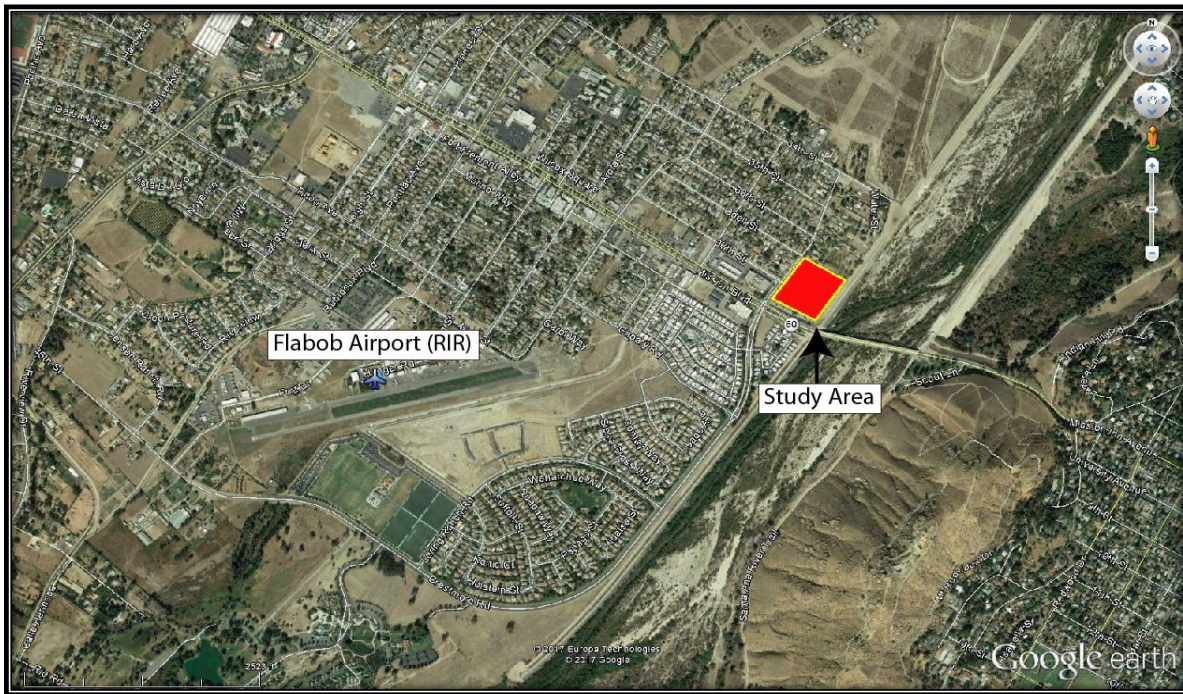


Figure 2 - Study Area in Relation to Flabob Airport (RIR)

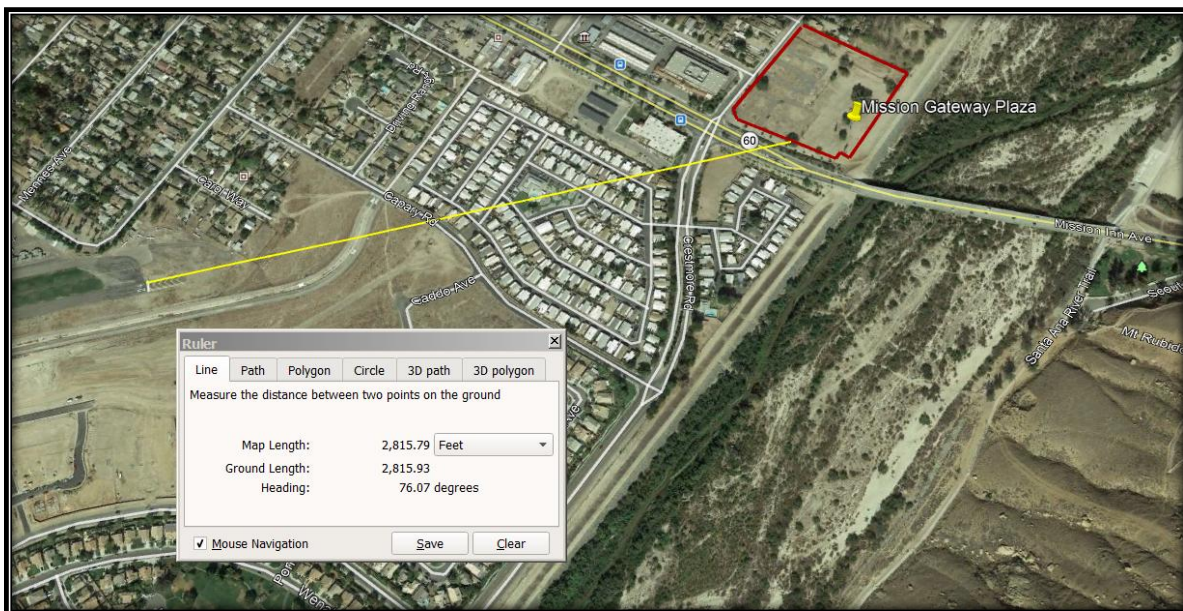


Figure 3 – Distance from RIR to Project Site

FAA Review Process

The FAA utilizes the criteria contained in FAR Part 77 to determine reporting requirements, the impact of a proposed structure on navigable airspace, and whether the structure, if constructed, will require lighting and/or marking. FAR Part 77 defines the criteria for determining if a structure will require reporting to the FAA, if the structure exceeds the stated criteria and requires the submittal of FAA Form 7460-1, and/or whether or not the structure has an impact on navigable airspace.

If the FAA determines that there is an impact to navigable airspace, a Notice of Presumed Hazard (NPH) will be issued and an aeronautical study will be conducted. Concurrent with the NPH the project is distributed to the FAA divisions having the responsibility for air traffic control, flight procedures, airport infrastructure and navigational aids. Each of these divisions then evaluates the project for impacts within their area of jurisdiction. These divisions submit their comments to the Air Traffic division who will issue a determination.

If the FAA determines that the proposed structure has a substantial adverse impact they will issue a Determination of Hazard. In some cases they will offer the project proponent options to mitigate the adverse impact, i.e., lower the structure, redesign etc.

It is not uncommon for the FAA's initial analysis to disregard factors unique to a specific airport such as existing structures or special procedures that have been developed for that airport. Once the FAA's initial analysis is complete, additional data can be presented to the FAA for their consideration which may result in the approval of the proposed structure.

RIR Analysis

RIR airspace compatibility analysis includes a review of the following criteria to determine possible adverse impacts to aeronautical operations:

1. Public and private airports in the vicinity of the proposed structure.
2. Federal Aviation Regulation Part 77, Objects Affecting Navigable Airspace.
3. Terminal Instrument Procedures (TERPS) including instrument approach and departure procedures.
4. Visual Flight Rule (VFR) Traffic Pattern Airspace.

Public/Private Airports:

RIR is located approximately 2,815 Feet West South West of the proposed site location (**Figure 3**). RIR is a privately-owned, public use airport located within the City of Riverside, CA. The airport currently maintains one runway; Runway 06/24 with a length of 3,190 feet.

Riverside Municipal Airport (RAL) is located approximately 3.46 Nautical Miles South West of the proposed site location, however only RIR was identified as requiring detailed analysis to determine whether or not the proposed structures would have a significant adverse impact on flight procedures.

FAR Part 77 Analysis

FAR Part 77 Reporting Requirements and Obstruction Standards

A notification surface with a 50:1 slope from the end of the runway is used to determine if a proposed project needs to be submitted to the FAA. Analysis of the FAR Part 77 reporting requirements was conducted and it was determined that the proposed project would require formal submission to the FAA.

An analysis of FAR Part 77 obstruction standards was completed to determine the maximum elevation and height to which a structure could be erected without exceeding FAR Part 77 Obstruction Standards. As stated in FAA Order 7400.2 Procedures for Handling Airspace Matters paragraph 6-3-9b:

“Obstruction standards are used to identify potential adverse effects and are not the basis for a determination. The criteria used in determining the extent of adverse affect are those established by the FAA to satisfy operational, procedural, and electromagnetic requirements. These criteria are contained in regulations, advisory circulars, and orders (e.g., the 8260 Order series and Order 7110.65). Obstruction evaluation personnel must apply these criteria in evaluating the extent of adverse effect to determine if the structure being studied would actually have a substantial adverse effect and would constitute a hazard to air navigation.”

FAR Part 77 Obstruction Criteria is not used to determine if a structure will be a hazard to air navigation, rather, structures exceeding this criteria are studied closely by the FAA to determine if the structure will require mitigation or if the structure will impact terminal instrument procedures or visual flight rule traffic pattern airspace. Generally, a structure that exceeds FAR Part 77 Obstruction Standards will require mitigation such as lighting and/or marking in order to make it more conspicuous to airmen.

Figure 4 displays the FAR Part 77 Obstruction Standards Above Mean Sea Level (AMSL) heights for RIR.

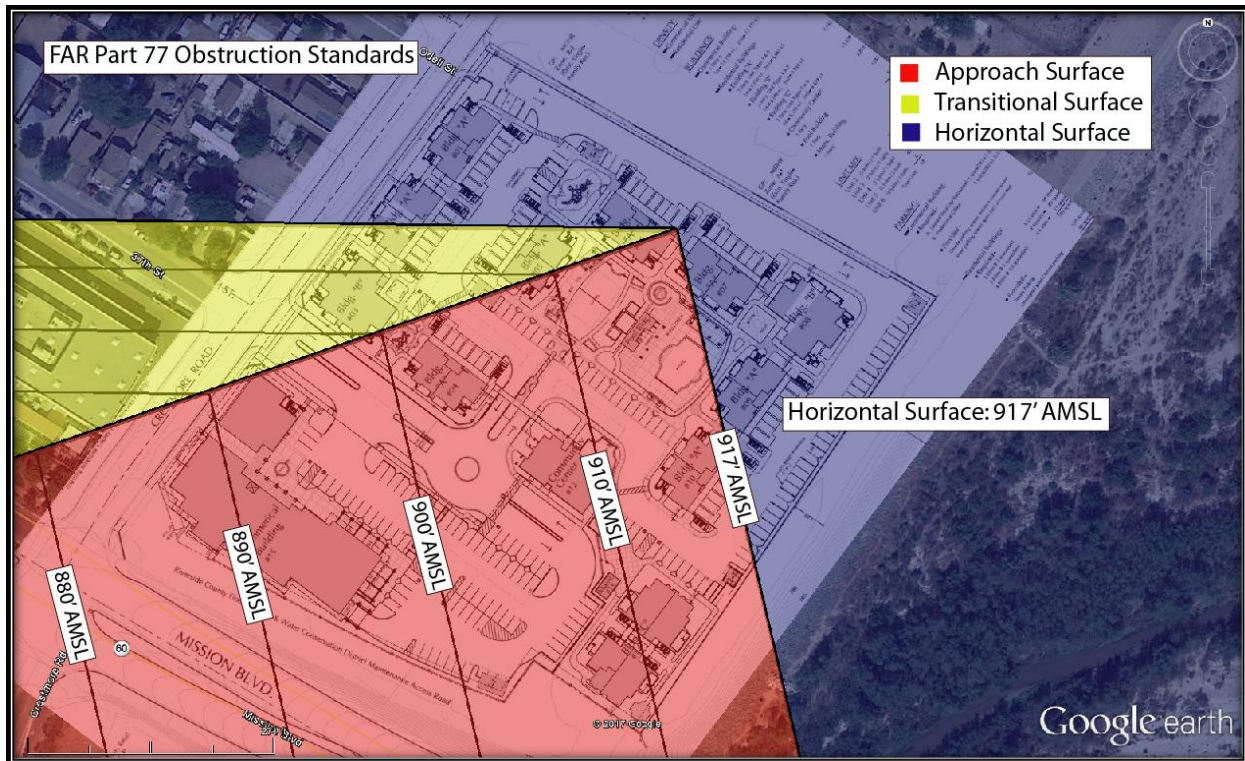


Figure 4 - Overview of Obstruction Standards for RIR

Conclusion: *At the study location, a proposed building will not penetrate RIR Obstruction Criteria if it does not exceed approximately 887' AMSL on the South West corner and increases in height to the East. The RIR Obstruction Surfaces over the property are approximately 780' Above Ground Level (AGL). A proposed 39' 6" building will not penetrate this surface.*

Terminal Instrument Procedures (TERPS)

An analysis of the Terminal Instrument Procedures (TERPS) criteria was completed to determine the maximum elevation to which a structure could be erected without impacting RIR instrument approach and departure procedures.

Instrument Approach Procedures

A penetration to the Obstacle Clearance Surfaces (OCS) by a proposed structure would result in the need to increase the procedure's Minimum Descent Altitude (MDA) (the lowest altitude that a pilot can descend on an approach) and would likely receive a Hazard Determination from the FAA.

RIR Instrument Arrival Procedures

A review of RIR's Instrument Approach Procedures (IAP) revealed that there is only one RNAV (GPS)-A approach to RIR.

Figure 5 displays an overview of the RIR RNAV (GPS)-A OCS.

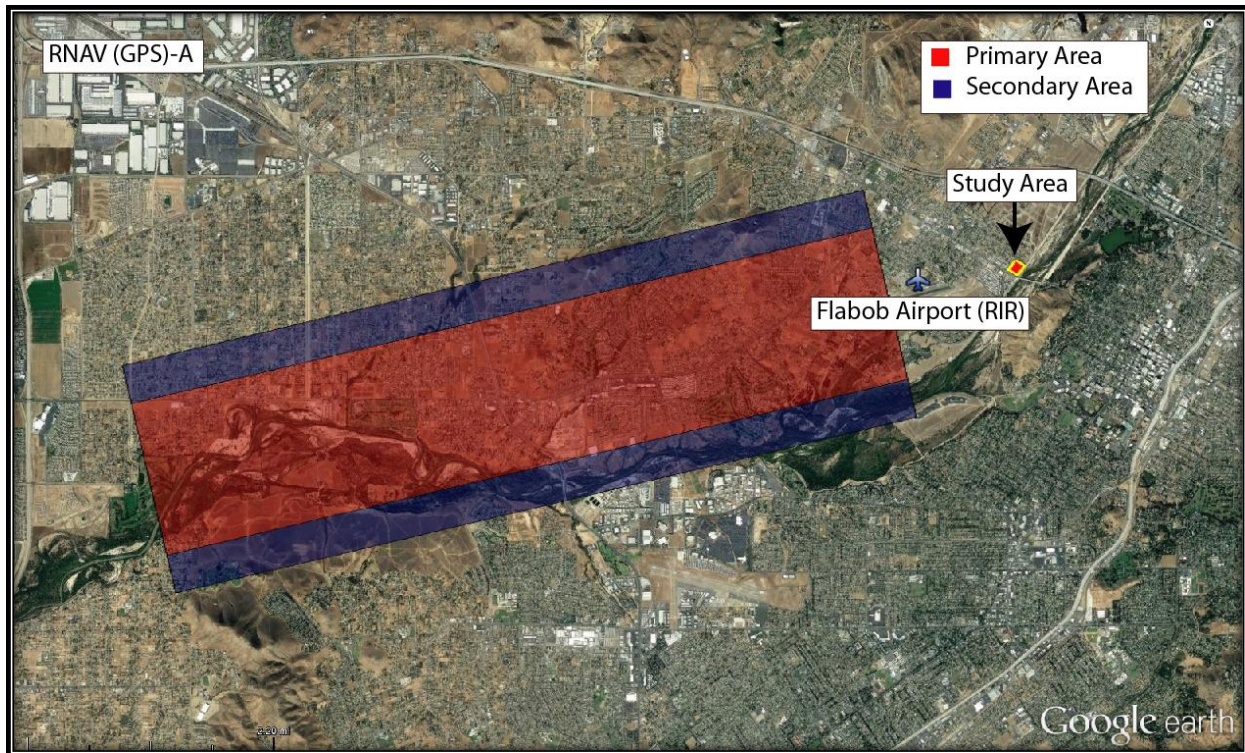


Figure 5 - RIR RNAV (GPS)-A Overview

Conclusion: The proposed project is located outside of the RIR RNAV (GPS)-A OCS.

Circle-to-Land Instrument Approach Procedure

Each instrument approach procedure to RIR contains a circle-to-land option. The circle-to-land portion of the procedure allows a pilot to approach the airport in instrument conditions then, once he has the airport environment in sight, the pilot can maneuver the aircraft to the opposite end of the runway to land. A pilot would execute this type of instrument approach procedure if the winds were not favorable for landing on the primary runway for which the procedure was designed.

The surfaces which protect the circle-to-land consist of horizontal circular surfaces which extend from the end of each runway. The radius of each circle is dependent on the category of aircraft utilizing the circle-to-land approach.

Figure 6 displays an overview of the lowest OCS associated with the Circle-to-Land Category A aircraft approaching Runway 06/24.

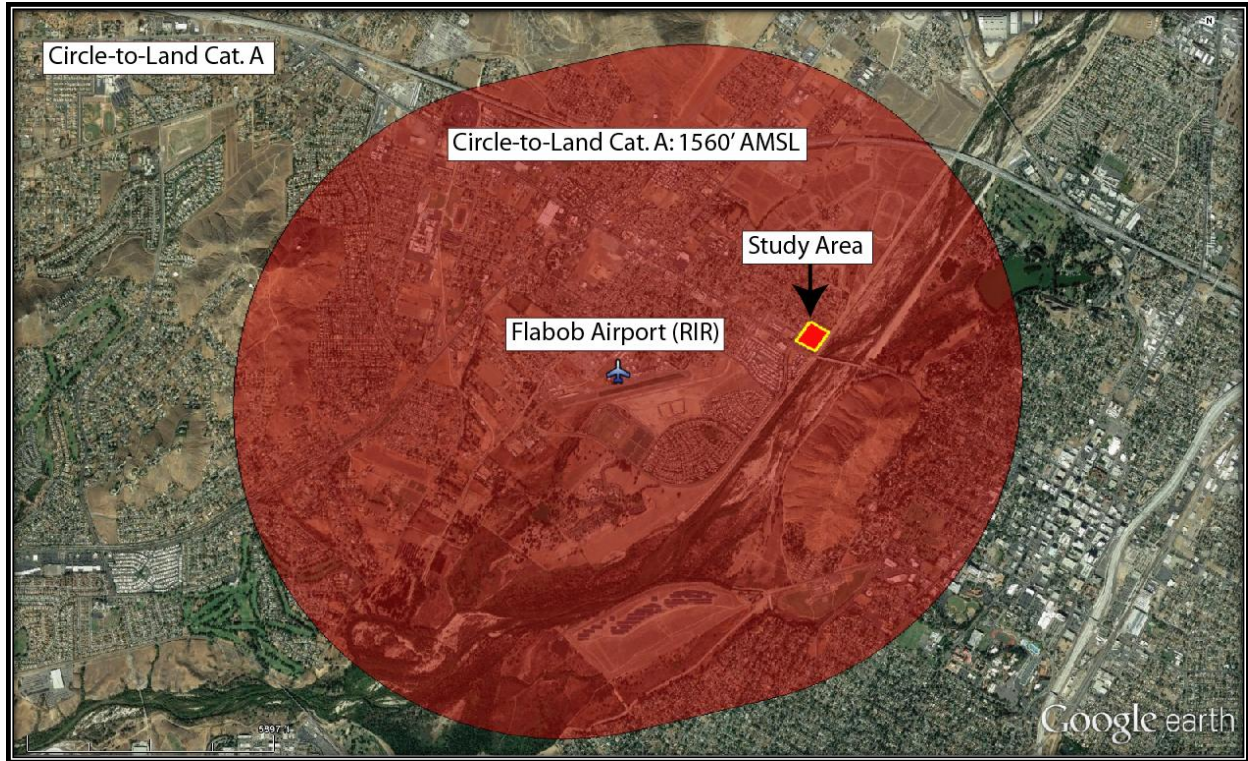


Figure 6 – Overview of Circle-to-Land OCS

Conclusion: At the study location, a proposed building will not penetrate Circle-to-Land OCS at RIR if it does not exceed 1560' AMSL (approximately 780' AGL).

Instrument Departure Procedures

The Initial Climb Area (ICA) associated with RIR's departure procedures were analyzed. A standard Climb Gradient of 200 ft per Nautical Mile (NM) for aircraft departing Runway 06 was analyzed as well as RIR's minimum Climb Gradient of 480 ft per NM. A penetration to the departure procedure ICA could result in the need for the departure procedure to be modified.

Figures 7 through 10 displays the Departure ICA for Runway 06 at RIR.

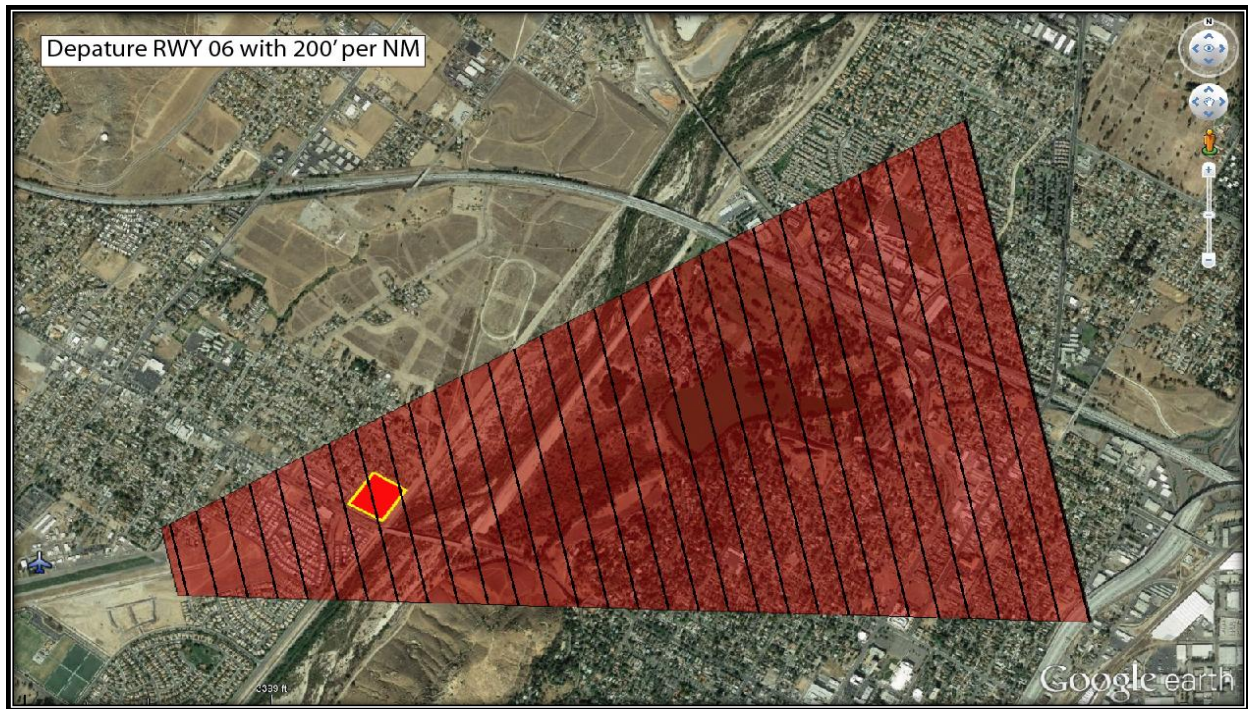


Figure 7 – Overview of Departure Runway 06 ICA with 200' per NM

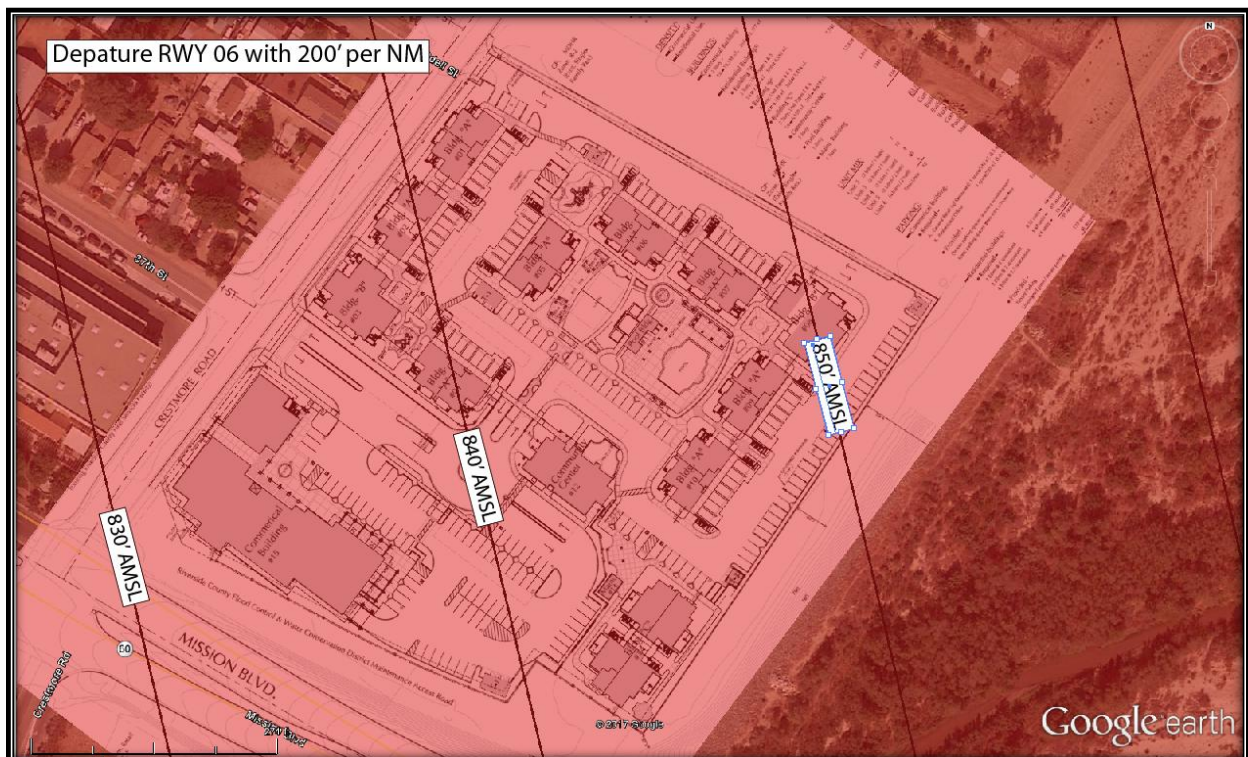


Figure 8 –Departure Runway 06 with 200' per NM AMSL Heights

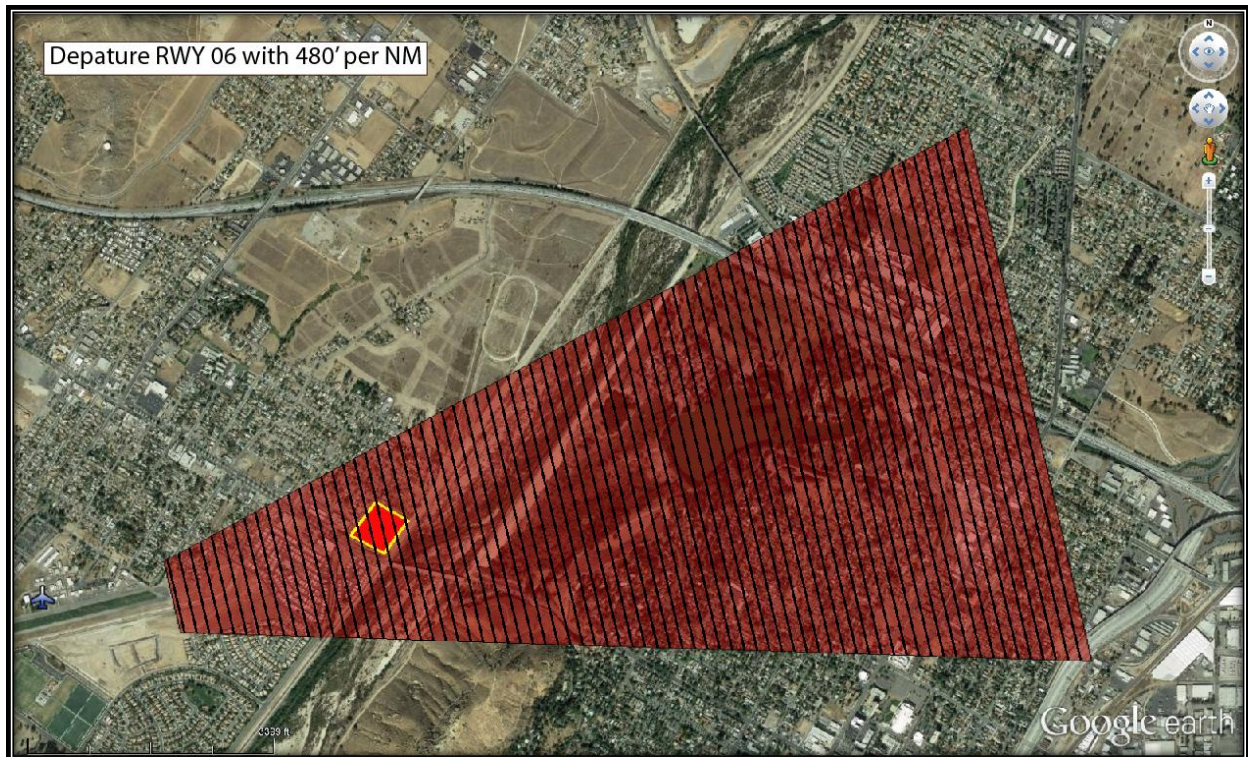


Figure 9 – Overview of Departure Runway 06 ICA with 480' per NM

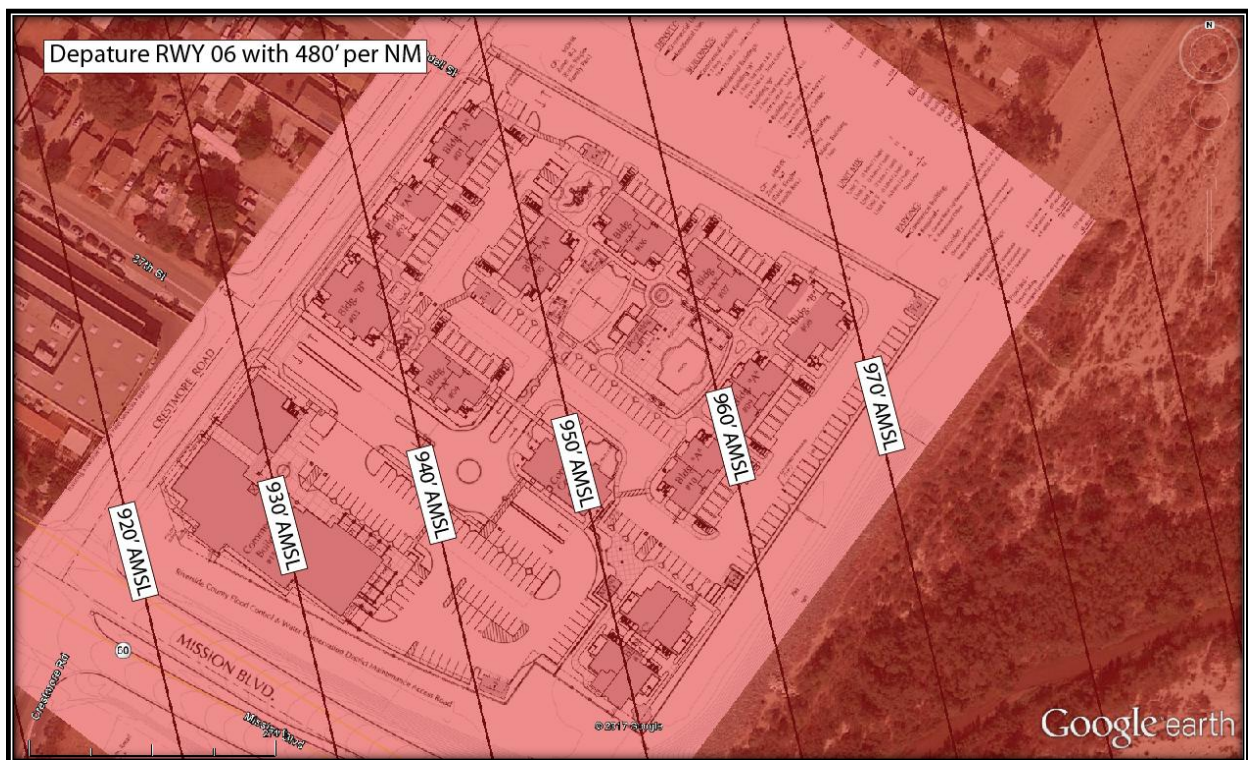


Figure 10 –Departure Runway 06 with 480' per NM AMSL Heights

Conclusion: At the study location, proposed buildings will not penetrate Departure ICA Standard Climb Gradient of 200 ft per NM at RIR if it does not exceed 832' AMSL (approximately 52' AGL).

At the study location, proposed buildings will not penetrate Departure ICA Climb Gradient of 480 ft per NM at RIR if it does not exceed 922' AMSL (approximately 142' AGL).

With an approximate ground elevation of 780' Above Ground Level (AGL) a proposed 39' 6" building will not exceed RWY 06 Departure ICA.

Visual Flight Rule (VFR) Traffic Pattern Airspace

An analysis of RIR's VFR Traffic Pattern Airspace was completed to determine the maximum elevation to which a building could be erected without impacting aircraft operating in visual conditions at RIR. A building that exceeds FAR Part 77 Obstruction Criteria (as applied to visual approach runways) could have an impact on aircraft operating in an airport's VFR Traffic Pattern.

Figure 11 displays the elevation to which a proposed building could be erected without penetrating the surfaces associated with obstruction standards (as applied to visual approach runways).

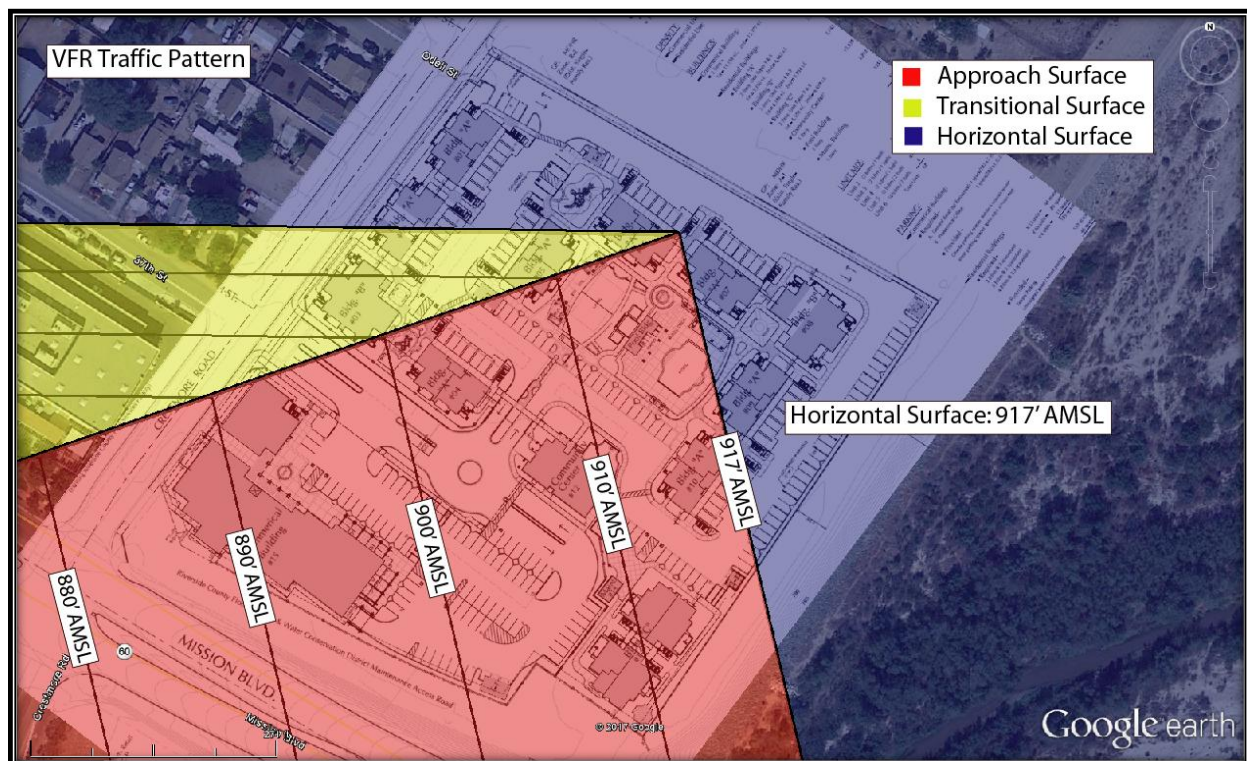


Figure 11 - VFR Traffic Pattern at RIR

Conclusion: At the study location, a proposed building will not penetrate RIR VFR Traffic Pattern if it does not exceed approximately 887' AMSL on the South West corner and increases in height to the East. With an approximate ground elevation of 780' Above Ground Level (AGL) a proposed 39' 6" building will not penetrate the RIR VFR Traffic Pattern.

Noise Issues (Part 150)

NOISE CONTROL AND COMPATIBILITY PLANNING FOR AIRPORTS

The Department of Transportation's Federal Aviation Administration publishes Advisory Circular AC No: 150/5020-1 which provides guidance for Noise Control and Compatibility Planning for airports under Federal Aviation Regulation (FAR) Part 150 and the Aviation Safety and Noise Abatement Act of 1979 (ASNA) (P.L. 96-193). It is intended for use by airport operators, state/local planners and other officials, and interested citizens who may engage in noise control planning. Airport noise compatibility planning has the goals of reducing existing non-compatible land uses around airports and of preventing the introduction of additional non-compatible land uses through the cooperative efforts of all those involved. The Part 150 program is voluntary and airport operators are encouraged to participate.

FAR Part 150 implements portions of Title I of the Aviation Safety and Noise Abatement Act of 1979. It establishes a single system for the measurement of airport (and background) noise, a single system for determining the exposure of individuals to airport noise, and a standardized airport noise compatibility planning program. The planning program includes (1) provision for the development and submission to the FAA of Noise Exposure Maps and Noise Compatibility Programs by airport operators; (2) standard noise units, methods and analytical techniques for use in airport assessments; (3) identification of land uses which are normally considered compatible (or non-compatible) with various levels of noise around airports; and (4) procedures and criteria for FAA approval or disapproval of noise compatibility programs by the Administrator.

The Federal Aviation Administration's Office of Environment and Energy (AEE) issued a document titled Aircraft Noise. The document states in part that federal agencies have certain guidelines for compatible land uses and environmental sound levels. Land use is normally determined by property meaning, such as residential, industrial, or commercial. Noise levels that are unacceptable for homes may be quite acceptable for stores or factories. The Federal Aviation Administration has issued these guidelines as part of its Airport Noise Compatibility Program, found in Part 150 of the Federal Aviation Regulations. The FAA provides guidance within Title 14, Code of Federal Regulations (CFR) Parts 150 and 77. Part 150 guidance is based on aircraft noise levels near an airport. This guidance is shown in **Figure 12**.

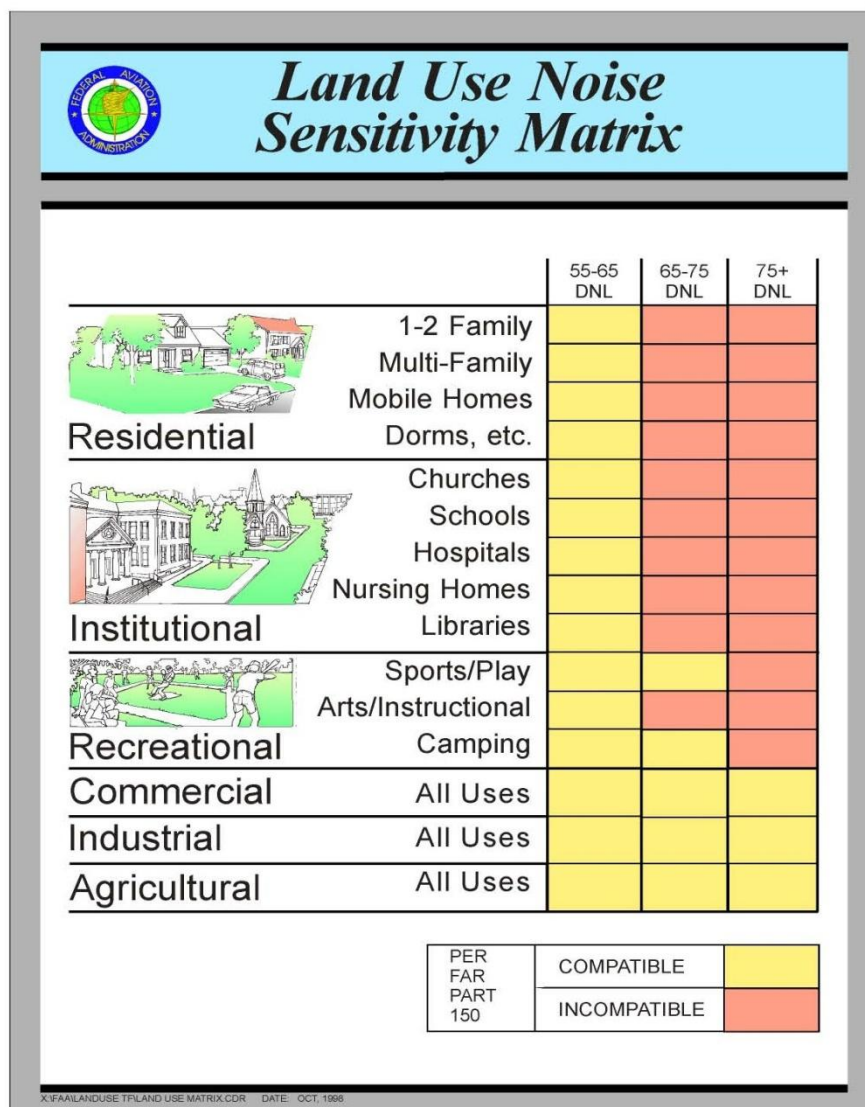


Figure 12 – Land Use Based on Airport Noise

In general, most land uses are considered to be compatible with airport noise that does not exceed 65 dB, although Part 150 declares that "acceptable" sound levels should be subject to local conditions and community decisions. Nevertheless, a 65 dB is generally identified as the threshold level of aviation noise, and other sounds of community noise, which are "significant."

Conclusion: A 2004 noise contour map for RIR (Figure 13) shows that the proposed project is located outside the 65 DNL noise contour.

If the project was located in a valid 65 DNL noise contour based on current air traffic activity, it is our experience that normal construction materials and techniques will achieve any noise reduction required for residential units in a 65 DNL contour.

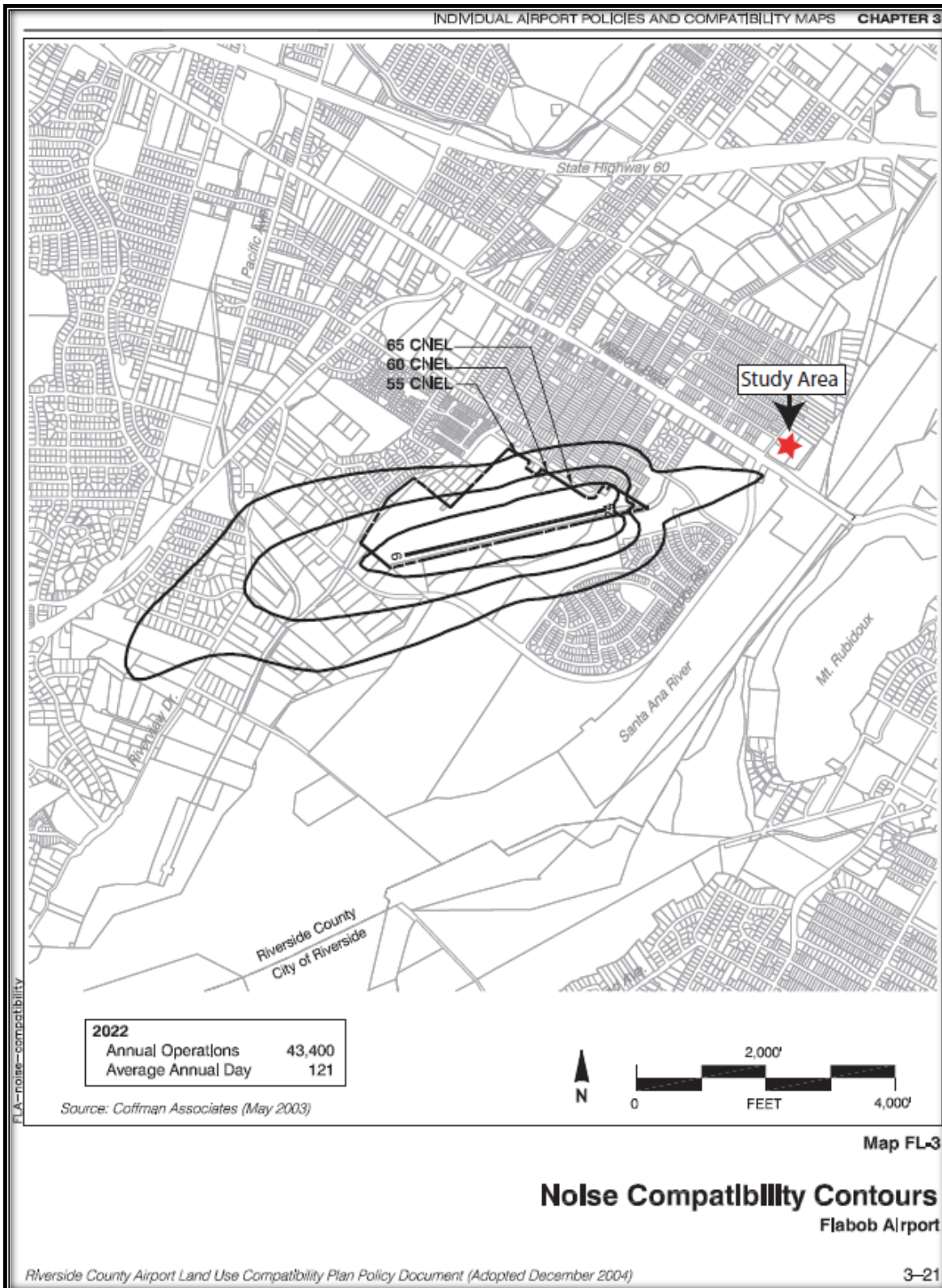


Figure 13 - RIR Noise Contours

Airport Land Use Compatibility Plan

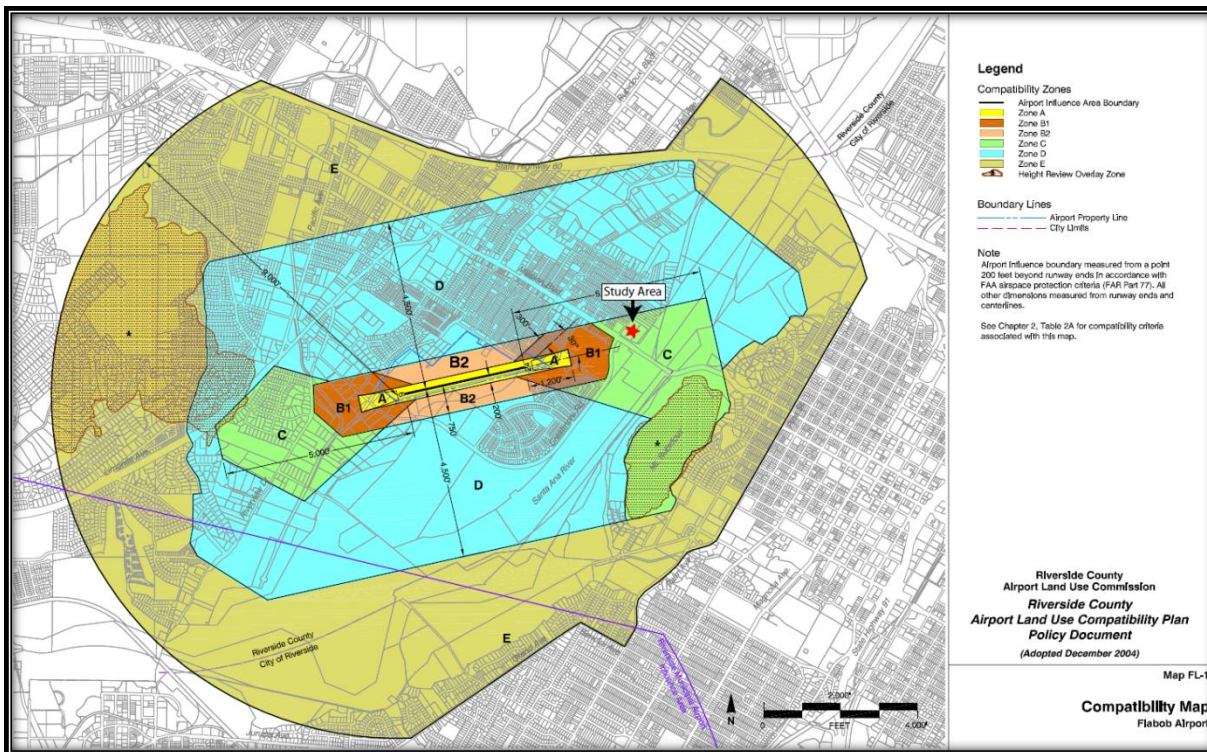


Figure 14 - RIR Airport Land Use Compatibility Map

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none">Children's schools, day care centers, librariesHospitals, nursing homesBldgs with >3 aboveground habitable floorsHighly noise-sensitive outdoor nonresidential uses ¹⁰Hazards to flight ⁹	<ul style="list-style-type: none">Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³Airspace review required for objects >70 feet tall ¹⁵Deed notice required

Figure 15 - Compatibility Zone Factors

C Extended Approach/Departure Zone	Noise Impact: Moderate	Risk Level: Moderate
	<ul style="list-style-type: none"> Encompasses most of 55-CNEL contour beyond runway ends Aircraft typically below 1,000 feet altitude on arrival; individual events occasionally loud enough to intrude upon indoor activities 	<ul style="list-style-type: none"> Includes areas where aircraft: <ul style="list-style-type: none"> Turn from base to final approach legs of standard traffic pattern and descend from traffic pattern altitude On departure, normally complete transition from takeoff power and flap settings to climb mode and begin turns to en route heading On an instrument approach procedure, have descended below about 500 feet AGL Some 10% to 15% of off-runway general aviation accidents near airports occur in this zone Object heights restricted to as little as 50 feet

Figure 16 - Zone C Compatibility

Compatibility Zone	Maximum Intensity (People/Acre)	
	Sitewide Average	Single Acre
<i>A</i>	0 (no change)	0 (no change)
<i>B1</i>	40	80
<i>B2</i>	100 (no change)	300
<i>C</i>	100	300
<i>D (West)*</i>	200	800
<i>D (East)*</i>	300	1,200
<i>E</i>	No Limit (no change)	No Limit (no change)
* The dividing line between Zone D (West) and Zone D (East) is Cawston Avenue.		

- b) In addition to the land uses listed as prohibited in the Basic Compatibility Criteria matrix (**Table 2A**) of the countywide policies, the following uses shall be prohibited from being developed in the indicated Compatibility Zones B1, B2, and C regardless of their usage intensities: theaters, meeting halls and other assembly facilities, and stadiums.

Figure 17 - Revised Zone C Compatibility Zone Factors



Figure 18-Land Uses Adjacent to Project Site

The area adjacent to the property is primarily residential with some commercial/industrial use. The area between the airport and the development is open space near the airport and predominately residential thereafter (Figure 18). The area to the east of the development is open space (The Santa Ana River). The open space near the airport, combined with the large undeveloped space along the Santa Ana River provides an unusually large area in case an aircraft suffering a catastrophic failure required an emergency landing location. The proposed development does not, in any way, diminish this opportunity.

While this report does not specifically address occupancy intensities, the proposed development in both its commercial and residential aspects is consistent with the criteria contained in the Riverside County Airport Land Use Compatibility Plan (ALUCP) as related to RIR airport

(Figures 15 and 16). The project does not propose to contain any of the “Prohibited Uses” established by the ALUCP.

WAC Summary

The WAC technical analysis revealed:

- *Analysis of the FAR Part 77 reporting requirements was conducted and it was determined that the proposed project would require formal submission to the FAA.*
- *At the study location, a proposed building will not penetrate RIR Obstruction Criteria if it does not exceed approximately 887' AMSL on the South West corner and increases in height to the East. With an approximate ground elevation of 780' Above Ground Level (AGL) a proposed 39' 6" building will not exceed.*
- *The proposed project is located outside of the RIR RNAV (GPS)-A OCS.*
- *At the study location, a proposed building will not penetrate Circle-to-Land OCS at RIR if it does not exceed 1560' AMSL (approximately 780' AGL).*
- *At the study location, proposed buildings will not penetrate Departure ICA Standard Climb Gradient of 200 ft per NM at RIR if it does not exceed 832' AMSL (approximately 52' AGL).*
- *At the study location, proposed buildings will not penetrate Departure ICA Climb Gradient of 480 ft per NM at RIR if it does not exceed 922' AMSL (approximately 142' AGL).*
- *With an approximate ground elevation of 780' Above Ground Level (AGL) a proposed 39' 6" building will not exceed RWY 06 Departure ICA.*
- *At the study location, a proposed building will not penetrate RIR VFR Traffic Pattern if it does not exceed approximately 887' AMSL on the South West corner and increases in height to the East. With an approximate ground elevation of 780' Above Ground Level (AGL) a proposed 39' 6" building will not exceed.*
- *A 2004 noise contour map for RIR shows that the proposed project is located outside the 65 DNL noise contour.*
- *The proposed development is consistent with the infrastructure currently in place. It is also consistent with the criteria established by the Riverside County ALUC.*

ATTACHMENT NO. 10

1,000 Foot Radius Map

Certified Property Owner's
Affidavit

I, MICHAEL HIGGELSON

Hereby certify that the attached list contains the names and addresses of all persons to whom all property is assessed as they appear on the latest available assessment roll of the county within the area described on the attached application and for all properties within 1000 feet from the exterior boundaries of the property described on the attached application, as of 5/7/2020

Subject Parcel number 179 330 002, 003, 004, 005, 006

I certify under penalty of perjury the forgoing is true and correct to the best of my knowledge.

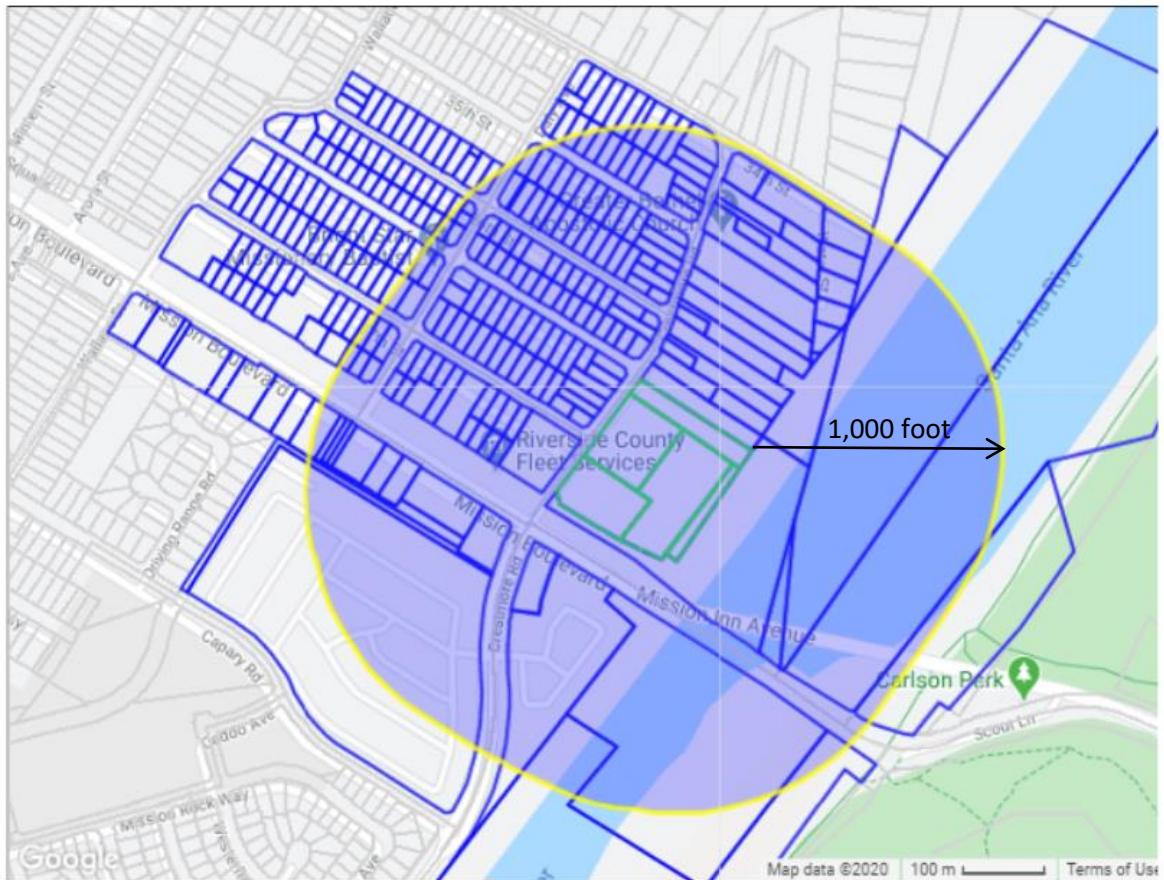
(Signed) [Signature]

Name MICHAEL HIGGELSON

Address 11771 WALSH PENN VALLEY, CA 95946

Phone # 800 568 7104

1,000 FOOT RADIUS MAP WITH INFLUENCE AREAS



ATTACHMENT NO. 11

Project Plans (Architectural Set; Tentative Parcel Map,
Civil Set and Concept Landscape Plan Set)

SEE ATTACHMENT 8 OF COUNCIL STAFF REPORT (7-16-20)

ATTACHMENT NO. 12

Letter of Support from Riverside County Housing Authority



HOUSING AUTHORITY of the County of Riverside

Main Office
5555 Arlington Avenue
Riverside, CA 92504-2506
(951) 351-0700
Admin FAX (951) 688-6873
Housing FAX (951) 354-6324
TDD (951) 351-9844

May 21, 2020

Thomas G. Merrell, Planning Director
City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509

Indio Office
44-199 Monroe, Suite B
P.O. Box 1747
Indio, CA 92201-1747
(760) 863-2828
(760) 863-2838 FAX
TDD (760) 863-2830

Website: harivco.org

Re: Support for development and construction of affordable housing in the City of Jurupa Valley located on Housing Authority-owned land located at the corner of Mission Boulevard and Crestmore Road – Mission Gateway Plaza and Villas

Dear Mr. Merrell,

The Housing Authority of the County of Riverside (HACR) supports the efforts of Northtown Housing Development Corporation (NHDC) and the City of Jurupa Valley to develop and construct needed affordable housing in the City of Jurupa Valley, County of Riverside on Housing Authority-owned property located at the corner of Mission Boulevard and Crestmore Road.

NHDC intends to request the City of Jurupa Valley override the Airport Land Use Commission (ALUC) determination of non-compliance with the Airport Land Plan. NHDC's consultant, Williams Aviation Consultant's Airspace and Safety Analysis (Williams) stated the proposed structures would not exceed Code of Federal Regulations Part 77 Obstruction Standards or Terminal Instrument Procedures (TERPS) at Flabob Airport (RIR). Williams submitted the project to the Federal Aviation Administration (FAA) on May 13, 2020 and received Determinations of No Hazard (DNH) for the structures on May 21, 2020.

Williams noted that many permitting bodies consider the FAA's mandate to ensure that the National Airspace System (NAS) is safe, efficient and meets the needs of the traveling public. The FAA will not approve any project that puts persons or property at risk. The FAA issues a Hazard Determination on any project that adversely impacts persons, property, airport efficiency or capacity.

To that end, HACR remains supportive of the Mission Gateway project. Should you have any questions, please do not hesitate to contact Juan Garcia of my staff at (951) 343-5473.

Sincerely,

Mike Walsh, Deputy Director
Department of Housing, Homelessness Prevention & Workforce Solutions
Housing Authority of the County of Riverside



ATTACHMENT NO. 13

Letters of “Determination of No Hazard to Air Navigation”
from the FAA (Federal Aviation Administration)



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5516-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 15 - SW
Location:	Jurupa Valley, CA
Latitude:	33-59-31.69N NAD 83
Longitude:	117-23-47.71W
Heights:	777 feet site elevation (SE) 40 feet above ground level (AGL) 817 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/21/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

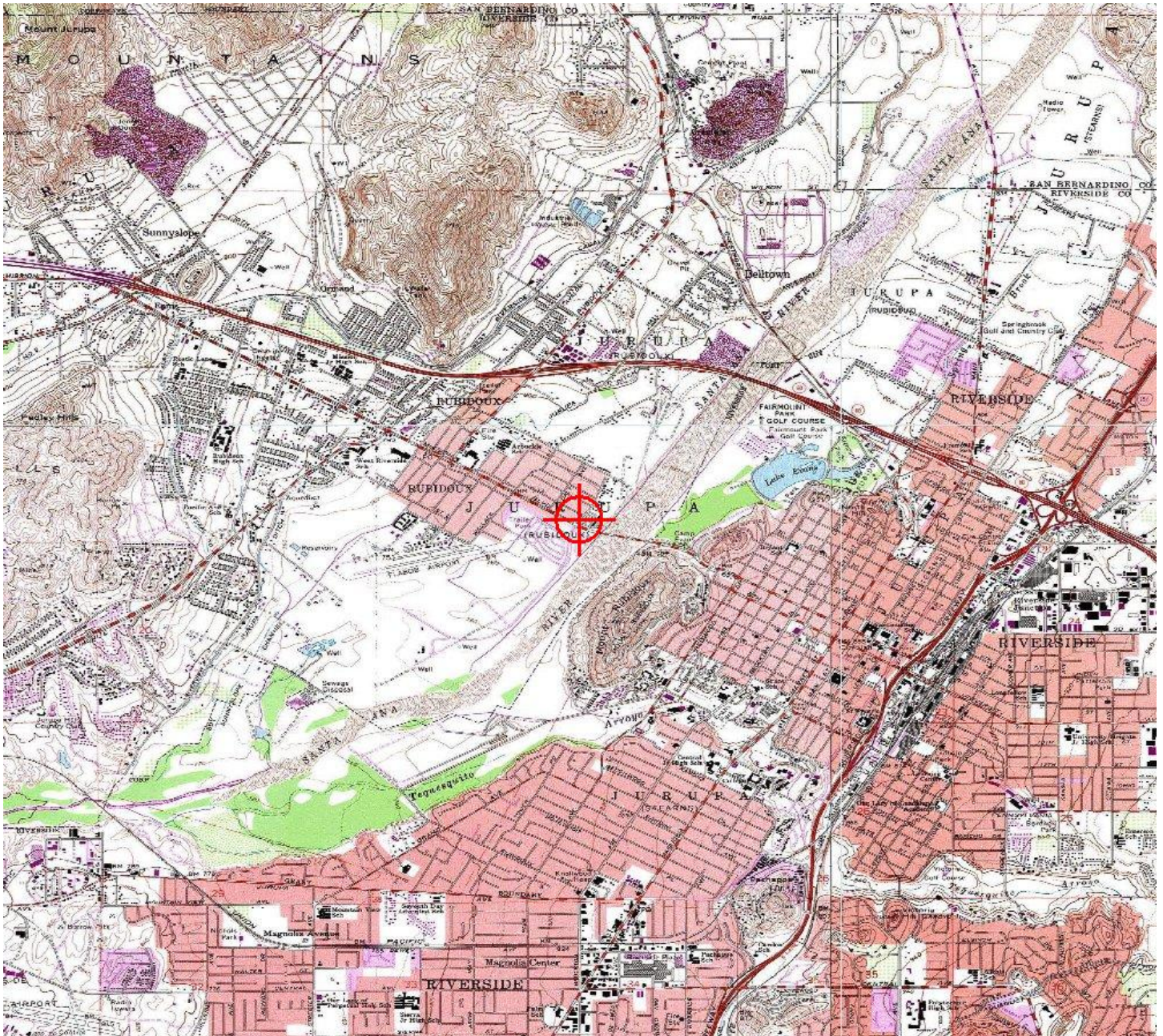
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5516-OE.

Signature Control No: 439860195-440857186

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)







Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5517-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 15 - NW
Location:	Jurupa Valley, CA
Latitude:	33-59-32.80N NAD 83
Longitude:	117-23-46.68W
Heights:	777 feet site elevation (SE) 40 feet above ground level (AGL) 817 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/21/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5517-OE.

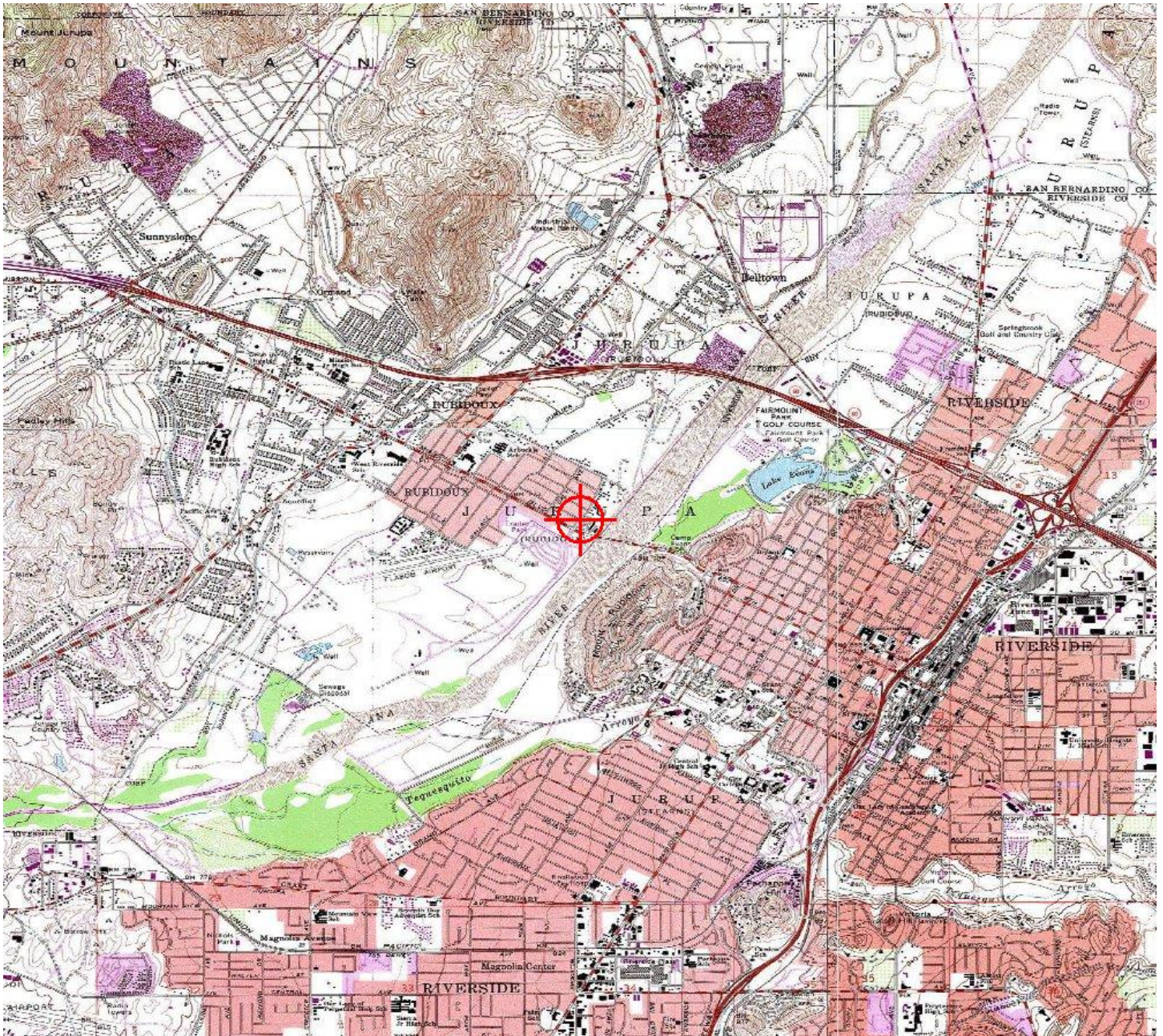
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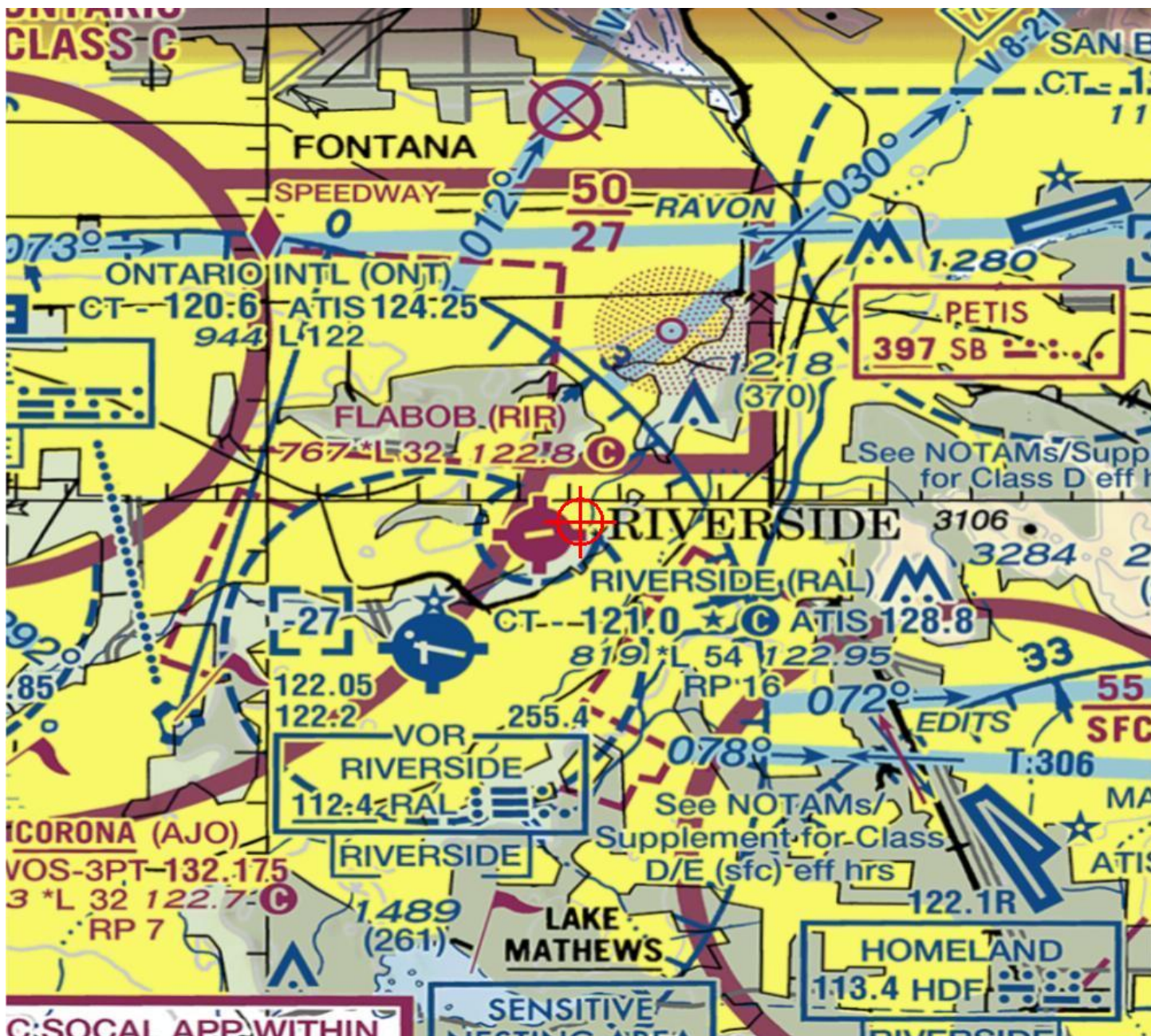
(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-5517-OE







Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5518-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 15 - NE
Location:	Jurupa Valley, CA
Latitude:	33-59-30.97N NAD 83
Longitude:	117-23-45.21W
Heights:	777 feet site elevation (SE) 40 feet above ground level (AGL) 817 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/21/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

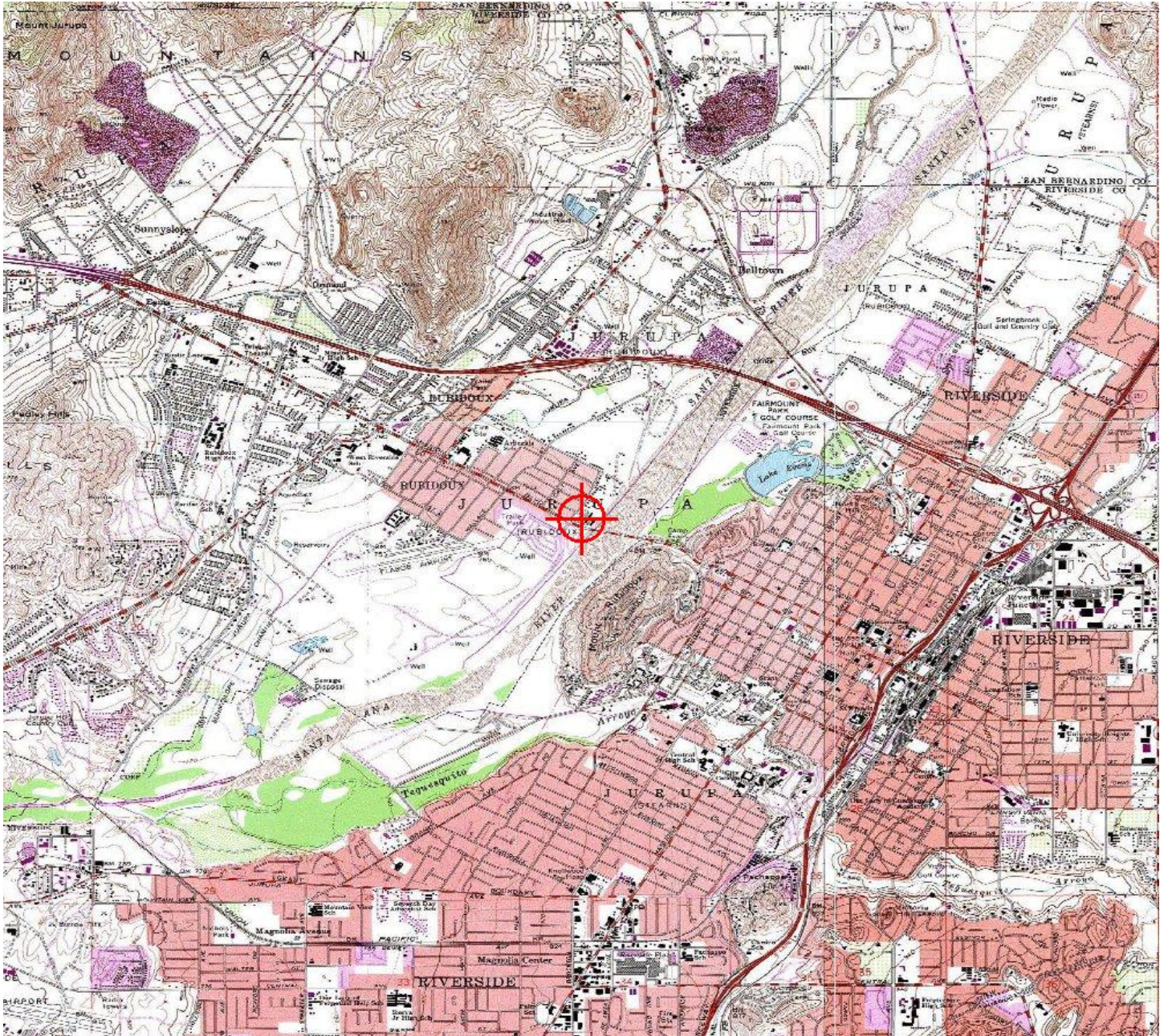
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5518-OE.

Signature Control No: 439860198-440857185

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5519-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 15 - SE
Location:	Jurupa Valley, CA
Latitude:	33-59-30.42N NAD 83
Longitude:	117-23-45.72W
Heights:	777 feet site elevation (SE) 40 feet above ground level (AGL) 817 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/21/2021 unless:

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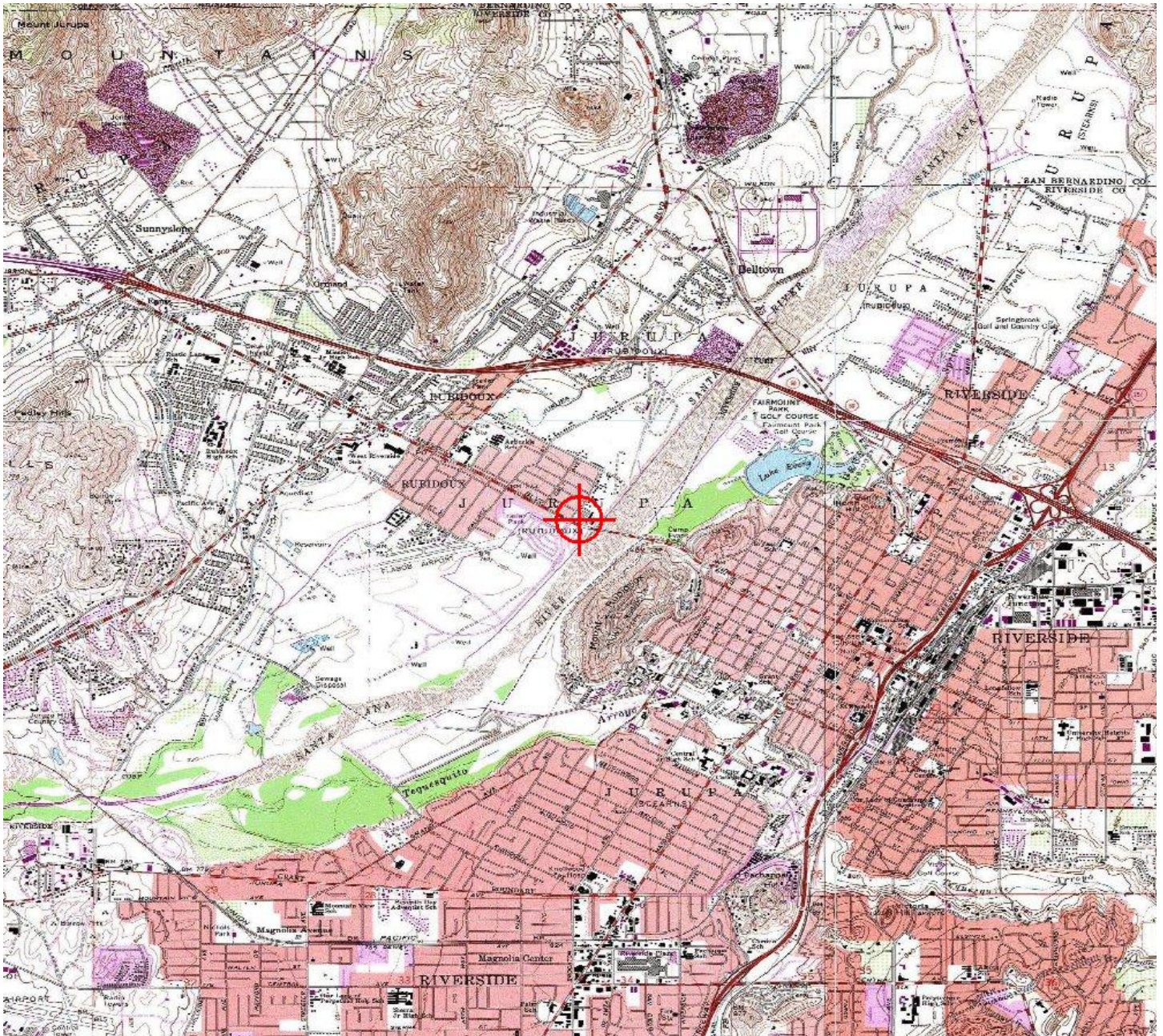
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5519-OE.

Signature Control No: 439860199-440857201

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5520-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 14 - SW
Location:	Jurupa Valley, CA
Latitude:	33-59-29.73N NAD 83
Longitude:	117-23-42.76W
Heights:	777 feet site elevation (SE) 35 feet above ground level (AGL) 812 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/21/2021 unless:

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- (b) extended, revised, or terminated by the issuing office.
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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

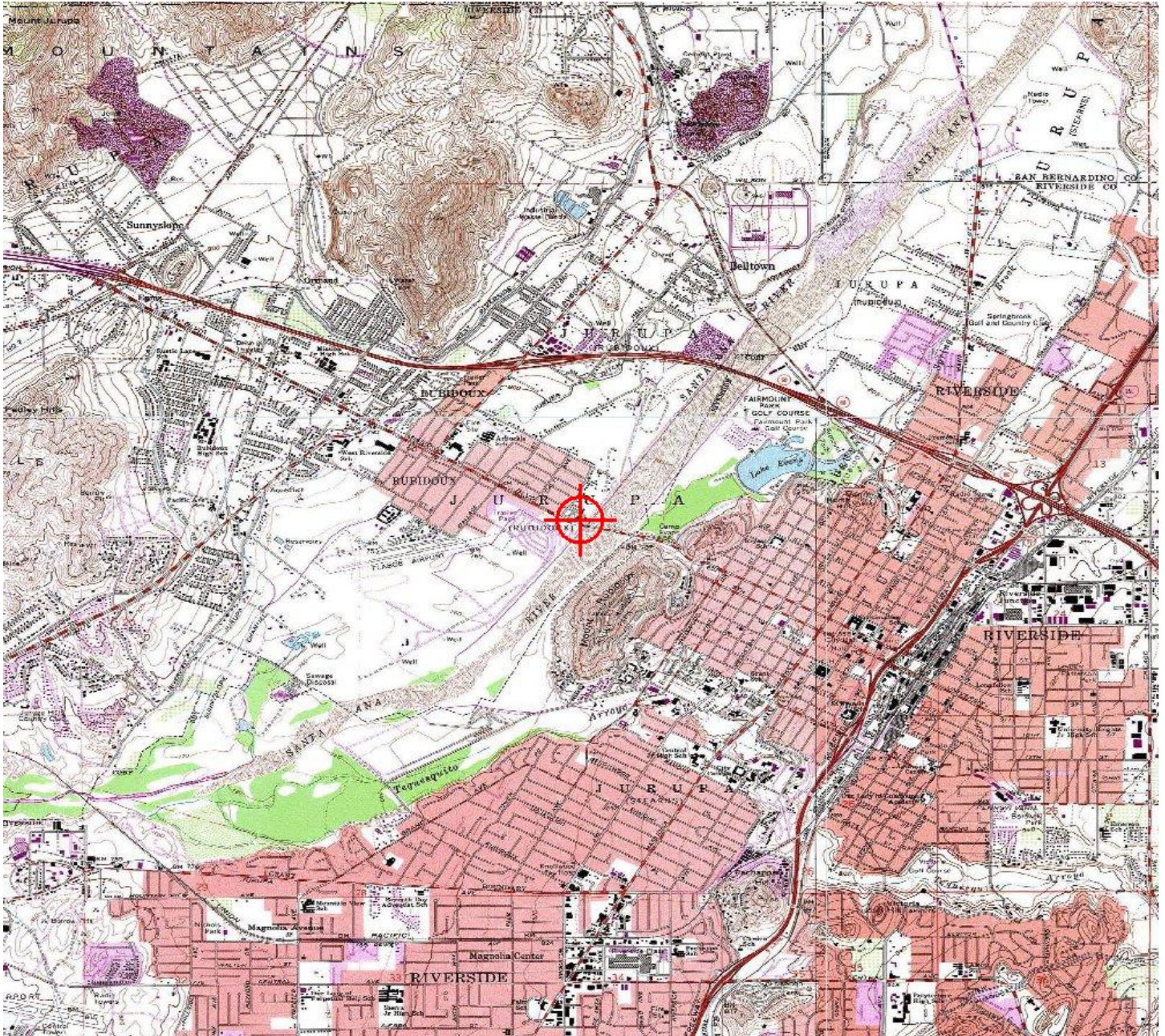
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5520-OE.

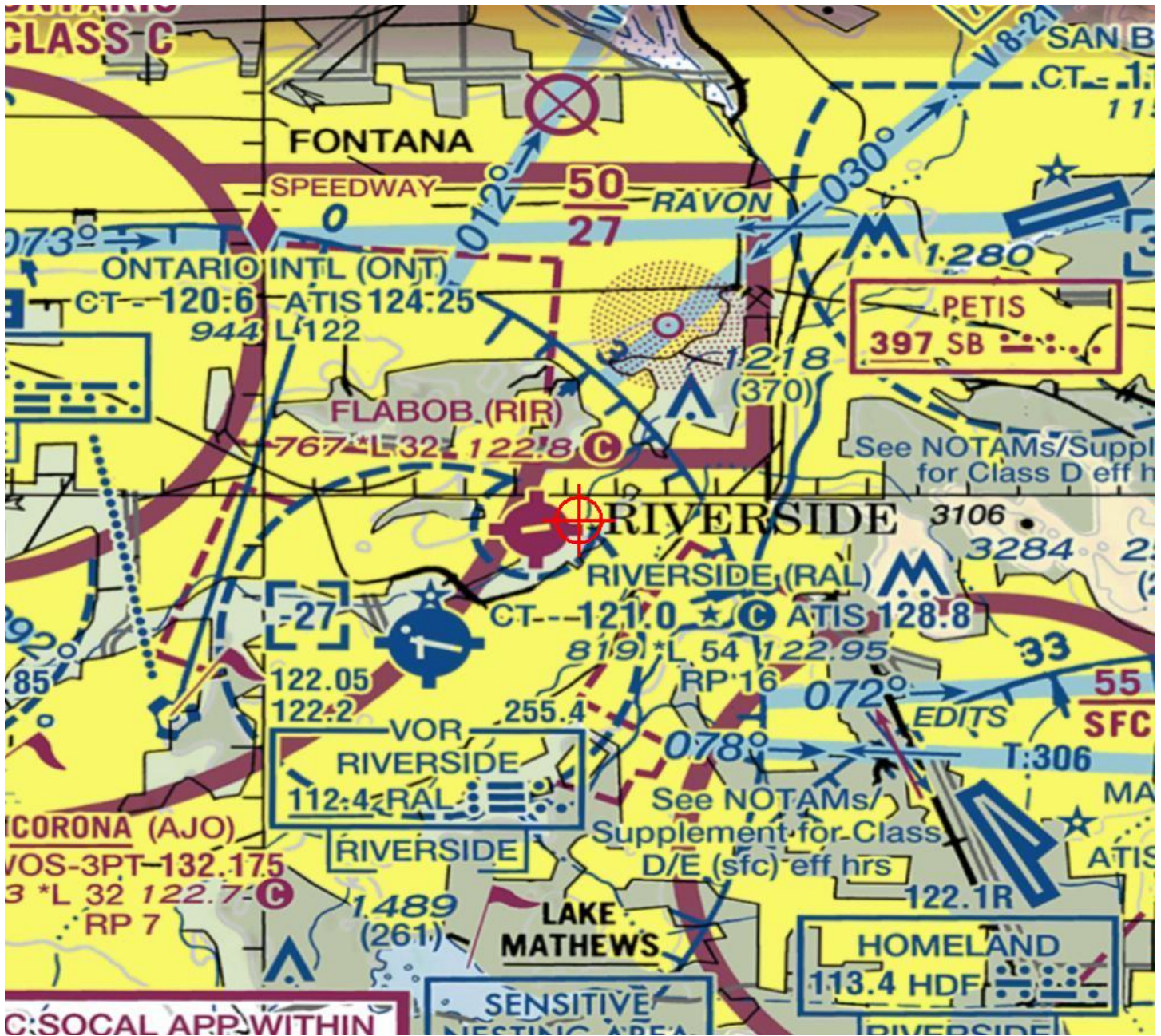
Signature Control No: 439860200-440857194

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)







Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5521-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 14 - NW
Location:	Jurupa Valley, CA
Latitude:	33-59-30.76N NAD 83
Longitude:	117-23-41.95W
Heights:	777 feet site elevation (SE)
	35 feet above ground level (AGL)
	812 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

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☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

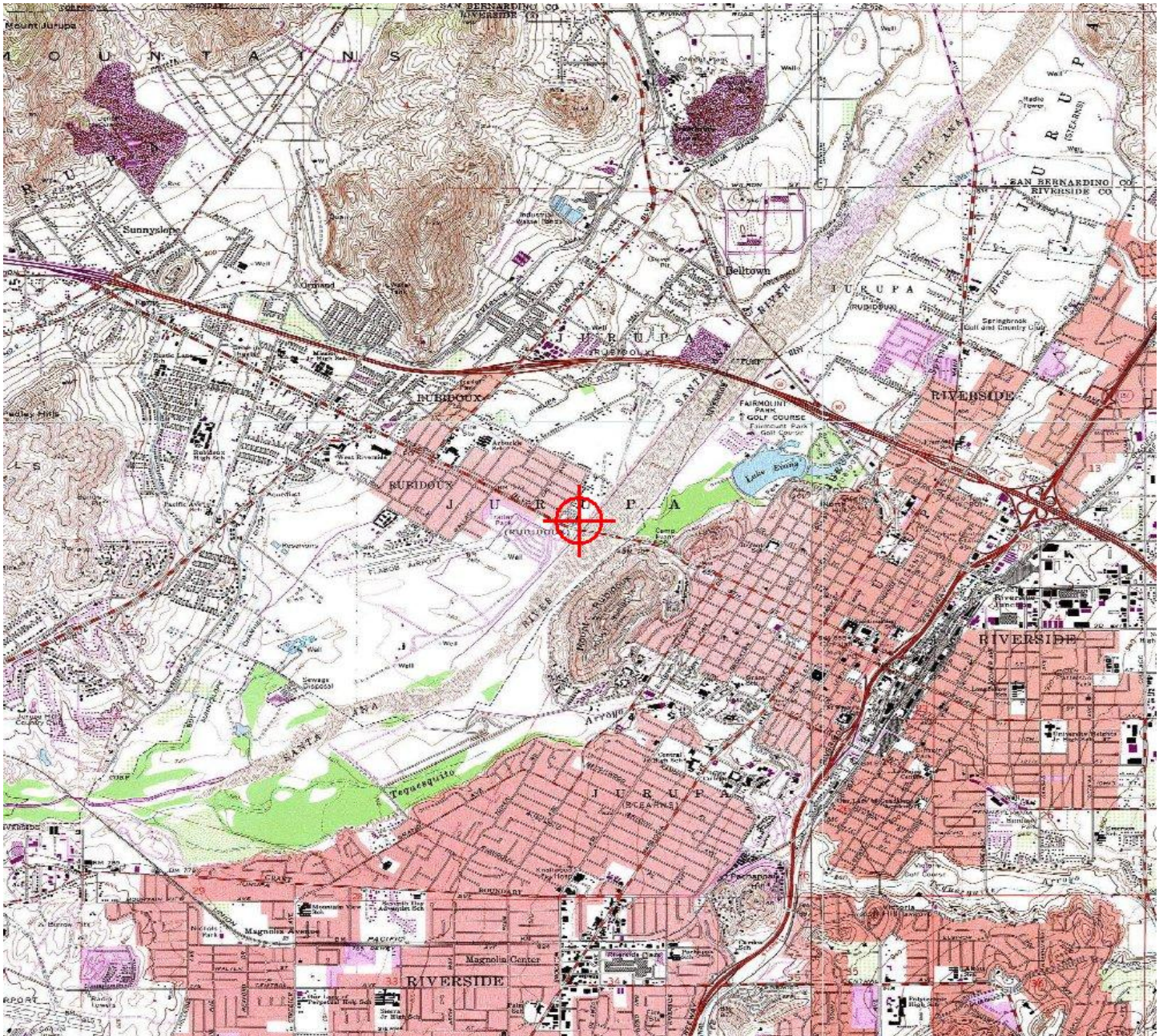
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5521-OE.

Signature Control No: 439860201-440857192

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5522-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 14 - NE
Location:	Jurupa Valley, CA
Latitude:	33-59-30.50N NAD 83
Longitude:	117-23-41.49W
Heights:	777 feet site elevation (SE)
	35 feet above ground level (AGL)
	812 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

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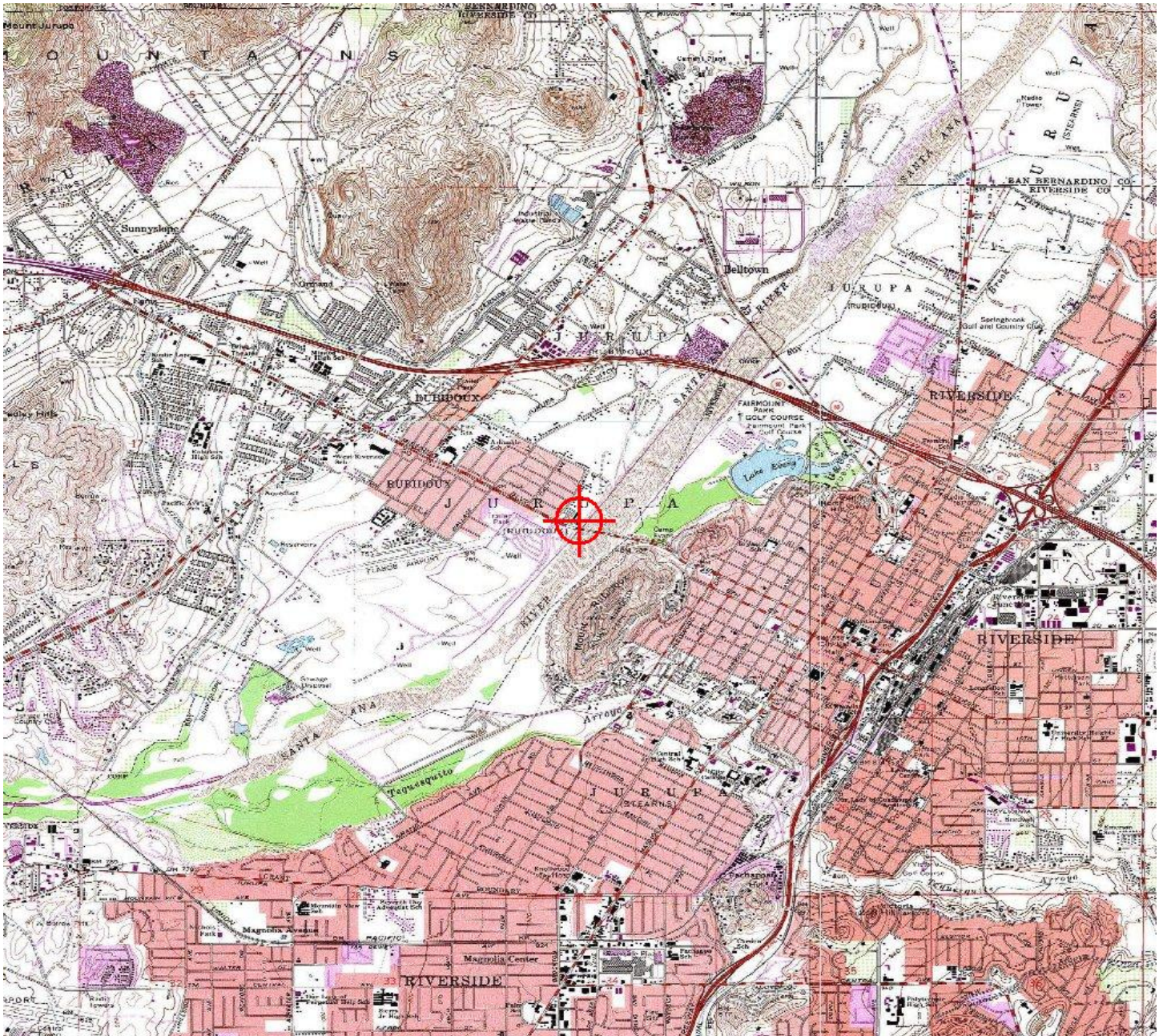
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5522-OE.

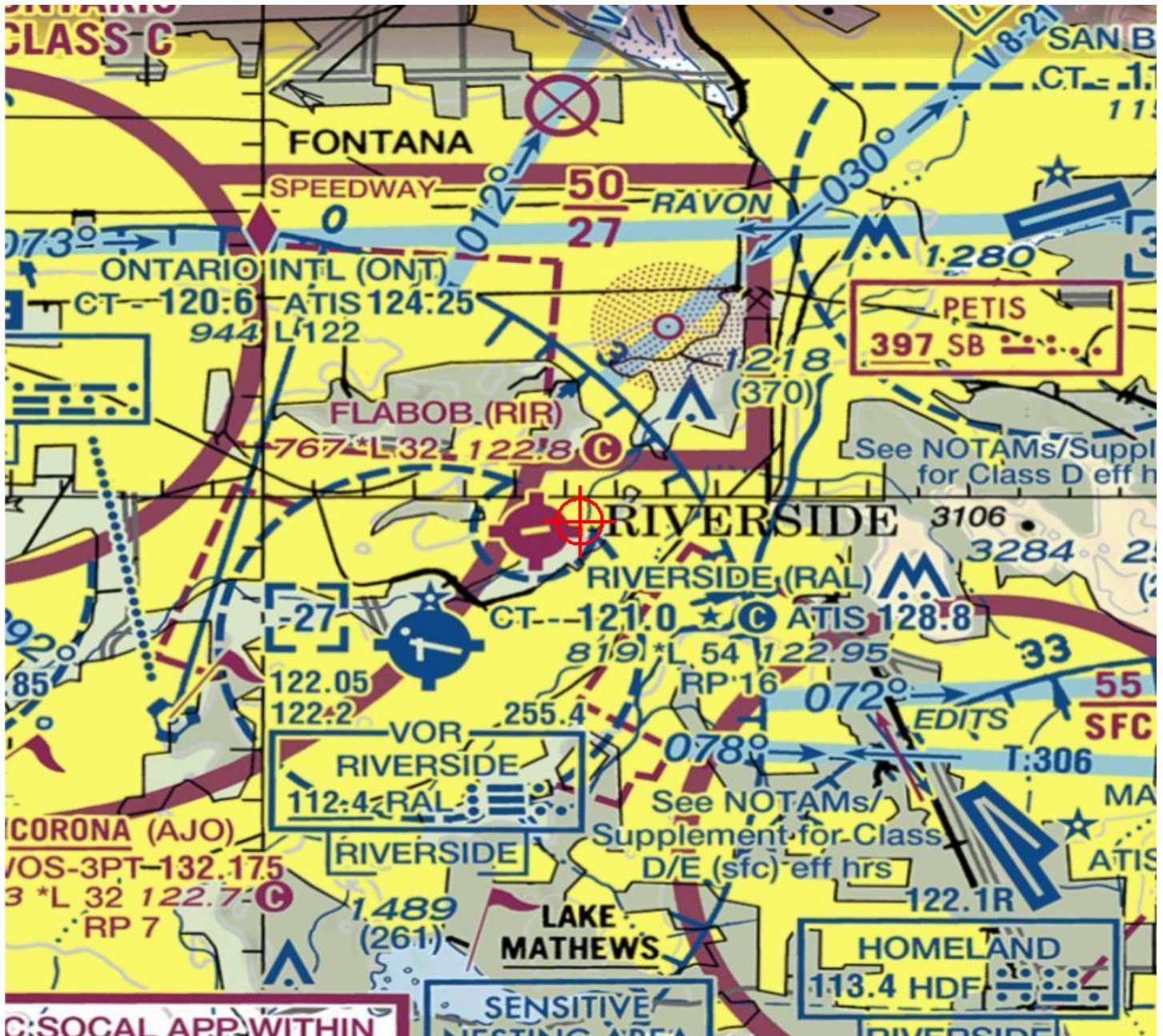
Signature Control No: 439860203-440857184

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)







Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5523-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 14 - SE
Location:	Jurupa Valley, CA
Latitude:	33-59-29.52N NAD 83
Longitude:	117-23-42.40W
Heights:	777 feet site elevation (SE) 35 feet above ground level (AGL) 812 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

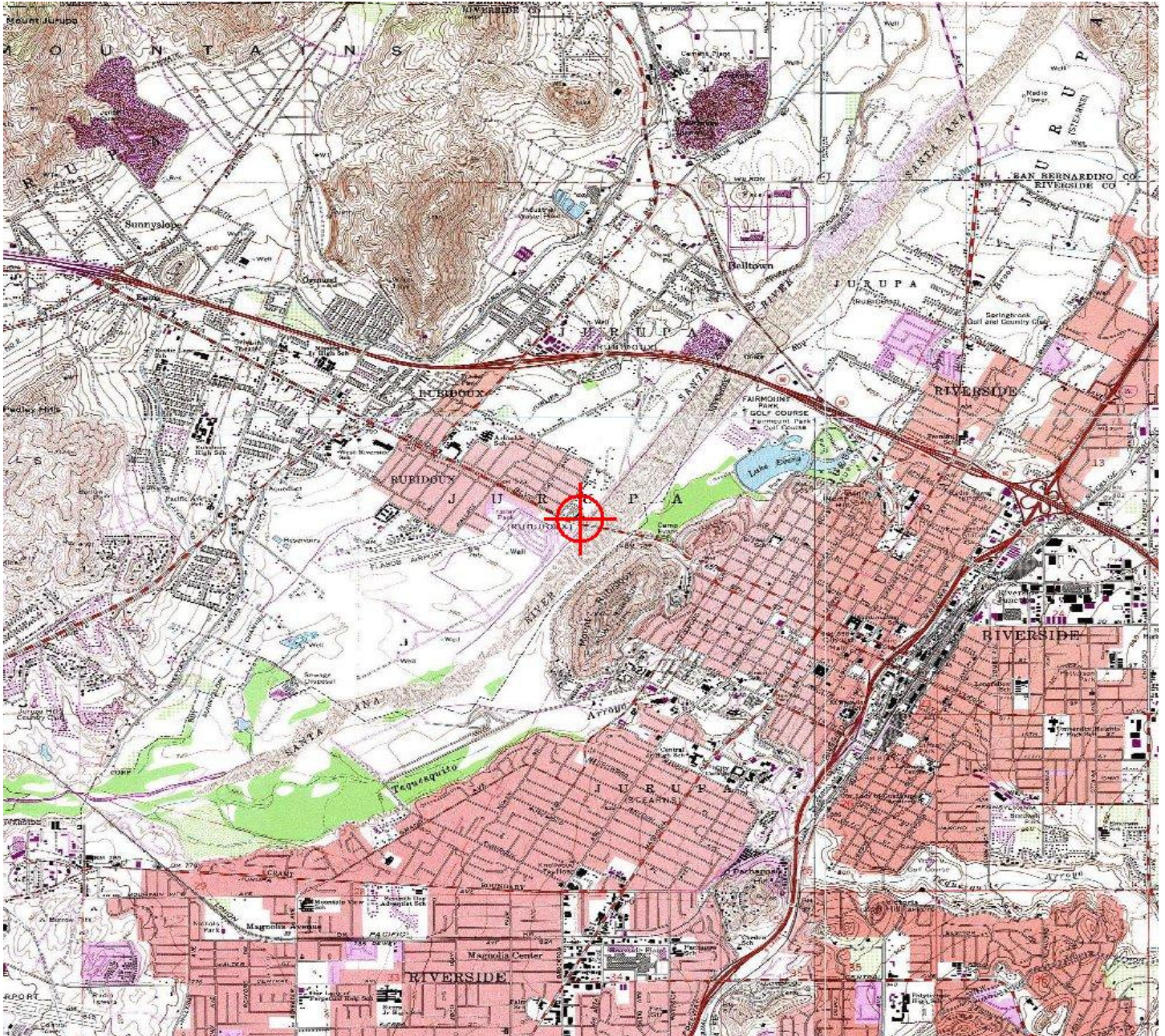
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5523-OE.

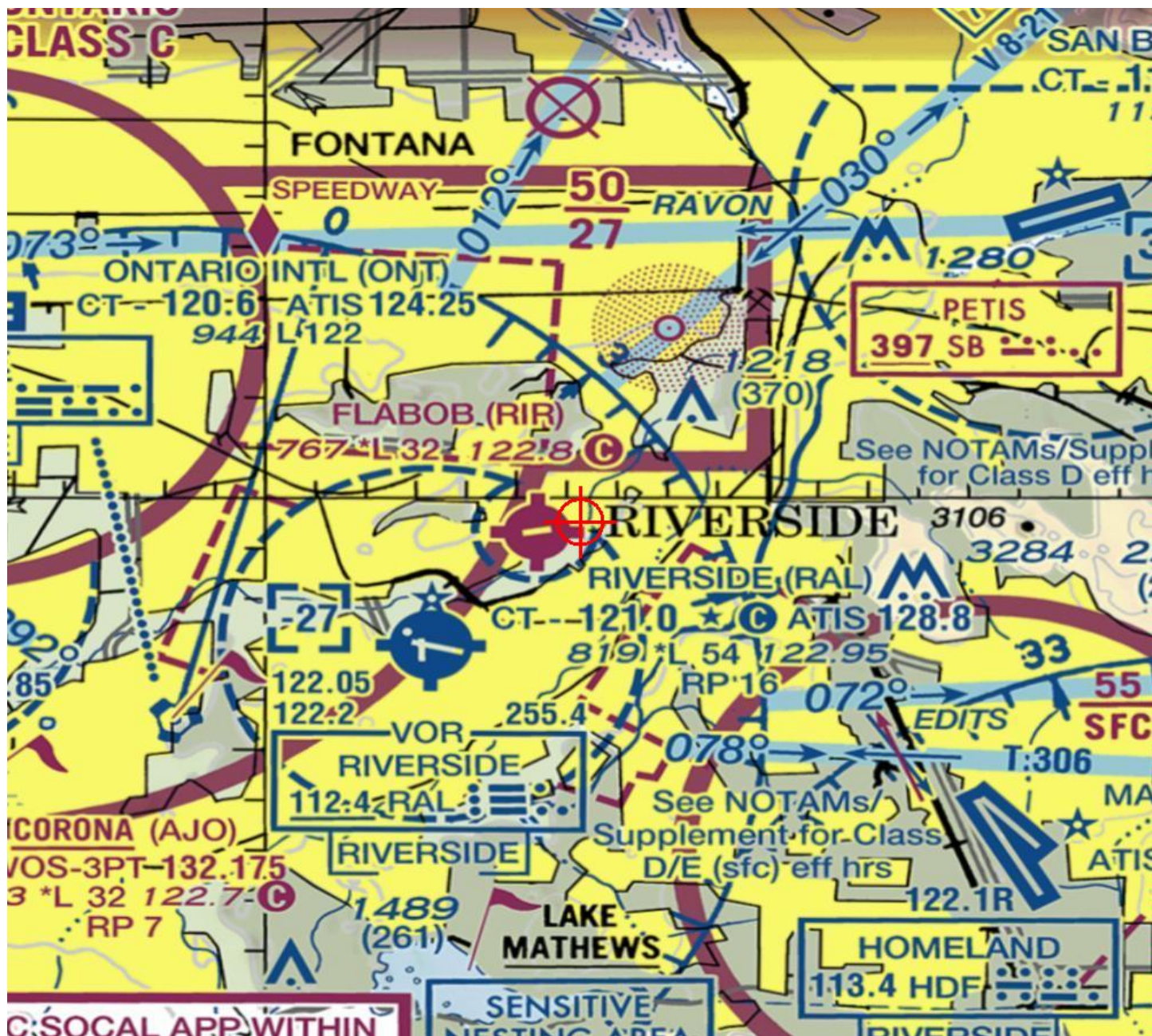
Signature Control No: 439860204-440857190

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)







Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5524-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 3
Location:	Jurupa Valley, CA
Latitude:	33-59-33.46N NAD 83
Longitude:	117-23-45.92W
Heights:	777 feet site elevation (SE) 29 feet above ground level (AGL) 806 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/21/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

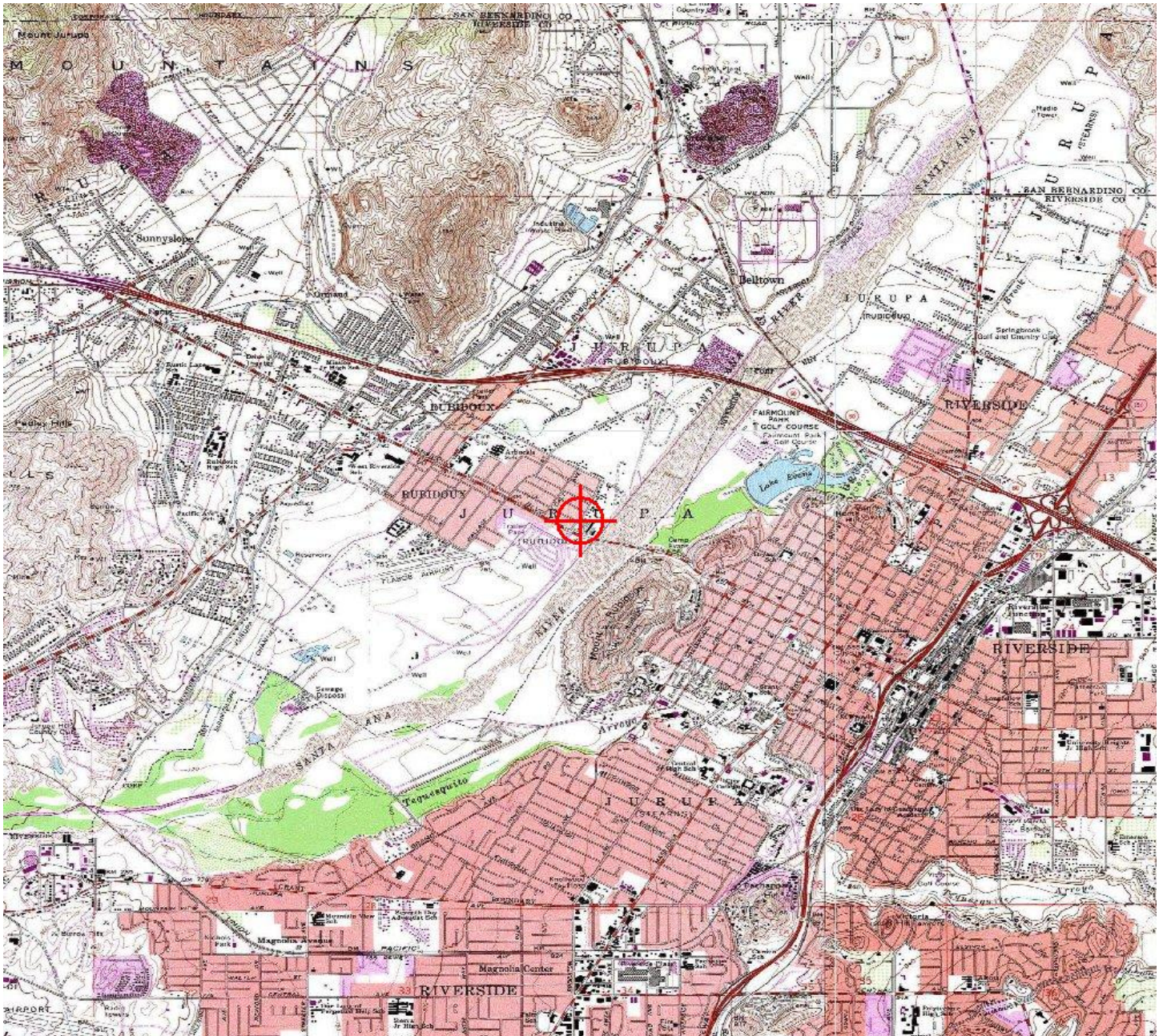
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5524-OE.

Signature Control No: 439860205-440857188

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5525-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 2
Location:	Jurupa Valley, CA
Latitude:	33-59-34.00N NAD 83
Longitude:	117-23-45.27W
Heights:	777 feet site elevation (SE) 29 feet above ground level (AGL) 806 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/21/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

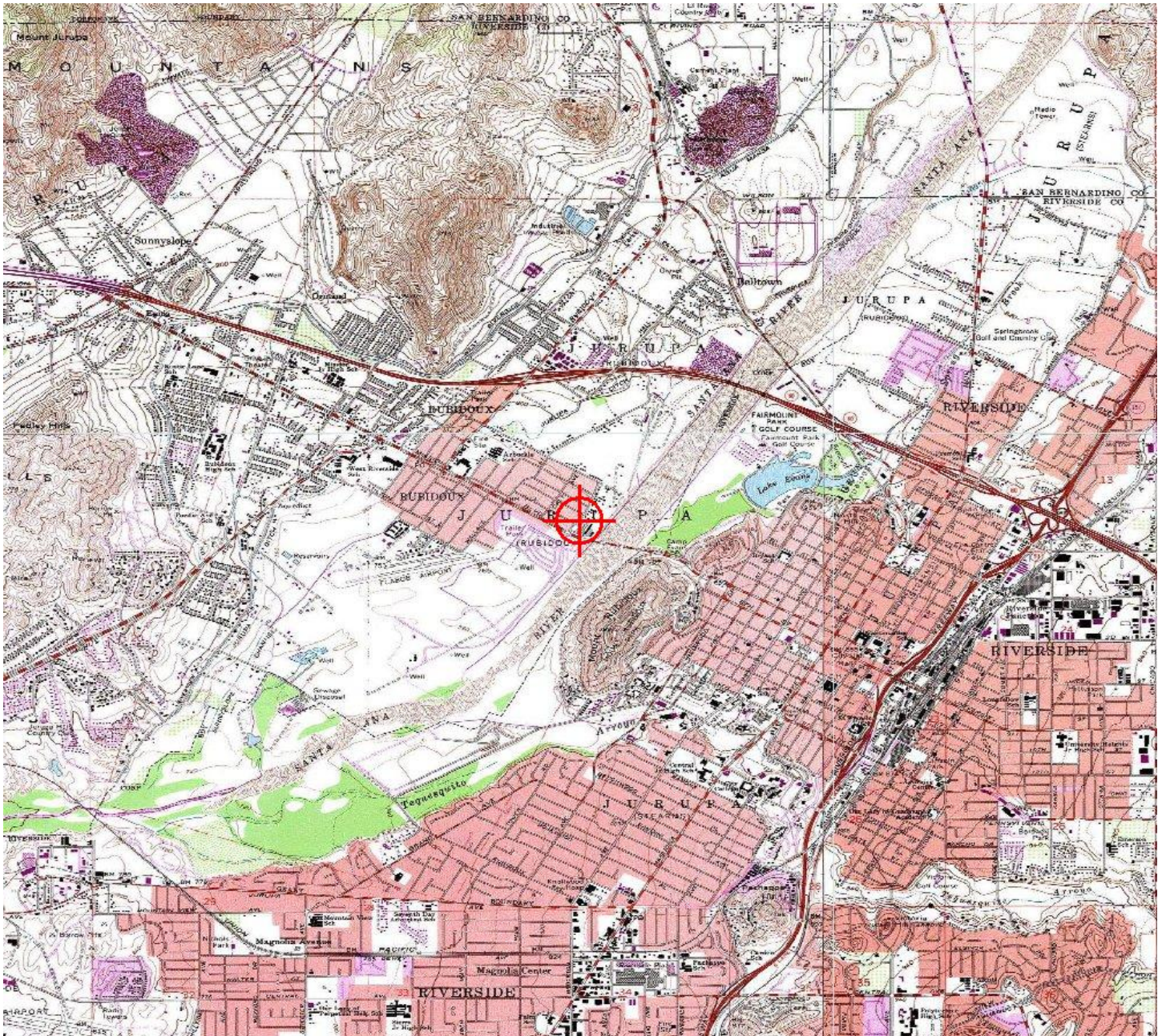
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5525-OE.

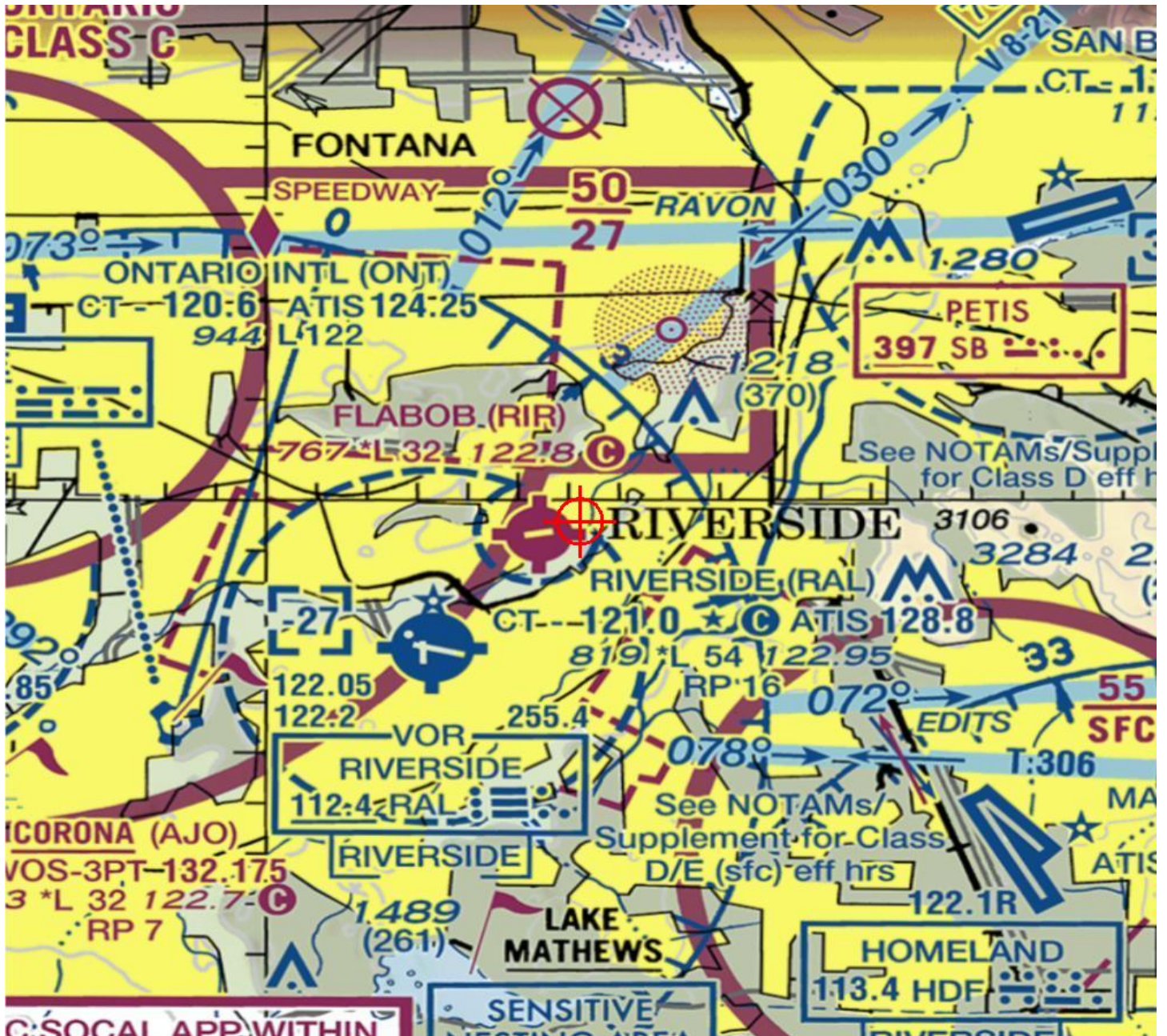
Signature Control No: 439860206-440857191

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)







Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5526-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 1
Location:	Jurupa Valley, CA
Latitude:	33-59-34.76N NAD 83
Longitude:	117-23-44.59W
Heights:	777 feet site elevation (SE) 29 feet above ground level (AGL) 806 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/21/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

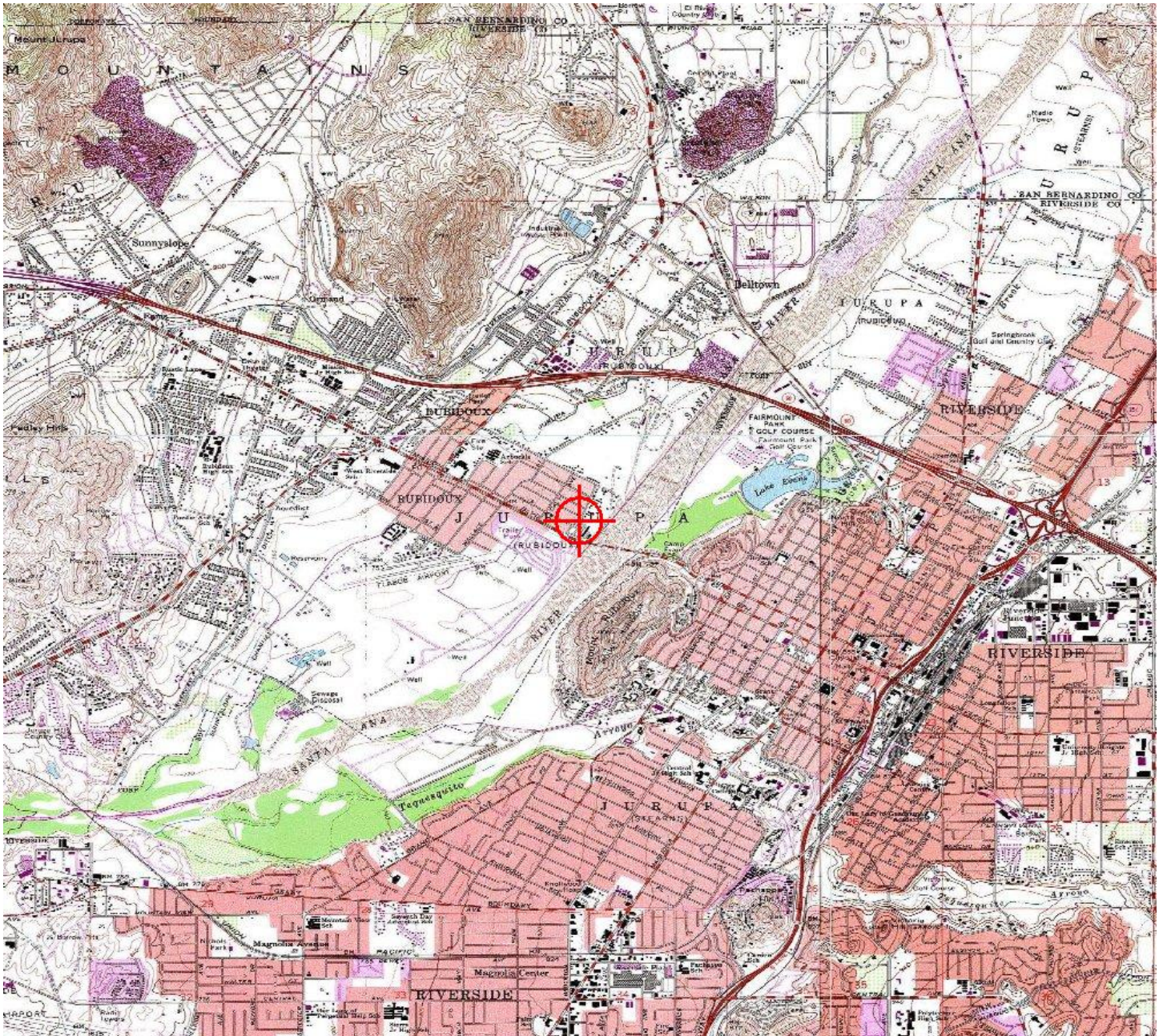
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5526-OE.

Signature Control No: 439860207-440857202

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5527-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 4
Location:	Jurupa Valley, CA
Latitude:	33-59-32.77N NAD 83
Longitude:	117-23-44.86W
Heights:	777 feet site elevation (SE) 29 feet above ground level (AGL) 806 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/21/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

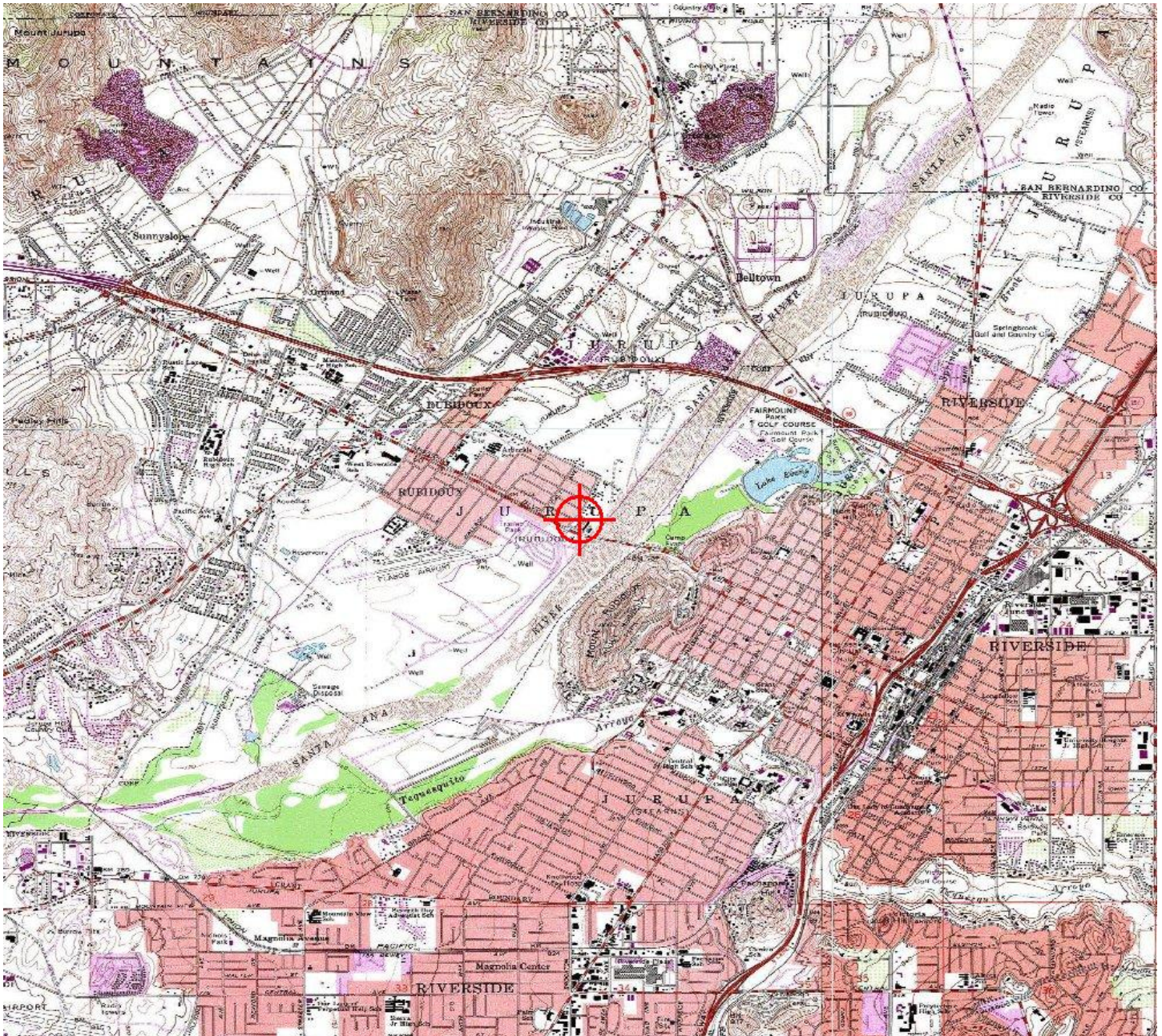
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5527-OE.

Signature Control No: 439860210-440857189

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5528-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 5
Location:	Jurupa Valley, CA
Latitude:	33-59-33.73N NAD 83
Longitude:	117-23-43.83W
Heights:	777 feet site elevation (SE) 29 feet above ground level (AGL) 806 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/21/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

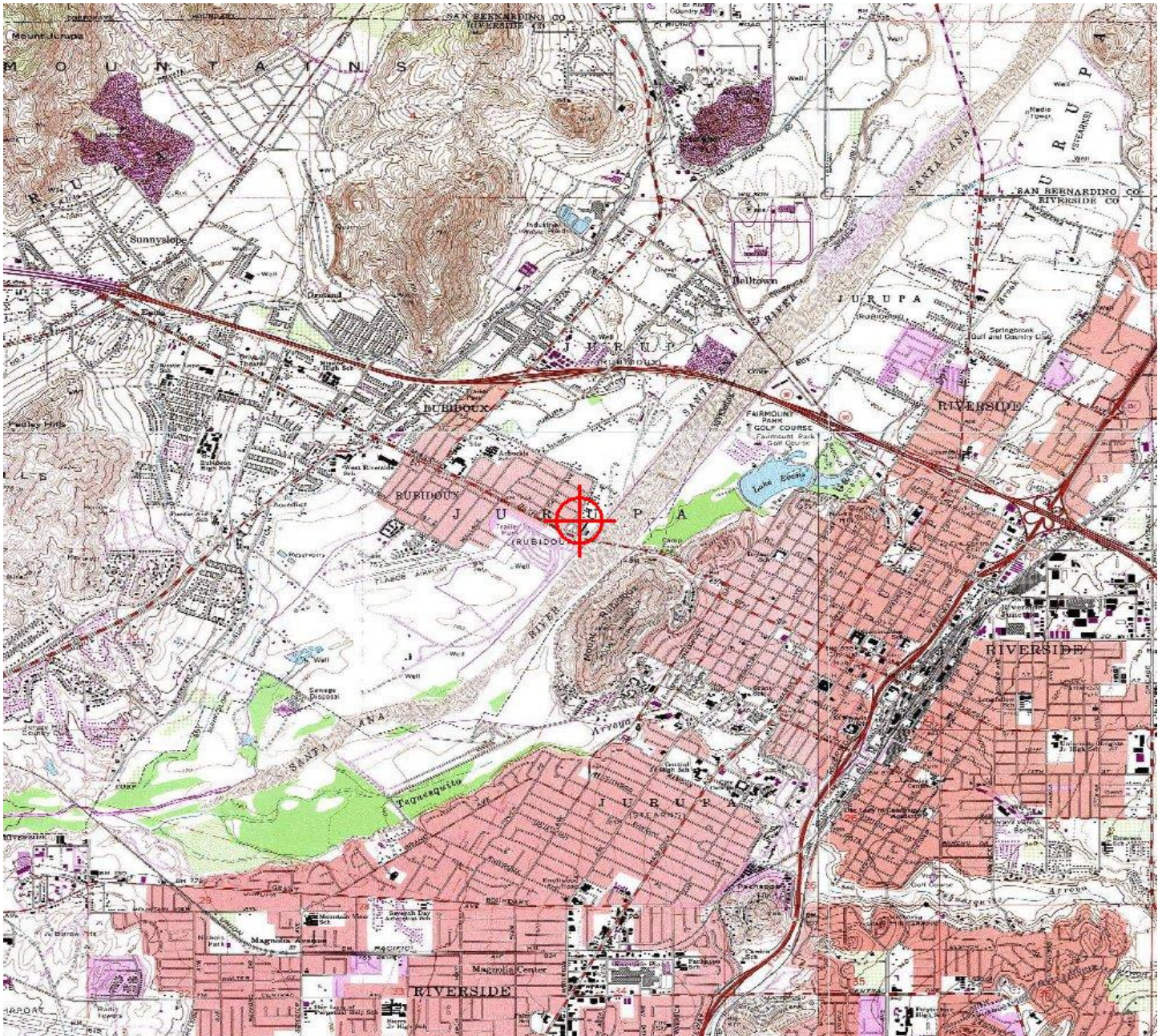
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5528-OE.

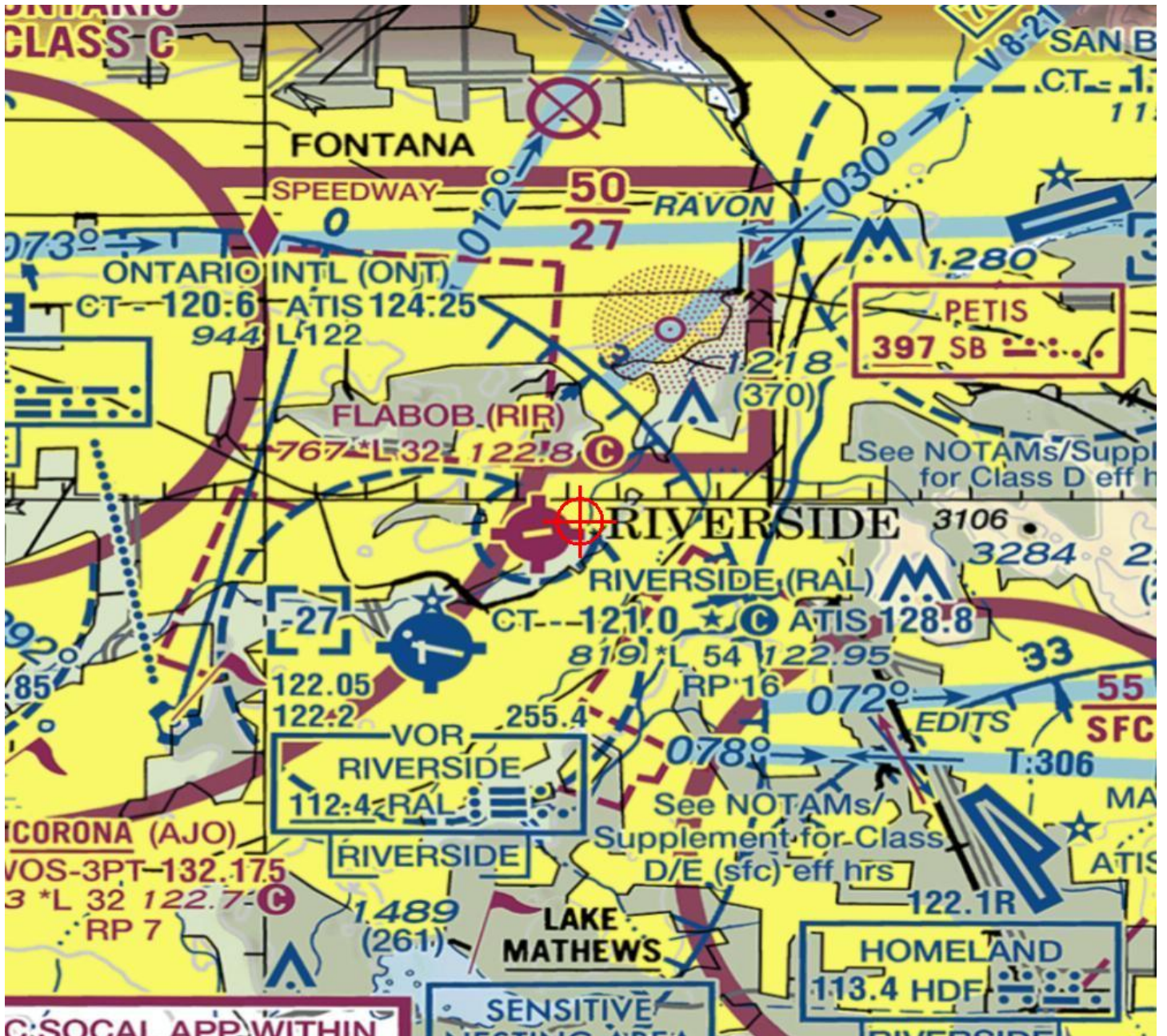
Signature Control No: 439860211-440857200

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)







Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5529-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 6
Location:	Jurupa Valley, CA
Latitude:	33-59-34.14N NAD 83
Longitude:	117-23-42.66W
Heights:	777 feet site elevation (SE) 29 feet above ground level (AGL) 806 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/21/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5529-OE.

Signature Control No: 439860213-440857196

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5530-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 7
Location:	Jurupa Valley, CA
Latitude:	33-59-33.68N NAD 83
Longitude:	117-23-41.66W
Heights:	780 feet site elevation (SE) 29 feet above ground level (AGL) 809 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/21/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

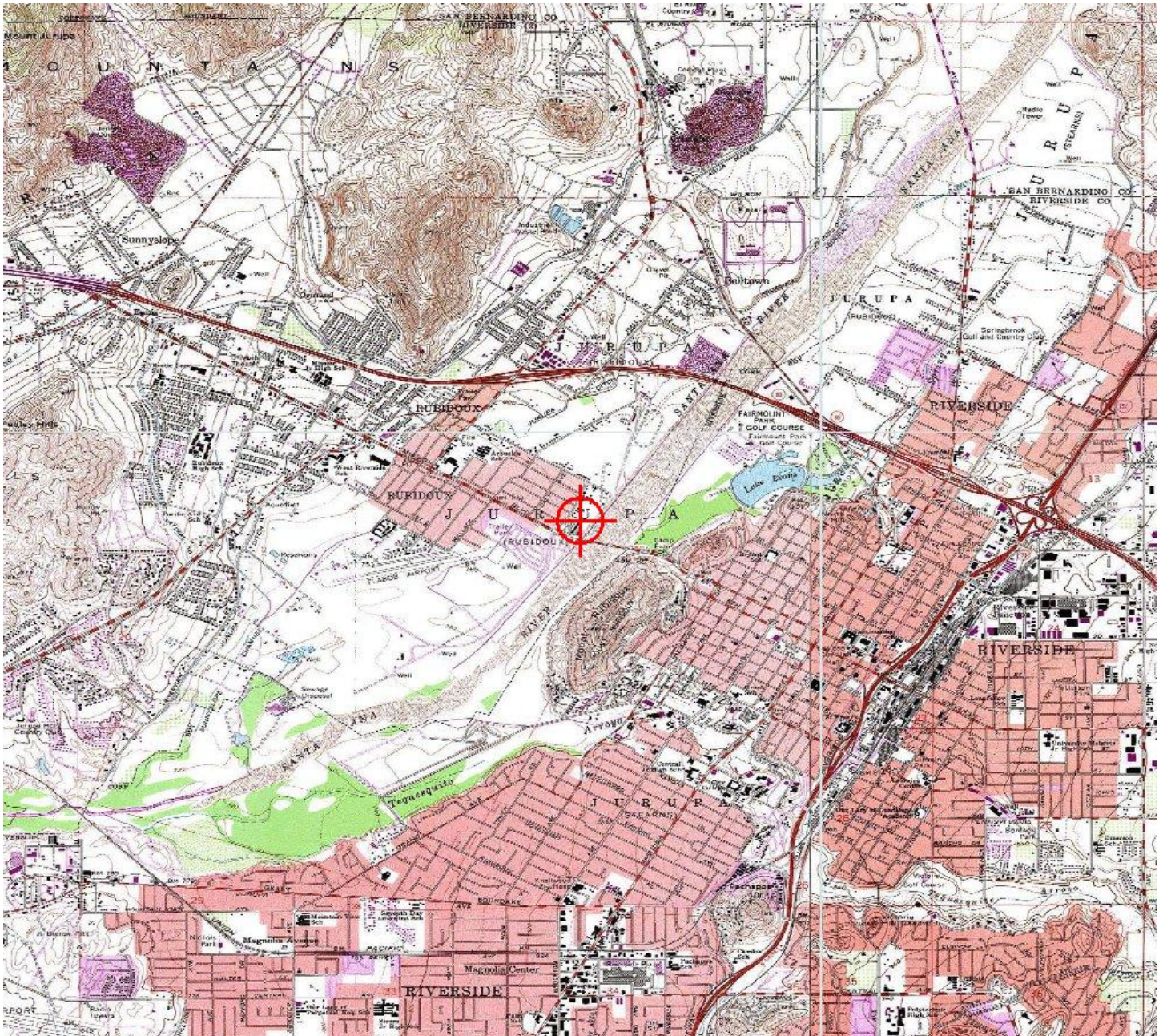
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5530-OE.

Signature Control No: 439860214-440857199

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)







Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5531-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 8
Location:	Jurupa Valley, CA
Latitude:	33-59-33.05N NAD 83
Longitude:	117-23-40.50W
Heights:	778 feet site elevation (SE) 29 feet above ground level (AGL) 807 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/21/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

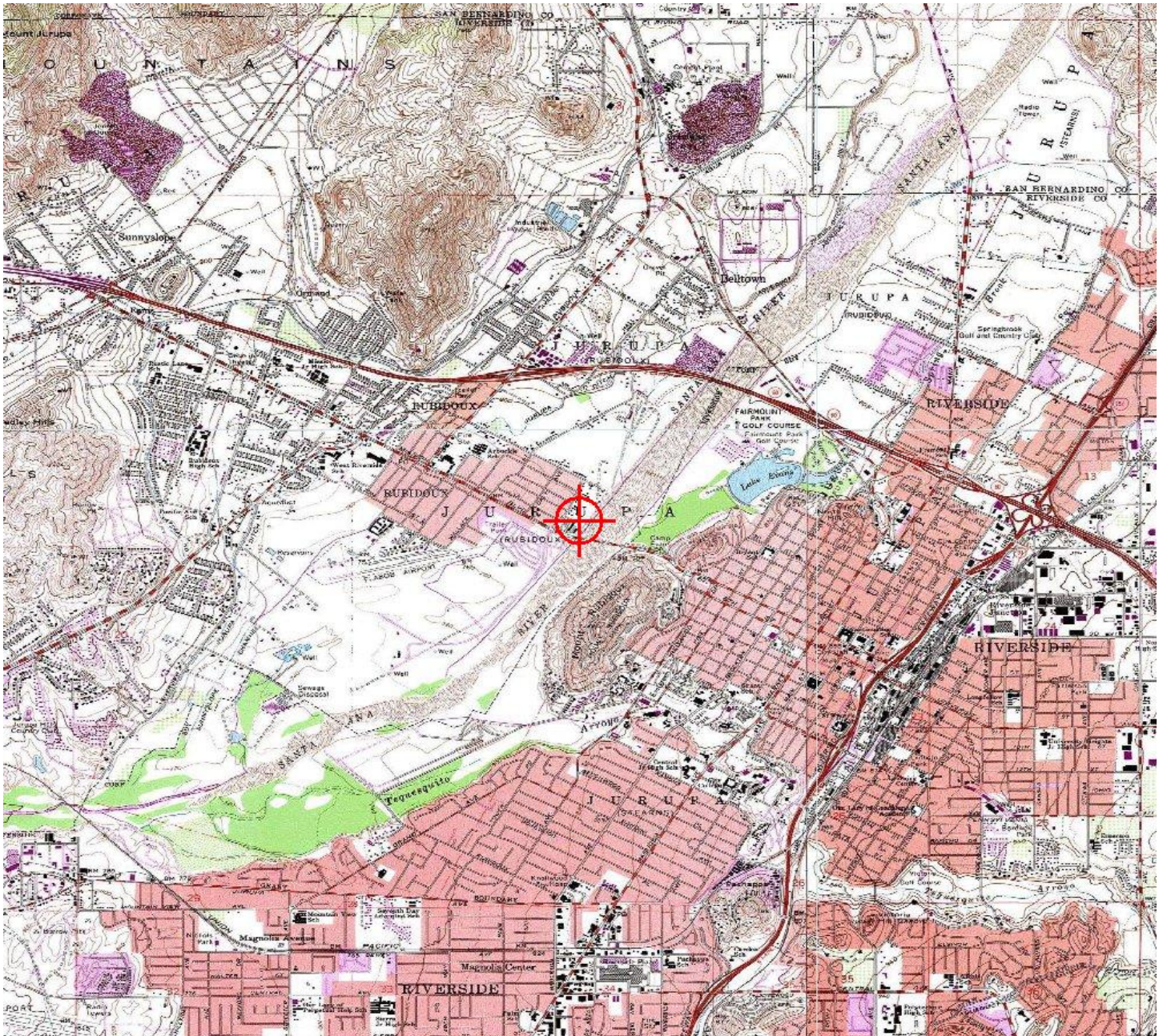
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5531-OE.

Signature Control No: 439860215-440857195

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5532-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 9
Location:	Jurupa Valley, CA
Latitude:	33-59-32.32N NAD 83
Longitude:	117-23-41.16W
Heights:	780 feet site elevation (SE) 29 feet above ground level (AGL) 809 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/21/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

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This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

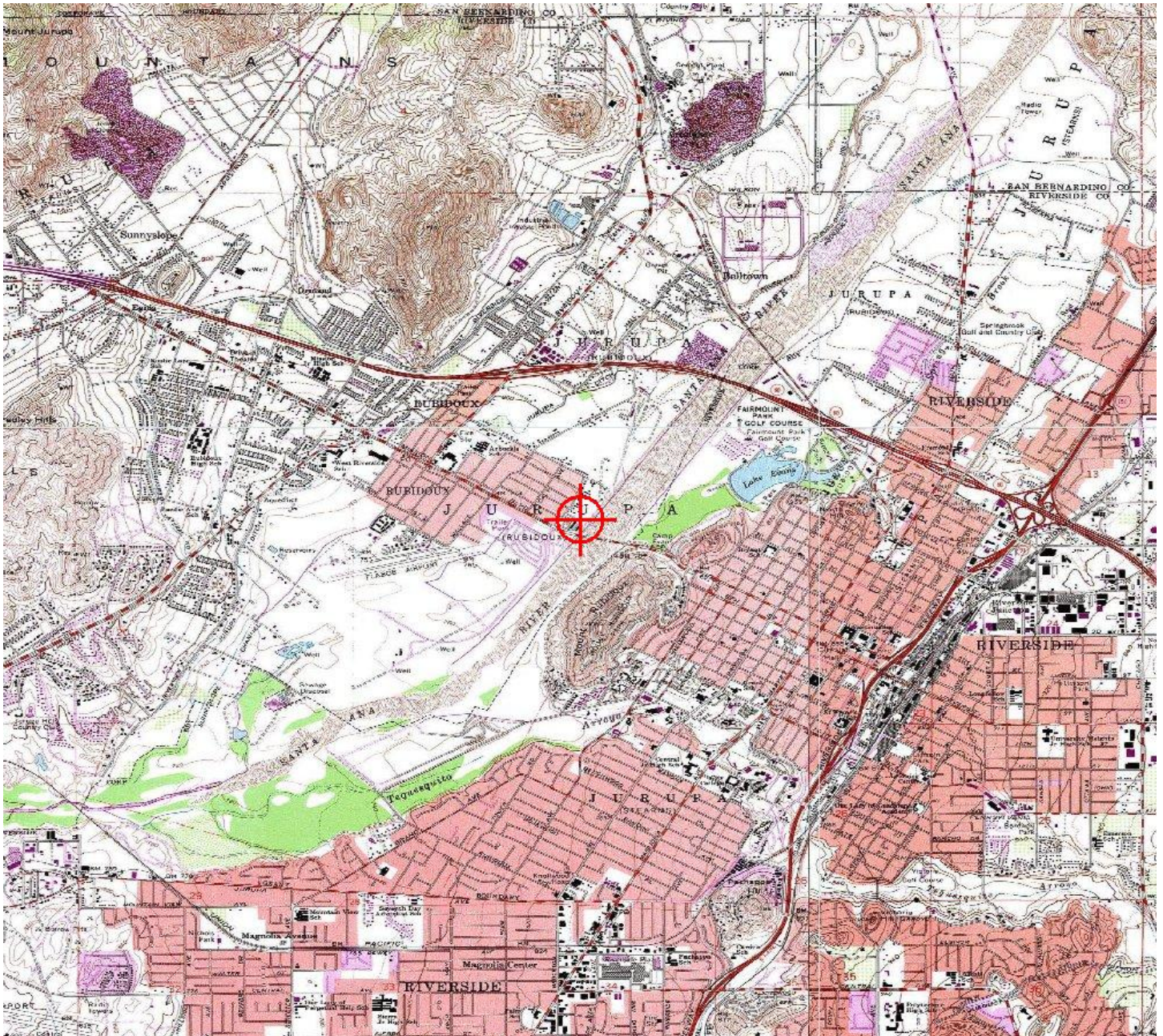
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5532-OE.

Signature Control No: 439860219-440857198

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)







Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5533-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 10
Location:	Jurupa Valley, CA
Latitude:	33-59-31.57N NAD 83
Longitude:	117-23-41.81W
Heights:	780 feet site elevation (SE) 29 feet above ground level (AGL) 809 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/21/2021 unless:

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

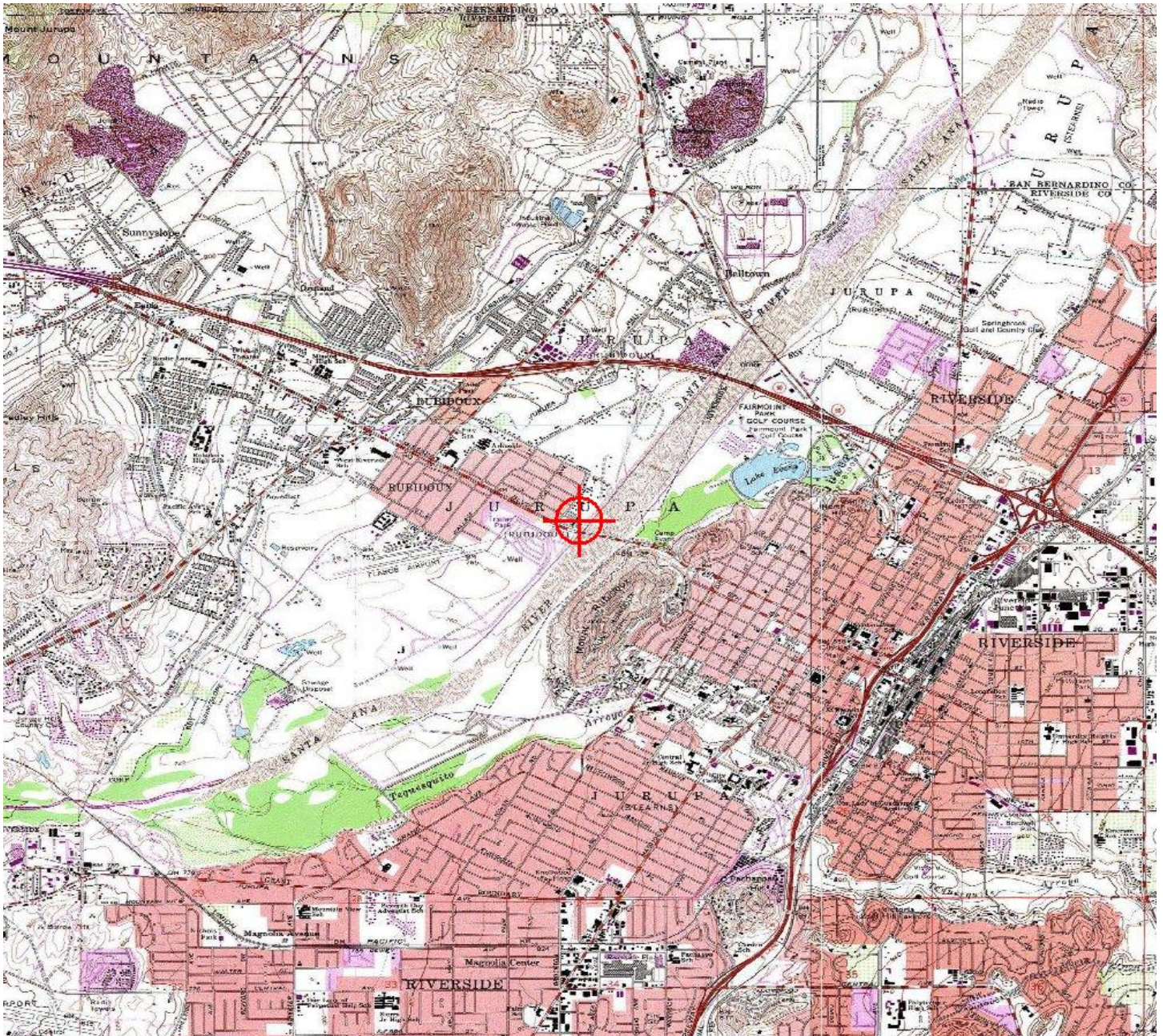
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5533-OE.

Signature Control No: 439860221-440857193

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5534-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 11
Location:	Jurupa Valley, CA
Latitude:	33-59-33.06N NAD 83
Longitude:	117-23-42.42W
Heights:	780 feet site elevation (SE) 14 feet above ground level (AGL) 794 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

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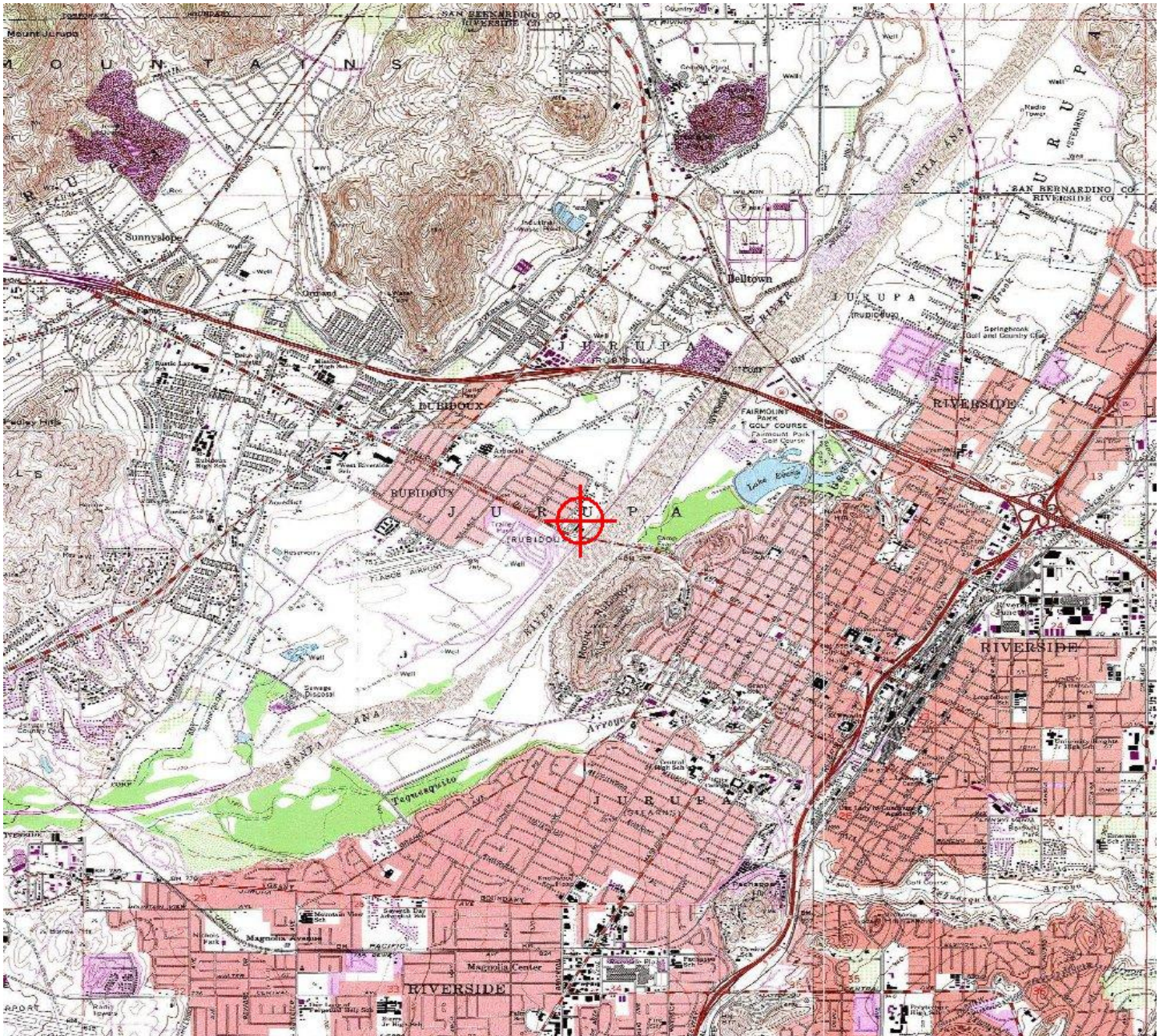
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5534-OE.

Signature Control No: 439860233-440857203

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5535-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 12
Location:	Jurupa Valley, CA
Latitude:	33-59-31.90N NAD 83
Longitude:	117-23-43.57W
Heights:	777 feet site elevation (SE) 28 feet above ground level (AGL) 805 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

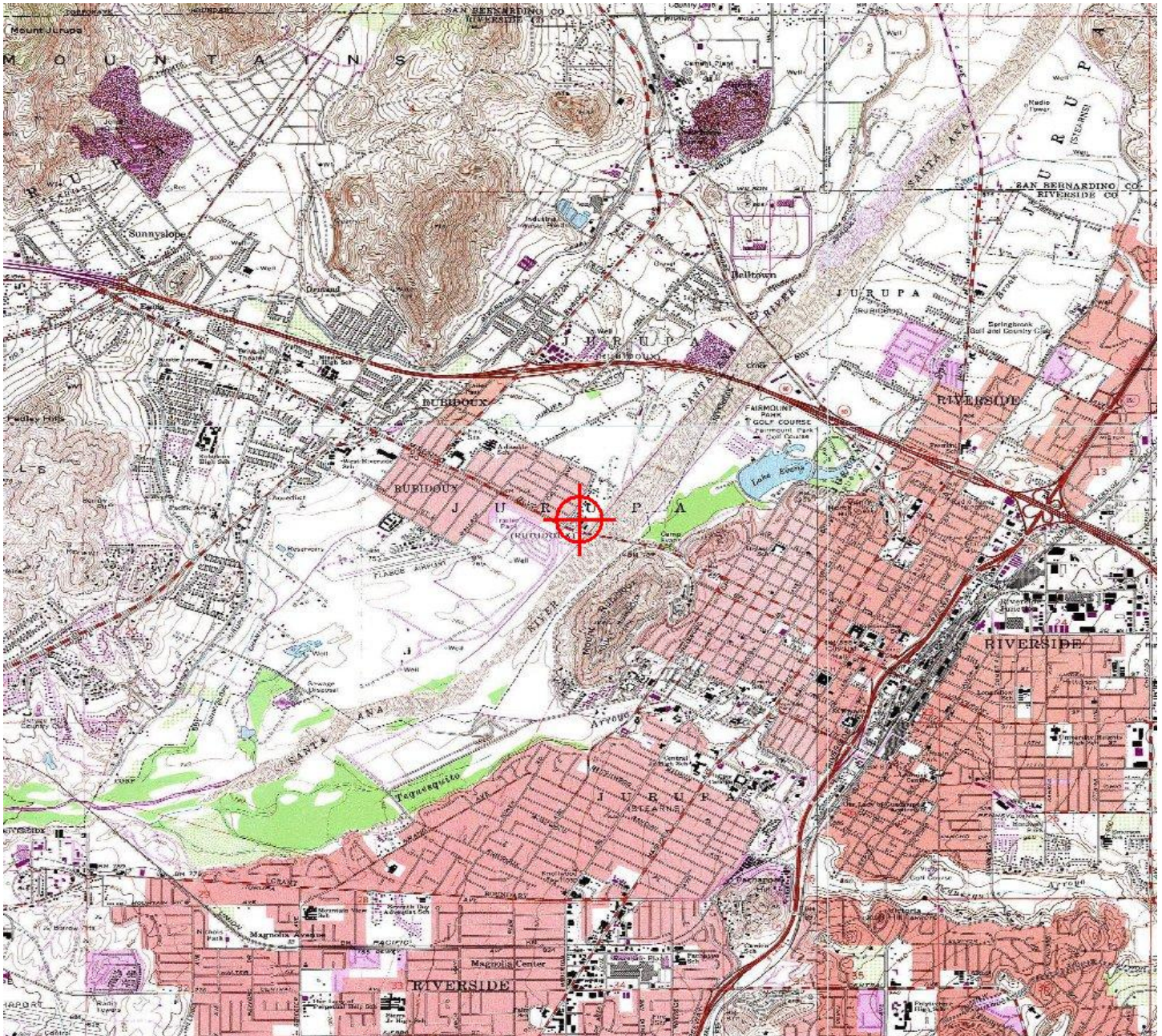
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5535-OE.

Signature Control No: 439860235-440857197

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-5536-OE

Issued Date: 05/21/2020

Debi Myers
Northtown Housing Development Corp
10071 Feron Blvd
Rancho Cucamonga, CA 91730

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 13
Location:	Jurupa Valley, CA
Latitude:	33-59-30.65N NAD 83
Longitude:	117-23-42.66W
Heights:	779 feet site elevation (SE) 12 feet above ground level (AGL) 791 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

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☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

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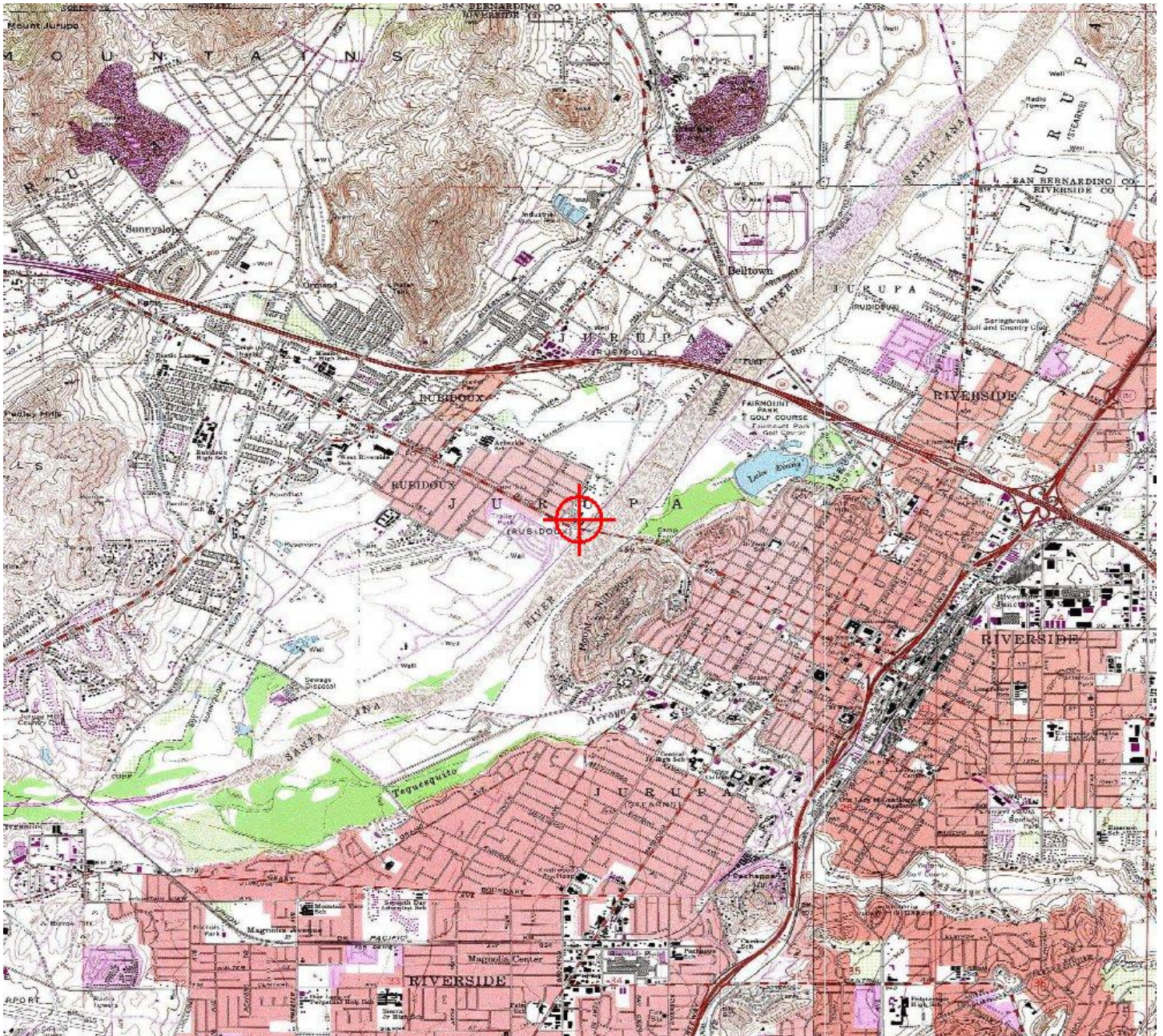
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-5536-OE.

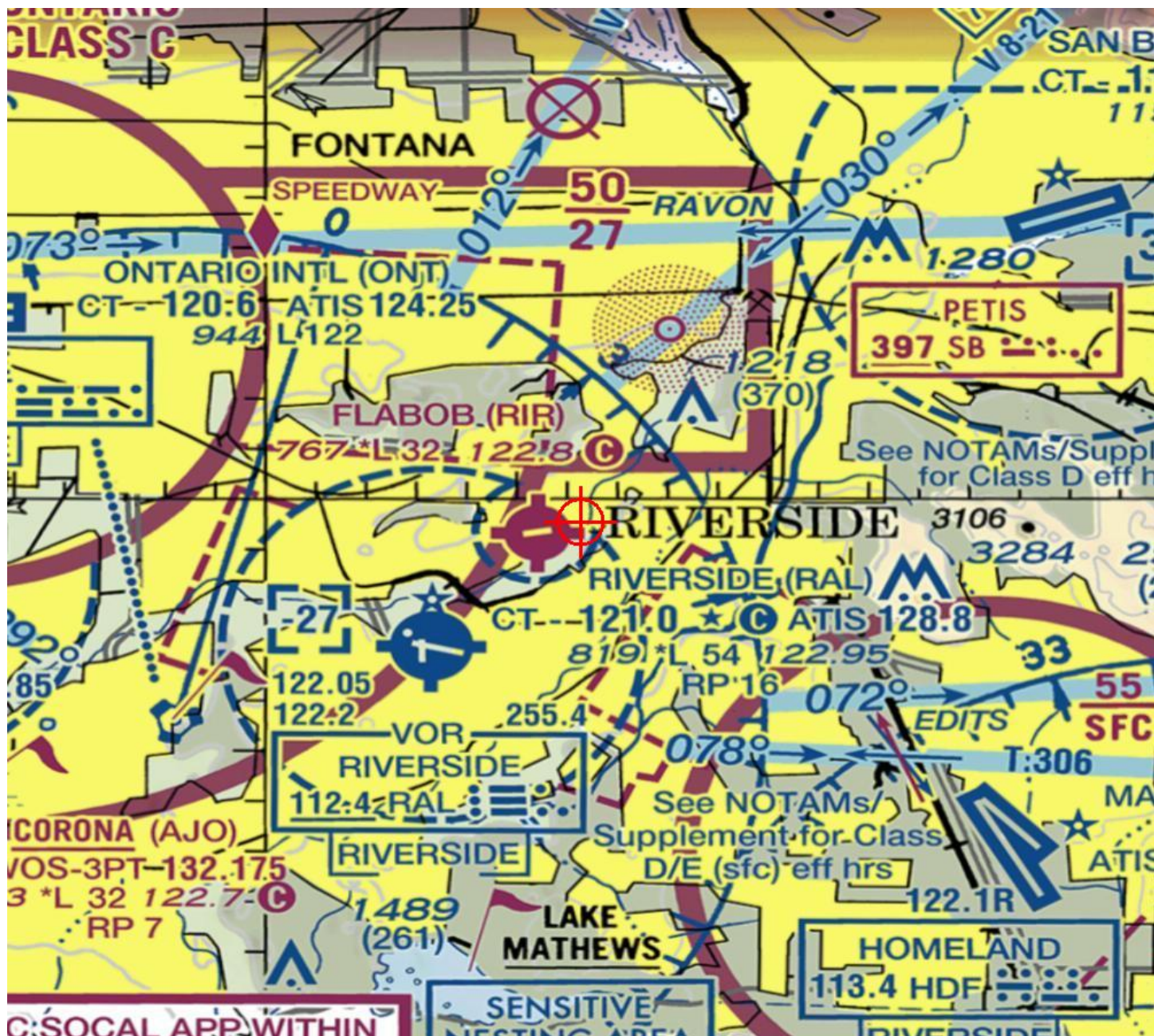
Signature Control No: 439860236-440857300

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)





ATTACHMENT NO. 14

Letter of Support from the City of Rancho Cucamonga



CITY OF RANCHO CUCAMONGA

10500 Civic Center Drive | Rancho Cucamonga, CA 91730 | 909.477.2700 | www.CityofRC.us

May 22, 2020

Thomas G. Merrell
Planning Director
City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley CA 92509

Dear Mr. Merrell:

In my capacity as Management Analyst II for the City of Rancho Cucamonga, I fully support Northtown Housing Development Corporation and their ongoing developments within Rancho Cucamonga. Their organization has been a long time City partner and continues to live up to all agreements with respect to their facilities in our City. Their developments in our City are highly respectful and are much appreciated housing for our City residents.

The City is pleased with their ongoing upkeep of the properties and would support future affordable housing developments from Northtown Housing Development Corporation within our City. If you have any additional questions regarding the City's relationship with Northtown Housing Development Corporation, please feel free to give me a call at (909) 774-4313 or you may also email me at fnunez@CityofRC.us

Sincerely,

Flavio H. Nuñez,
Management Analyst II

ATTACHMENT NO. 9

Planning Commission Minutes from March 27, 2020

**EXCERPT OF THE PLANNING COMMISSION MINUTES OF THE MAY 27, 2020
MEETING FOR MA16224**

6. PUBLIC HEARING

6.3 MASTER APPLICATION (MA) 16224: GENERAL PLAN AMENDMENT (GPA) NO. 16006, CHANGE OF ZONE (CZ) NO. 16011, TENTATIVE PARCEL MAP (TPM) NO. 37126 AND SITE DEVELOPMENT PERMIT (SDP) NO. 16043 – MISSION GATEWAY PLAZA & MISSION GATEWAY VILLAS MIXED USE PROJECT CONSISTING OF COMMERCIAL AND 68-UNIT AFFORDABLE HOUSING DEVELOPMENT

Ms. Rocio Lopez, Senior Planner, presented a staff report with a PowerPoint presentation and summarized historical information of the project site and the most current project background. Ms. Lopez noted the following points for discussion:

- Land Use Designation
- The Rubidoux Town Center Overlay
- Santa Ana River Corridor Overlay
- Flabob Municipal Airport Overlay
- Airport Land Use Plan

Ms. Lopez provided comments received from Riverside County Airport Land Use Commission which is incorporated in the Final EIR.

Ms. Lopez provided a site layout and plan of the proposed project that includes both the commercial and residential development and noted the housing development is proposed to be 100% affordable housing. She stated the applicant will own and manage the multi-family property and will also retain ownership of the commercial property.

COMMISSIONER QUESTIONS

Commissioner Newman requested clarification of ALUC plan was developed in 2004. Ms. Lopez, Senior Planner, replied the plan's last update was in 2004.

PUBLIC HEARING OPENED

Mr. Darryl Brown, Applicant, presented an overview of the Northtown Housing Development Corporation and details of the project site.

Mr. Curtis Dahle, Architect for Northtown Housing Development, provided additional information for the project site.

Ms. Eugenia Turner, Resident, discussed the community impacts for the project site.

COMMISSIONER DELIBERATION

Commissioners discussed the following concerns:

- Reduced parking for the project site
- Concerns of project being a gated community
- ALUC Zone C proximity to project site and the recommendation that the Council overrule the Airport Land Use Commission determination
- On-site security
- Environmental Justice Analysis Element not included

PUBLIC HEARING CLOSED

Commissioner Newman moved and Commissioner Lopez seconded, a motion to adopt Planning Commission Resolution No .2020-05-27-03. The motion was approved 4-0-1.

Ayes: Pruitt, Silva Lopez, and Newman

Noes: None

Abstained: Moore

Absent: None

ATTACHMENT NO. 10

ALUC's May 11, 2017 Staff Report



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

Riverside County Administrative Center
4080 Lemon Street, 1st Floor Board Chambers
Riverside, California

Thursday 9:00 A.M., May 11, 2017

CHAIR
Vacancy

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
Simon Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St, 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

NOTE: If you wish to speak, please complete a "SPEAKER IDENTIFICATION FORM" and give it to the Secretary. The purpose of the public hearing is to allow interested parties to express their concerns. Comments shall be limited to 5 minutes and to matters relevant to the item under consideration. Please do not repeat information already given. If you have no additional information, but wish to be on record, simply give your name and address and state that you agree with the previous speaker(s). Also please be aware that the indicated staff recommendation shown below may differ from that presented to the Commission during the public hearing.

Non-exempt materials related to an item on this agenda submitted to the Airport Land Use Commission or its staff after distribution of the agenda packet are available for public inspection in the Airport Land Use Commission's office located at 4080 Lemon Street, 14th Floor, Riverside, CA 92501 during normal business hours.

Live Streaming of the meeting will be available during the meeting on our website at www.rcaluc.org.

In compliance with the Americans with Disabilities Act, if any accommodations are needed, please contact Barbara Santos at (951) 955-5132 or E-mail at basantos@rctlma.org. Request should be made at least 48 hours or as soon as possible prior to the scheduled meeting.

1.0 INTRODUCTIONS

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 PUBLIC HEARING: CONTINUED ITEMS NONE

3.0 PUBLIC HEARING: NEW ITEMS

MARCH AIR RESERVE BASE

- 3.1 ZAP1246MA17 – Southwest Premier Properties, LLC (Representative: Divina Management, Inc. Teresa Harvey) – County of Riverside Case No. PP26220 (Plot Plan). A proposal to develop a truck terminal distribution facility on 19.2 acres. The facility includes a 10,000 square foot two-story office building and a 56,000 square foot cross dock loading platform structure for a cumulative total of 66,000 square feet. The site is located northerly of Placentia Avenue, easterly of Harvill Avenue, westerly of BNSF rail line and I-215 Freeway, and southerly of Walnut Street (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

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APR 26 2017

CITY OF JURUPA VALLEY

MARCH AIR RESERVE BASE

- 3.2 ZAP1250MA17 – Trammell Crow So. Cal Devel. Co. (Representative: Henry-Ann Co. Inc.) – County of Riverside Planning Case Nos. PP25837 and PP25838 (Plot Plans). The applicant is proposing to amend previously approved ALUC case ZAP1150MA15 to increase the wall heights of both proposed concrete tilt-up warehouse/distribution buildings from 44 feet to 55 feet. The project site is located southerly of Oleander Road, westerly of Harvill Avenue, and bisected by Decker Road (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

- 3.3 ZAP1249MA17 – Duke Realty, Adam Schmid (Representative: Albert A. Webb Associates) – City of Perris Planning Case Nos. PLN17-00002 (Specific Plan Amendment, Design Review). The applicant proposes to develop a 1,189,860 square foot industrial building on 54.71 acres located easterly of Perris Boulevard, southerly of Markham Street, and northerly of Perry Street, extending easterly toward Redlands Avenue. The industrial building will be primarily for warehousing purposes (1,169,860 square feet of warehousing area, with 20,000 square feet of office area). The applicant also proposes to amend the Perris Valley Commerce Center Specific Plan land use designation on the westerly 35.45 acres of the site from Business Professional Office to Light Industrial. (The easterly 19.26 acres are already designated Light Industrial.) (Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

- 3.4 ZAP1251MA17 – Core 5 Industrial Partners, LLC (Representative: Rafik Albert, EPD Solutions, Inc.) – County of Riverside Planning Case No. PP26173 (Plot Plan). A proposal to develop a 423,665 square foot industrial (predominately warehouse) building on 20.67 acres located at the southwest corner of Harvill Avenue and Rider Street, extending southerly to the easterly straight-line extension of Walnut Street (Assessor's Parcel Numbers 317-230-036 and 317-230-038) in the unincorporated community of Mead Valley (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: CONSISTENT

HEMET RYAN AIRPORT

- 3.5 ZAP1040HR17 – PRT-BMT - City of Hemet Case No. SDR 17-001 (Site Development Review). A proposal to add additional structures on an industrial property (5.82 acres) located at 3883 Wentworth Drive, on the south side of Wentworth Drive, easterly of the centerline of Airway Place (Assessor's Parcel Numbers 456-040-022 and 456-040-023, owners: Wombles and Owens, LLC). Proposed additions include a new 1300 square foot steel building on a new 3,360 square foot concrete slab, as a cover structure for machinery being installed, and two modular office buildings (810 square feet each). RSH Construction is also located at this site. (Airport Compatibility Zones C and D [East] of the Hemet-Ryan Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: CONTINUE to 6-8-17

HEMET RYAN AIRPORT

- 3.6 ZAP1041HR17 – FDC Commercial Construction (John Dykes, representative) – City of Hemet Case No. PR 17-001. A proposal to construct a 9,600 square foot industrial building on a vacant 0.99-acre lot (Assessor's Parcel Number 456-040-052) located on the northeast corner of Wentworth Drive and Airway Avenue (Airport Compatibility Zone C of the Hemet-Ryan Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: CONTINUE to 6-8-17

RIVERSIDE MUNICIPAL AIRPORT

- 3.7 ZAP1085RI17 – Palm Avenue Storage, LLC – City of Riverside Planning Case Nos. P17-0228 (Rezone), P17-0097 (Design Review), P17-0098 (Variance), P17-0099 (Variance). The applicant proposes to construct a self-storage facility which includes five self-storage buildings totaling 96,022 square feet, a 1,575 square foot management office with a 1,575 square foot manager's residence on 2.73 acres. The applicant also proposes two variances to allow an increase in building lot coverage from 10% to 50%, and to allow an increase in building height to two stories with a maximum height of 36 feet. The applicant also proposes a rezone for the property to add the Commercial Storage Overlay over the existing R-1-7000 Single Family Residential zoning. The project is located westerly of Palm Avenue, southerly of Gardena Drive, and northerly of the Metrolink rail line. The Commission may further recommend that the Airport Protection Overlay [Zones D and E] also be added. (Airport Compatibility Zone D and E of the Riverside Municipal Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

FRENCH VALLEY AIRPORT

- 3.8 ZAP1075FV17 – Rancho Springs Medical Center/Southwest Healthcare System (Representative: Kathryn Wright, Heliplanners) – City of Murrieta Case No. RP-2016-1115 (Revised Permit). A proposal to formally recognize the use of a grassy area southerly of the women's center building on the campus of Rancho Springs Medical Center as an Emergency Medical Service (EMS) Helicopter Landing Site. The landing site is located southeasterly of the terminus of Medical Center Drive, easterly of Hancock Avenue, northerly of Murrieta Hot Springs Road, and westerly of Interstate 215. Usage is only for emergency medical services as defined in State law, including patient travel to higher level or specialized facilities. ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: CONSISTENT

FLABOB AIRPORT

- 3.9 ZAP1030FL17 – Bryan Kuderman (Representative: Nicholas Tavaglione) – City of Riverside Planning Case No. P17-0065 (Rezone). The applicant is proposing a rezone of 0.49 acres (Assessor's Parcel Number 207-060-007) from Public Facilities (PF) to Single Family Residential (R-1-7000). The project site is located southerly of Field Lane, westerly of Bubbling Well Road, northerly of Circle Lazy J Road, and easterly of the Santa Ana River (Airport Compatibility Zone E of the Flabob Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

- 3.10 ZAP1031FL17 – Northtown Housing Development Corp. (Representative: Debi Myers) – City of Jurupa Valley Major Application 16224 consisting of GPA 16006 (General Plan Amendment), CZ16011 (Change of Zone), SDP 16043 (Site Development Permit), and TPM37126 (Tentative Parcel Map). Through SDP 16043, the applicant proposes development of: (a) a 68-unit multi-family housing development (apartments) with a 3,818 square foot community center building and pool and maintenance buildings on 5.16 acres and, (b) a 31,375 square foot commercial building on 1.79 acres. The site is located northerly of Mission Boulevard and easterly of Crestmore Road in the community of Rubidoux. The site is currently split between Commercial Retail (6.27 acres) and Medium High Density Residential (1 acre) designations. GPA 16006 would retain the Commercial Retail designation on 1.79 acres, while amending the General Plan designation of 4.16 acres of Commercial Retail and one acre of Medium High Density Residential to High Density Residential. The site is currently split among three zones: R-VC (Rubidoux-Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture). CZ 16011 would maintain R-VC zoning on 1.79 acres, change the zoning of 4.16 acres from R-VC to R-2, and change the zoning of one acre from A-1 and R-2 to R-2. Tentative Parcel Map No. 37126 would reconfigure the existing parcel boundaries to establish two new parcels (1.79 and 5.16 acres). (Compatibility Zone C of the Flabob Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: INCONSISTENT (Site Development Permit); CONSISTENT (GPA, CZ)

4.0 ADMINISTRATIVE ITEMS

4.1 Fee Schedule for FY 2017-18

4.2 Director's Approvals

4.3 Election of Commission Officers

4.4 Specific Delegation of Authority: Change of Zone and Revised Conditional Use Permit in Zone C2 of March Air Reserve Base/Inland Port Airport Influence Area

5.0 APPROVAL OF MINUTES

April 13, 2017

6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

7.0 COMMISSIONER'S COMMENTS

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

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APR 26 2017

AGENDA ITEM: 3.10

HEARING DATE: May 11, 2017

CITY OF JURUPA VALLEY

CASE NUMBER: ZAP1031FL17 – Northtown Housing Development Corp.
(Representative: Debi Myers)

APPROVING JURISDICTION: City of Jurupa Valley)

JURISDICTION CASE NO: MA16224 (Major Application) consisting of GPA16006 (General Plan Amendment), CZ16011 (Change of Zone), SDP16043 (Site Development Permit), and TPM37126 (Tentative Parcel Map)

MAJOR ISSUES: The proposed commercial building exceeds allowable single-acre intensity limits for areas within Compatibility Zone C of the Flabob Airport Influence Area. (A 30,000 square foot office building or a 9,000 square foot retail commercial building without restaurant area or places of assembly would meet the single-acre intensity limit.) Additionally, the site would normally be restricted to a maximum residential density of 0.2 dwelling units per acre (or, in this case, one dwelling per existing legal lot). However, the site previously accommodated a 66-unit mobile home community and two single-family residences. The project proposes a total of 68 units, which would not increase the number of dwelling units that existed on the site at the time of adoption of the Flabob Airport Land Use Compatibility Plan (Flabob ALUCP). In June 2011, ALUC determined that a 66-unit apartment project with associated General Plan Amendment and Change of Zone were consistent with the Flabob ALUCP with special findings, pursuant to Section 3.3.6 of the Countywide Policies (ZAP1020FL11). This determination occurred when the property was under the jurisdiction of the County. The proposed project includes two additional parcels, increasing the overall acreage to 7.27 acres and the residential area to 5.16 acres, reducing the overall density within the area proposed for residential use from 15.17 to 13.18 dwelling units per acre.

RECOMMENDATION: Staff must recommend a finding of INCONSISTENCY for the Site Development Permit, based on the nonresidential intensity limits being exceeded by the proposed commercial building. The residential density is normally incompatible, but, provided that the Commission is willing to reaffirm its special findings for the residential portion of the project pursuant to Section 3.3.6, staff recommends a finding of CONSISTENCY for the General Plan Amendment and Change of Zone, subject to the understanding that the number of dwelling units on this site will not exceed 68. Such findings should include that the proposed project would not increase the number of units from the previously existing use on the site and, therefore, would not expose additional people to potential hazards from aircraft relative to the number of persons in the previously existing dwelling units and would not expose people to excessive noise levels, and that the project is

located adjacent to the Santa Ana River, which provides a large amount of open area for emergency landings.

PROJECT DESCRIPTION: Site Development Permit No. 16043 is a proposal to develop a 68-unit multi-family housing development (apartments) with a 3,818 square foot community center building and pool and maintenance buildings on 5.16 acres and a 31,375 square foot commercial building on 1.79 acres. The site consists of five Assessor's parcels. Four parcels with a total of 6.27 acres are designated Commercial Retail and a one-acre parcel is designated Medium High Density Residential. General Plan Amendment No. 16006 would retain the Commercial Retail designation on 1.79 acres, while amending the General Plan designation of 4.16 acres of Commercial Retail and one acre of Medium High Density Residential to High Density Residential. The four parcels designated Commercial Retail are currently zoned R-VC (Rubidoux – Village Commercial), while the one-acre parcel is zoned R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture). Change of Zone No. 16011 would maintain R-VC zoning on 1.79 acres, change the zoning of 4.16 acres from R-VC to R-2, and change the zoning of one acre from R-2 and A-1 to R-2. Finally, Tentative Parcel Map No. 37126 would reconfigure the existing parcel boundaries to establish two new parcels (1.79 acres and 5.16 acres, respectively).

PROJECT LOCATION: The project site is located northerly of Mission Boulevard and easterly of Crestmore Road in the community of Rubidoux, approximately 2,640 feet (one-half mile) northerly of Runway 6-24 at Flabob Airport.

LAND USE PLAN: 2004 Flabob Airport Land Use Compatibility Plan

- a. Airport Influence Area: Flabob Airport
- b. Land Use Policy: Airport Compatibility Zone C
- c. Noise Levels: Outside the 55 CNEL noise contour

Residential Density: Residential density within Airport Compatibility Zone C is typically restricted to densities less than 0.2 dwelling units per acre. The designation proposed by the General Plan Amendment and Change of Zone would allow a density between 8 and 14 dwelling units per acre with possible additional density allowed with an affordable housing density bonus. The Site Development Permit application proposes a total of 68 units on 5.16 acres for a density of 13.18 dwelling units per acre. This proposed density would not typically be consistent with the residential density criteria for Compatibility Zone C. However, at the time of adoption of the Flabob Airport Land Use Compatibility Plan in 2004, the site accommodated a 66-unit mobile home community that was subsequently demolished sometime between 2007 and 2011 (with the residents relocated) and two single-family residences. If one were to consider the previously existing mobile home community as an existing use, the proposed project would not be considered as increasing the residential density on the site. Pursuant to Section 3.3.2.(c) and 3.3.6 of the Countywide policies, given the previous use of the site, the proposed 68-unit apartment project would not present any additional safety concerns. Given the site's proximity to the Santa Ana River (approximately 250 feet) and the width of the river bed (approximately 1,000 feet), there is substantial area near the site that may be utilized for emergency controlled landings, thereby further reducing safety risk to the

proposed project. In addition, the site is outside the 55 CNEL noise contour, and the proposed construction of apartment style buildings would provide greater noise attenuation than the previously existing mobile homes.

Nonresidential Intensity: Nonresidential intensity within Airport Compatibility Zone C in the Flabob Airport Influence Area is limited to an average intensity of 75 persons per acre and a maximum single-acre intensity of 150 persons (up to 195 with a full 30% risk-reduction bonus), pursuant to the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan.

The applicant is proposing a 31,375 square foot commercial building including 19,198 square feet of first-floor retail area (possibly including restaurants or dining facilities) and 12,177 square feet of second-floor offices. The building is entirely located within a single 210-foot-by-210-foot (square acre) area. Based on overall square footage and using a 50 percent reduction from Building Code maximum occupancy levels, a 19,198 square foot retail building would accommodate 320 persons. The 12,177 square feet of offices with the 50 percent reduction would accommodate an additional 61 persons, for a total of 381.

If one were to only include the "lease area" as indicated on the cover sheet of the plans submitted to ALUC, the 15,558 square feet of leasable retail space would accommodate 259 persons, and the 10,700 square feet of leasable office space would accommodate 54 persons, for a total of 313.

An alternative method of estimating total nonresidential intensity relies the number of parking spaces provided or required, whichever is greater. The site plan indicates a total of 77 parking spaces provided for the commercial building on-site. If one were to assume 1.5 persons per vehicle, this would indicate a total occupancy of 116 persons, which would be consistent. However, a closer look reveals that the number of required parking spaces is 140. The applicant is proposing to rely on street parking spaces within 600 feet of the project site to serve as the remaining required parking spaces. Thus, the parking space method would indicate a total occupancy of 210 persons in the building (not counting apartment residents or customers arriving by bus or walking).

Therefore, using the Building Code method, the single-acre intensity of the proposed commercial development exceeds allowable levels. The average intensity is also exceeded, as a 1.79-acre area in Compatibility Zone C would be limited to a maximum of 134 occupants.

In considering average intensity, the half-widths of adjacent streets may be included in the gross project area. Unfortunately, the adjacent half-width of Crestmore Road is only 20 feet (excluding any dedications from the proposed project). With a commercial frontage of 160 feet, this adds only 3200 square feet, or 0.07 acre, raising the allowable total occupancy from 134 to 140.

While the site does not have true adjacency to Mission Boulevard or direct access thereto, this is a result of the intervening Flood Control property. If we were to consider the extent of the southerly boundary of existing parcels 004 and 005 remaining in the Commercial Retail designation (360 feet) and credit a 64-foot half-width right-of-way for Mission Boulevard, this would add an additional

23,040 square feet, or 0.53 acre, raising the allowable total occupancy from 140 to 179. (However, the single-acre intensity would still be limited to a maximum of 150, unless the applicant is able to incorporate sufficient risk-reduction measures into the building design. A 19.3 percent bonus would be required to permit a total occupancy of 179.)

Given the single-acre intensity limit of 150, it could potentially be occupied by either a 30,000 square foot office building or a 9,000 square foot retail building without restaurants or places of assembly.

It should be noted that the permissible intensity levels at this location are likely to be increased when the Countywide Policies are updated (projected for the fall of 2018) to incorporate a one person per 115 square foot occupancy assumption for general retail uses and an allowable single-acre intensity level of 250 to 300 persons in Compatibility Zone C (in line with California Airport Land Use Planning Handbook recommended criteria for Turning and Outer Approach/Departure Zones in suburban communities). If the one person per 115 square foot occupancy assumption were applicable in this AIA, the projected total building occupancy would be reduced from 381 to 228 (assuming no restaurants or places of assembly), which would be consistent with the anticipated future single-acre criteria. (Consistency with a future average intensity allowance of 100 persons per acre would still require crediting of the Crestmore and Mission half-width rights-of-way to allow calculation based on a gross area of 2.39 acres.) Therefore, as an alternative to reducing the building square footage, an option would be to delete the commercial building from the proposed Site Development Plan at this time and reapply once the restrictions have been relaxed.

Noise: The site is located outside the area subject to average aircraft noise levels exceeding 55 CNEL. Beyond the 55 CNEL contour, standard construction methods are sufficient to achieve interior noise levels not exceeding 45 CNEL. Therefore, although Zone C normally requires special noise mitigation for residential and office development, no special measures to mitigate aircraft-generated noise are required.

PART 77: The elevation of Runway 6-24 at its nearest point to the project boundaries is approximately 766.8 feet above mean sea level (AMSL). At an approximate distance of 2,640 feet to the property line and relevant slope of 50:1, any structure within the proposed project above 819.6 feet AMSL would require FAA review. The site elevation is 780 feet above mean sea level, and the project plans indicate a maximum building height of 39 feet, 6 inches. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review will not be required for the proposed project at this time. However, any increase in the finished floor elevation or tower height for the commercial building would require such review.

Open Area: Compatibility Zone C requires that 20% of area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas. However, this project site is less than 10 acres in size; therefore, open area requirements are not applicable.

Section 3.3.6: The General Plan Amendment and Change of Zone to allow for high density residential development may be found consistent, based on the following findings of fact:

- a. At the time of adoption of the Flabob Airport Land Use Compatibility Plan, the proposed project area included a 66-space mobile home park and two residential dwellings.
- b. The proposed 68-unit apartment project will not result in an increase in the number of residential units relative to the project area in 2004.
- c. The proximity of the Santa Ana River provides a nearby open area in the event of a need for a controlled emergency landing.
- d. The site is located beyond the limits of the 55 CNEL contour.
- e. On the basis of the above findings, the project will not result in excessive noise or safety hazards to the residents of the proposed dwelling units.

CONDITIONS (in the event of redesign to eliminate or downsize the commercial building):

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) 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, visual approach slope indicator, or such red light obstruction marking as may be permitted by the Federal Aviation Administration.
 - (b) 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.
 - (c) 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, including landscaping utilizing water features, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, and incinerators.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, hospitals, nursing homes and other skilled nursing and care

facilities, libraries, and day care centers, due to location within Compatibility Zone C.

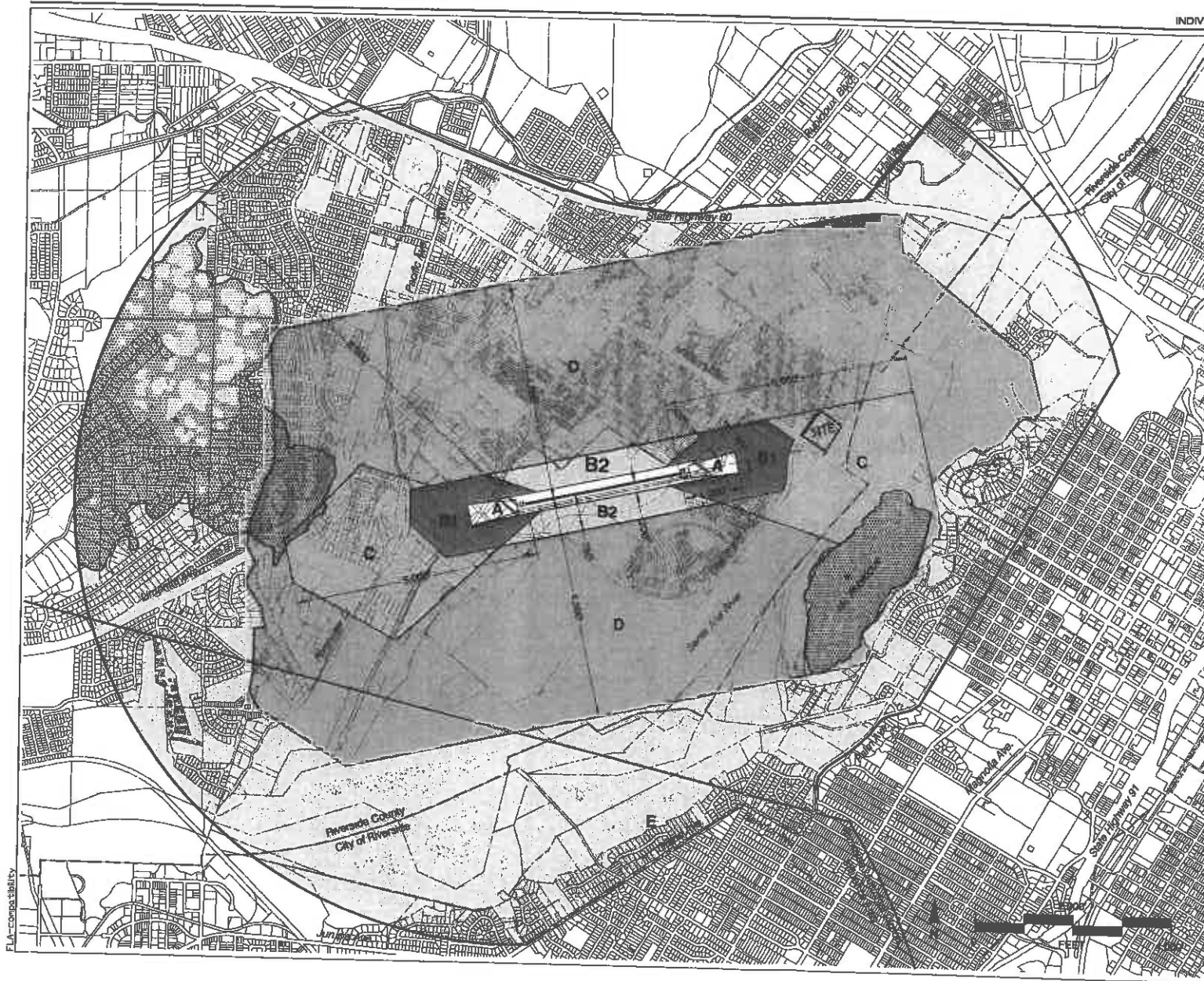
3. The attached notice shall be provided to all potential purchasers of the property and all potential tenants of the buildings, and shall be recorded as a deed notice.
4. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

Additionally, it is requested that each landowner grant an avigation easement to the County of Riverside for the use of the general public.

Y:\AIRPORT CASE FILES\Flabob\ZAP1031FL17sr.doc

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. Business & Professions Code Section 11010 (b) (13)(A)



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.

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

Google Maps 5115 Mission Boulevard, Riverside, CA to flabob airport

Drive 1.0 mile, 4 min



via Mission Boulevard and Wallace St
Best route

4 min

1.0 mile

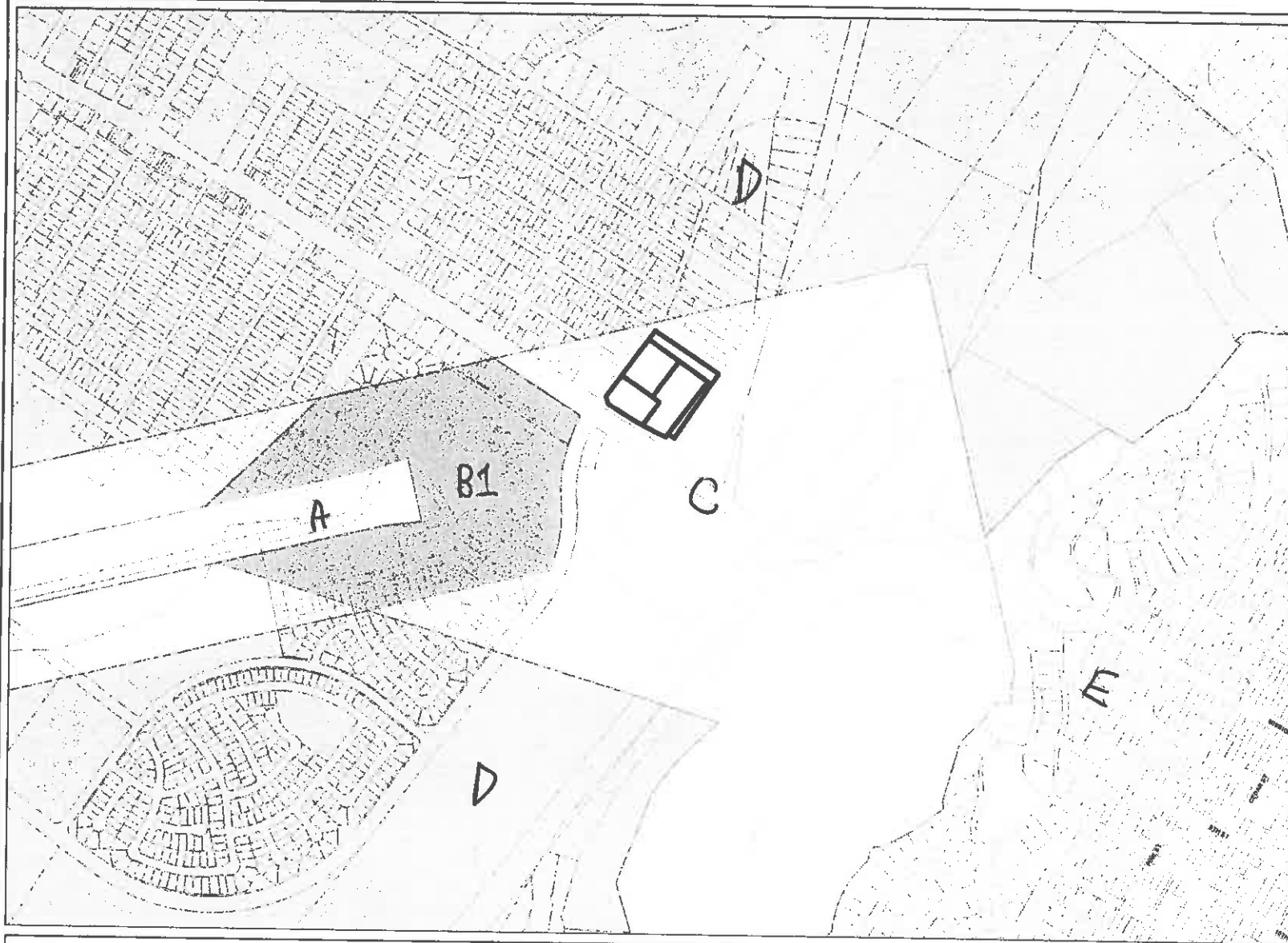
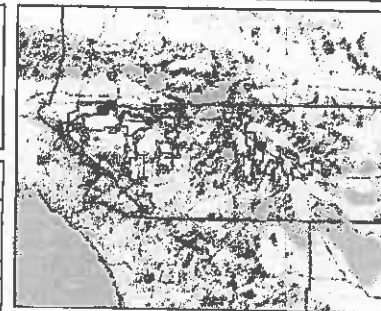


via Mission Boulevard and Twining St

3 min

1.1 miles

My Map



Legend

Airport Compatibility

- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT
- C2-HIGHT-EXC1
- C2-HIGHT-EXC5



0 1,289 2,577 Feet



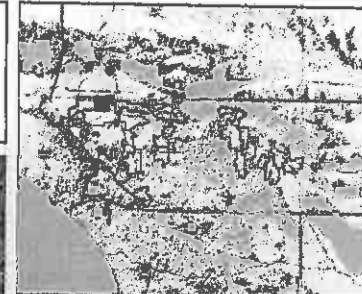
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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries
-  roadsanno
-  highways
-  HWY
-  INTERCHANGE
-  INTERSTATE
-  OFFRAMP
-  ONRAMP
-  USHWY
-  roads
-  Major Roads
-  Arterial
-  Collector
-  Residential
-  counties
-  cities
-  hydrography
-  lines
-  waterbodies
-  Lakes
-  Rivers



0

2,577

5,154 Feet



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Notes

My Map



Legend

- Airports
- Runways
- City Boundaries
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrography/lines
- waterbodies
- Lakes
- Rivers



0 1,289 2,577 Feet



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Notes

My Map



Legend

- Airports
- Runways
- City Boundaries
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrography
- waterbodies
- Lakes
- Rivers



0 644 1,289 Feet



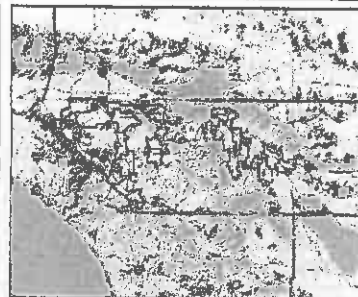
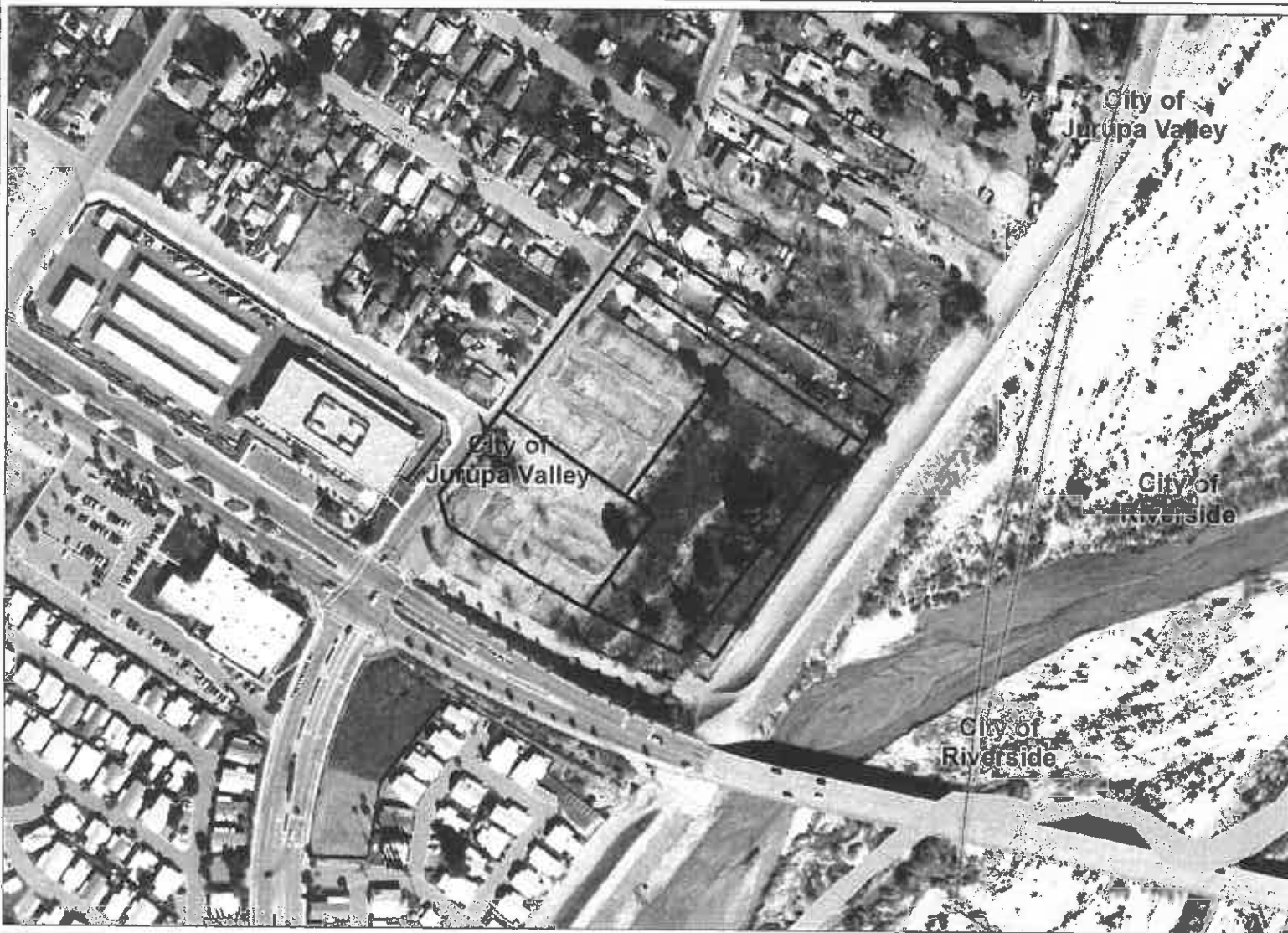
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Notes

My Map



Legend

- Airports
- Runways
- City Boundaries
- roads
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrography
- waterbodies
- Lakes
- Rivers



0 322 644 Feet



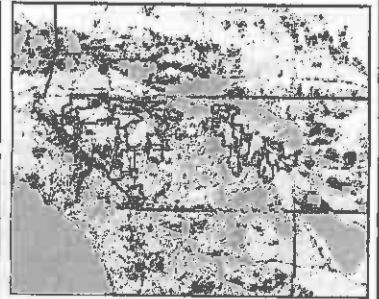
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Notes

2007 Photo



Legend

- Airports
- Runways
- City Boundaries
- roads
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 322 644 Feet



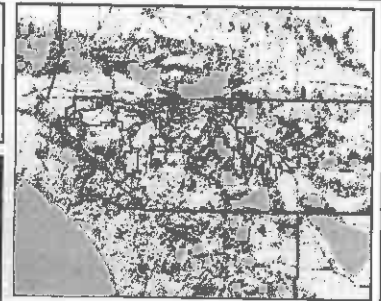
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Notes

2004 Photo



Legend

- Airports
- Runways
- City Boundaries
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrography
- waterbodies
- Lakes
- Rivers



0 322 644 Feet



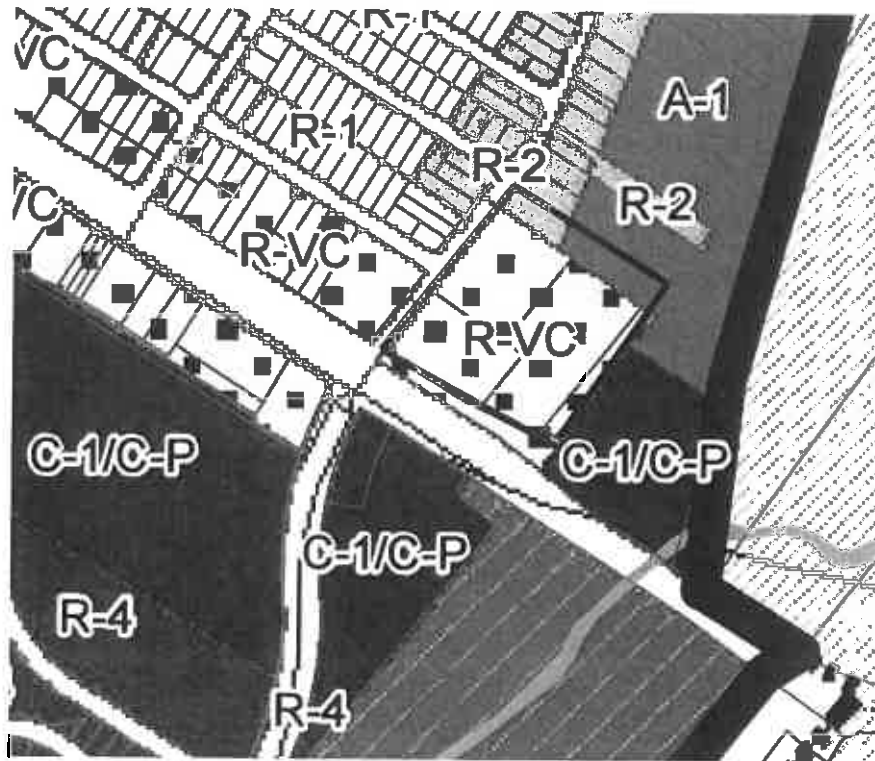
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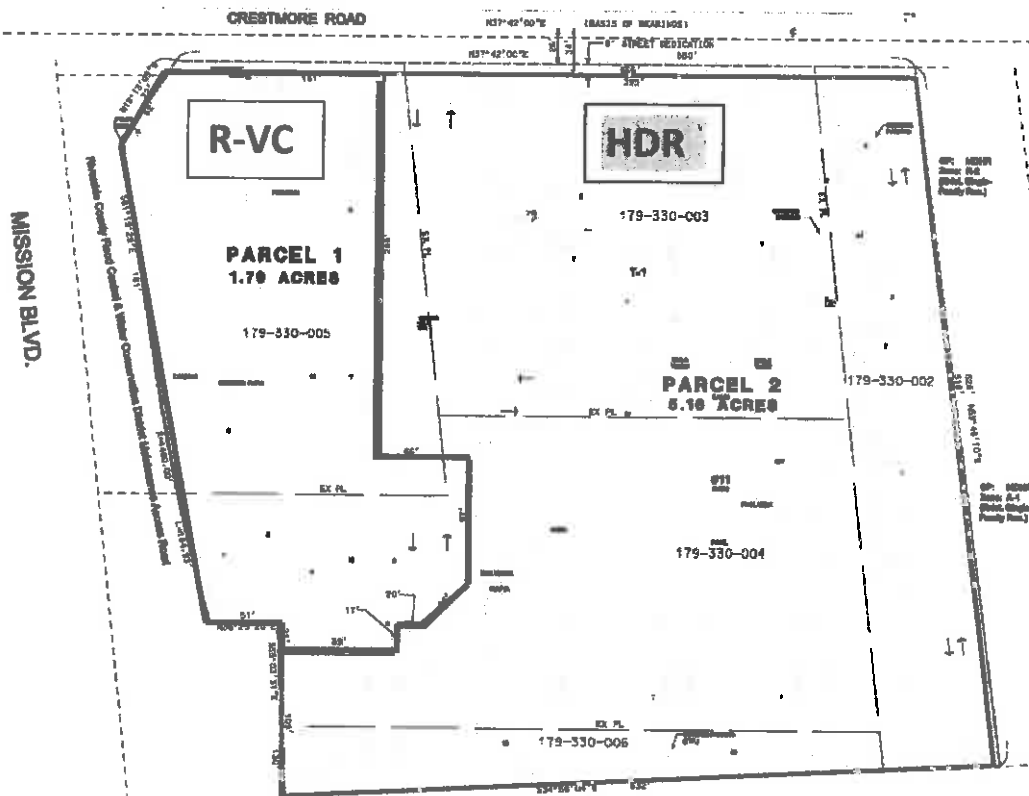
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Notes

**MA16224 - NORTHTOWN HOUSING DEVELOPMENT CORP
EXISTING ZONING MAP: RVC (RUBIDOUX VILLAGE COMMERCIAL); R-2
(MULTIPLE FAMILY DWELLINGS) & A-1 (LIGHT AGRICULTURAL)**



PROPOSED ZONING MAP: R-VC & R-2 (MULTIPLE FAMILY DWELLINGS)



GP: Comm.
Retail
Zone: R-VC
(Existing Medical
Office Bldg.)

GP: Commercial Retail
Zone: R-VC, East
(Existing Riverside County Fleet Services Facility)

GP: Medium High Density Residential
Zone: R-1
(Existing Single-Family Residences)

GP: MHDR
Zone: R-2
(Existing Single-Family Residences)

GP: MHDR
Zone: R-2
(Existing Single-Family Res.)

PROJECT DATA:

ADDRESS/LOCATION: 3780 Block of Crestmore Road
APN: 178-330-002, 179-330-003, 179-330-004, 179-330-005, 179-330-006
LAND USE (existing): Commercial Retail, Medium High Density Residential
LAND USE (proposed): MHDR
ZONING (existing): R-VC, R-2, A-1
ZONING (proposed): R-VC, R-2
POLICY AREA: Subdivided Village

SITE:

Existing Gross Site Area:	307,244 s.f.	7,033 ac
Less area for street dedication:	- 4,420 s.f.	(0.101 ac)
Net Site Area:	302,824 s.f.	(6,932 ac)
Commercial Use:	77,972 s.f.	(1,790 ac)
• Building:	19,199 s.f.	24.6 % s.a.
• Paving:	36,987 s.f.	47.4 % s.a.
• Landscape / Walks:	21,797 s.f.	28.0 % s.a.
		100 % s.a.

Residential Use:

Buildings: 00 ground level	224,852 s.f.	(5,162 ac)
Paving:	40,558 s.f.	18.0 % s.a.
Landscape:	25,833 s.f.	38.2 % s.a.
Open Space / Walks:	94,236 s.f.	41.9 % s.a.
Parks:	4,235 s.f.	1.9 % s.a.
	4,235 s.f.	100 % s.a.

(s.a. = of site area; n.a.s. = not site area)

DENSITY:

Commercial Use:	(31,275 s.f. / 77,972 s.f.)	0.40 F.A.R.
Residential Use:	(88 du. / 15,162 ac)	13.2 d.u./ac

BUILDINGS:

Commercial Building:			
• 2 Story:	1st = 19,199 s.f., 2nd = 12,177 s.f.	31,375 s.f.	
Residential Buildings:			
• Building "A":	2 Story, Unit Types 1 & 3 1st = 3,390 s.f., 2nd = 4,552 s.f.	7,942 s.f.	63,216 s.f.
• Building "B":	2 Story, Unit Types 4 & 5 1st = 4,188 s.f., 2nd = 3,554 s.f.	7,742 s.f.	15,484 s.f.
• Building "C":	2 Story, Unit Types 2 & 6 1st = 6,100 s.f., 2nd = 6,439 s.f.	12,539 s.f.	12,539 s.f.
• Community Center:	1 Story	3,818 s.f.	3,818 s.f.
• Pool Building:	1 Story	1,053 s.f.	1,053 s.f.
• Main Building:	1 Story	326 s.f.	326 s.f.
		14 Bldgs. 69 Units	95,446 s.f.

UNIT MIX:

Unit 2 (2 beds / 1 bath)	2	25'-0" max. (9'9" at tower)
Unit 3 (2 beds / 1 bath)	12	28'-0" max.
Unit 4 (2 beds / 1 bath)	12	28'-0" max.
Unit 5 (2 beds / 2 baths)	40	27'-1" max. (24'-0" at tower)
Unit 6 (4 beds / 2 baths)	6	27'-1" max.
Total Units	68	12'-0" max.

PARKING:

Commercial Building:			
• Required:			
A. General Retail (see Restaurant): 1 space/100 s.f. (5.5 sp/1000 s.f.) x 15,558 s.f. (2nd story) = 86 spaces req'd.			
B. Professional Office: 1 space/200 s.f. (5.0 sp/1000 s.f.) x 10,700 s.f. (2nd story) = 54 spaces req'd.			
• Provided:			
On-site parking spaces (includes 4 accessible spaces)	77 spaces provided (60% of req'd. space)		
Street parking spaces (includes 40% of req'd. space)	47 spaces available (40% of req'd. space)		
Total:	148 spaces provided		
Residential Buildings:			
• Required:			
2 Beds @ 2 spaces/unit	x 22 units = 44 spaces		
3 Beds @ 2 spaces/unit	x 40 units = 80 spaces		
4 Beds @ 2.5 spaces/unit	x 6 units = 15 spaces		
139 spaces required			
• Provided:			
Tenant Parking	139 spaces		
Unassigned guest / tenant parking	45 spaces		
184 spaces provided			

* Accessible spaces provided per Table 110-208.6.2 C.B.C.
** Required per C.A.T. section 624.19(a)(2). 1. Limited space (within space was required)

GP: Comm. Retail
Zone: C-1/C-P
(Vacant)

GP: Comm. Retail
Zone: C-1/C-P
(Existing Mobile Home Park)

MISSION BLVD.

Riverside County Flood Control & Water Conservation District Maintenance Access Road

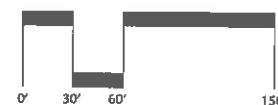
Bridge over River

Flood Control Levee

Santa Ana River

Conceptual Site Plan

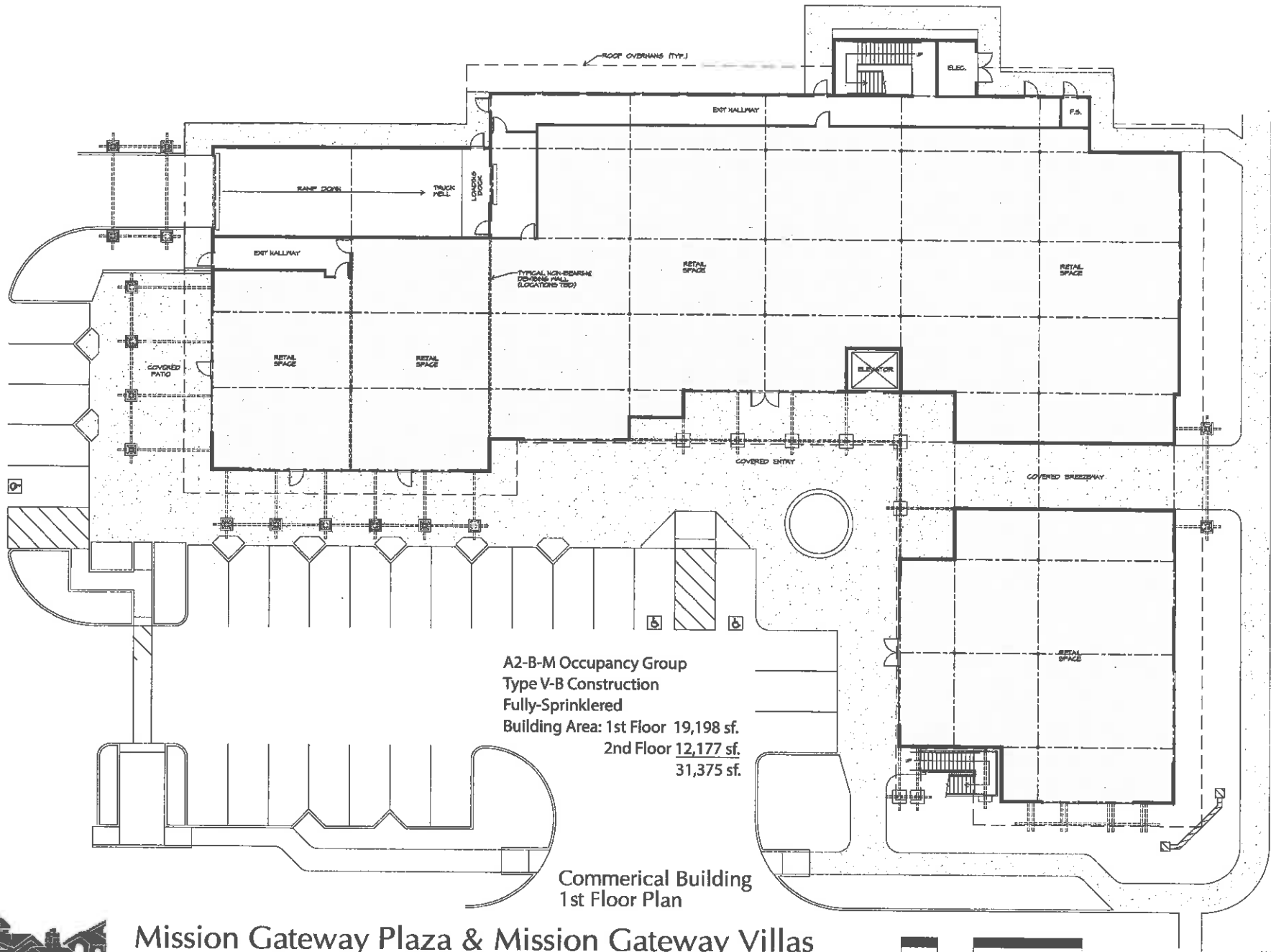
Mission Gateway Plaza & Mission Gateway Villas Northtown Housing Development Corporation City of Jurupa Valley, California



14111
November 1, 2016

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• Tel. 909-982-1361 • Fax. 909-944-5874 • e-mail. curdahl@redtail.com •

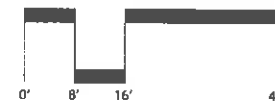


A2-B-M Occupancy Group
 Type V-B Construction
 Fully-Sprinklered
 Building Area: 1st Floor 19,198 sf.
 2nd Floor 12,177 sf.
 31,375 sf.

Commerical Building
 1st Floor Plan



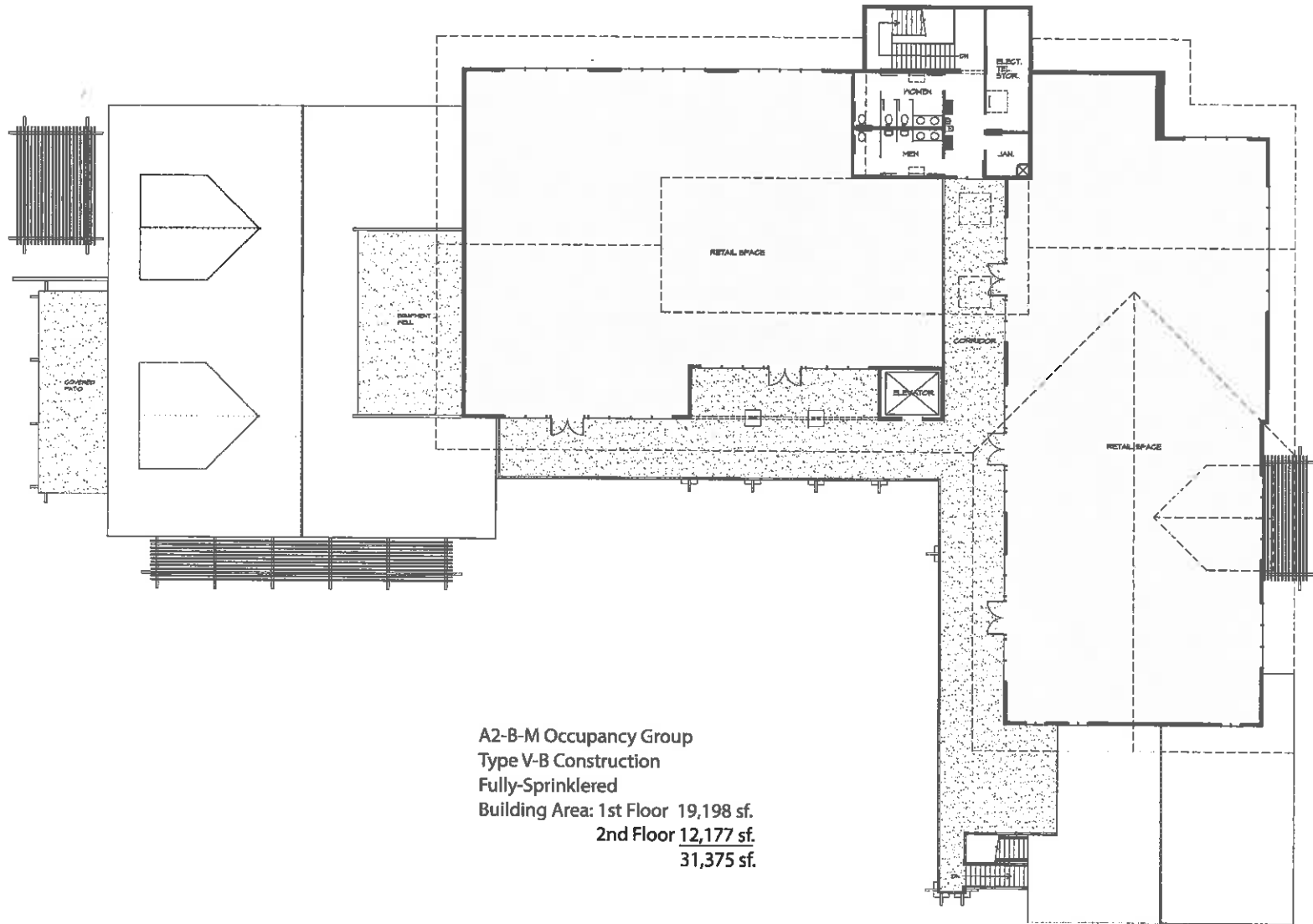
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 Northtown Housing Development Corporation
 City of Jurupa Valley, California



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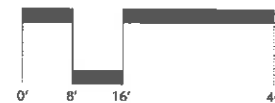


A2-B-M Occupancy Group
 Type V-B Construction
 Fully-Sprinklered
 Building Area: 1st Floor 19,198 sf.
 2nd Floor 12,177 sf.
 31,375 sf.

Commerical Building
 2nd Floor Plan



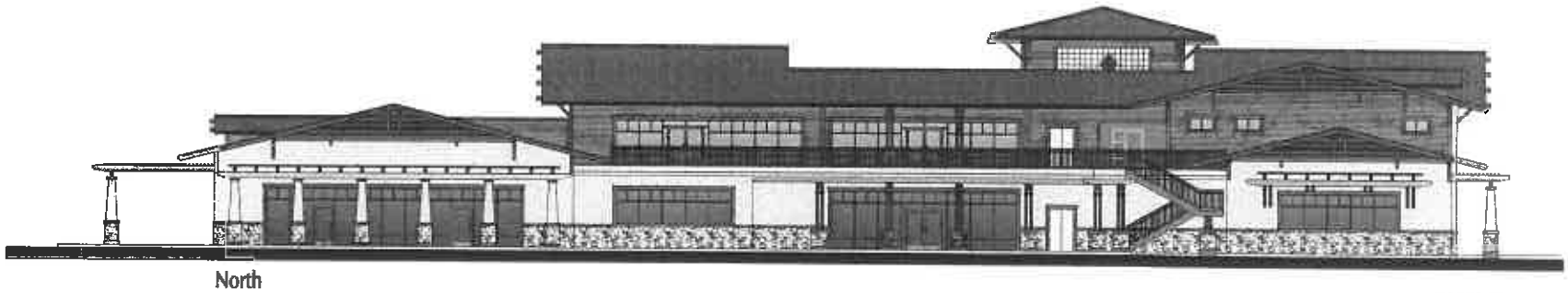
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 Northtown Housing Development Corporation
 City of Jurupa Valley, California



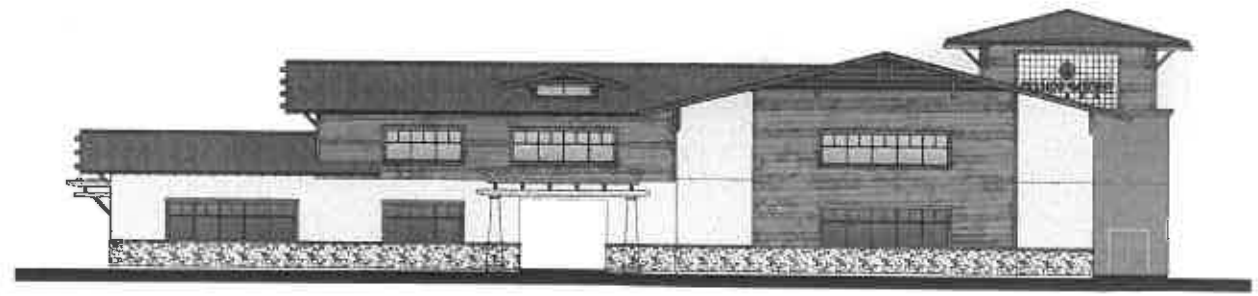
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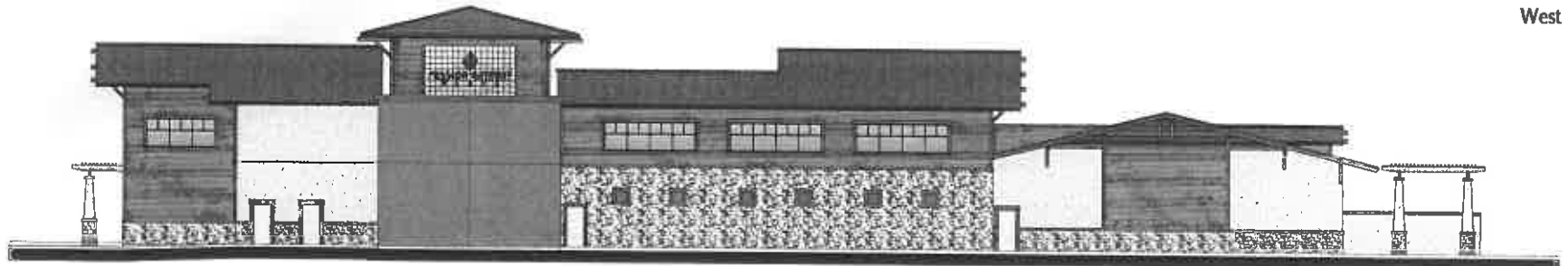
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North



West



South

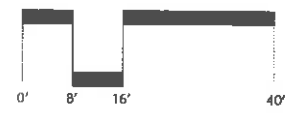


East

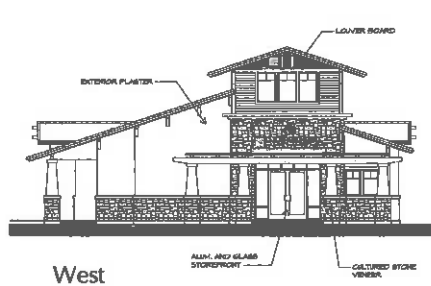
Commercal Building Exterior Elevations



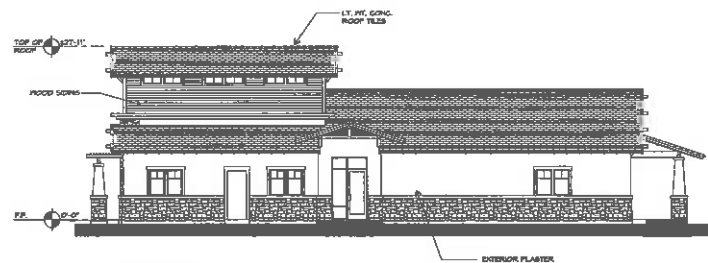
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 Northtown Housing Development Corporation
 City of Jurupa Valley, California



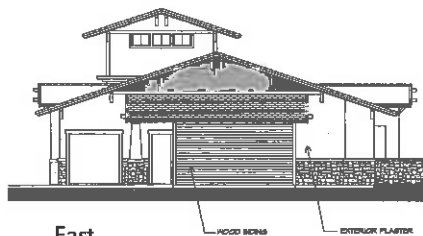
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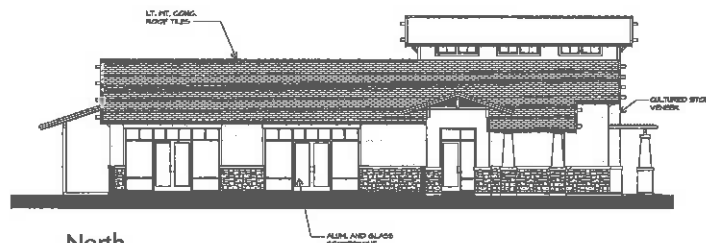
West



South

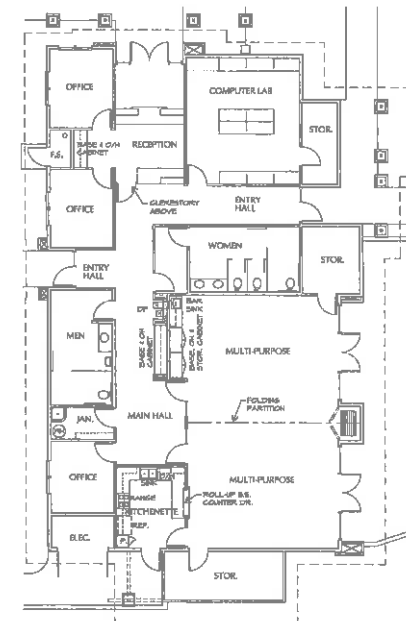
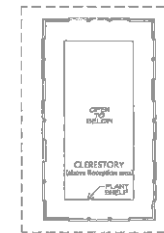


East



North

Exterior Elevations



Floor Plan

B Occupancy Group
Type V-B Construction
Fully-Sprinklered
Building Area: 3,818 s.f.

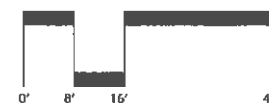


Community Building

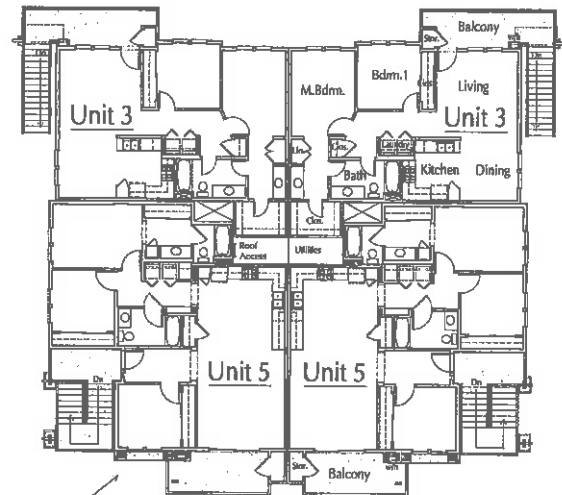
Mission Gateway Plaza & Mission Gateway Villas

Northtown Housing Development Corporation

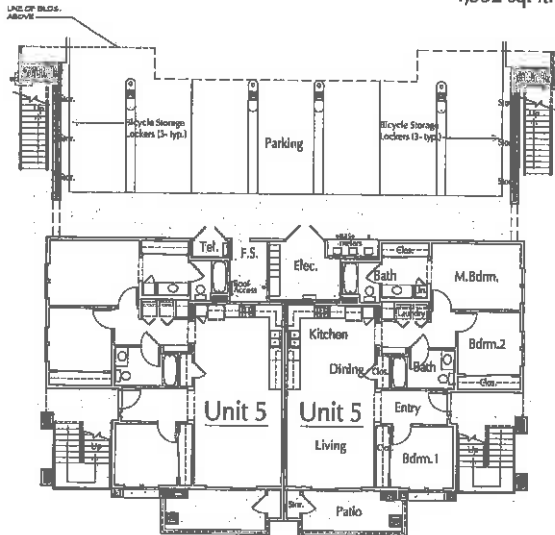
City of Jurupa Valley, California



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November 1, 2016
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• Tel. 909-980-1361 • Fax. 909-944-5814 • e-mail. curtdahle@aia.com •



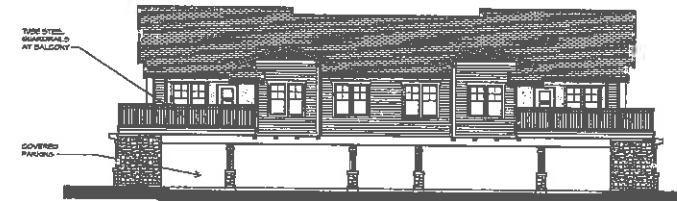
Second Floor
4,552 sq. ft.



First Floor
3,350 sq. ft.



Front



Rear



Right



Left

Bldg. Type "A" Unit Mix

	Qty.
Unit 3 2 Bdrm., 1 Bath 942 sq. ft.	(2)
Unit 5 3 Bdrm., 2 Bath 1,232 sq. ft.	(4)
total	6 units

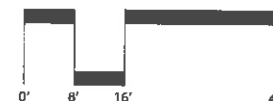
R-2 Occupancy Group Type V-B Construction

Building Area:	1st Flr.	3,350 sq. ft.
	2nd Flr.	4,552 sq. ft.
total/ bldg.		7,902 sq. ft.

Building "A" Plans and Exterior Elevations



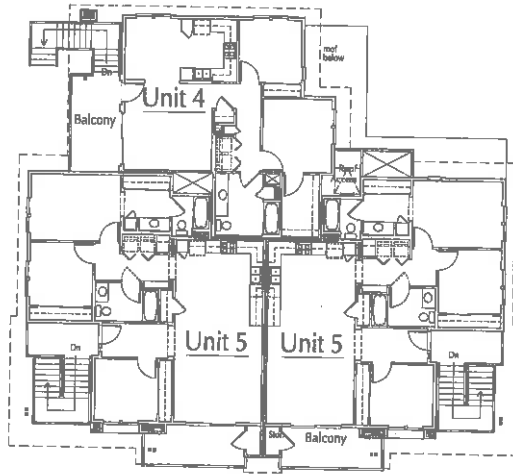
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City of Jurupa Valley, California



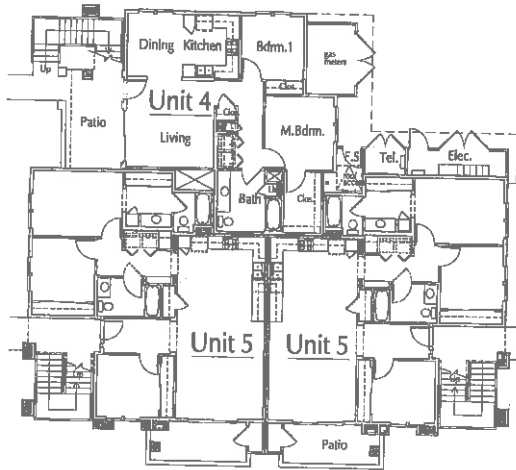
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November 1 2016



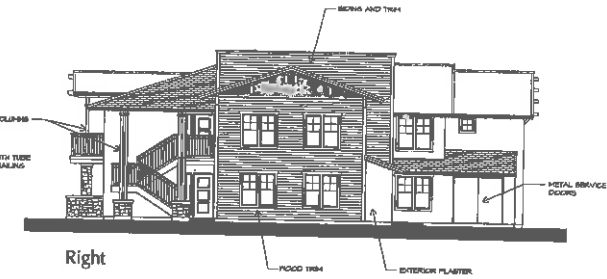
Second Floor
3,554 sq. ft.



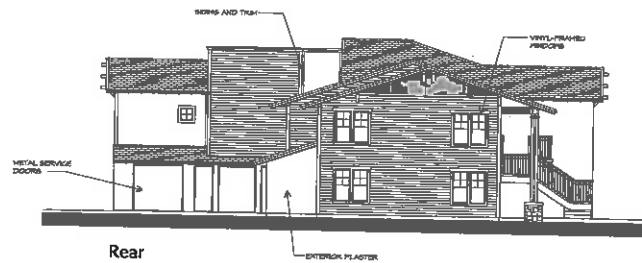
First Floor
4,188 sq. ft.



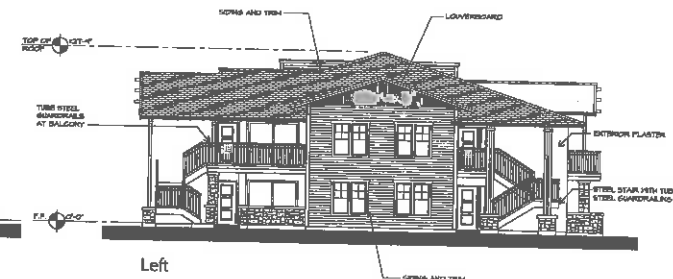
Front



Right



Rear



Left

Bldg. Type "B"

Unit Mix	Qty.
Unit 4 2 Bdrm., 1 Bath 958 sq.ft.	(2)
Unit 5 3 Bdrm., 2 Bath 1,232 sq.ft.	(4)
total	6 units

R-2 Occupancy Group

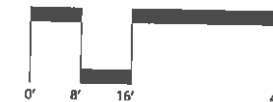
Type V-B Construction

Building Area:	1st Flr.	4,188 sq.ft.
	2nd Flr.	3,554 sq.ft.
	total/ bldg.	7,742 sq.ft.



Mission Gateway Plaza & Mission Gateway Villas Northtown Housing Development Corporation City of Jurupa Valley, California

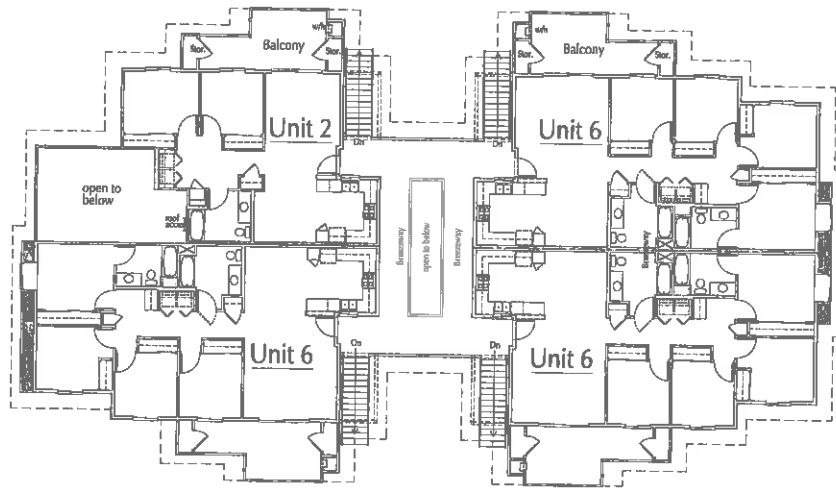
Building "B" Plans and Exterior Elevations



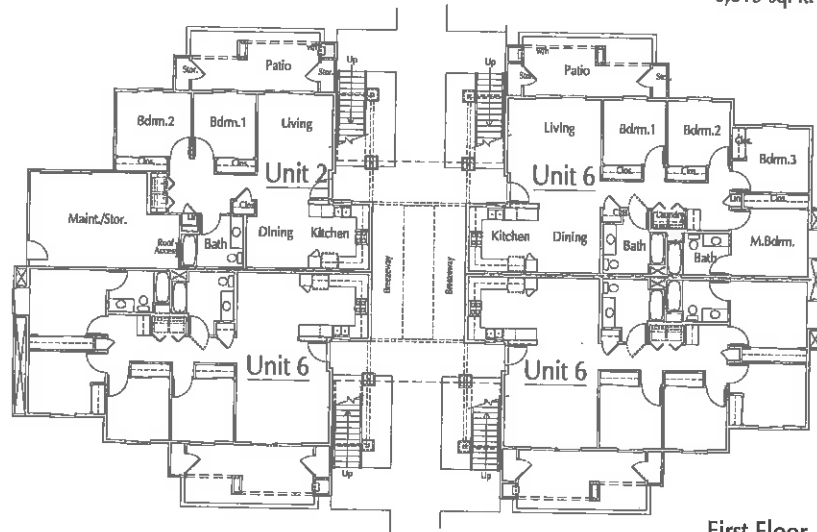
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Second Floor
6,015 sq. ft.



First Floor
5,954 sq. ft.

Bldg. Type "C"
Unit Mix

Qty.

Unit 2
2 Bdrm., 1 Bath
927 sq.ft.

(2)

Unit 6
4 Bdrm., 2 Bath
1,381 sq.ft.

(6)

total 8 units

R-2 Occupancy Group
Type V-B Construction

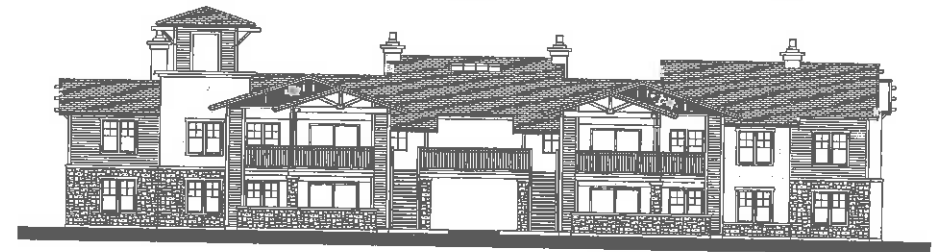
Building Area: 1st Flr. 5,954 sq.ft.
2nd Flr. 6,015 sq.ft.
total/ bldg. 14,118 sq.ft.



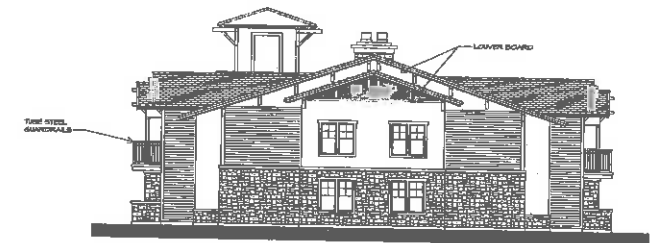
West



South



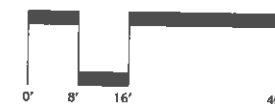
East



North

Building "C" Plans and Exterior Elevations

Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California

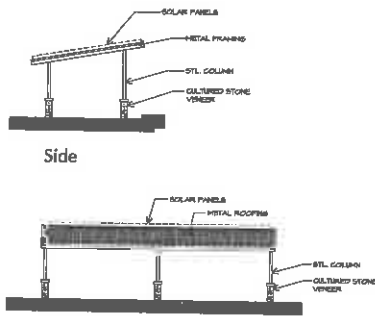


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• 8438 Villa Oak Avenue, Suite 105 • Rancho Cucamonga, CA 91730 •
• Tel. 909-990-1351 • Fax. 909-944-5814 • e-mail. curtidahle@gmail.com •



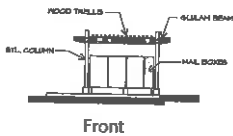
Side

Front

Plan

Typical Covered Parking

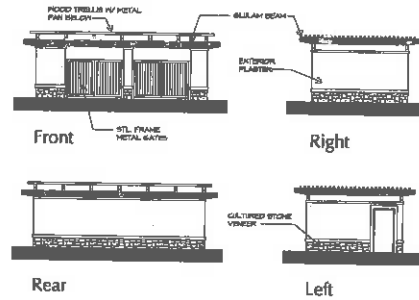
B Occupancy Group
Type V-B Construction



Front

Side

Mail Station

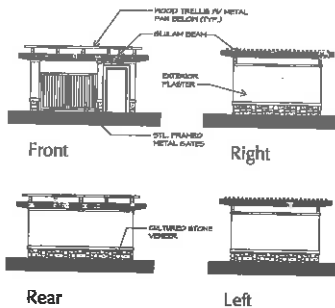


Front

Right

Rear

Left

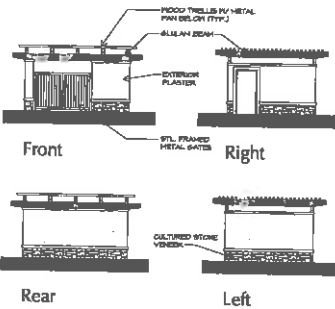


Front

Right

Rear

Left

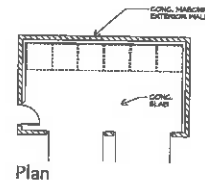


Front

Right

Rear

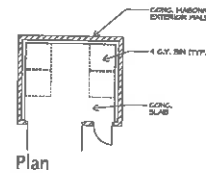
Left



Plan

Trash Enclosure Type 1

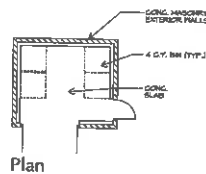
Building Area: 419 s.f.



Plan

Trash Enclosure Type 2

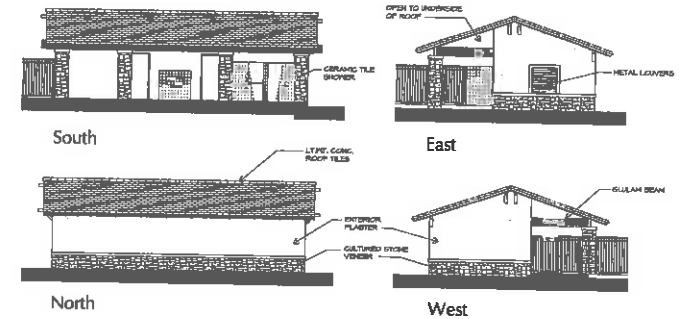
Building Area: 233 s.f.



Plan

Trash Enclosure Type 3

Building Area: 233 s.f.

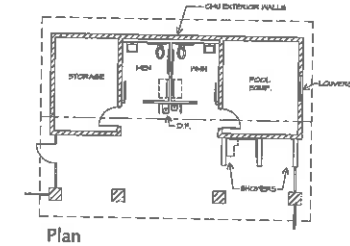


South

East

North

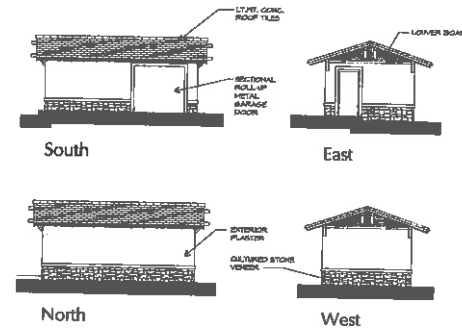
West



Plan

Pool Building

B Occupancy Group
Type V-B Construction
Building Area: 1,053 s.f.

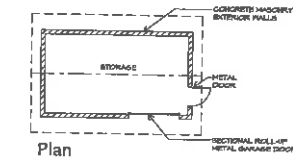


South

East

North

West



Plan

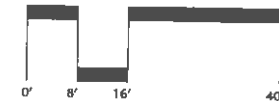
Maintenance Building

B Occupancy Group
Type V-B Construction
Building Area: 336 s.f.



Mission Gateway Plaza & Mission Gateway Villas Northtown Housing Development Corporation City of Jurupa Valley, California

Accessory Buildings and Structures



14111
November 1, 2016



Curtis J. Dahle, AIA, Architect

8419 White Oak Avenue, Suite 105 • Rancho Cucamonga, Ca 91730 •
Tel: 909-800-1361 • Fax: 909-944-5614 • e-mail: curtdahle@gmail.com

City of Jurupa Valley

Verne Lauritzen, Mayor . Micheal Goodland, Mayor Pro Tem .
Brian Berkson, Council Member . Anthony Kelly Jr., Council Member . Laura Roughton, Council
Member

PLANNING DEPARTMENT

March 17, 2017

Applicant:
Northtown Housing Development Corporation
Attn: Debi Myers
10071 Feron Blvd.
Rancho Cucamonga, CA 91730

SUBJECT: 1st REVIEW LETTER FOR MA16224 (GPA16006, CZ16011, TPM37126 & SDP16043) GENERAL
PLAN AMENDMENT, CHANGE OF ZONE, TENTATIVE PARCEL MAP & SITE DEVELOPMENT PERMIT
LOCATION: NORTHEAST CORNER OF MISSION BLVD. AND CRESTMORE ROAD
APNS: 179-330-002, 003, 004, 005 & 006

PROJECT DESCRIPTION: PARCEL MAP TO MERGE 5 PARCELS AND CREATE TWO PARCELS. PARCEL 1
WOULD BE A 1.79 ACRE PARCEL TO DEVELOP A 31,375 SQUARE-FOOT, TWO-STORY COMMERCIAL
DEVELOPMENT AND PARCEL 2 WOULD BE A 5.162 ACRE PARCEL WITH A 68-UNIT MULTI-FAMILY
HOUSING DEVELOPMENT WITH COMMUNITY CENTER, POOL AND MAINTENANCE BUILDING, AND
COVERED PARKING FOR A COMBINED AREA OF 96,446 SQUARE FEET. RESIDENTIAL UNITS WOULD BE
SUBJECT TO RENTAL AND TENANT CRITERIA.

Dear Applicant:

The City of Jurupa Valley Planning Department has distributed the set of plans for your proposed project to inter and external agencies and has requested comments and the identification of potential issues. This letter includes the reviewing department comments and their contact information, and also includes Planning Department comments. Should you have any questions on other agency comments, please let me know. I am available and ready to assist you with any questions you may have.

TABLE 1: SUBJECT PROPERTY INFORMATION

EXISTING GENERAL PLAN LAND USE DESIGNATION	EXISTING GENERAL PLAN POLICY AREA	EXISTING ZONING	PROPOSAL	REQUIRED ENTITLEMENT(S)
Commercial Retail (CR) & Medium High Density Residential (MHDR)	Rubidoux Village Policy Area & Santa Ana River Policy Area	R-VC (Rubidoux-Village Commercial); R-2 (Multiple Family Dwellings); & A-1 (Light Agricultural)	See above Project Description	GPA (General Plan Amendment), CZ (Change of Zone), TPM (Tentative Parcel Map) & SDP (Site Development Permit)

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TABLE 2: PROPOSED CHANGES TO LAND USE DESIGNATION AND ZONING

EXISTING GENERAL PLAN LAND USE DESIGNATION	PROPOSED GENERAL PLAN LAND USE DESIGNATION	EXISTING ZONING	PROPOSED ZONING
Commercial Retail (CR) & Medium High Density Residential (MHDR)	Commercial Retail (CR) for the 1.79 acre commercial parcel and High Density Residential (HDR) for the 5.16 acre residential parcel	R-VC (Rubidoux-Village Commercial), R-2 (Multiple Family Dwellings) and A-1 (Light Agriculture)	R-VC (Rubidoux-Village Commercial) for the 1.79 acre commercial parcel and R-2 (Multiple Family Dwellings) for the 5.16 acre residential parcel

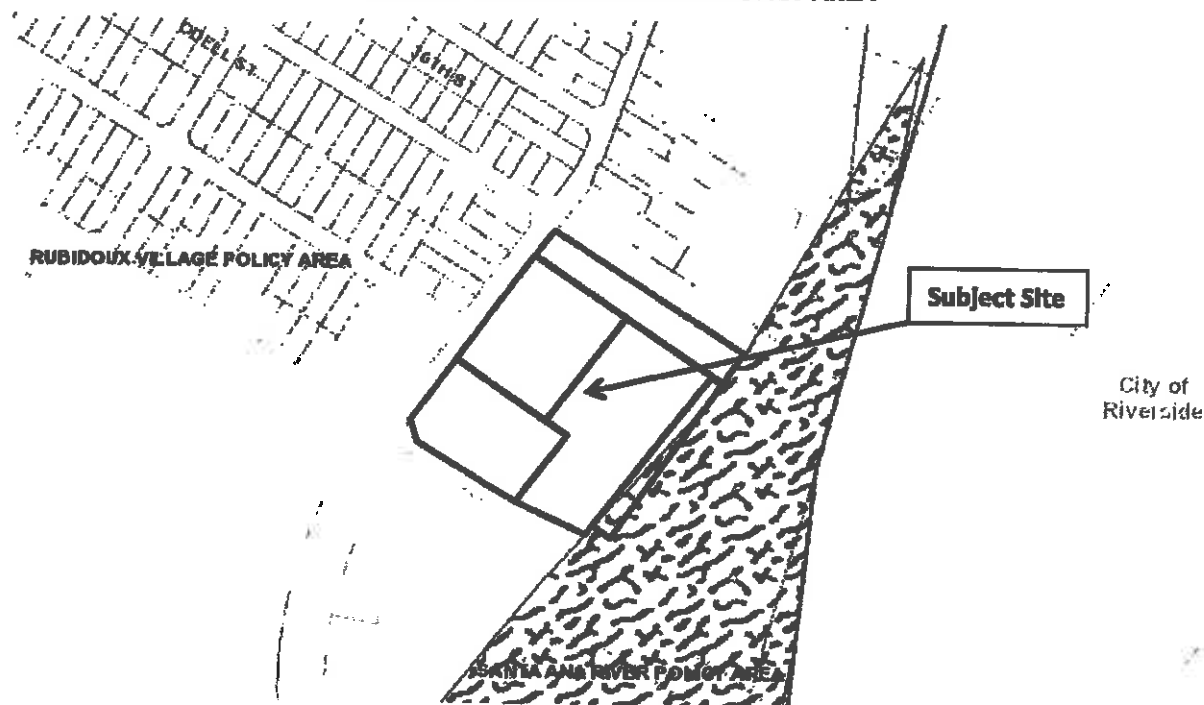
PLANNING DEPARTMENT COMMENTS: COMPLIANCE WITH POLICIES & CODE PROVISIONS

GENERAL PLAN

RUBIDOUX VILLAGE POLICY AREA

The subject site is located within the Rubidoux Village Policy Area (RVPA) within the Jurupa Area Plan of the County of Riverside General Plan, as adopted by the City of Jurupa Valley. There are numerous policies outlined in the RVPA which emphasize the redevelopment of the policy area. To further implement these policies, the Rubidoux Village Commercial zone, a Rubidoux Village Sign Program and specialized shared parking provisions have been established. In addition, development within the RVPA shall be subject to an architectural theme as illustrated in the "Rubidoux Village Design Workbook", which includes design guidelines intended to improve the architectural aesthetics of the downtown Rubidoux area. Figure 1 identifies the RVPA.

FIGURE 1: RUBIDOUX VILLAGE POLICY AREA



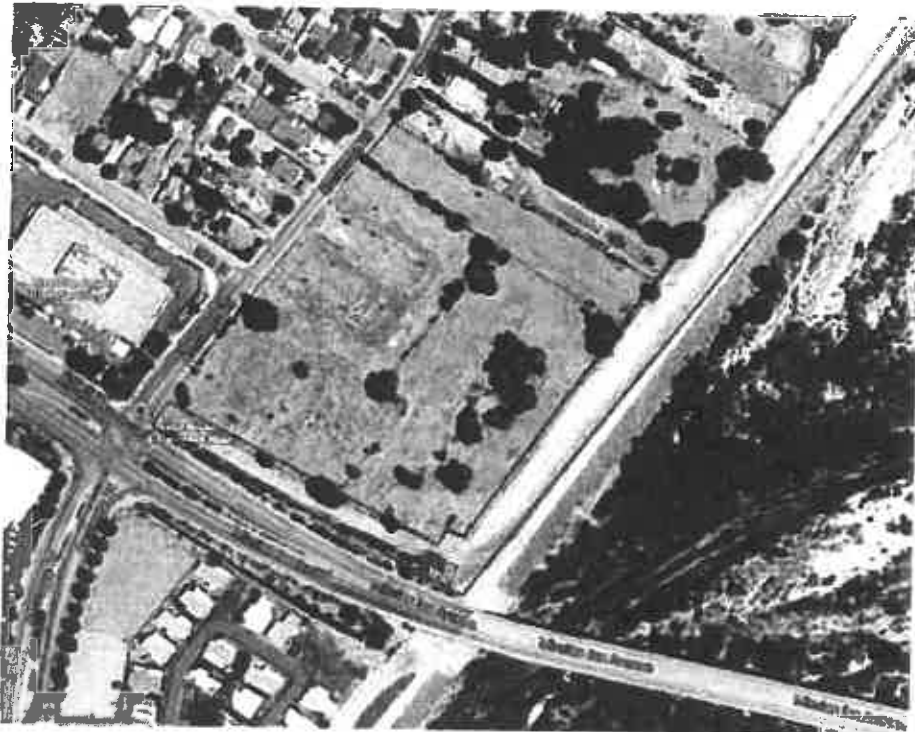
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SANTA ANA RIVER POLICY AREA

A slender portion of the eastern property boundary is located within the Santa Ana River Policy Area (SARPA). The Santa Ana River is identified in the Jurupa Area Plan as an integral part of the County's multipurpose open space system. It includes the Santa Ana River Trail, containing a Class 1 paved bikeway and riding and hiking trails made of decomposed granite, passing through 14 incorporated cities in three counties.

While a small portion of the eastern property boundary is shown within the SARPA, the Riverside County Flood Control District owns the property bordering the Santa Ana River watershed as shown outlined in red on Figure 2.

FIGURE 2: COUNTY FLOOD CONTROL PROPERTY



The project was routed to the Riverside County Regional Park and Open-Space District who maintains the Santa Ana River Trail. The District informed the Planning Department that the project, as proposed, will not have any impacts to the District's facilities or Regional Trail network as the Santa Ana River Trail is proposed to be located on the Flood Control levee behind the project. When developed, the trail will be a soft surface trail for pedestrian and equestrian users.

GENERAL PLAN LAND USE

The site is located within the CR (Commercial Retail) and Medium High Density Residential (MHDR) land use designations. The CR designation allows local and regional serving retail and service uses with a maximum FAR (floor area ratio) of 0.35. While the commercial land use parcel proposes a .40 FAR, the development is in keeping with the policies of the Rubidoux Village Policy Area (RVPA), which encourage a variety of intense compact commercial and service uses appropriate for a community center. All the

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policies within the RVPA would apply to this development and are provided as an attachment to this review letter.

Within the CR land use designation, there are certain design policies that apply to this project as outlined in Chart 1 shown below:

CHART 1. POLICIES OF COMMUNITY DEVELOPMENT: COMMERCIAL RETAIL

Community Design Policies

LU 23.3 Site buildings along sidewalks, pedestrian areas, and bicycle routes and include amenities that encourage pedestrian activity.

LU 23.5 Concentrate commercial uses near transportation facilities and high density residential areas and require the incorporation of facilities to promote the use of public transit, such as bus turnouts.

LU 23.6 Require that commercial projects abutting residential properties protect the residential use from the impacts of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards.

LU 23.7 Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.

Project Design

LU 23.9 Require that commercial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area.

The site layout orients the commercial building towards the southwest corner of the parcel, in close proximity to the public right-of-way. The 1.79 acre site layout is consistent with abovementioned policies in the Commercial Retail land use plan.

As the 5.16 acre residential parcel will change from MHDR to High Density Residential (HDR), the HDR land use designation standards and policies would apply. The HDR permits a building intensity range of 8 to 14 dwelling units per acre. The 5.16 acre parcel proposes 13 dwelling units per acre and is in compliance with the proposed HDR designation. Furthermore, the residential development complies with the policies outlined in Chart 2 shown below:

CHART 2. POLICIES OF COMMUNITY DEVELOPMENT: HIGH DENSITY RESIDENTIAL

HDR Policies

LU 22.1 Accommodate the development of multi-family residential units in areas appropriately designated by the General Plan and area plan land use maps.

Community Design

LU 22.2 Accommodate higher density residential development near community centers, transportation centers, employment and service areas.

LU 22.4 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.

LU 22.7 Allow for reduced street widths to minimize the influence of the automobile and improve the character of a neighborhood, in accordance with the Riverside County Fire Department.

LU 22.8 Establish activity centers within or near residential neighborhoods that contain services such as child care or adult-care, recreation, public meeting rooms, convenience commercial uses, or similar facilities.

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LU 22.9 Require residential projects to be designed to maximize integration with and connectivity to nearby community centers, rural villages, and neighborhood centers.

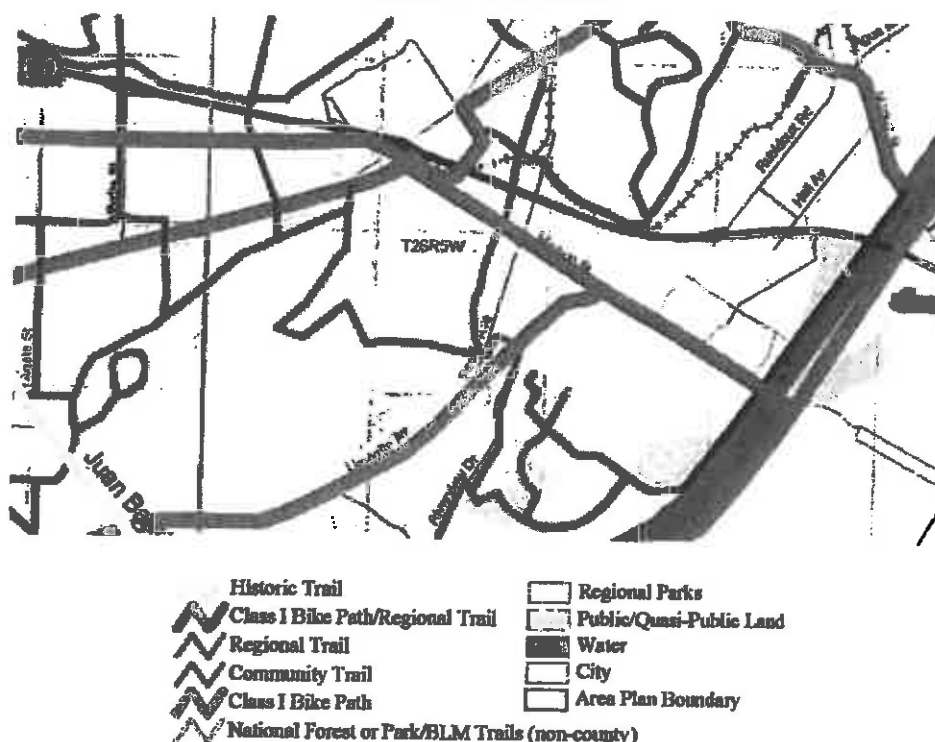
Project Design

LU 22.10 Require that residential units/projects be designed to consider their surroundings and to visually enhance, not degrade, the character of the immediate area.

JURUPA AREA PLAN TRAILS AND BIKEWAYS SYSTEM

According to the Jurupa Area Plan Trails and Bikeways System map, Figure 3, the County of Riverside Regional Trail is located just beyond the eastern property boundary within the County of Riverside Flood Control property. As mentioned in the Santa Ana River Policy Area section, the Riverside County Regional Park and Open-Space District did not object to the proposed development project.

FIGURE 3: TRAILS MAP



ZONING CODE

R-VC (RUBIDOUX-VILLAGE COMMERCIAL) ZONE

The development standards of this zone are intended to ensure the redevelopment of the Rubidoux Village Policy Area with a variety of intense compact commercial and service uses appropriate for a community center. As outlined in the RVPA and within the R-VC zone, development within the RVPA shall be subject to an architectural theme as illustrated in the Rubidoux Village Design Workbook (RVDW). The RVDW standards are discussed after the R-VC zoning code Section.

The RVPA is comprised of one commercial designation and zone (R-VC) in the Jurupa Community Plan. The Village Commercial designated area is subdivided into three distinct planning sub-areas: West

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Village, Village Center and East Village. The subject site is located within the East Village Community Plan Designation as depicted within the RVDW.

Permitted Use

Section 9.82 of Article IXe R-VC (Rubidoux-Village Commercial) of the City of Jurupa Valley Zoning Ordinance (No. 348), lists uses permitted within the R-VC zone. Within the East Village designation there are a variety of permitted commercial land uses, including office, retail, market and restaurant uses. The proposed 31,375 square foot commercial development is proposing uses permitted within the East Village area, subject to a Site Development Permit approved pursuant to Section 18.30 (Site Developments).

Section 9.83 "Development Standards"

The proposed development is classified as a Project Type 3: Improvements based on vacant or cleared land requiring new construction. Staff assessed the development plans for compliance with the development standards, and offers the following comments:

- f(2) Entry forecourt. This item is discussed in greater detail in the RVW section to follow.
- (2g) Height. Not to exceed 50 feet in height; towers not to exceed 70 feet in height. Elevations shall show height of building and structures.
- i(1) Security Walls. Along the eastern property line, consider a six (6) foot high decorative masonry wall, with six (6) foot high wrought iron extension above the wall containing shepherd's crook feature to promote safety, and as recommended by the Sheriff's Department. Anti-graffiti coating shall be applied to all masonry walls.
- m. Utilities. Utilities shall be installed underground, except that electrical lines rated at 33kv or greater may be installed above ground.
- n. Site Lighting. Please provide a Photometric Plan which shows compliance this section.

Section 9.84 "Design Guidelines"

The development plans must comply with the design guidelines contained in the Rubidoux Village Design Workbook (RVDW), see RVDW Section.

Section 18.12 "Off-Street Vehicle Parking – Rubidoux Village Policy Area"

Section 18.12 (Off-Street Vehicle Parking) of the Jurupa Valley Zoning Ordinance calculates parking requirements based on proposed uses and square footages. Parking required by the code is calculated as follows:

1. General retail- including, but not limited to, neighborhood and community shopping centers, including those with restaurants: 5 ½ spaces per 1,000 sq. ft. of net leasable floor area
2. Professional business office- 1 space per 200 sq. ft. of net leasable floor area
3. Multiple Family Residential Uses:
 - a. Two bedrooms/ dwelling unit: 2.25 spaces/unit or 50 required spaces
 - b. Three or more bedrooms/ dwelling unit: 2.75 spaces/unit; and 1 space/ employee; or 127 required parking spaces (plus any employee spaces)

The code also requires accessible parking spaces at a rate of five (5) spaces for 101 to 150 standard parking spaces provided for the commercial use, and six (6) spaces for 151-200 standard parking spaces

required for the residential development. In addition, a minimum of one (1) in every eight (8) accessible parking spaces shall be served by an access aisle with a minimum width of eight (8) feet.

- Please revise the site plan to show parking tabulation table depicting required and provided parking spaces. All parking spaces and driveway aisles shall be shown dimensioned on the site plan per code requirements. Parking spaces next to a wall, building or fence or other obstructions shall be three feet wider than the required standard parking width. Furthermore, a six (6) inch curb with adjacent 12 inch wide concrete walkway shall be shown along planters on end stalls adjacent to vehicle parking spaces. See code for further detailed information.

Drainage: All parking areas, including driveways, shall be graded to prevent ponding and to minimize drainage runoff from entering adjoining properties.

Curbs, Bumpers, Wheel Stops or Similar Devices: Concrete bumpers may be eliminated if walkways are adjacent to the parking. Section 18.12(g)(6) stipulates: "If the method used is designed to stop the wheel rather than the bumper of the vehicle, the stopping edge shall be placed no closer than two feet from the edge of any required walkway, planter or landscaped area, or from any building. This additional planting area is considered part of the parking space and may not be counted toward satisfying any landscaping requirements."

- Site plan shall show compliance with this section.

Lighting: Parking lot lighting must be shown on the site plan (keynote) and a separate detail including design, height, etc. shall be provided. Lighting facilities should be designed to prevent lights from shining directly onto adjoining properties or streets. Parking area lighting must be of an energy-efficient type.

Bicycle Facilities: This project will require a minimum number of bicycle facilities dependent upon the number of parking spaces. See Section 18.12(d) for design criteria.

- Site plan shall show legend which includes bike racks and locations and shall contain a detail of the proposed bike racks. Please list required and provided on the site plan.

Section 18.12 (f) – For projects within the RVPA which are zoned R-VC, the Planning Director may, upon application by the owner or the lessee of any property, having 50 feet or more of street frontage or 7,500 square footage in building area, authorize shared use of parking facilities under the following conditions:

3. Individual lots in excess of 15,000 square feet may use street and public area parking to meet no more than 50% of the parking requirement.
4. When street parking is used to meet the parking requirement, all regular and handicap stalls on the street within 600 feet of the boundaries of the project may be counted. This provision applies to parking along Mission Blvd. as well as the local streets that serve Mission Blvd.

Please provide me with a detailed letter requesting authorization of shared use of parking facilities per the criteria listed in items 3 & 4. Both the letter and site plan shall identify that no more than 50% of the required parking will be located on the street and any nearby public parking areas. The letter and site plan shall show any proposed off-site parking within 600 feet of the property boundary. Please address your letter to the attention of the Planning Director, Thomas G. Merrell, AICP.

Landscaping:

The landscape plan shall identify the minimum 10% landscape requirement within the parking area and minimum 50% shading area requirement. A planter at least eight (8) feet wide shall be located at least 45 feet apart for every 150 feet of frontage along a public road right-of-way. Within this planter, trees from the "Riverside County Guide to Trees, Shrubs and Ground Covers" shall be planted no further than 25 feet on center, and at least five (5) feet, but no further than 10 feet, from the back of the walkway.

R-2 (MULTIPLE FAMILY DWELLINGS) ZONE

The subject property is located within the R-2 zone and is subject to Section 7.1 (Uses Permitted), (b) apartment houses with an approved plot plan, pursuant to Section 18.30 (Site Development Permit). The elevations must show compliance with the maximum height limit of 40 feet. Per Section 7.4, the required front yard area shall be no less than 20 feet. The site plan shows 10 feet. The site plan will need to be revised to comply with the 20 foot requirement. The residential development meets the side and rear yard requirements of five (5) and 10 feet, respectively.

The site plan shall show a maximum 60 percent lot coverage per Section 7.7 . The development in this zone complies with the minimum 15 foot distance between two-story buildings and with the minimum area per dwelling unit of 2,500 square feet.

ORDINANCE NO. 460 (SUBDIVISION REGULATIONS)

Tentative Parcel Map No. 37256 is being processed in accordance with Article XVIII Reversion to Acreage, pursuant to Article V, Tentative Maps. The map proposes to merge five existing parcels under different ownership and subdivide into two (2) parcels: Parcel 1 proposed at 1.79 net acres and Parcel 2 proposed at 5.16 net acres.

Subdivisions are regulated by the Riverside County Subdivision Ordinance No. 460, as adopted by the City of Jurupa Valley pursuant to Chapter 1.35 of the Jurupa Valley Municipal Code. This is a Schedule "E" subdivision per Ordinance 460 (Subdivision Regulations), defined as: "Any division of land into two (2) or more parcels in commercial or industrial zones, regardless of parcel size." The Planning Commission shall make a recommendation on the map to the City Council for final action.

I have reviewed TPM 37256 for compliance with Ordinance No. 460 and have the following comments:

ARTICLE V SECTION 5.2 TENTATIVE PARCEL MAPS - INFORMATION REQUIRED

- A.
 1. Please provide the legal description for each parcel
 2. Provide the address of the property owners
 3. Provide the net and gross acres for Parcel 1 and Parcel 2
 4. Provide vicinity map
 5. Provide assessor's map book and page number of adjoining land divisions
 10. Provide locations and widths of existing and proposed known public utility easements
 - b. Any known existing wells on the property or within 200 feet of the subdivision boundary shall be indicated on the tentative map.
 11. Water courses, channels, existing culverts and drain pipes, including existing and proposed facilities for control of storm waters
 12. Land subject to overflow, inundation or flood hazard
 16. Show adjoining property and lot lines

17. Maximum contour intervals shall be four feet. The contour lines shall extend 300 feet beyond the exterior boundaries of the property when adjacent property is unimproved or vacant.

19. Existing and proposed zoning and general plan land use

20. A statement as to whether the tentative map includes the entire contiguous ownership of the land divider or only a portion thereof

B. Reports and written statements on the following matters shall accompany the tentative map:

1. Proposed method of control of storm water, including data as to amount of runoff, and the approximate grade and dimension of the proposed facilities.

2. A written statement (form SAN53) from the Health Officer, stating the type of sewage disposal and water supply that will be permitted shall be submitted for all parcel maps.

E. A program for the control of soil erosion and other pollutants in conformity with Section 4.J.13. Of Ordinance no. 457, Ordinance No. 742 and within blow and sand areas, Section 15.1 of the Ordinance shall be submitted and implemented for land divisions and related improvements.

ARTICLE VI PROCESSING OF TENTATIVE MAPS

Any tentative map that requires the approval of a general plan amendment or a change of zone, shall be heard in accordance with the provisions of Article 2 or Article 20 of Zoning Ordinance No. 348, whichever is applicable, and all of the procedural requirements and rights of appeal as set forth therein shall govern the hearing.

ARTICLE XIV STREET TREES

Map shall show compliance with this Article.

GENERAL COMMENTS TO SET OF PLANS

SITE PLAN

Incorporate all revisions and note changes under each section of the Site Plan, including RHA redlined landscape plans and revise the set of plans to reflect the following:

1. Provide a keynote table and keynotes throughout site plan identifying fencing; trash enclosure units; landscape areas; lighting fixtures, proposed signage areas; bike racks, etc.
2. Provide lot coverage for Parcel 1 and 2. Under R-2 zone standards, residential development permits maximum 60% lot coverage.
3. Revise Project Data: Land Use (proposed) from CR/MHDR to CR/HDR (8-14 du/ac)
4. Revise Commercial Parking Calculation to show no more than 50% of required parking spaces provided as street parking. Provide a separate plan which shows location of the 50% supplied street parking within 600 feet of the project boundary, as described in the R-VC zone, Section 18.12 noted previously.
5. Revise Residential Parking Calculation to show compliance with Section 18.12 in R-VC zone Section.
6. Provide a landscaping tabulation table (show minimum 10% interior landscaping and 50% shading area required by code).
7. Show lot lines and dimensions.

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8. Site plan shall be fully dimensioned, showing all setback lines, locations, dimensions and descriptions of all parking and loading facilities including parking spaces, access to parking spaces, circulation patterns both on and off the site, driveway aisles, driveway approaches and curb cuts. All on-site structures shall also be fully dimensioned.
9. Indicate all contiguous properties and streets showing center lines, lane striping, curb lines, street widths, right of way lines, street names, fire hydrants and other street furniture.
10. Indicate uses of adjoining lots and location of building footprints. Include zoning and land use of adjacent land uses.
11. Indicate all existing and proposed easements.
12. Identify proposed utility locations (i.e. transformers and water mains).
13. Indicate landscape areas including existing trees on the site and parkway.
14. Show street improvement and details of improvements within the public right-of-way for Crestmore Road per Engineering comments.
15. Security fencing: consider raising the proposed wrought iron fence to allow the addition of "shepherd's crook" along the top to promote security. All splitface pilasters shall contain decorative trim caps. Plans shall show that pilasters and walls from grade to a height of 10 feet shall contain anti-graffiti coating per code. See also illustration within the Rubidoux Village Design Workbook (RVDW), illustration 3-14.
16. Call out minimum six (6) foot high splitface wall with pilasters 40 feet on center and decorative wall trim cap along the entire northern property line, bordering single family residential land uses. Within 20 feet of the property line, wall shall drop to a maximum height of 30 inches.
17. Identify if the residential development will be gated from the commercial parcel
18. Call out stamped and stained driveway entry areas at minimum 20 feet from property line along both driveway entry areas.
19. Within the Details Sheet include the following:
 - a. Bike Racks
 - b. Parking and wall mounted lighting fixtures
 - c. Wall Plan/Detail for commercial and residential areas – Include height and materials
20. Provide Photometric Plan
21. Show required six (6) bike parking spaces and five (5) accessible parking spaces at the Commercial parcel.
22. Per Section 18.12 b(6), provide minimum eight (8) foot landscaped planter along the southern property line, adjacent to the commercial building and commercial parking area.
23. Identify the stand along structure within the commercial parcel and add to required parking if applicable.
24. The southwest corner adjacent to the commercial building shall feature an entry court or plaza as identified in the Rubidoux Village Design Workbook (RVDW), Section 3-4 and 3-7 figures.

RUBIDOUX VILLAGE DESIGN WORKBOOK (RVDW)

DESIGN/ELEVATIONS

There are three (3) architectural styles within the RVDW: Monterey, Spanish Revival and Irving Gill styles. Section 4-6 identifies the Rubidoux Style as the preferred, using a contemporary California version of the traditional Mission, Spanish Revival and Monterey styles. As identified in the February 10, 2016 workshop staff report and the Planning Commission minutes of the workshop meeting, the project does not conform to the rest of the downtown Rubidoux area. The Commissioners requested that the

project be revised to adhere to the design criteria in the RVDW to achieve compatibility and consistency within the Rubidoux Village town center.

Please revise the commercial and residential architectural design to reflect the Rubidoux Style architecture identified in detail within the RVDW, and containing various architectural renderings (figures). Of particular interest, see figures 4-7, 4-9, 4-10, 4-12 & 4-13 (Spanish Revival architecture). The development should capitalize on the prominent corner location and gateway entry into the Rubidoux commercial village. The development should include courts and plazas, exterior entry court with public art or water feature, benches, trellage, arbors and lattice work to create a true downtown community.

Provide detailed elevations which include, but are not limited to, overall building height, length and depth. Call out building materials, finishes and proposed colors on a keynote table. Show exterior sides of buildings and label accordingly to which direction building faces. All on-site structures, including trash enclosure unit, bike racks and lighting fixtures, shall be architecturally integrated and color coordinated.

Provide a Colored Elevation set showing all revisions noted above and calling out all materials and colors.

FLOOR PLAN

For the Building "B" floor plans, please label each room.

LANDSCAPE PLAN

Incorporate the enclosed RHA Landscape Architect's comments (City's Landscape Consultant). All trees within the public right-of-way and on-site shall consist of minimum 24-inch box sizes. Please note the following comments:

1. Trees shall be planted 25 feet on center within the perimeter setback areas. Within these planters provide screen trees from the "Riverside County Guide to Trees, Shrubs and Ground Covers".
2. All changes to the Site Plan, including public right-of-way improvements, shall be shown on the revised landscape plan.
3. Show percentage of site landscaped, including minimum 10% landscape requirement within the parking area and minimum 50% shading area requirement.
4. Plan shall show general distances of trees, shrubs and ground covers.

Section 19.4 On-Site Advertising Structures and Signs

A Site Development Permit (SDP) must be submitted for the approval of monument, wall signs and any proposed signage. The initial deposit for an SDP is \$510.00 and shall be approved concurrently with this entitlement. Proposed signage shall be architecturally integrated with the overall project remodel.

All commercial signage shall comply with Section 19.8 Rubidoux Village Policy Area Signs.

COUNTY FLOOD CONTROL COMMENTS

Please assess if the project involves a FEMA mapped floodplain. If so, the City may require the applicant to provide all studies calculations, plans and other information required to meet FEMA requirements, and may also require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation or other final approval of the project, and a Letter of Map Revision (LOMR) prior to

8930 Limonite Ave., Jurupa Valley, CA 92509-5183

Phone: (951) 332-6464, FAX (951) 332-6995

www.jurupavalley.org

occupancy. Contact the Engineering Department, Steve Loriso, Deputy City Engineer for inquiries on this provision.

PAR ACCOUNT BALANCE

Staff has reviewed the Deposit Account Balance Detail sheet for MA15105 (PROS1517) for this project. According to the detail sheet, there is an outstanding balance of \$110.20 plus 2% land management fee which needs to be addressed. Staff has prepared and enclosed the invoice for your attention.

IMPACT FEES

There are a few adopted ordinances that impose fees on certain types of projects (including new developments) to fund the acquisition of lands supporting certain species under Multi-Species Habitat Conversation Plan (MSHCP), mitigate any impacts caused by new developments, the construction of public facilities and transportation improvements for the community. This project is within the following areas and is subject to the applicable impact fees:

- Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee (Ordinance 810)
- Western Transportation Uniform Mitigation Fee (TUMF) Program (Ordinance 824)
- Development Impact Fee (DIF) Program (Ordinance 659)

I have attached the Development Mitigation Fee Worksheet showing required fees. The payments are due prior to the final building inspection of any building permit or the issuance of the Certificate of Occupancy, whichever comes first. For more information, please review the ordinances on the County Clerk of the Board's website.

RE-SUBMITTAL

Please submit the following:

- Three (3) sets of revised plans, including landscape plans
- Electronic file of all revised plans, colored elevations, and colored landscape plans, etc.
- Discuss any proposed on-site security or surveillance cameras (if any show general location on site plan/floor plan).

Once the plans are deemed acceptable, staff will require a revised Colors and Materials board to reflect the RVDW design guidelines. Please do not hesitate to contact me should you have any questions at rlopez@jurupavalley.org or (951) 332-6464 x 212.

COMMENTS FROM OTHER CITY DEPARTMENTS

All received comments are attached. Any outstanding comments from external agencies will be forwarded to the Applicant once received.

BUILDING DEPARTMENT

Art Castro, Plans Examiner

Tel: 951-332-6464; email: acastro@jurupavalley.org

8930 Limonite Ave., Jurupa Valley, CA 92509-5183
Phone: (951) 332-6464, FAX (951) 332-6995
www.jurupavalley.org

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

ATTENTION: ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. The City of Jurupa Valley will hold hearings on this project and should be contacted on non-ALUC issues.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon St., 1st Floor Board Chambers
Riverside, California

DATE OF HEARING: May 11, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1031FL17 – Northtown Housing Development Corp. (Representative: Debi Myers) – City of Jurupa Valley Major Application 16224 consisting of GPA 16006 (General Plan Amendment), CZ16011 (Change of Zone), SDP 16043 (Site Development Permit), and TPM37126 (Tentative Parcel Map). Through SDP 16043, the applicant proposes development of: (a) a 68-unit multi-family housing development (apartments) with a 3,818 square foot community center building and pool and maintenance buildings on 5.16 acres and, (b) a 31,375 square foot commercial building on 1.79 acres. The site is located northerly of Mission Boulevard and easterly of Crestmore Road in the community of Rubidoux. The site is currently split between Commercial Retail (6.27 acres) and Medium High Density Residential (1 acre) designations. GPA 16006 would retain the Commercial Retail designation on 1.79 acres, while amending the General Plan designation of 4.16 acres at Commercial Retail and one acre of Medium High Density Residential to High Density Residential. The site is currently split among three zones: R-VC (Rubidoux-Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture). CZ 16011 would maintain R-VC zoning on 1.79 acres, change the zoning of 4.16 acres from R-VC to R-2, and change the zoning of one acre from A-1 and R-2 to R-2. Tentative Parcel Map No. 37126 would reconfigure the existing parcel boundaries to establish two new parcels (1.79 and 5.16 acres). (Compatibility Zone C of the Flabob Airport Influence Area)

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Rocio Lopez of the City of Jurupa Valley Planning Department at (951) 332-6464.

179-330-002,003,005
HOUSING AUTHORITY COUNTY OF
RIVERSIDE
P O BOX 1180
RIVERSIDE CA 92502

179-291-002
AURELIO & CONCEPCION GONZALEZ
5211 ODELL ST
RIVERSIDE CA 92509

179-291-005
OLANA D GUERRERO HALL
5229 ODELL ST
RIVERSIDE CA 92509

179-291-030
FERMIN PALACIOS BLAS
5212 36TH ST
RIVERSIDE CA 92509

179-291-036
CLINTON L & LADORE GREEN
PO BOX 2216
RIVERSIDE CA 92516

179-292-026
JESUS SANDOVAL ENRIQUEZ
5236 ODELL ST
RIVERSIDE CA 92509

179-292-032
FIDENCIO GONZALEZ
16173 WEDGEWORTH DR
HACIENDA HEIGHTS CA 91745

179-292-041
JESUS GARCIA
3691 CRESTMORE RD
RIVERSIDE CA 92509

179-292-045
JUSTIN PATTERSON
3679 CRESTMORE RD
RIVERSIDE CA 92509

179-320-015,042,043
TERRY GORIAN
3578 CRESTMORE RD
RIVERSIDE CA 92509

179-330-004,006
JOHN L & JOSEPH A AVERNA
1315 E RIDGEVIEW DR
COTTONWOOD AZ 86326

179-291-003
IRENE MEJIA
5217 ODELL ST
RIVERSIDE CA 92509

179-291-006
DC RENTAL PROP
765 N MAIN ST
CORONA CA 92880

179-291-033
JOSE & MARIA HERNANDEZ
3621 CRESTMORE RD
RIVERSIDE CA 92509

179-292-004
ELVIA BONILLA
5229 37TH ST
RIVERSIDE CA 92509

179-292-027
MANUEL & CECILIA J TRUJILLO
5230 ODELL ST
RIVERSIDE CA 92509

179-292-039
MONIQUE YVETTE GARCIA
P O BOX 2216
RIVERSIDE CA 92516

179-292-043
AMTONIO F & MARIA E PEREZ
3655 CRESTMORE RD
RIVERSIDE CA 92509

179-300-001-003,015,018/330-009/181-
130-002,004
COUNTY OF RIVERSIDE
P O BOX 1180
RIVERSIDE CA 92502

179-320-017/330-008/181-220-007
RIVERSIDE COUNTY FLOOD CONT
1995 MARKET ST
RIVERSIDE CA 92501

179-282-036
THELMA E GREEN
3591 CRESTMORE RD
RIVERSIDE CA 92509

179-291-004
JAMES F & LURA DELL TANNERY
7985 AZALEA DR
BUENA PARK CA 90620

179-291-028
HECTOR N & SANDRA G MADRIGAL
18612 11TH ST
BLOOMINGTON CA 92316

179-291-035
LINDA M WRAY
3601 CRESTMORE RD
RIVERSIDE CA 92509

179-292-005
CHARLES R & CURT R LOGAN
7059 SKYVIEW RD
RIVERSIDE CA 92509

179-292-029
OSCAR C & BLANCA VALIENTE
5226 ODELL ST
RIVERSIDE CA 92509

179-292-040
OCTAVIO ARZATE GUADARRAMA
3695 CRESTMORE RD
RIVERSIDE CA 92509

179-292-044
AMERICA & VERONICA ZAMORA
3671 CRESTMORE RD
RIVERSIDE CA 92509

179-320-012
JASON M VILLAGRANA
3586 CRESTMORE RD
RIVERSIDE CA 92509

179-320-039
ANTONIO PEREZ
3602 CRESTMORE RD
RIVERSIDE CA 92509

179-320-044
BANCA FINANCIAL
P O BOX 1166
BLOOMINGTON CA 92316

179-320-048
ART GARCIA ESPINOZA
1820 E 17TH ST
SANTA ANA CA 92705

179-330-001
RUBEN & MARIBEL ROBLES
3618 CRESTMORE RD
RIVERSIDE CA 92509

179-340-003
CITY OF RIVERSIDE
3900 MAIN ST
RIVERSIDE CA 92522

181-220-001
MYRIAD INV INC
8891 MISSION BLVD
JURUPA VALLEY CA 92509

181-220-002
OLD PLANTATION INV
11335 GOLD EXPRESS DR #100
GOLD RIVER CA 95670

NORTHTOWN HOUSING DEVELOPMENT
CORP
10071 FERON BLVD
RANCHO CUCAMONGA CA 91730

JOSEPH A AVERNA
2561 N QUARTZ DR
KINGMAN AZ 86501

JOHN L AVERNA
1315 E RIDGEVIEW DR
COTTONWOOD AZ 86326

JAMES C AVERNA
22115 NW IMBRIE #405
HILLSBORO OR 97124

JOHN P BURCHER
5943 SPRUCE
WRIGHTWOOD CA 92347

HOUSING AUTHORITY COUNTY OF
RIVERSIDE
5555 ARLINGTON AVE
RIVERSIDE CA 91503

CITY OF JURUPA VALLEY PLANNING DEPT
ATTN ROCIO LOPEZ
~~8301~~ LIMONITE AVE #14
JURUPA VALLEY CA 92509
8930

APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP 1031FL17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application

March 15, 2017

Property Owner

see attached

Phone Number

Mailing Address

Agent (if any)

Debi Myers

Phone Number

909-767-7205

Mailing Address

**% Northtown Housing Dev Corp.
 10071 Feron Blvd
 Rancho Cucamonga, CA 91730**

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address

5115 Mission Blvd., 5171 Mission Blvd. 3640 Crestmore

Assessor's Parcel No.

3720 Crestmore, Vacant Commercial property

Parcel Size

2100 Props. 4.43 Acres

Subdivision Name

179-330-002, 003, 004, 005 & 006

Zoning

Averna Props. 2.522

Lot Number

3700 Block of Crestmore Rd.

Classification

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe)

**Zoned "Commercial Retail" & Medium High Density Residential"
 previously 66 mobile homes on half of project site + 2 single family homes
 relocated by Riverside A.A. remainder of site vacant.**

Proposed Land Use (describe)

Commercial Retail w/2nd Floor Office use on 1.790 acres

Mixed Use: Medium Density Residential (Multi-Family) on 5.162 acres.

For Residential Uses

Number of Parcels or Units on Site (exclude secondary units)

68 Apartment units

For Other Land Uses

Hours of Use

(See Appendix C)

Number of People on Site

Maximum Number

225 on Commercial Parcel

Method of Calculation

**C.B.C. Maximum Occupancy of "Retail"
 Restaurant, office use areas. Multiplied by 50%**

Height Data

Height above Ground or Tallest Object (including antennas and trees)

42 Feet

ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site

819.5 Feet

ft.

Flight Hazards

Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?

☐ Yes

☒ No

If yes, describe

per Appendix C

**d.myers
 @northtownhousing.com**

Flabob
 C

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received		Type of Project
Agency Name	<u>City of Turupa Valley</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact	<u>Rocio Lopez</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number		<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>GPA, CZ, PP, PM</u>	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input type="checkbox"/> Other

A. NOTICE: Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

B. SUBMISSION PACKAGE:

ALUC REVIEW

1. Completed Application Form
1. Project Site Plan – Folded (8-1/2 x 14 max.)
1. Elevations of Buildings - Folded
- 1 Each . 8 ½ x 11 reduced copy of the above
1. 8 ½ x 11 reduced copy showing project in relationship to airport.
- 1 Set . Floor plans for non-residential projects
- 4 Sets. . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set. . Gummed address labels of all property owners within a 300' radius of the project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10), with ALUC return address.
- 4 Sets. . Gummed address labels of the referring agency (City or County).
1. Check for Fee (See Item "C" below)

STAFF REVIEW (Consult with ALUC staff planner as to whether project qualifies)

1. Completed Application Form
1. Project Site Plans – Folded (8-1/2 x 14 max.)
1. Elevations of Buildings - Folded
1. 8 ½ x 11 Vicinity Map
- 1 Set . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set . Gummed address labels of the referring agency.
1. Check for review—See Below

Property Owners

APNS: 179-330-004 & 179-330-006

Joseph Avera
2561 N. Quartz Dr.
Kingsman, AZ 86502

(Darryl Brown 909-952-8251)

John Avera
1315 E. Ridgeview Dr
Cottonwood, AZ 86326

James Avera
22115 N.W. Imbrie #405
Hillsboro, OR 97124

John Burcher
5943 Spruce
Wrightwood, CA 92347

APNS: 179-330-002, 179-330-003 & 179-330-005

Housing Authority of the County of Riverside (Mervyn Manalo 951-343-5495)
5555 Arlington Avenue
Riverside, CA 92503

Letter of Transmittal

Date: March 28, 2017

To: Riverside County Airport Land Use Commission
4080 Lemon Avenue, 14th Floor
Riverside, CA 92501
951-955-5132

From: Debi Myers
Northtown Housing Development Corp.
10071 Feron Blvd.
Rancho Cucamonga, CA 91730
(909) 767-7205

<i>Copies</i>	<i>Description</i>
Mission Gateway Villas & Plaza - Mixed Use	
1	Completed Application
1	Project Site Plan - Folded
1	Elevations of Buildings - Folded
1	8 1/2 x 11 reduced copy of the above
1	8 1/2 x 11 reduced copy showing project in relationship to airport
1	Floor Plans for non-residential projects
4	Gummed address labels of the owner representative
1	Gummed address labels of all property owners within 300' radius of the project site.
4	Gummed address labels of the referring agency (Riverside County Housing Authority)
1	Check for Fees

**AIRPORT LAND USE COMMISSION HEARING
REPORT OF ACTIONS
JUNE 9, 2011**

7-6-11

COMMISSIONERS PRESENT: Simon Housman, Rod Ballance, Arthur Butler, John Lyon, Michael Geller (alternate for Richard Stewart)

COMMISSIONERS ABSENT: Glen Holmes, Greg Pettis, Richard Stewart

2.0 PUBLIC HEARING: NEW BUSINESS

- 2.1 Staff report recommended: **CONTINUANCE to July 14, 2011 (pending Air Force review)**
- Staff recommended at hearing: **CONTINUANCE to July 14, 2011, pending receipt of comments from March Air Reserve Base officials**
- ALUC Commission Action: **CONTINUANCE to July 14, 2011 (pending Air Force review)**
- Vote 4-0, absent: Pettis, Holmes, Geller (alternate for Richard Stewart)**
- ZAP1071MA11 – Selective Telecommunications Consulting, LLC, for AT&T Mobility (Representative: Edwin Kim) – JPA Case No.: CUP 11-01 (Conditional Use Permit).** A proposal to establish an unmanned telecommunications facility (cell tower) consisting of antennas on a 70-foot high tower disguised as a palm tree (monopalm), with an associated enclosed equipment shelter on a 2.96-acre site located northerly of Cactus Avenue, westerly of Interstate 215, and easterly of the rail line, within the land use jurisdiction of the March Joint Powers Authority (Airport Area I of the March Air Reserve Base Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.
- 2.2 Staff report recommended: **CONSISTENT pursuant to Section 3.3.6**
- Staff recommended at hearing: **CONSISTENT pursuant to Section 3.3.6**
- ALUC Commission Action: **CONSISTENT pursuant to Section 3.3.6 based on adopted special findings:**
1. The Commission finds that a significant mitigating circumstance is the proximity of the Santa Ana River for emergency landings.
2. The evidence clearly shows that the number of residential CDS:
- ZAP1020FL11 – Northtown Housing Development Corp. and Riverside County Economic Development Agency (Representative: Pete Pitassi) – County Case Nos.: GPA 01084 (General Plan Amendment), CZ 07556 (Change of Zone); and PP 24862 (Plot Plan).** Plot Plan No. 24862 is a proposal to develop a 66-unit affordable housing development ("Crestmore Apartments"), with a 3,375 square foot community building, on 4.25-4.43 acres located northerly of Mission Boulevard and easterly of Crestmore Road in the community of Rubidoux. General Plan Amendment No. 1084 is a proposal to amend the designation of the site on the Jurupa Area Plan from Commercial Retail (3.43 acres) and Medium High Density Residential (5-8 dwelling units per acre) (1 acre) to Very High Density Residential (14-20 dwelling units per acre). Change of Zone No. 7756 is a proposal to change the zoning of the site from R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture) to R-3 (General Residential). (Zone C of Flabob Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at

The entire discussion of numbered agenda items can be found on CDs as indicated. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org

**AIRPORT LAND USE COMMISSION HEARING
REPORT OF ACTIONS
JUNE 9, 2011**

units on the site is not being increased from the number of residential units on the site when it was in use as a mobilehome park. The Commission received conflicting testimony as to whether the proposed apartment project would house more people than the mobilehome park, but there is no clear and convincing evidence that there would be a significant increase in the number of people that would occupy the site.

rbrady@rctlma.org.

3. The site is located beyond the limits of the 55 CNEL contour for aircraft noise associated with flights to and from Flabob Airport. Areas beyond the 55 CNEL contour are considered generally acceptable for residential use and would normally not be exposed to excessive noise levels. To the extent that the site is affected by noise, this project does not substantially increase the number of persons affected.

ALUC Commission approval would include a request to EDA for grant of an aviation easement to the County of Riverside for the use of the general public.

(Vote 5-0, absent: Holmes and Pettis)

CDS:

2

The entire discussion of numbered agenda items can be found on CDs as indicated. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org

ATTACHMENT NO. 11

ALUC's June 8, 2020 Letter



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

June 8, 2020

Mr. Thomas G. Merrell, AICP, Planning Director
City of Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley CA 92509

CHAIR
Russell Betts
Desert Hot Springs

VICE CHAIR
Steven Stewart
Palm Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steve Manos
Lake Elsinore

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

RE: Resolution Overruling the Riverside County Airport Land Use Commission Determination of Inconsistency for City of Jurupa Valley Case Nos. MA16224 (Major Application) consisting of GPA16006 (General Plan Amendment), CZ16011 (Change of Zone), SDP16043 (Site Development Permit) [Related Case: TPM37126 (Tentative Parcel Map)]

Dear Mr. Merrell,

Thank you for providing us with the City's notice of intent to overrule the Airport Land Use Commission inconsistency determination for MA16224 (ZAP1031FL17) in compliance with Public Utilities Code Section 21676(b) regarding overrule procedure:

"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."

The Riverside County Airport Land Use Commission (ALUC) staff has reviewed the findings included in the draft City Council Resolution (2020-05-27-03) to overrule ALUC's determination of Inconsistency on July 13, 2017, for ZAP1031FL17. Please see the below comment:

1. Findings #1 through #5 identifies that the proposed project's building heights would not penetrate Flabob's Airport's area of navigation obstruction criteria. ALUC staff came to the same conclusion during its Part 77 review of the project, that the proposed building heights did not exceed the Federal Aviation Administration Obstruction notification threshold for review.

However, it is important to point out that the safety criteria contained in the Airport Land Use Compatibility Plan (ALUCP), Section 4.2 Safety, is not just limited to the Airspace Protection provisions contained in Section 4.3 Airspace Protection. Section 4.2 provides in part: "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." It continues in Section 4.2.3 (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: ... (3) Within Compatibility Zone C, new buildings shall be limited to no more than three occupied floors above ground."

Although the project does not penetrate the airport area of navigation obstruction criteria, it does propose a number of people that exceeds the ALUCP criteria, putting at risk both people and property to potential aircraft accident.

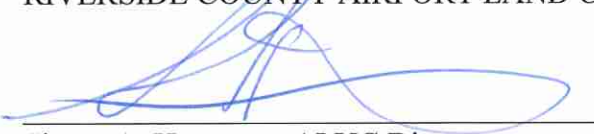
2. Finding #6 identifies that the "project is located outside of the Flabob Airport's 65 DNL (day-night sound level) noise contour mapped area, and as such, the project would not be exposed to noise levels that the daily noise limits set by the ALUP." ALUC staff came to the same conclusion during its noise contour review of the project, except that the site is located outside the area subject to average aircraft noise levels exceeding 55 CNEL, and beyond the 55 CNEL contour, standard construction methods are sufficient to achieve interior noise levels not exceeding 45 CNEL. Therefore, the proposed residential use at this site is consistent with the airport Noise Exposure in Residential Areas pursuant to the Riverside Countywide Policies applicable to the Flabob ALUCP 2004 Section 4.1.4 which states "The maximum CNEL considered normally acceptable for new residential land uses in the vicinity of the airports covered by this Plan is 60 dB..."
3. Finding #7 states that the ALUCP criteria is "clearly inconsistent with the goals and policies" of the City's governing planning documents. However, it is the position of ALUC staff that the City's governing planning documents (General Plan, Zoning Map) are not consistent with Government Code Section 65302.3, which states "That a county's or city's general plan, as well as specific plans, shall be consistent with an Airport Land Use Compatibility Plan and that every affected county or city must amend its general plan and specific plans as necessary to keep them consistent with the ALUCP". The City's General Plan and Zoning Map encourages high density residences and high intensity commercial development at the project site, which is also located within Zone C "Extended Approach/Departure Zone", just 2,640 feet from the northerly Runway 6-24 at Flabob Airport. Restricting the number of homes and the number of people in the commercial buildings that could be impacted in an emergency landing or crash is prudent. That is the basis of the ALUCP.

In the event that the City Council deems it appropriate to overrule the determination of inconsistency and approve the project, the City is encouraged to apply the conditions included in ALUC's staff report on the project. **Implementation of those conditions would not render the project consistent with the 2004 Flabob Airport Land Use Compatibility Plan. They are recommended in order to minimize impacts on the continued use of the airport and to notify the public of the risk and the aircraft overflights, but cannot eliminate vulnerability in the event of an aircraft accident.**

Should you have any questions regarding these comments, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

cc: Ron Bolyard, California Division of Aeronautics
Robert Fiore, California Division of Aeronautics
Michael Smith, California Division of Aeronautics
Beth La Rock, Manager, Flabob Airport
Northtown Housing Development Corporation, Applicant
ALUC Case File

Y:\AIRPORT CASE FILES\Flabob\ZAP1031FL17\Overrule Response Letter.doc

ATTACHMENT NO. 12

Project Plans (dated 10-1-20)



Sheet Index:

- 01 - Vicinity Maps, Sheet Index
- 02 - Rubidoux Village Planning Maps
- 03 - Site Utilization Map (300'r.), Street Sections
- 04 - Conceptual Site Plan
- 05 - Existing Tree Survey
- 06 - Preliminary Grading & Drainage Plan (1 of 3)
- 07 - Preliminary Grading & Drainage Plan (2 of 3)
- 08 - Preliminary Grading & Drainage Plan (3 of 3)
- 09 - Tentative Parcel Map 37256 (1 of 2)
- 10 - Tentative Parcel Map 37256 (2 of 2)
- 11 - Conceptual Landscape Plan
- 12 - Tree Shade Covering at Parking Plan

- 13 - Site Lighting Plan
- 14 - Site Plan Photometric Analysis
- 15 - Fire Access & Truck Circulation Site Plans
- 16 - Commercial Building 1st Floor Plan
- 17 - Commercial Building 2nd Floor Plan
- 18 - Commercial Building Exterior Elevations (colored)
- 19 - Commercial Building Exterior Elevations (material notes)
- 20 - Community Building Floor Plan & Exterior Elevations
- 21 - Building "A.1" Floor Plans & Exterior Elevations
- 22 - Building "A.2" Floor Plans & Exterior Elevations
- 23 - Building "B.1" Floor Plans & Exterior Elevations
- 24 - Building "B.2" Floor Plans & Exterior Elevations

- 25 - Building "C" Floor Plans & Exterior Elevations
- 26 - Landscaping Materials (Plants, Paving, Amenities)
- 27 - Recreation Area Plan View Enlargement
- 28 - Children's Tot Lots Plan View Enlargements
- 29 - Accessory Buildings & Structures
- 30 - Landscaping Structures (Picnic Canopies, Entry Gateways)
- 31 - Details (Light Fixtures, Bicycle Racks, Benches, Trash Cans)
- 32 - Site Walls & Fencing
- 33 - Public Parking 600' Radius Map
- 34 - Pylon Sign Street Views
- 35 - Maintenance Exhibit
- 36 - Street View Comparison: One Story vs. Two Story

Vicinity Maps

Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California



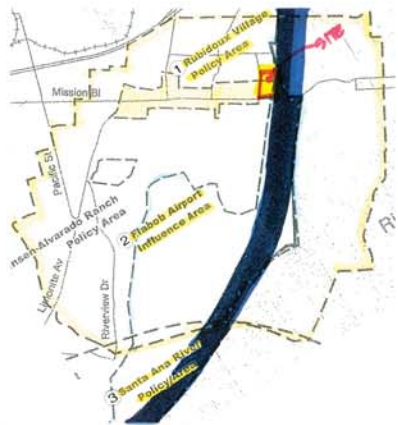
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Sheet #01 of 36

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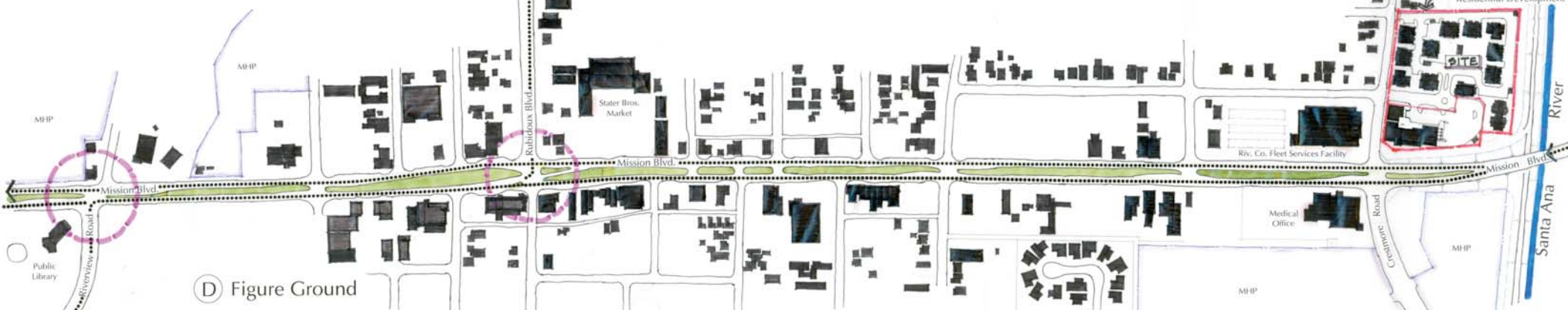
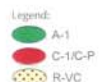
(A) Rubidoux Village Policy Areas



(B) Existing General Plan Land Use



(C) Existing Zoning



(D) Figure Ground

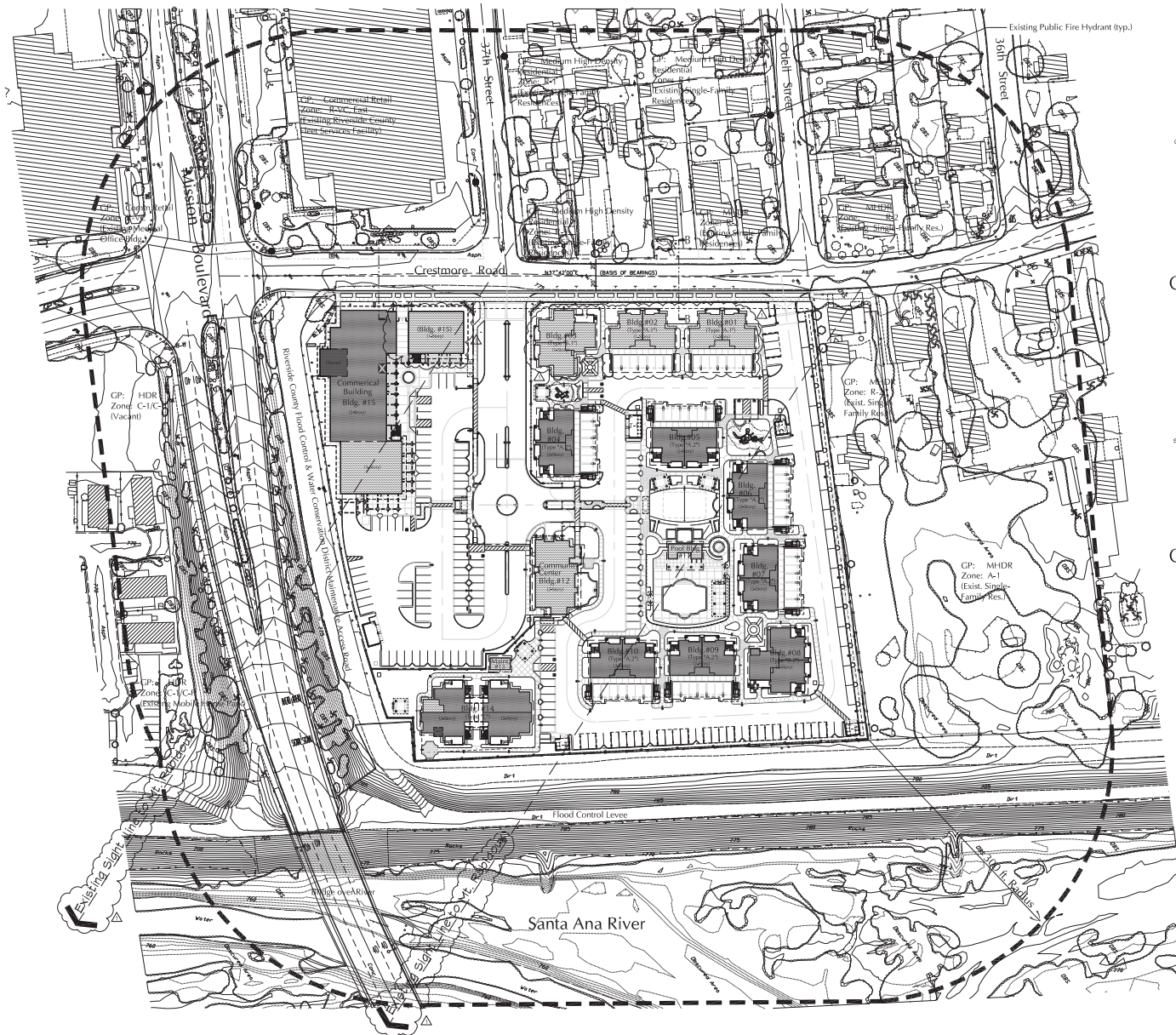
Rubidoux Village - Mission Boulevard



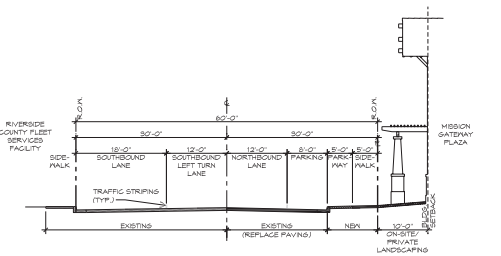
Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California



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October 01, 2020
Sheet 802 of 36
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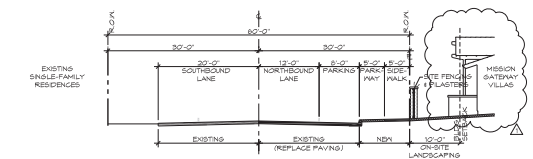


Site Utilization Map



Crestmore Road Proposed Street Section

A-A

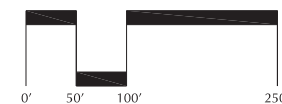


Crestmore Road Proposed Street Section

B-B



Mission Gateway Plaza & Mission Gateway Villas Northtown Housing Development Corporation City of Jurupa Valley, California



GP: Comm.
Retail
Zone: R-VC
(Existing Medical
Office Bldg.)

GP: Commercial Retail
Zone: R-VC, East
(Existing Riverside County Fleet Services Facility)

GP: Medium High Density Residential
Zone: R-1
(Existing Single-Family Residences)

GP: M-HDR
Zone: R-2
(Existing Single-Family Residences)

GP: M-HDR
Zone: R-2
(Existing Single-Family Res.)

GP: HDR
Zone: C-1/C-P
(Vacant)

GP: HDR
Zone: C-1/C-P
(Existing Mobile Home Park)

Feature Legend/ Key Notes:

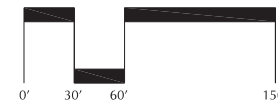
1. 8"FT. HIGH SPLIT-FACED CONC. BLOCK WALL w/ DECORATIVE CAP, ANTI-GRANTITY COATING, & 4"FT. HIGH TUBE STEEL FENCING @ TOP OF WALL
2. 10"FT. HIGH TUBE STEEL FENCING w/ 4"CH. PLASTERS
3. 8"FT. HIGH SPLIT-FACED CONC. BLOCK WALL w/ PLASTERS @ 4"FT. DECORATIVE CAP (PROVIDE STONE VENEER ON WALL WHERE NOTED (SEE WALL PLAN))
4. 8"FT. HIGH TUBE STEEL FENCING w/ 4"CH. PLASTERS
5. TRASH ENCLOSURE w/ 6" FT. H. BLOCK WALL & VEH. OBSTRUCTING METAL GATES (SEE DETAIL)
6. SINK RACKS (SEE DETAIL SHEET)
7. CONC. SIDEWALK w/ SCORE LINES @ 5'-0" O.C.
8. OVERHEAD WOOD TRELLIS STRUCTURE
9. PUBLIC PLAZA w/ DECORATIVE PAVING
10. CHILDREN'S PLAYGROUND (SEE LANDSC. DRWG.)
11. BUILT-IN SWIMMING POOL, 1'RAISED POOL DECK (SEE LANDSCAPE DRWG.)
12. 6" CONCRETE PAVILION STIFF APPLIED TO GROUND
13. LAWN AREA (SEE LANDSCAPE DRWG.)
14. RAISED POOL w/ MOUNTAIN (SEE LANDSC. DRWG.)
15. 6"CH. MONUMENT SIGN w/ CULTURED STONE VENEER & OVERHEAD TRELLIS - 10' HATCH SITE WALLS
16. PYLON SIGN (UNDER SEPARATE APPLICATION)
17. MAILBOXES (SEE ACCESSORY STRUCTURES)
18. STORMWATER DRAINAGE SPALLE (SEE LANDSCAPE & CIVIL DRWG.)
19. COLORED CONC. PAVERS (SEE LANDSC. DRWG.)
20. VEHICULAR AUTOMATIC ENTRY/EXIT GATES
21. PRIVATE PATIO (SEE BLDG. PLANS)
22. COMMUNITY PATIO/OF PLAZA
23. DISABLED ACCESS CURB RAMP, PER A.D.A.
24. A.D.A. TEXTURED PAVEMENT PAVING @ VEHICULAR AREAS
25. RECESSED ENTRY GATEWAY & TRELLIS (SEE LANDSCAPE DRWG.)
26. 12" W. CONCRETE PAV. ADJACENT TO CURB
27. ELECTRICAL TRANSFORMER, PER SCE REG.
28. 8"FT. HIGH SPLIT-FACED CONC. BLOCK WALL w/ PLASTERS @ 4"FT. DECORATIVE CAP (PROVIDE STONE VENEER ON WALL WHERE NOTED (SEE WALL PLAN))
29. 10"FT. HIGH GREENSCREEN 3-D STEEL FENCING ATTACHED TO 4"CH. PLASTERS & LANDSCAPED W/ VINES (SEE LANDSCAPE DRWG.)
30. ACCESSIBLE PARKING SPACE
31. PLANTER AREA & LANDSCAPING

Conceptual Site Plan



Mission Gateway Plaza & Mission Gateway Villas Northtown Housing Development Corporation

City of Jurupa Valley, California



PROJECT DATA:

ADDRESS/LOCATION: 3700 block of Crestmore Road
APN: 179-330-002, 179-330-003, 179-330-004, 179-330-005, 179-330-006
LAND USE (existing): Commercial Retail, Medium High Density Residential (CR/MHDR)
LAND USE (proposed): CR/ HDR (8-14 d.u./ac.)
ZONING (existing): R-VC, R-2, A-1
ZONING (proposed): R-VC, R-3
POLICY AREA: Rubidoux Village

MASTER SITE:

Existing Gross Site Area:
Less area for street dedication:
Net Site Area:

100,700 s.f.	17,110 ac.
5,532 s.f.	0.12 ac.
95,174 s.f.	2.17 ac.
78,899 s.f.	1.81 ac.
18,448 s.f.	23.3% (164 coverage)
36,823 s.f.	46.7%
23,628 s.f.	30.0%
100% of Commercial Site area	

COMMERCIAL SITE:

- Building: ground level
- Paving:
- Landscape / Walks

BUILDING:

Commercial Building:
• 2 Story -
1st Fl. = 18,448 s.f., 2nd Fl. = 9,567 s.f.

Building Height: 25'-0" (39'-0" @ tower)

DENSITY:

Commercial Use:

128,015 s.f. = 78,701 s.f.

= 0.36 F.A.R.

PARKING:

Commercial Building:

- Required -

A. General Retail (w/ Restaurant): 1 space/182 s.f. (5.5 sq./1000 s.f.) (Lease Area = 85 spaces req'd.)
B. Professional Office: 1 space/200 s.f. (5.0 sq./1000 s.f.) (Lease Area = 40 spaces req'd.)
C. Bicycle parking: 1 space/25 car spaces (175 car spaces = 7 bicycle spaces)
• Provided -
On-site parking spaces "includes 1 accessible space"
Street parking spaces: 47 spaces available (100% of req'd. space)
Bicycle parking on-site: 12 patrons + 6 employees = 18 bike spaces
Total: 125 spaces provided

RESIDENTIAL SITE:

- Buildings: (ground level)
- Paving:
- Landscape:
- Open Space / Walks:
- Patios:

DENSITY:

Residential Use:

157 d.u. (5.20 ac.)

= 11.0 d.u./ac.

BUILDING:

Residential Buildings:

- Building "A-1"
1 Story, Unit Type 5
1st Fl. = 2,795 s.f.
- Building "A-2"
2 Story, Unit Types 3 & 5
1st Fl. = 4,380 s.f., 2nd Fl. = 4,554 s.f.
- Building "B-1"
1 Story, Unit Types 4 & 5
1st Fl. = 4,180 s.f.
- Building "B-2"
1 Story, Unit Types 4 & 5
1st Fl. = 4,180 s.f., 2nd Fl. = 3,542 s.f.
- Building "C"
2 Story, Unit Types 2 & 6
1st Fl. = 6,100 s.f., 2nd Fl. = 6,439 s.f.

Community Center:

1 Story

Pool Building

1 Story

Maint. Building

1 Story

336 s.f.

14 Bldgs. 57 Units 83,032 s.f.

3,818 s.f.

1,053 s.f.

3,818 s.f.

1,053 s.f.

336 s.f.

14 Bldgs. 57 Units 83,032 s.f.

UNIT MIX:

Unit 2 (2 bdrm / 1 bath)

Unit 3 (2 bdrm / 1 bath)

Unit 4 (2 bdrm / 1 bath)

Unit 5 (2 bdrm / 2 bath)

Unit 6 (4 bdrm / 2 bath)

Total Units: 57

BUILDING HEIGHTS:

Building "A-1"

Building "A-2"

Building "B-1"

Building "B-2"

Community Center

Pool Building

Maintenance

28'-0"

28'-0"

28'-0"

27'-11"

13'-10"

12'-0"

14111

October 01, 2020

Sheet 04 of 36

08.06.2020 - Response to comments from City Council

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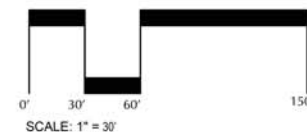


Existing Tree Summary

Number	Botanical Name	Common Name	Dimensions	Condition
1	<i>Malva azedarach</i>	Chinaberry	18" x 12" DBH x 25' H	Existing
2	<i>Schinus molle</i>	California Pepper	36" DBH	Dead
3	<i>Callistemon viminalis</i>	Weeping Bottlebrush	24" DBH	Dead
4	<i>Schinus molle</i>	California Pepper	36" DBH	Dead
5	<i>Schinus molle</i>	California Pepper	24" DBH	Dead
6A	<i>Tamarix app.</i>	Tamarisk	Denae	Thicket
6B	<i>Tamarix app.</i>	Tamarisk	Denae	Thicket
6C	<i>Tamarix app.</i>	Tamarisk	Denae	Thicket
6D	<i>Tamarix app.</i>	Tamarisk	Denae	Thicket
6E	<i>Tamarix app.</i>	Tamarisk	Denae	Thicket
7	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Dead
8	<i>Washingtonia filifera</i>	California Fan Palm	20' B.T.H.	Existing
9	<i>Pinus app.</i>	Pine	8" DBH	Dead
10	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Dead
11	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Dead
12	<i>Alnus altilix</i>	Tree of Heaven	14" DBH	Dead
13	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Existing
14	Unknown			Dead
15	<i>Pinus pinea</i>	Italian Stone Pine	36" DBH x 30' H	Existing
16	<i>Cupressus sempervirens</i>	Italian Cypress	8" DBH x 25' H	Dead
17	<i>Yucca elephantipes</i>	Spiral Yucca	30" DBH x 12' H	Existing
18	<i>Cupressus sempervirens</i>	Italian Cypress	30" DBH x 30' H	Dead
19A	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
19B	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
19C	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
19D	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
19E	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
19F	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
19G	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
20	<i>Schinus molle</i>	California Pepper	18" DBH x 12' H	Existing
21A	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21B	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21C	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21D	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21E	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21F	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21G	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21H	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21I	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21J	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21K	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21L	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21M	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21N	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21O	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21P	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21Q	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21R	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21S	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21T	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21U	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21V	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21W	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21X	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21Y	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
21Z	<i>Alnus altilix</i>	Tree of Heaven	Seedlings	Stump w/ Sucker Growth
22	<i>Bougainvillea app.</i>	Bougainvillea	Vine	Existing
23	<i>Eriobotrya japonica</i>	Loquat	5' x 4" DBH x 12' H	Existing
24	<i>Cupressus sempervirens</i>	Italian Cypress	8" DBH x 20' H	Existing
25	<i>Xylocarpus conchocarpum</i>	Shiny Xylocarpus	-	Existing
26	<i>Xylocarpus conchocarpum</i>	Shiny Xylocarpus	-	Existing
27	<i>Xylocarpus conchocarpum</i>	Shiny Xylocarpus	Overgrown/Seedlings	Existing
28	<i>Xylocarpus conchocarpum</i>	Shiny Xylocarpus	Overgrown/Seedlings	Existing
29	<i>Xylocarpus conchocarpum</i>	Shiny Xylocarpus	Overgrown/Seedlings	Existing
30	<i>Xylocarpus conchocarpum</i>	Shiny Xylocarpus	Overgrown/Seedlings	Existing
31	<i>Xylocarpus conchocarpum</i>	Shiny Xylocarpus	Overgrown/Seedlings	Existing
32	<i>Washingtonia filifera</i>	California Fan Palm	Seedling	Existing
33	<i>Malva azedarach</i>	Chinaberry	8" DBH x 18' H	Existing
34	<i>Malva azedarach</i>	Chinaberry	8" DBH x 18' H	Existing
35	<i>Malva azedarach</i>	Chinaberry	24" DBH x 30' H	Existing
36	<i>Malva azedarach</i>	Chinaberry	24" DBH x 30' H	Existing

Existing Tree Survey

Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California

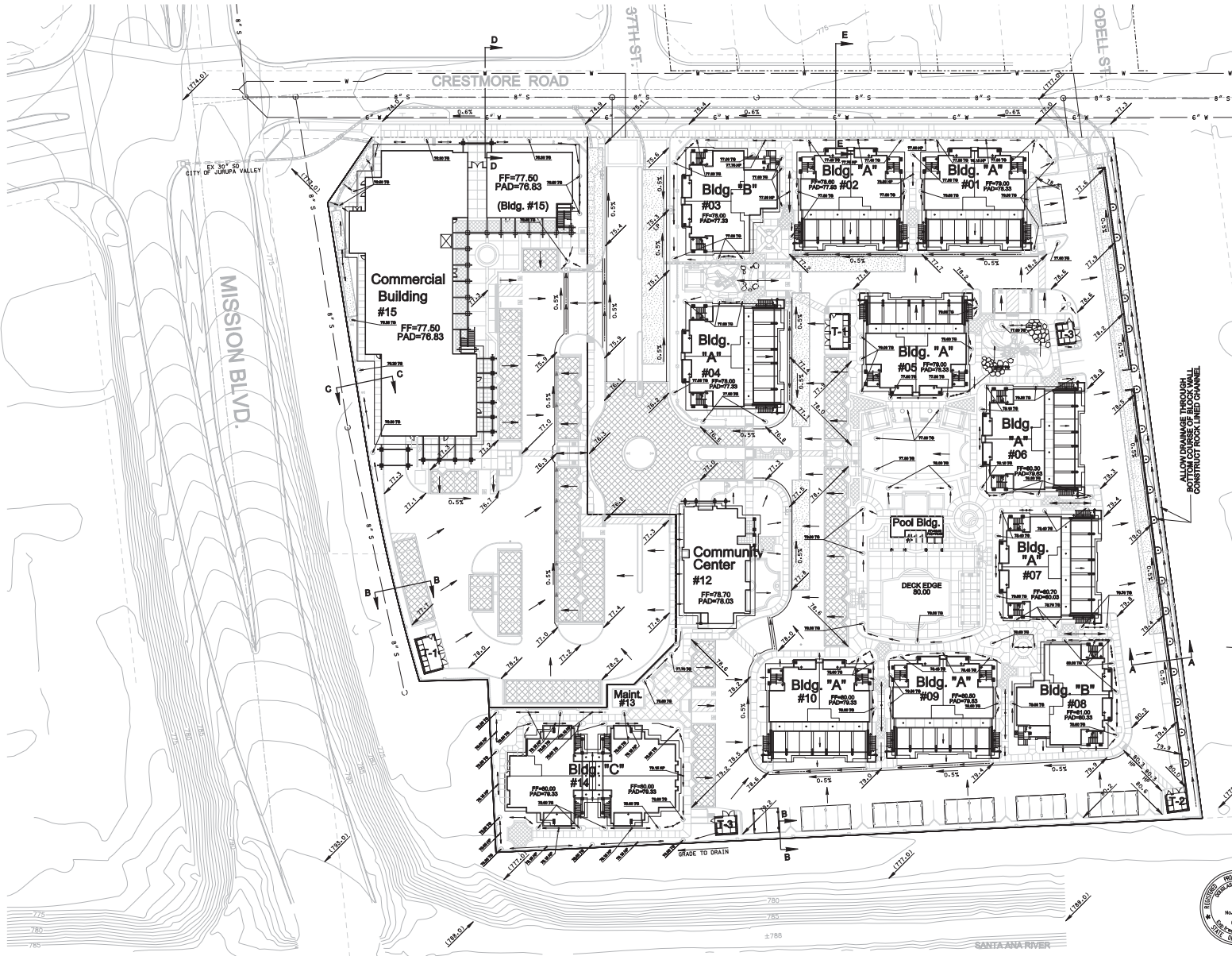


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ADG JOB#1559-1



PREPARED BY:

Goodman & Associates

GRADING NOTES

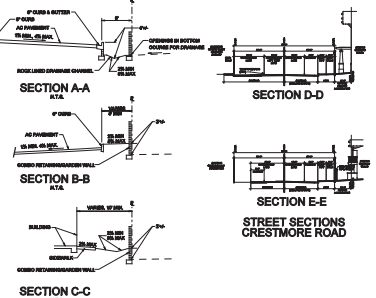
1. THIS PLAN DEPICTS A PRELIMINARY GRADING DESIGN THAT IS NOT INTENDED TO ACCOUNT FOR DESIGN FEATURES SUCH AS SMALL RETAINING WALLS AND STEPS.
2. THE PRELIMINARY DESIGN REQUIRES AN IMPORT OF APPROXIMATELY 15,000 CY OF DIRT. THIS ESTIMATE IS ONLY FOR THE PURPOSE OF CONVEYING THE MAGNITUDE OF THE GRADING OPERATION THAT WILL BE NECESSARY. IT DOES NOT ACCOUNT FOR LOSSES DUE TO SPILLAGE AND SUBSIDENCE. MATERIAL GENERATED FROM THE UNDERGROUND STORM SYSTEMS, SPILL, DIRT, AND OTHER UNFORESEEN VARIABLES.
3. FINISH GRADE AROUND THE PERIMETER OF ALL BUILDINGS IS EQUAL TO THE PAD ELEVATION SPECIFIED FOR THE BUILDING, UNLESS NOTED OTHERWISE. THE HIGHPOINTS OF DRAINAGE SWALES AROUND BUILDINGS ARE EQUAL TO 0.8' BELOW FINISH FLOOR, UNLESS OTHERWISE NOTED.
4. THERE ARE NO EXISTING WATER COURSES, CHANNELS, EXISTING CULVERTS OR DRAIN PIPES WITHIN THE PROJECT SITE AREA. PROPOSED DRAINAGE FACILITIES ARE SHOWN ON SHEET 2 OF 3 HEREWITH. THE DRAINAGE SYSTEM CONNECTS TO AN EXISTING PUBLIC STORM DRAIN AT THE CORNER OF MISSION AND CRESTMORE.
5. EXISTING CONTOURS AND FINISH CONTOURS ARE SHOWN ON SHEET 3 OF 3.
6. THE SITE IS NOT SUBJECT TO OVERFLOW, INUNDATION OR FLOOD HAZARD.

WQMP/BMP CRITERIA

THE PROJECT SITE IS LOCATED IN AN HMOO ZONE. THE VARIABILITY OF INFILTRATION HAS NOT BEEN EVALUATED BY A GEOTECHNICAL ENGINEER AT THIS STAGE, AND SINCE GROUNDWATER IS ABOUT 1' BELOW EXISTING GROUND, INFILTRATION IS NOT BEING PROPOSED. THE DESIGN CRITERIA IN THIS CIRCUMSTANCE IS BASED ON DRAINING THE AVERAGE ANNUAL PEAK STORM RUN-OFF WITHIN 10% OF THE EXISTING RUN-OFF VALUES. SEE SEPARATE WQMP PLAN.

LEGEND

- UNDERGROUND RETENTION/STORAGE STORMTECH CHAMBERS OR APPROVED EQUAL
- PERVIOUS PAVERS OR PERVIOUS PAVEMENT ON APPROVED BASE (PER RCFGD STD.)
- NEW STORM DRAIN SYSTEM (VARIABLE SIZES, 18" MINIMUM)
- ROCK LINED DRAINAGE CHANNEL TO ACCEPT RUN-OFF FROM ADJACENT PROPERTY TO THE NORTH AND CONVEY IT TO A STORM DRAIN SYSTEM.
- DESIGNATES HIGHPOINT OF DRAINAGE SWALE (HP)



Goodman & Associates

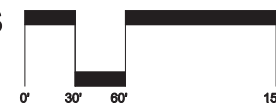
2079 SKY VIEW DRIVE
COLTON, CA 92324
(909) 824-2775

DOUGLAS L. GOODMAN
RCE 28500, 3-31-2020

12/26/2019

Preliminary Grading and Drainage Plan - Sheet 1 of 3

Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California

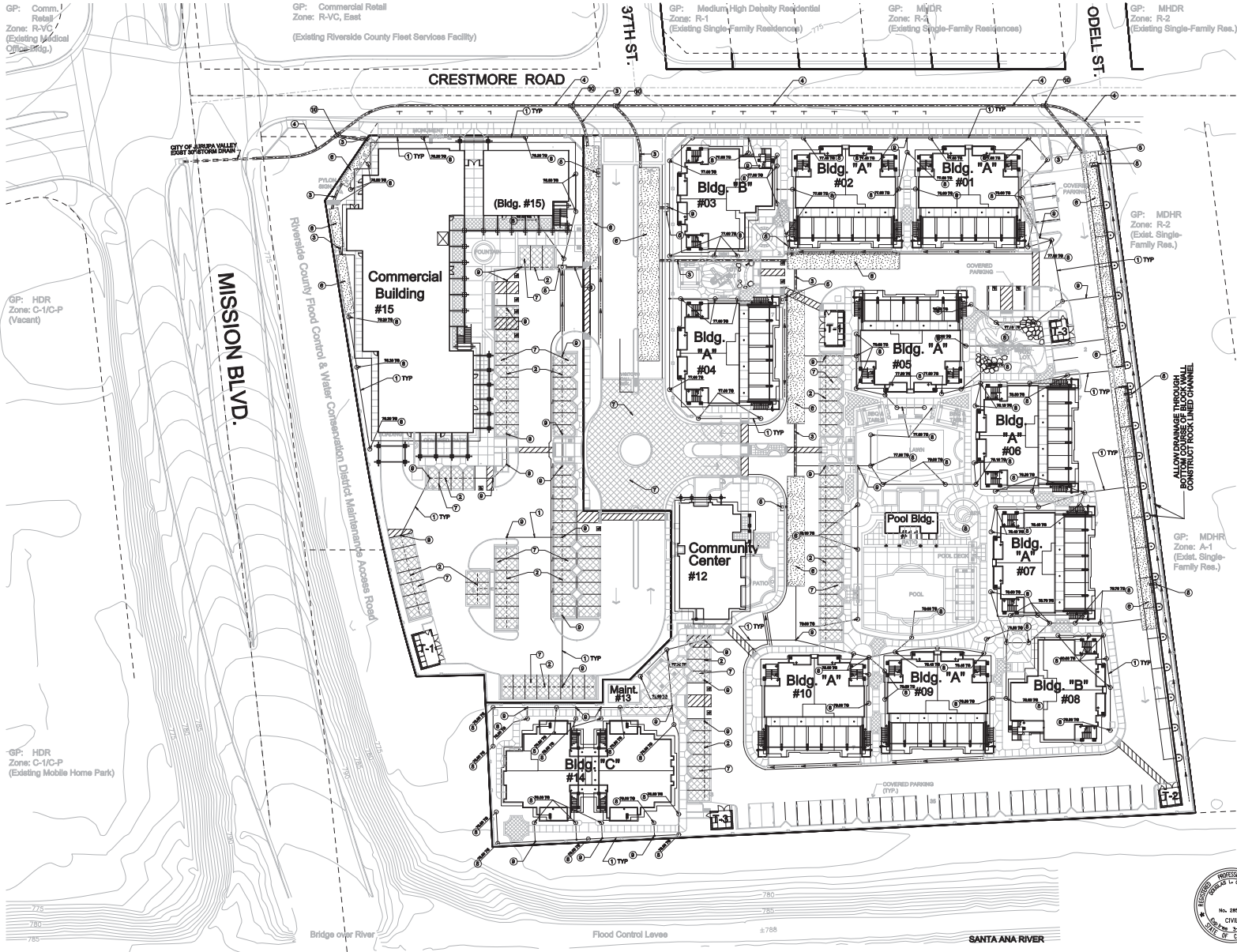


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Sheet #06 of 36

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PREPARED BY:

Goodman & Associates

WQMP/BMP CRITERIA

THE PROJECT SITE IS LOCATED IN AN HOOD ZONE. THE VIABILITY OF INFILTRATION HAS NOT BEEN EVALUATED BY A GEOTECHNICAL ENGINEER AT THIS STAGE, AND EXISTING GROUND WATER IS ABOUT 18' BELOW EXISTING GROUND. INFILTRATION IS NOT BEING PROPOSED. THE DESIGN CRITERIA IN THIS CIRCUMSTANCE IS BASED ON DETERMINING THE 2-YEAR, 24-HOUR PEAK STORM RUN-OFF WITHIN 110% OF THE EXISTING RUN-OFF VALUES. SEE SEPARATE WQMP PLAN.

DRAINAGE NOTES

1. CONSTRUCT SCHEDULE 40 PVC DRAINAGE CONNECTOR PIPE
2. CONSTRUCT PERFORATED SCHEDULE 40 PVC UNDERDRAIN
3. CONSTRUCT 18" RCP STORM DRAIN
4. CONSTRUCT 36" RCP STORM DRAIN
5. CONSTRUCT CATCH BASIN WITH 18" RCP CONNECTOR
6. CONSTRUCT STORM CHAMBERS
7. CONSTRUCT PERVIOUS PAVERS
8. CONSTRUCT AREA DRAIN
9. CONSTRUCT CLEANOUT
10. CONSTRUCT JUNCTION STRUCTURE

LEGEND

- UNDERGROUND RETENTION/STORAGE STORMTECH CHAMBERS OR APPROVED EQUAL
- PERVIOUS PAVERS OR PERVIOUS PAVEMENT ON APPROVED BASE (PER RCFCO STD.)
- NEW STORM DRAIN SYSTEM (VARIABLE SIZES, 18" MINIMUM)
- ROCK LINED DRAINAGE CHANNEL TO ACCEPT RUN-OFF FROM ADJACENT PROPERTY TO THE NORTH AND CONVEY IT TO A STORM DRAIN SYSTEM.
- DESIGNATES AREA DRAIN/CONNECTOR PIPE
- DESIGNATES CLEANOUT/CONNECTOR PIPE
- DESIGNATES UNDERDRAIN



Goodman & Associates

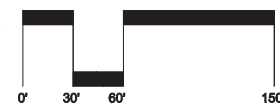
2079 SKY VIEW DRIVE
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(909) 824-2775

DOUGLAS L. GOODMAN
RCE 28500, 3-31-2020

12/26/2019

Preliminary Grading and Drainage Plan - Sheet 2 of 3

Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California

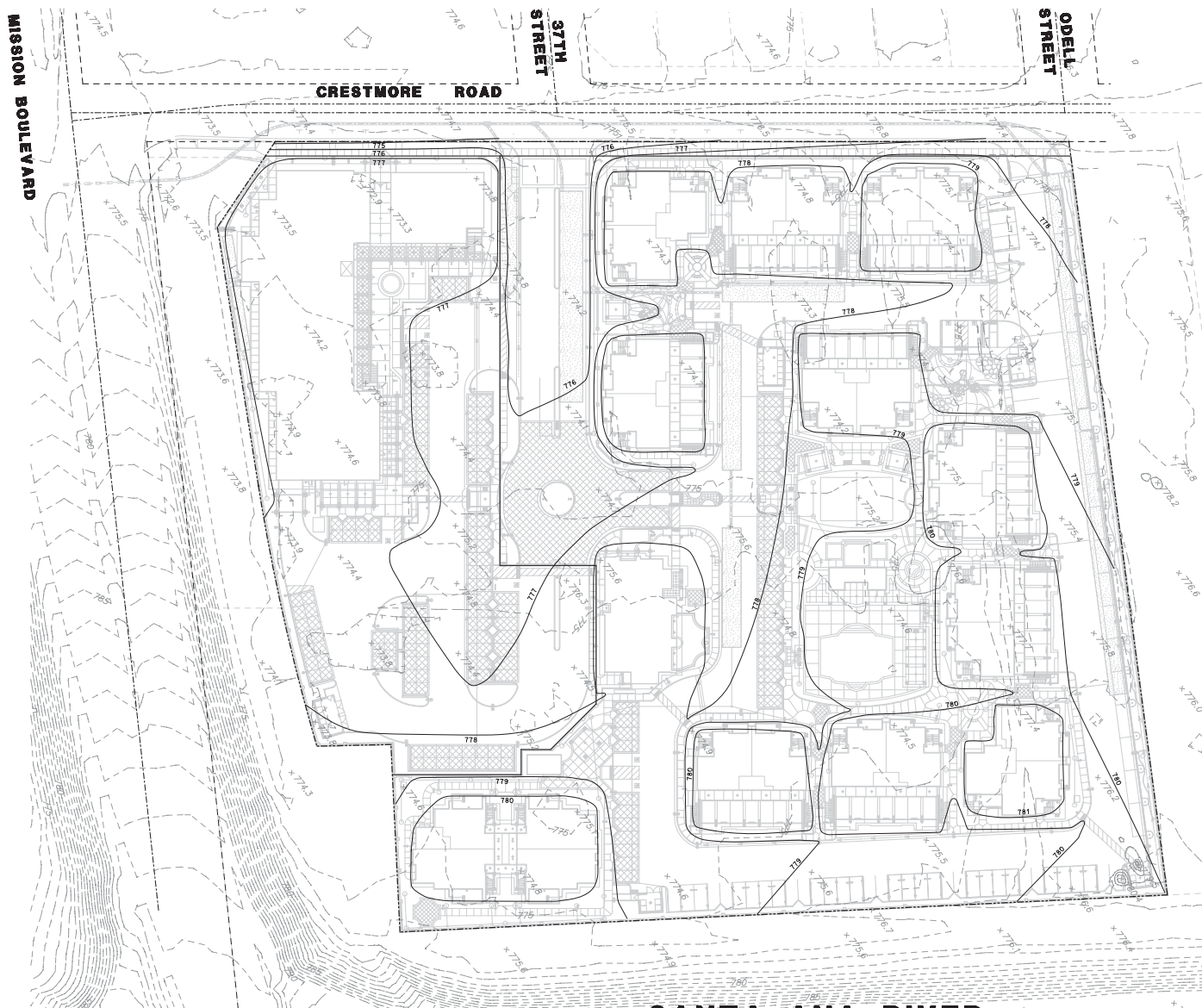


October 01, 2020

Sheet #07 of 36

Curtis J. Dahle, Architect

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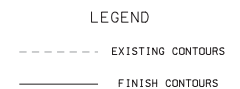
Preliminary Grading and Drainage Plan - Sheet 3 Of 3



Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California

Northtown Housing Development Corporation

City of Jurupa Valley, California



Goodman
& ASSOCIATES

2079 SKY VIEW DRIVE
COLTON, CA 92324
(909) 824-2775

COLTON, CA 92324

(909) 824-2775

DOUGLAS L. GOODMAN
RCE 28500, 3-31-2020

RCE 28500, 3-31-2020

12/26/2019



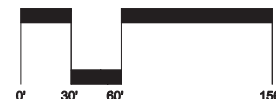
October 01, 2020

Sheet #08 of 36

Curtis J. Dahle, Architect

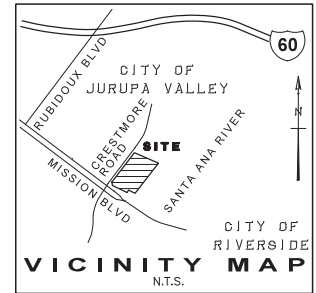
■ 8439 White Oak Ave., Suite. 105 ■ Rancho Cucamonga, Ca 91730 ■
■ Tel. 909-980-1381 ■ Fax. 909-944-5814 ■ e-mail. curtledahie@gmail.com ■

■ 8439 White Oak Ave., Suite. 105 ■ Rancho Cucamonga, Ca 91730 ■

• Tel. 909-980-1331 • Fax. 909-944-5814 • e-mail: curtisdahlgren@gmail.com •

TENTATIVE PARCEL MAP NO. 37256

A PORTION OF LOT 2 OF THE AMENDED MAP OF THE INDIAN HILL
TRACT, IN THE CITY OF JURUPA VALLEY, COUNTY OF RIVERSIDE, STATE
OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10 PAGE 3 OF MAPS,
RECORDS OF RIVERSIDE COUNTY, CALIFORNIA



GP: Comm.
Retail
Zone: R-VC
(Existing Medical
Office)

GP: Commercial Retail
Zone: R-VC, East
(Existing Riverside County Fleet Services Facility)

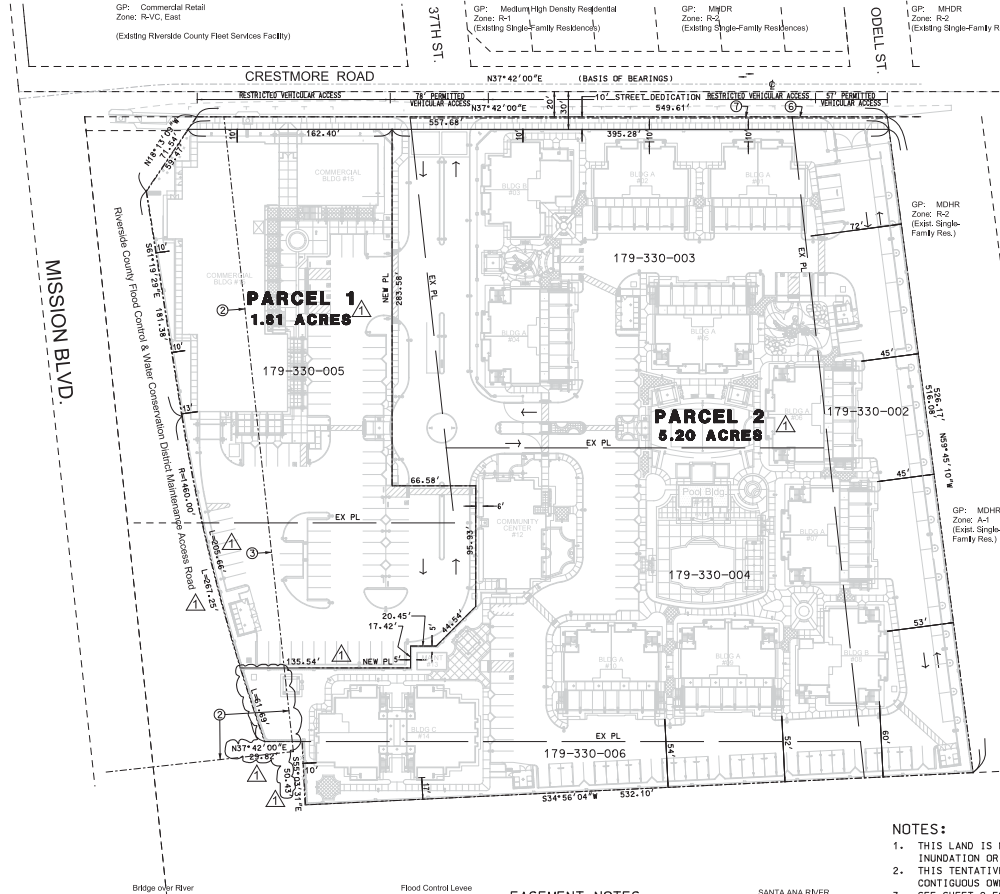
GP: Medium-High Density Residential
Zone: R-1
(Existing Single-Family Residences)

GP: MHR
Zone: R-2
(Existing Single-Family Residences)

GP: MHR
Zone: R-2
(Existing Single-Family Res.)

GP: HDR
Zone: C-1(C-P
(Vacant)

GP: HDR
Zone: C-1(C-P
(Existing Middle Home Park)



EASEMENT NOTES
EASEMENTS ②, ③, ④ AND ⑤ ARE FOR UTILITIES AND DESCRIBED
IN MORE DETAIL ON SHEET 2 OF 2
THERE WILL BE RECIPROCAL EASEMENTS OF A BLANKET NATURE
FOR ACCESS, DRAINAGE, PARKING, AND VARIOUS UTILITIES.

- NOTES:**
1. THIS LAND IS NOT SUBJECT TO OVERFLOW, INUNDATION OR FLOOD HAZARD.
 2. THIS TENTATIVE MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
 3. SEE SHEET 2 FOR LEGAL DESCRIPTIONS OF EXISTING PARCELS, EXISTING TOPOGRAPHY AND EXISTING EASEMENTS
 4. THERE ARE NO EXISTING WELLS ON THE SITE.
 5. SEE SHEET 2 OF 2 FOR CROSS SECTIONS AND STREET TYPICAL SECTIONS

APPLICANT / DEVELOPER
NORTHTOWN HOUSING DEVELOPMENT CORPORATION
10071 FERON BLVD.
RANCHO CUCAMONGA, CA 91730
CONTACT: DEBI MYER, 909-980-0749

EXISTING USE:
VACANT
PROPOSED USES:
COMMERCIAL RETAIL AND HIGH DENSITY RESIDENTIAL
EXISTING ZONE:
R-VC, R-2, A-1
PROPOSED ZONE:
R-VC, R-3
POLICY AREA: RUBIDOUX VILLAGE

UTILITIES:
WATER: RUBIDOUX COMMUNITY SERVICES DISTRICT
TELEPHONE: VERIZON
GAS: THE GAS COMPANY
ELECTRIC: SO. CALIF. Edison
SEWER: RUBIDOUX COMMUNITY SERVICES DISTRICT
FIRE PROTECTION: RIVERSIDE COUNTY FIRE DEPARTMENT

PROJECT DATA

PARCEL AREAS:	
PARCEL 1 (NET):	78,899 SF = 1.81 ACRES
PARCEL 2 (NET):	226,275 SF = 5.20 ACRES
TOTAL NET:	305,174 SF = 7.01 ACRES
STREET DEDICATION:	5,532 SF = 0.13 ACRES
TOTAL GROSS:	310,706 SF = 7.13 ACRES

PROJECT APN:
179-330-002, 003, 004, 005 AND 006
CITY OF JURUPA VALLEY, CALIFORNIA

OWNERS:
179-330-002: HOUSING AUTHORITY OF THE COUNTY OF RIVERSIDE
179-330-003: HOUSING AUTHORITY OF THE COUNTY OF RIVERSIDE
179-330-004: NORTHTOWN HOUSING DEVELOPMENT CORPORATION
179-330-005: HOUSING AUTHORITY OF THE COUNTY OF RIVERSIDE
179-330-006: NORTHTOWN HOUSING DEVELOPMENT CORPORATION



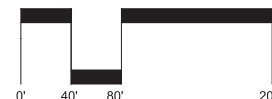
Goodman & Associates
2079 SKY VIEW DRIVE
COLTON, CA 92324
(909) 824-2775

DOUGLAS L. GOODMAN
RCE 28500, 3-31-2022

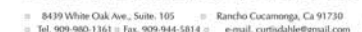
12/26/2019

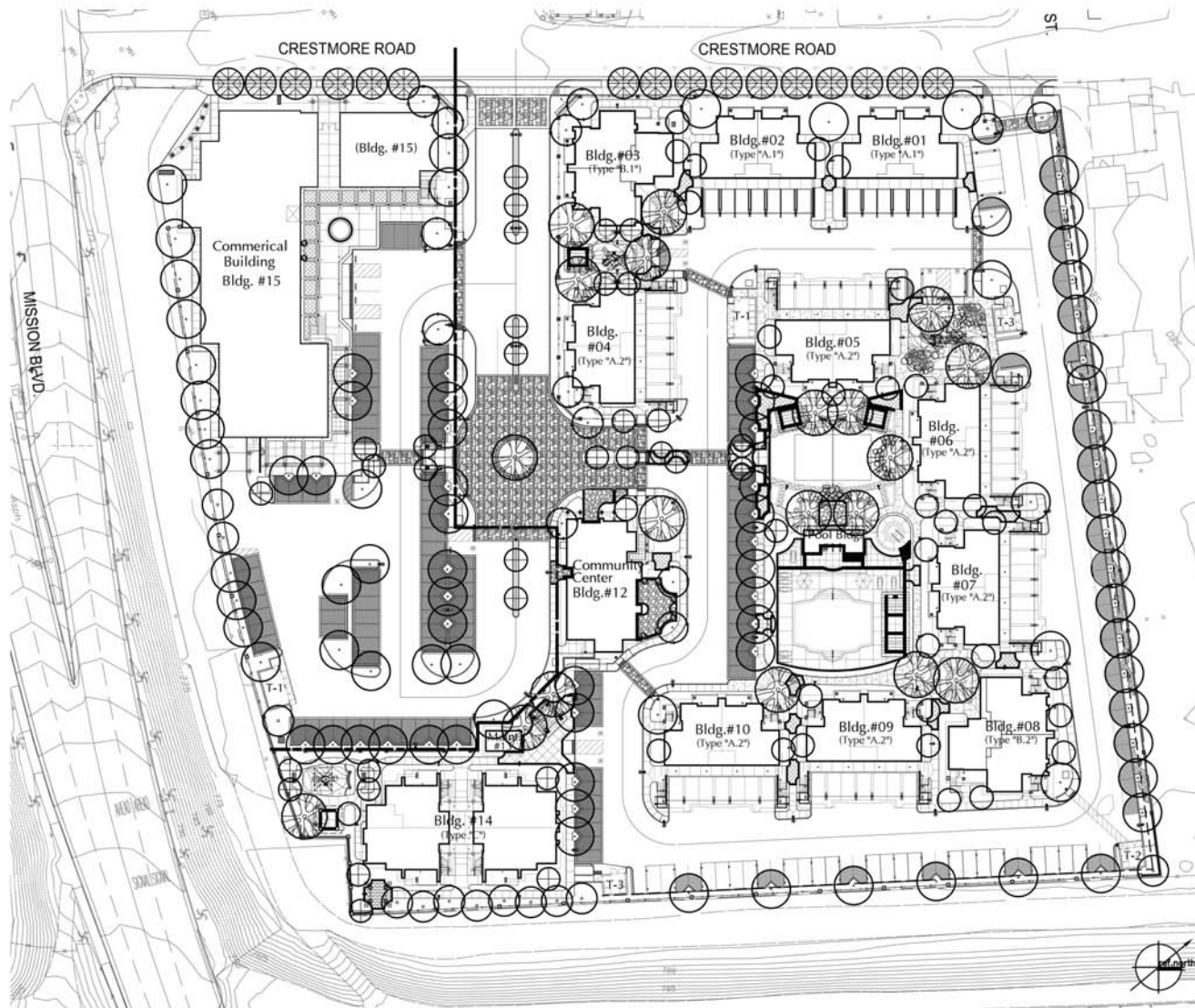
TENTATIVE PARCEL MAP 37256 - SHEET 1 OF 2

Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California



October 01, 2020
08.26.2020 CORRECTED BOUNDARY
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Tel. 909-980-1361 ■ Fax. 909-944-5814 ■ e-mail. curtdahle@gmail.com





TREE SHADING LEGEND

PARKING AREA SHADED BY TREES

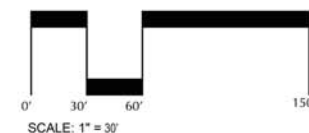
SHADING SUMMARY

NON-OVERHEAD PARKING: 25,546 sq. ft.
 SHADE COVERAGE OF NON-OVERHEAD PARKING: 12,773 sq. ft.
 = 50% Parking Shaded by Trees

Tree Shade Coverage at Parking Plan



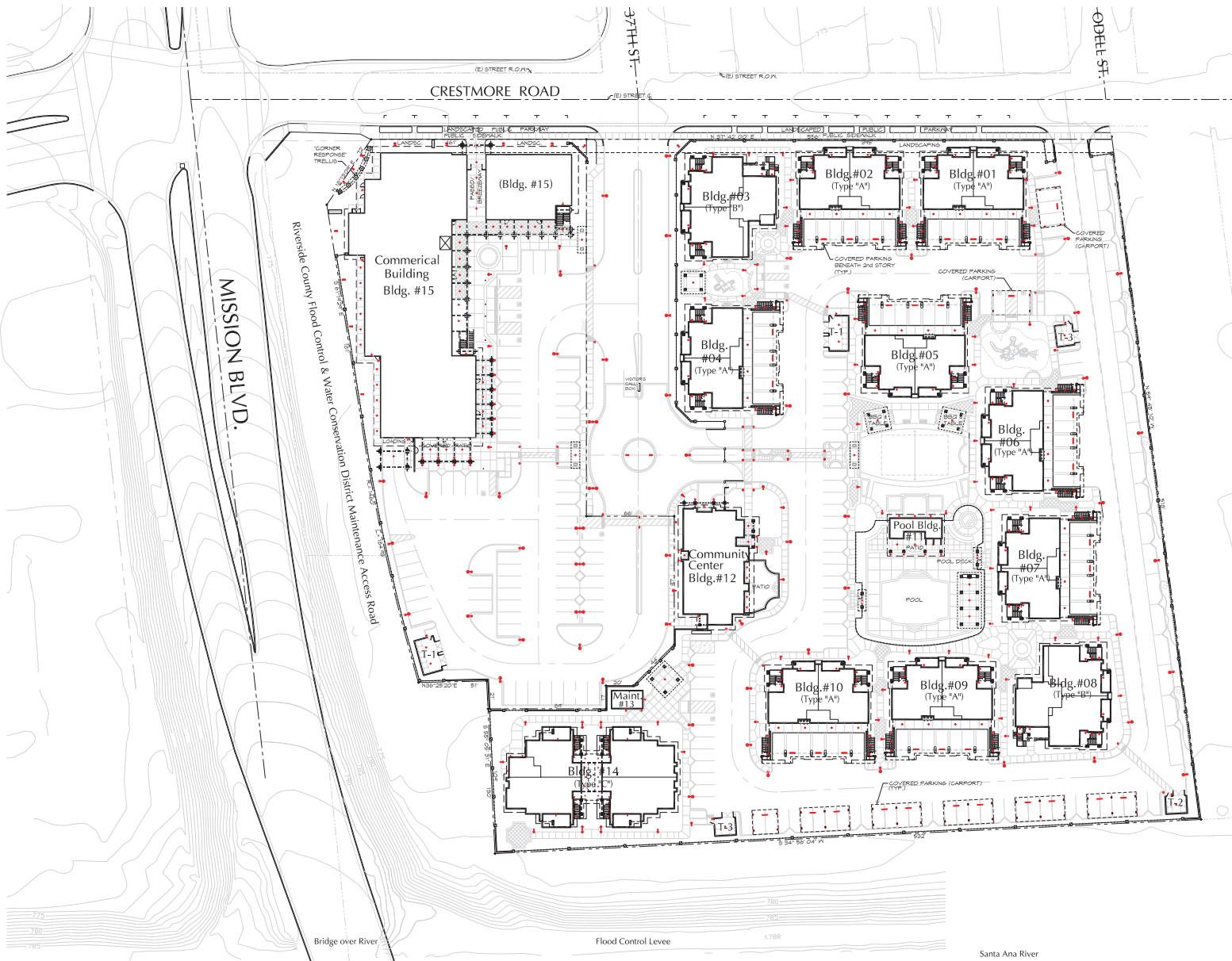
Mission Gateway Plaza & Mission Gateway Villas
 Northtown Housing Development Corporation
 City of Jurupa Valley, California



Sheet #12 of 36

Curtis J. Dahle, AIA, Architect

8439 White Oak Ave., Suite 105 Rancho Cucamonga, Ca 91730
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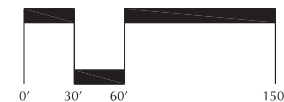
Light Fixture Legend:

1. PARKING LOTS (DRIVE AWAY) -
POD-ENTER L.E.D.
W/18" H. POLE ON 30" H. CONC. BASE
(22'-0" MIN. CLEAR HEIGHT)
PROVIDE HOUSE SIDE SHIELD
(FRASZ BY KIM LIGHTING)
W/PAINT-THIN SIDE POLE MTS. (BRKT.)
2. BOLLARD (PEDESTRIAN CROSSWALKS) -
BLANK L.E.D. IN 42" H. CONCRETE
BOLLARD (FRASZ BY KIM LIGHTING)
4200K COLOR TEMP.)
3. PARKING SPACE FUTURE (CARPORT) -
4FT L.E.D. LAMP SURFACE MTS. 4'-0" H.
VANDAL RESISTANT (WEATHER-PROOF
ENCLOSURE
(FRASZ BY COLUMBIA LIGHTING)
4. AREA DOWNLIGHT (CARPORT DRIVEWAYS) -
L.E.D. LAMP RECESSIVELY MOUNTED IN
PLASTER CEILING @ 4'-0" H.
(BY KIM LIGHTING)
5. AREA DOWNLIGHT (TRASH ENCLOSURES) -
OUTDOOR, RECESSED
L.E.D. LAMP SURFACE MOUNTED ON
BRACKET @ 4'-0" H.
(BY KIM LIGHTING)
6. PEDESTRIAN PATHS (INTERIOR SIDEWALKS) -
POD-ENTER L.E.D.
W/10FT H. POLE ON CONC. FOUNDATION
PROVIDE HOUSE SIDE SHIELD
(FRASZ BY KIM LIGHTING)
W/PAINT-THIN SIDE POLE MTS. (BRKT.)
7. W/10FT H. POLE ON CONC. FOUNDATION
L.E.D. WIDE-FOOD (PLUSH)
(BY KIM LIGHTING)
8. AREA DOWNLIGHT (STAIRWAYS) -
L.E.D. LAMP PALL MOUNTED @ 4'-0" H.
(BY KIM LIGHTING)
9. PORCH LIGHT (ENTRY DOORS) -
L.E.D. LAMP PALL MOUNTED @ 7'-0" H.
(BY HINLEY LIGHTING)
10. ACCENT LIGHT (FIRELUS COLUMNS) -
L.E.D. LAMP BRACKET MOUNTED @ 7'-0" H.
(BY KIM LIGHTING)

Note: For fixture types, see Detail sheet.

Site Lighting Plan

Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California

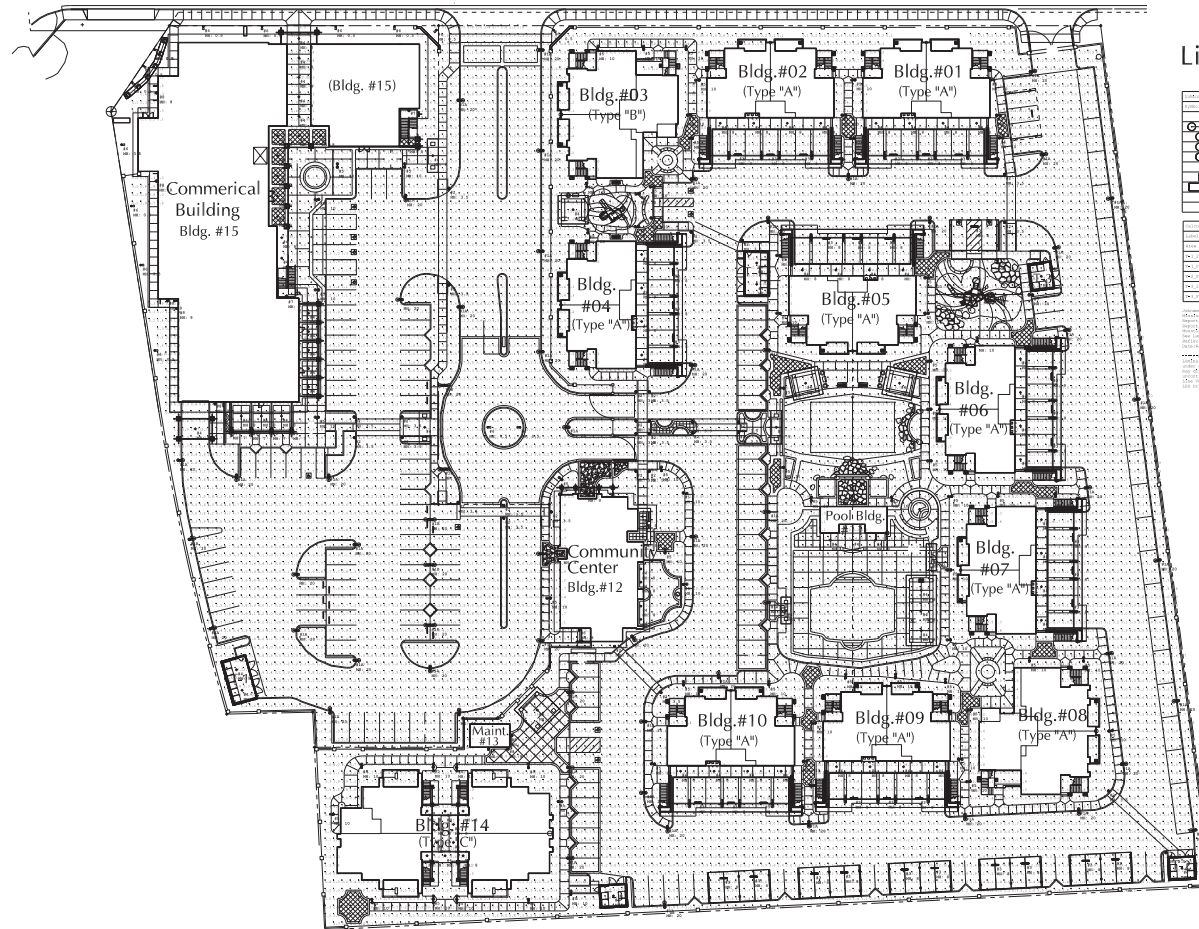


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October 01, 2020

Sheet #13 of 36

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Light Fixture List

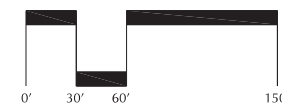
Fixture	Qty	Notes	Notes	Notes	Notes
1	1	1	1	1	1
2	1	1	1	1	1
3	1	1	1	1	1
4	1	1	1	1	1
5	1	1	1	1	1
6	1	1	1	1	1
7	1	1	1	1	1
8	1	1	1	1	1
9	1	1	1	1	1
10	1	1	1	1	1
11	1	1	1	1	1
12	1	1	1	1	1
13	1	1	1	1	1
14	1	1	1	1	1
15	1	1	1	1	1

Fixture	Qty	Notes	Notes	Notes	Notes
1	1	1	1	1	1
2	1	1	1	1	1
3	1	1	1	1	1
4	1	1	1	1	1
5	1	1	1	1	1
6	1	1	1	1	1
7	1	1	1	1	1
8	1	1	1	1	1
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10	1	1	1	1	1
11	1	1	1	1	1
12	1	1	1	1	1
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14	1	1	1	1	1
15	1	1	1	1	1

14111
October 01, 2020
Sheet #14 of 35

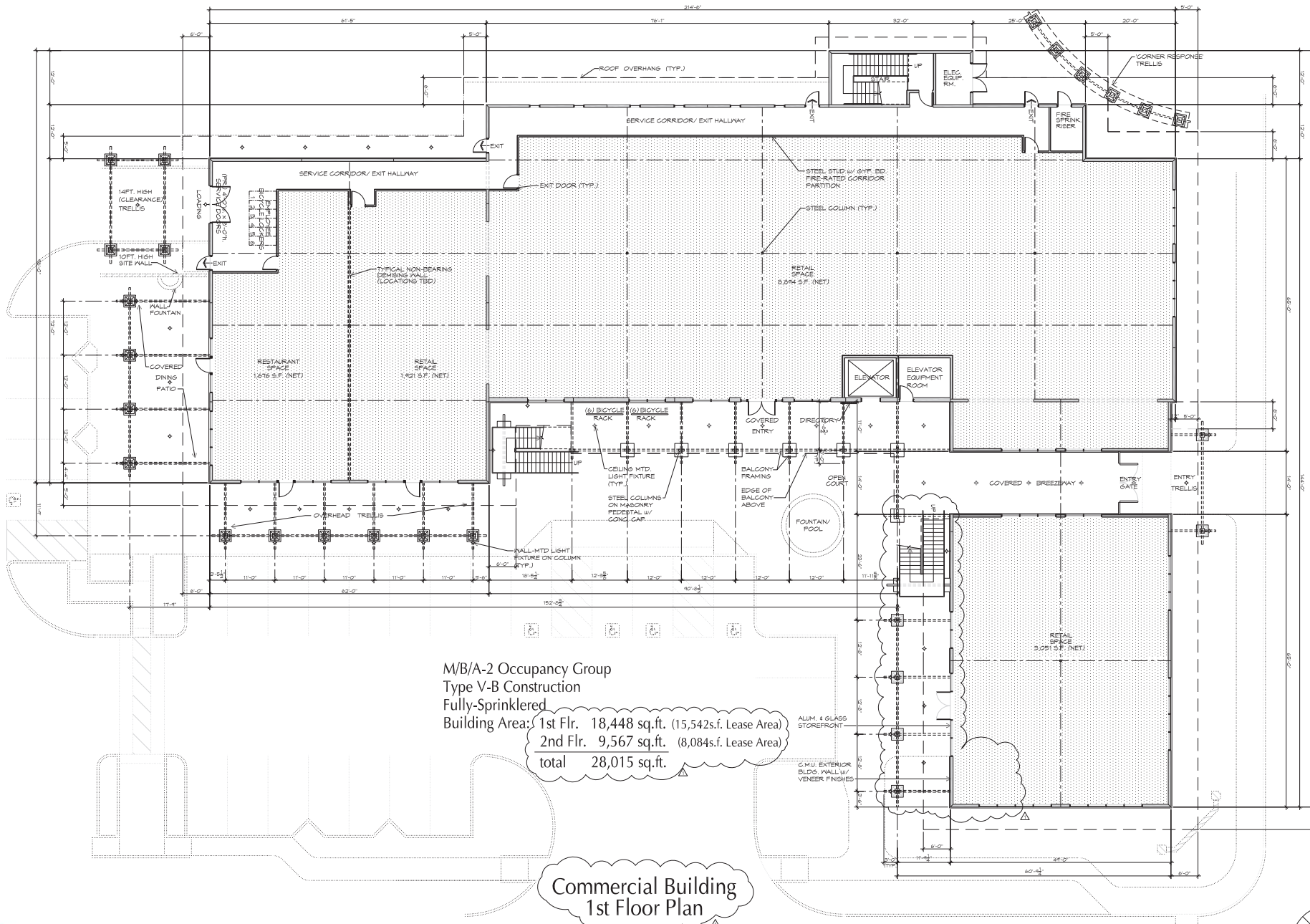
Site Plan Photometric Analysis

Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California

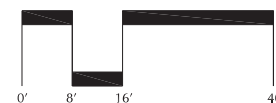


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Mission Gateway Plaza & Mission Gateway Villas Northtown Housing Development Corporation City of Jurupa Valley, California





North



West



South

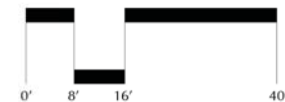


East

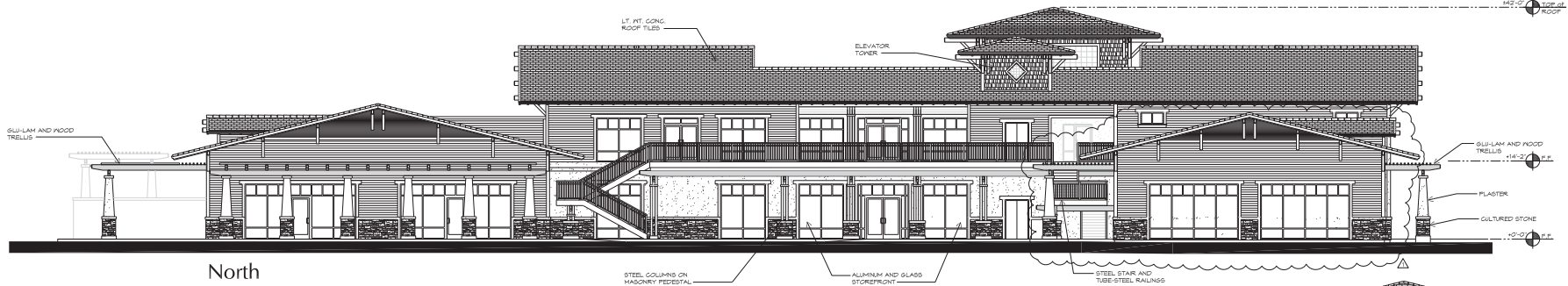
Commerical Building Exterior Elevations



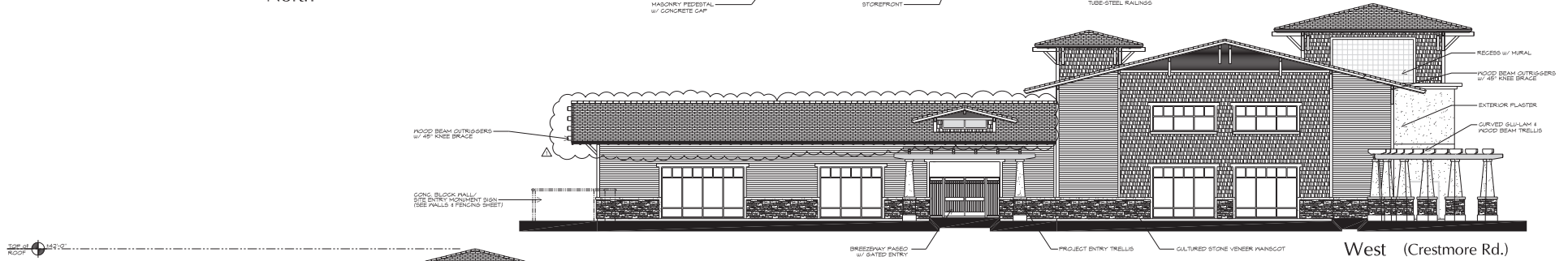
Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California



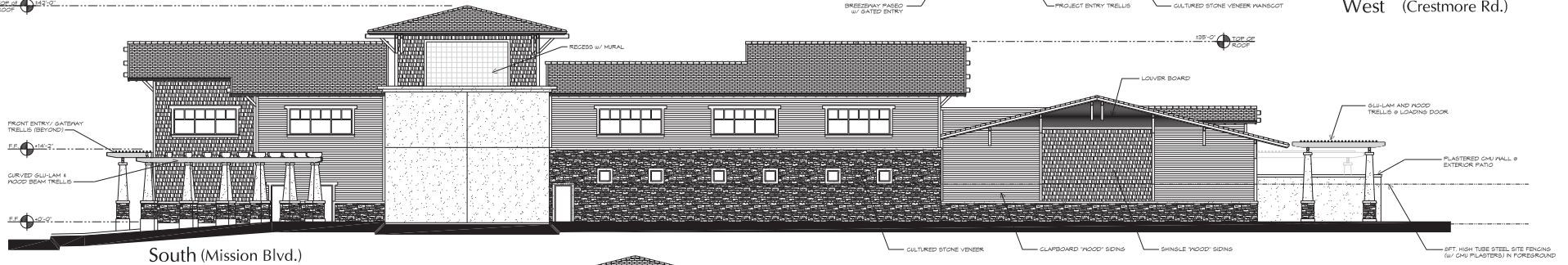
14111
Sheet #18 of 36
October 01, 2020
NOTE: This sheet does not reflect the 08.06.2020 revisions.
Curtis J. Dahle, AIA, Architect
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Tel. 909-980-1361 • Fax. 909-944-5814 • e-mail. curtisdahle@gmail.com •



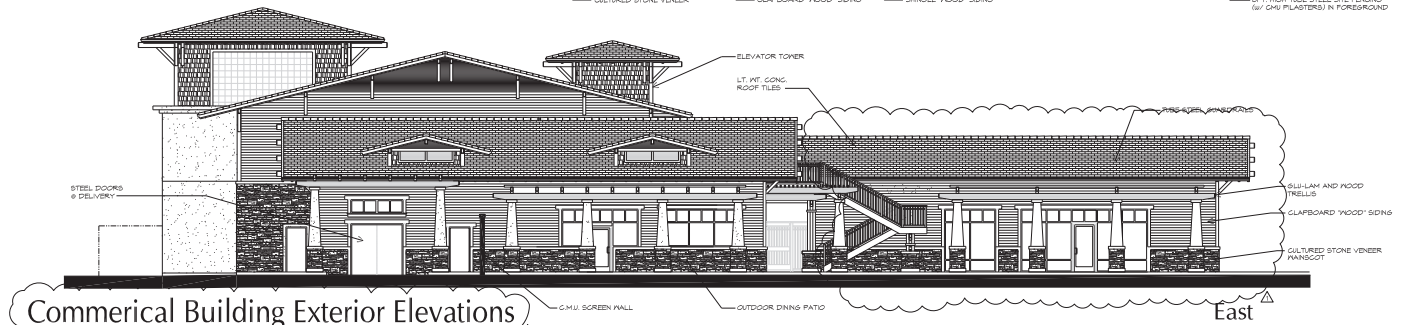
North



West (Crestmore Rd.)



South (Mission Blvd.)

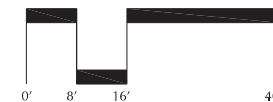


East

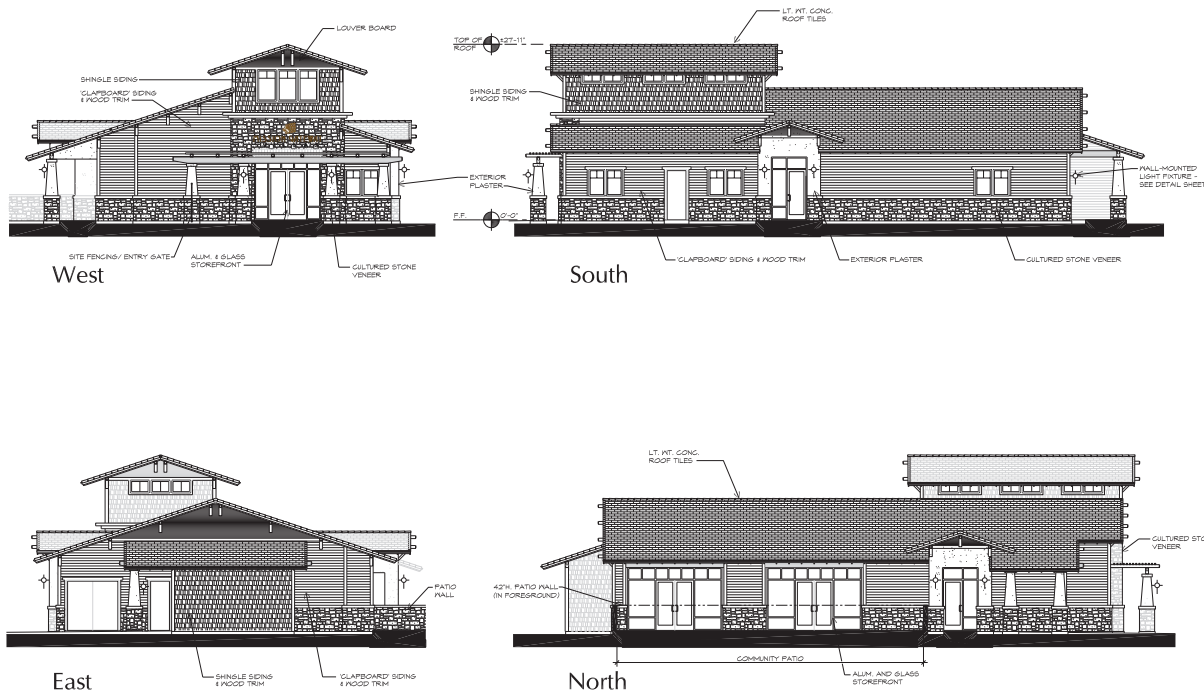
Commerical Building Exterior Elevations



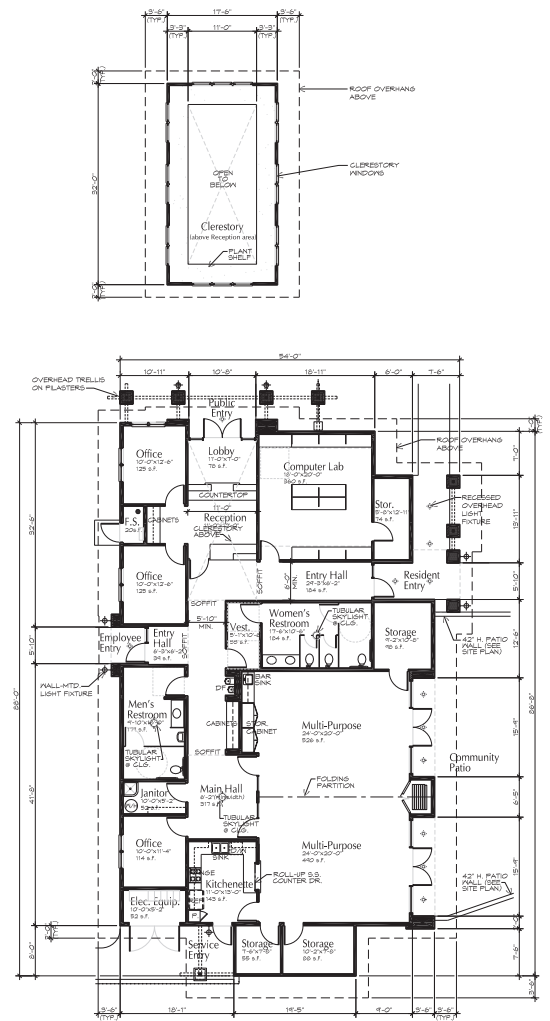
Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California



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October 01, 2020
Sheet #19 of 36
08.06.2020 - Response to comments from City Council
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Exterior Elevations

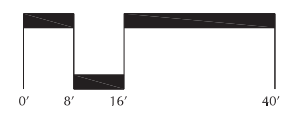


Floor Plan

B Occupancy Group
Type V-B Construction
Fully-Sprinklered
Building Area: 3,818 s.f.

Community Building

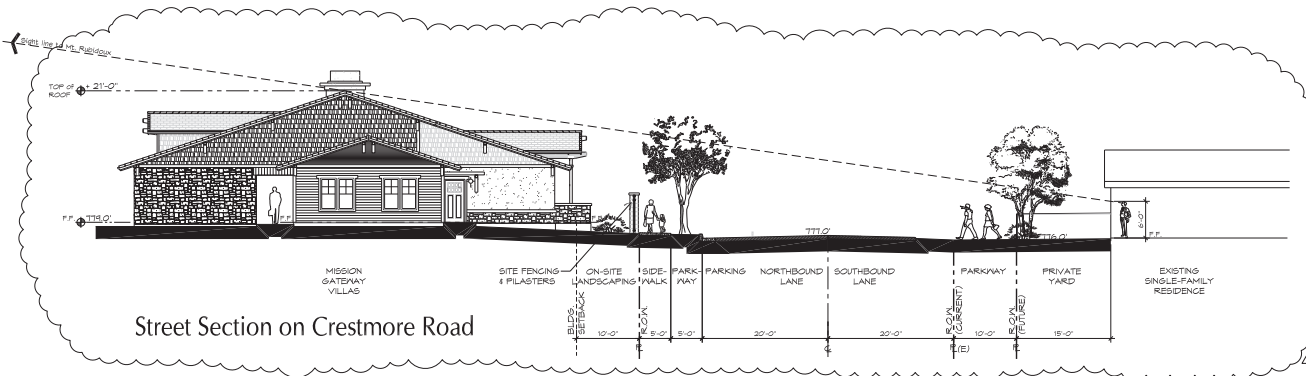
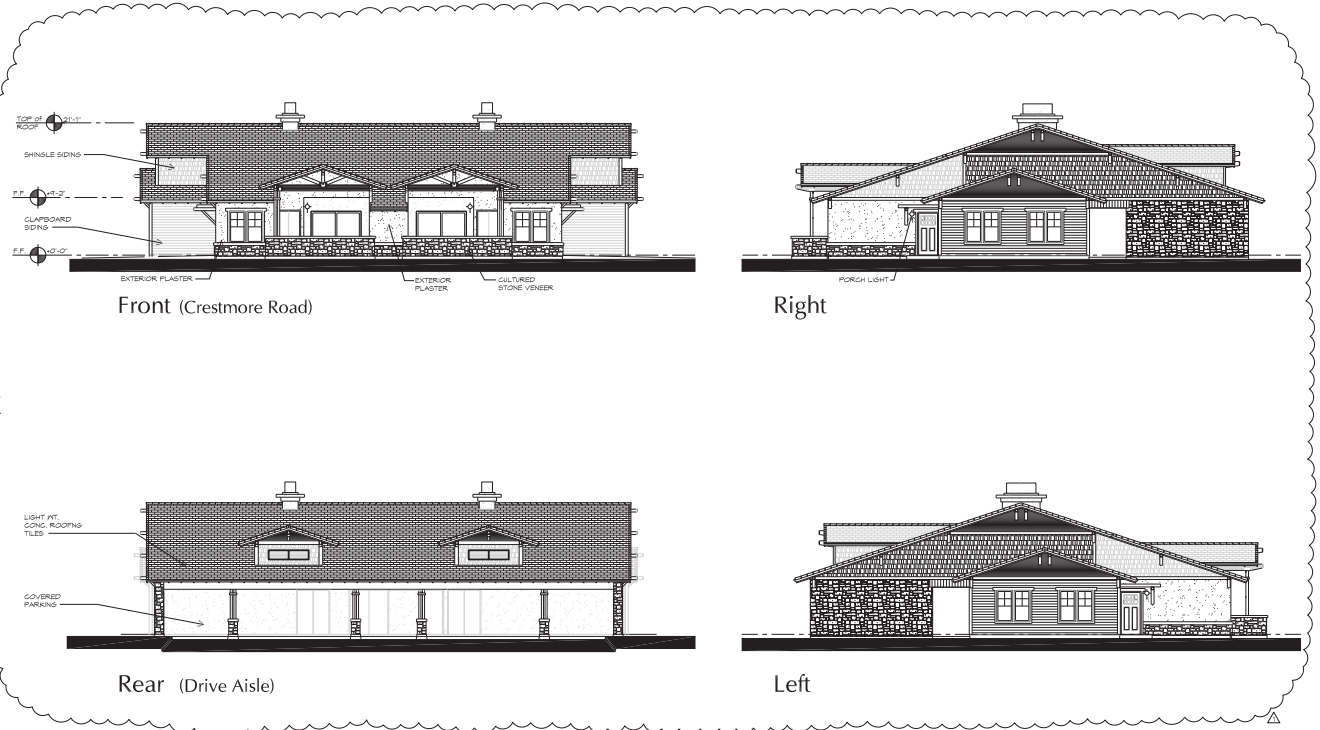
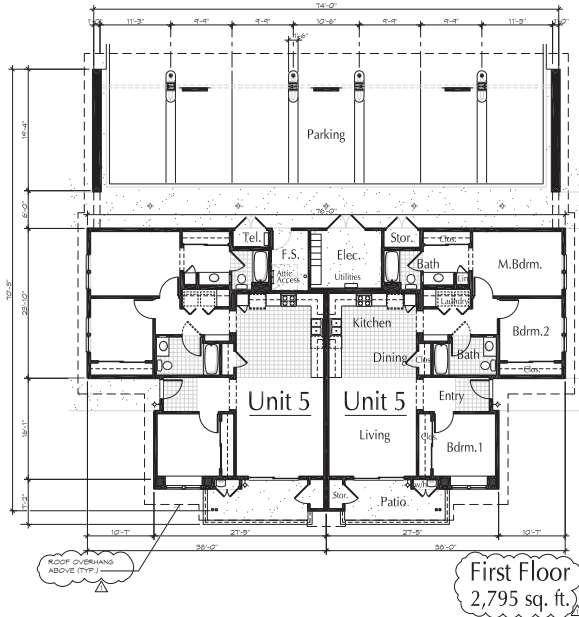
Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California



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October 01, 2020
Sheet #20 of 36

Curtis J. Dahle, AIA, Architect

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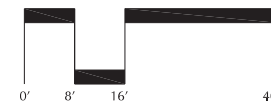
Bldg. Type "A.1"	Qty.
Unit Mix	
Unit 5	(2)
3 Bdm., 2 Bath	
1,232 sq.ft.	
total	2 units

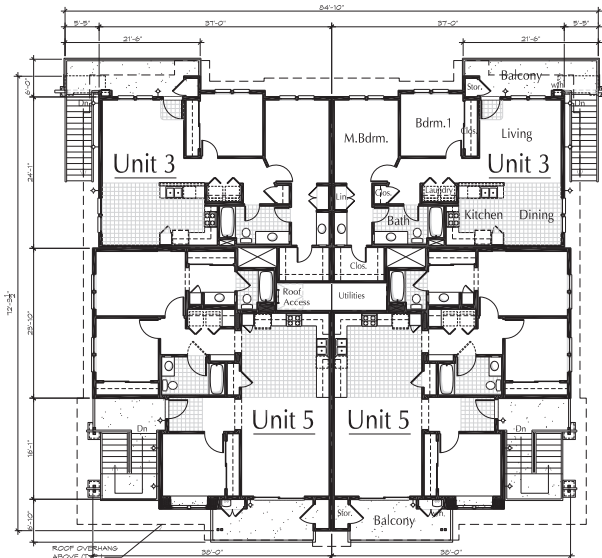
R-2 Occupancy Group	
Type V-B Construction	
Building Area: 1st Flr.	2,795 sq.ft.
total/ bldg.	2,795 sq.ft.

Building "A.1" Plans and Exterior Elevations

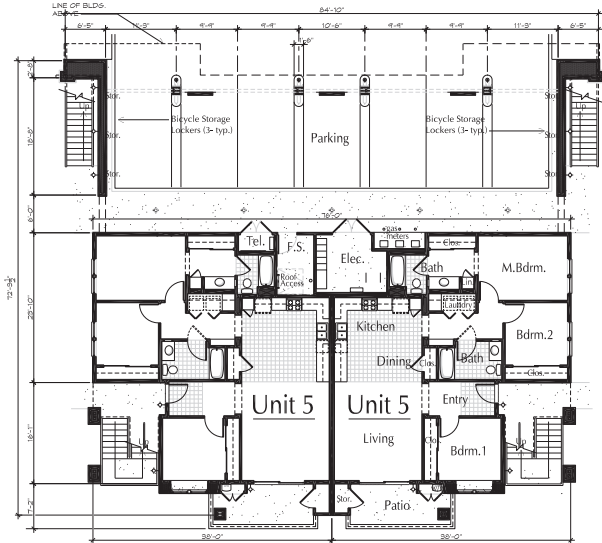


Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California





Second Floor
4,552 sq. ft.



First Floor
3,350 sq. ft.



Front



Rear



Right



Left

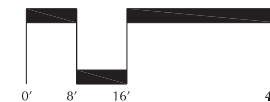
Bldg. Type "A.2"
Unit Mix

	Qty.
Unit 3 2 Bdrm., 1 Bath 942 sq.ft.	(2)
Unit 5 3 Bdrm., 2 Bath 1,232 sq.ft.	(4)
total	6 units

R-2 Occupancy Group Type V-B Construction Building Area:	1st Flr.	3,350 sq.ft.
	2nd Flr.	4,552 sq.ft.
	total/ bldg.	7,902 sq.ft.

Building "A.2" Plans and Exterior Elevations

Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California

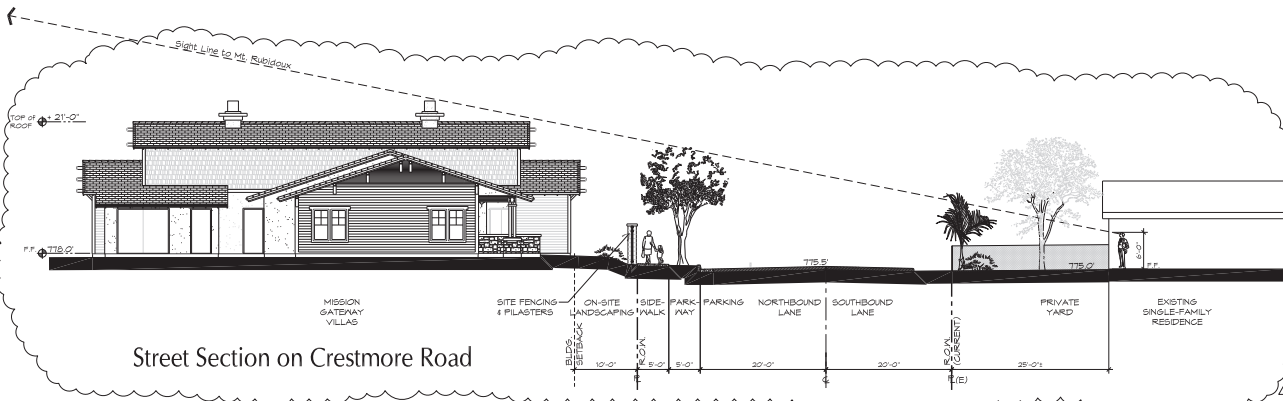
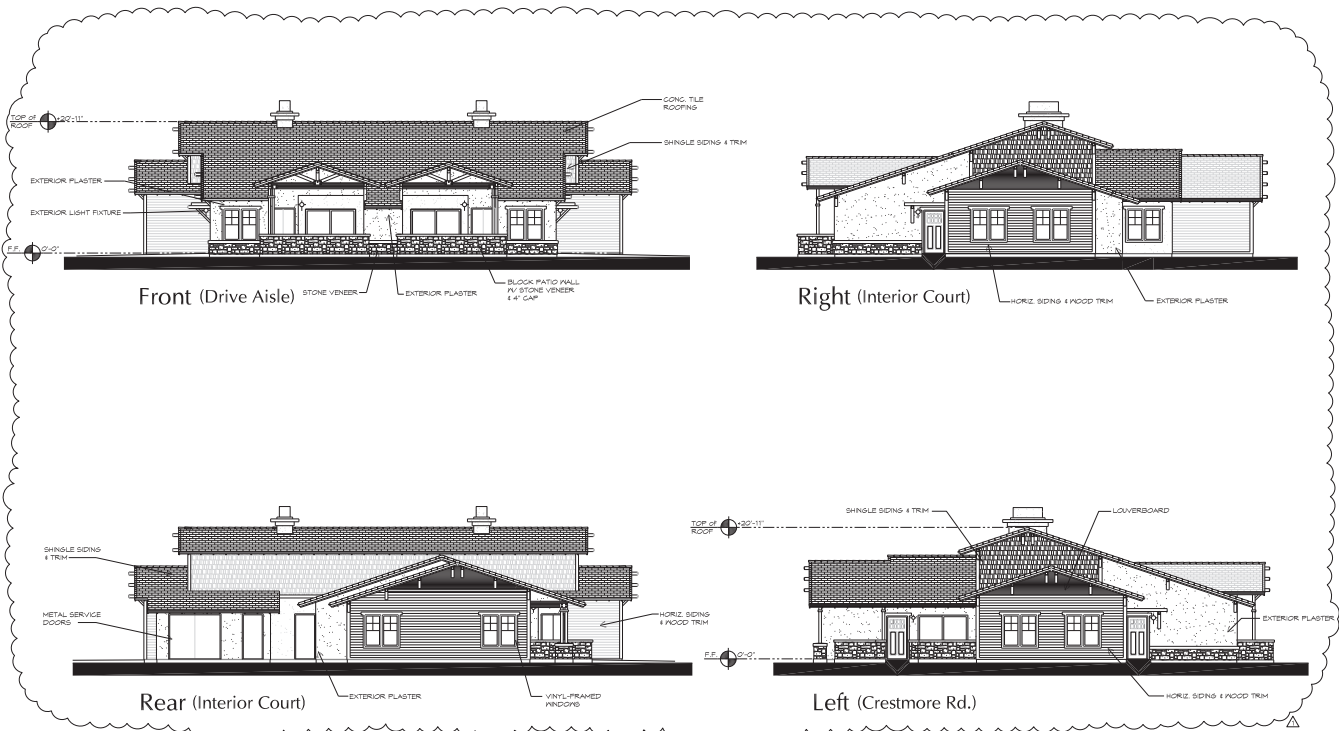
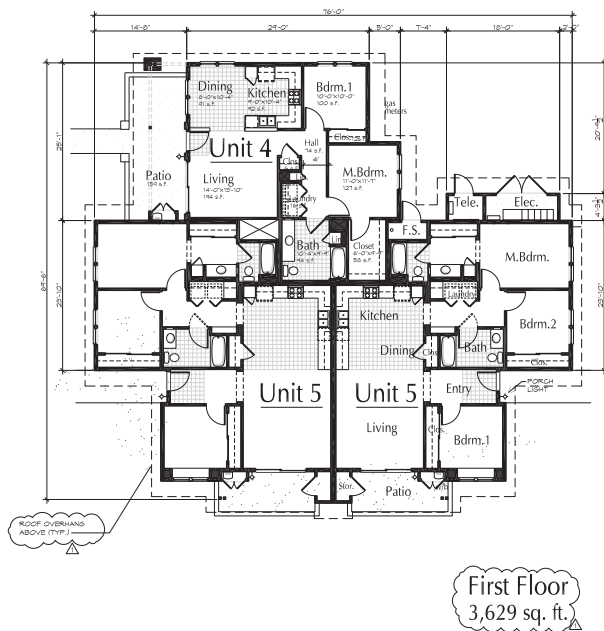


08.06.2020 - Response to comments
From City Council

Curtis J. Dahle, Architect

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October 01, 2020
Sheet #22 of 36



Bldg. Type "B.1"

Unit Mix

Qty.

Unit 5
3 Bdrm., 2 Bath
1,232 sq.ft.

(2)

Unit 4
2 Bdrm., 1 Bath
958 sq.ft.

(1)

total 3 units

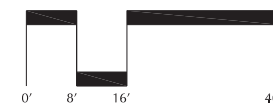
R-2 Occupancy Group
Type V-B Construction

Building Area: 1st Flr. 3,629 sq.ft.
total/ bldg. 3,629 sq.ft.

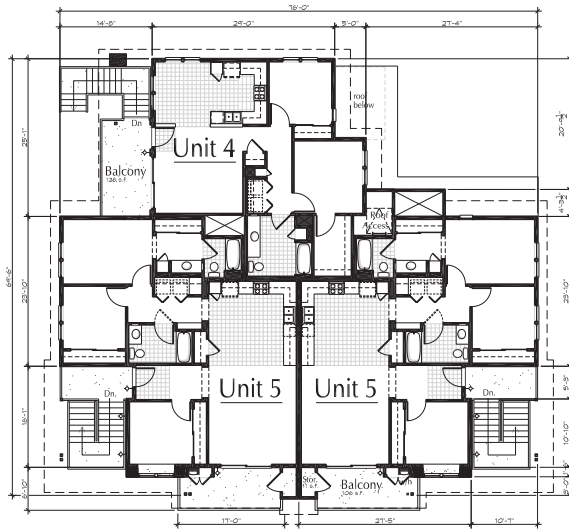
Building "B.1" Plans and Exterior Elevations



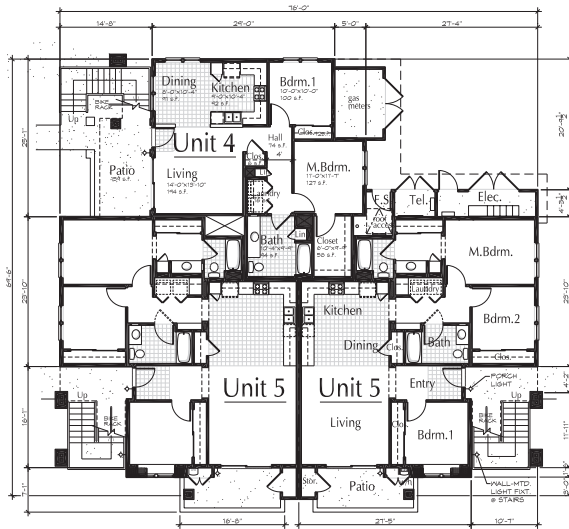
Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California



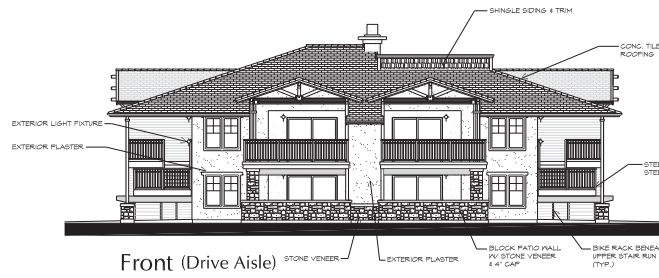
14111
October 01, 2020
08.06.2020 - Response to comments from City Council
Sheet #23 of 38
Curtis J. Dahle, Architect
8439 White Oak Ave., Suite 105 • Rancho Cucamonga, Ca 91730
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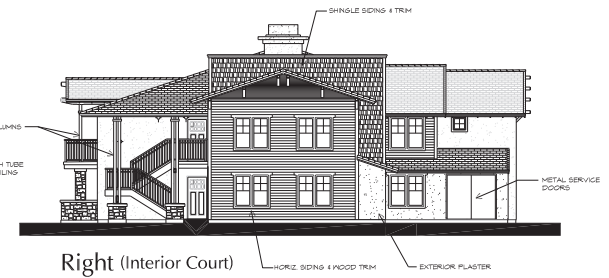
Second Floor
3,542 sq. ft.



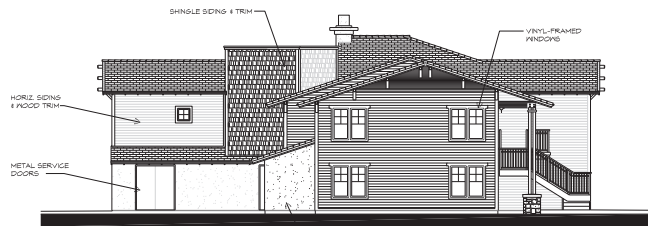
First Floor
4,180 sq. ft.



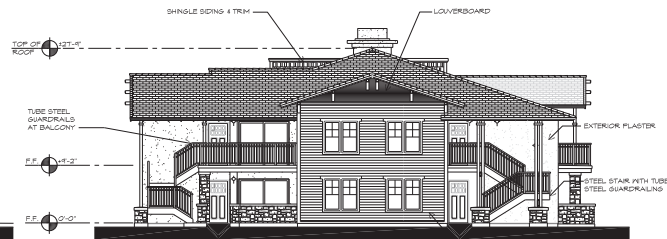
Front (Drive Aisle)



Right (Interior Court)



Rear (Interior Court)



Left (Drive Aisle)

Bldg. Type "B.2"

Unit Mix

Qty.

Unit 4
2 Bdrm., 1 Bath
958 sq.ft.

(2)

Unit 5
3 Bdrm., 2 Bath
1,232 sq.ft.

(4)

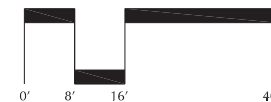
total 6 units

R-2 Occupancy Group
Type V-B Construction

Building Area: 1st Flr. 4,180 sq.ft.
2nd Flr. 3,542 sq.ft.
total/ bldg. 7,722 sq.ft.

Building "B.2" Plans and Exterior Elevations

Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California

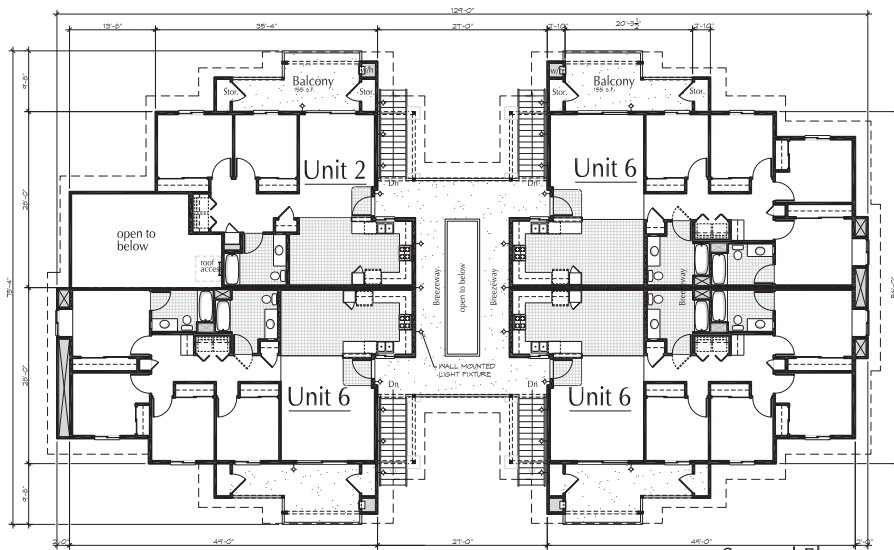


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October 01, 2020
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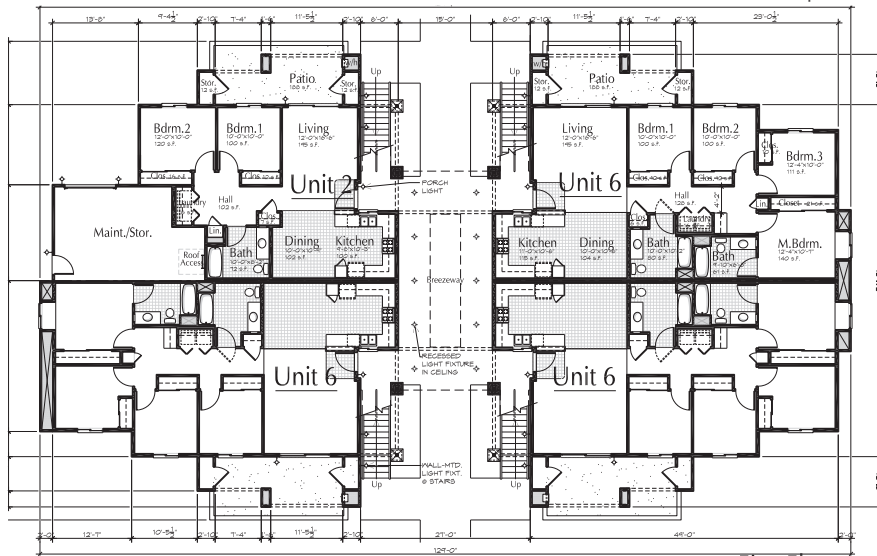
08.06.2020 - Response to comments from City Council

Curtis J. Dahle, AIA, Architect

0439 White Oak Avenue, Suite 105 • Rancho Cucamonga, Ca 91730 •
Tel. 909.980.1361 • Fax. 909.944.5814 • e-mail: curtidahle@gmail.com



Second Floor
6,015 sq. ft.

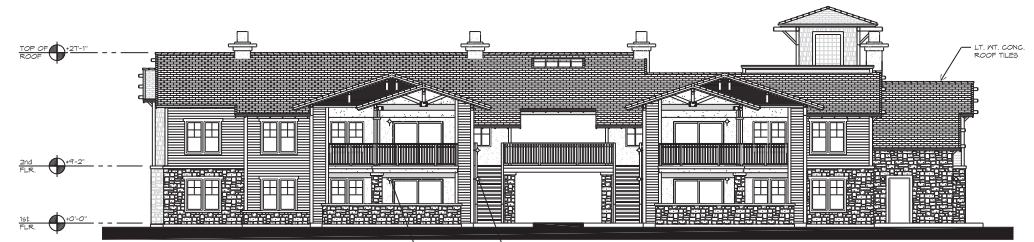


First Floor
5,954 sq. ft.

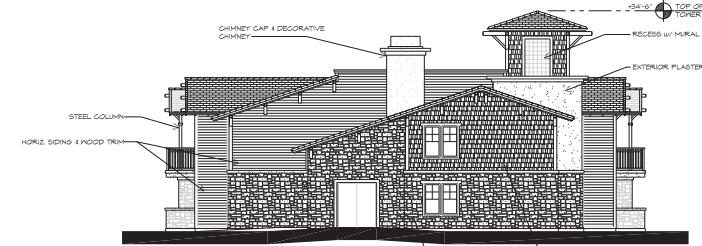
Bldg. Type "C" Unit Mix

	Qty.
Unit 2 2 Bdrm., 1 Bath 927 sq.ft.	(2)
Unit 6 4 Bdrm., 2 Bath 1,381 sq.ft.	(6)
total	8 units

R-2 Occupancy Group Type V-B Construction Building Area:	5,954 sq.ft.
1st Flr.	6,015 sq.ft.
2nd Flr.	6,015 sq.ft.
total/ bldg.	14,118 sq.ft.



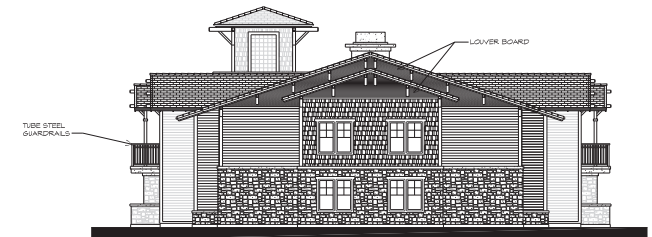
West



South (Mission Blvd.)



East (Santa Ana River)

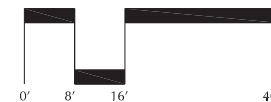


North

Building "C" Plans and Exterior Elevations



Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California



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October 01, 2020

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Curtis J. Dahle, AIA, Architect

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HARDSCAPE



DECOMPOSED GRANITE PATHWAYS



BIO SWALE WITH BOULDERS AND COBBLE



CONCRETE UNIT PAVERS -
RANDOM ASHLAR PATTERNED



FLAGSTONE PAVERS

COLORLED CONCRETE
SCORED PAVING

AMENITIES



BUILT-IN BARBEQUE, TRELLIS & ROCK VENEER



LOW PLANTER WALLS WITH STONE VENEER



TOT-LOT PLAY EQUIPMENT



SWIMMING POOL AREA

PLANT MATERIAL



DROUGHT TOLERANT-LOW MAINTENANCE
HOME LANDSCAPE DESIGNS



DROUGHT TOLERANT RIPARIAN PLANTING



APPROPRIATE TURF FOR COMMUNITY AREA

TREES



Platanus racemosa CALIFORNIA SYCAMORE



Jacaranda mimosifolia JACARANDA



Lagerstroemia x. luscariora CREPE MYRTLE



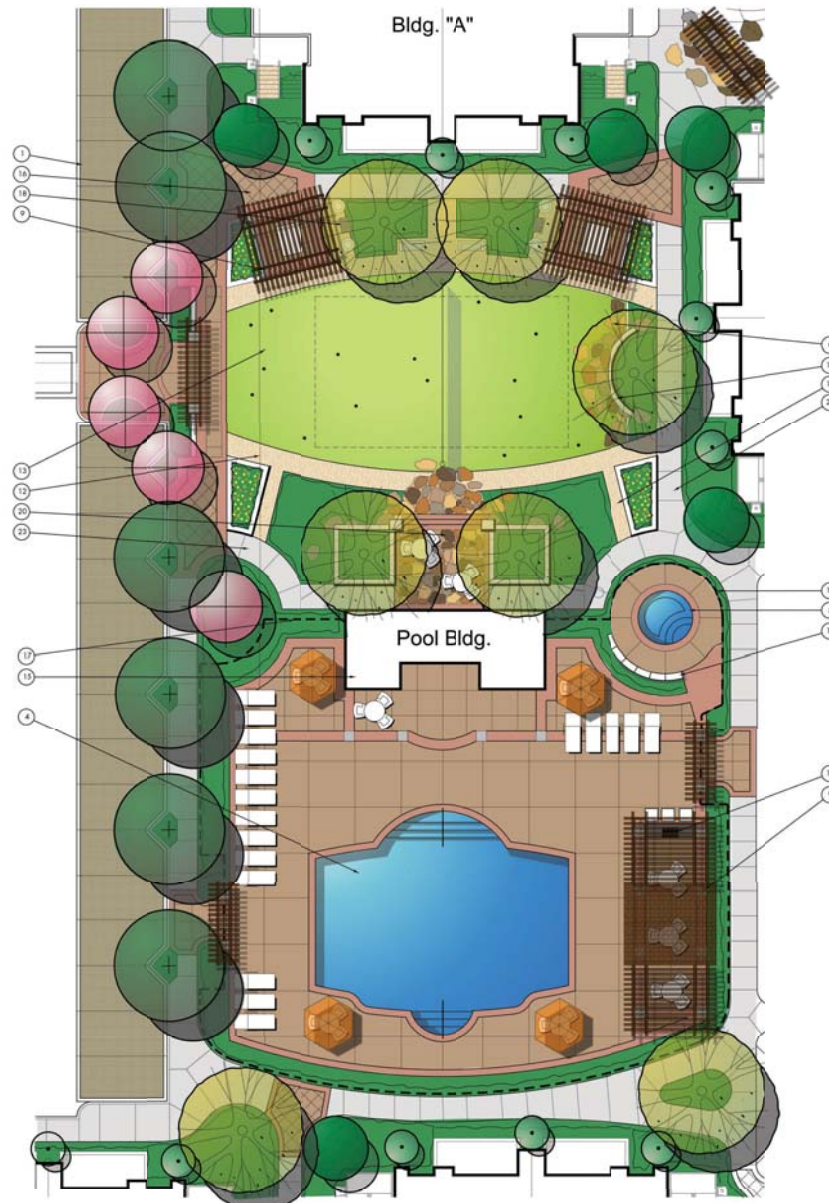
Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California

October 01, 2020
Sheet #26 of 36

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RECREATION AREA PLAN VIEW ENLARGEMENT

PLANT PALETTE

TREES

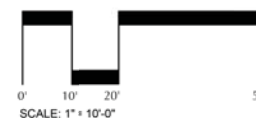
- | | |
|--|--|
| STREET TREE
<i>Prunus ilicifolia</i> | Hollyleaf Cherry |
| DECIDUOUS FLOWERING ACCENT TREE
<i>Cercis 'Forest Pansy'</i>
<i>Chitalpa x tashkentensis</i> | Forest Pansy Redbud
Chitalpa |
| SPECIMEN TREE
<i>Platanus racemosa</i>
<i>Quercus agrifolia</i> | Sycamore Tree
California Coast Live Oak |
| EVERGREEN ACCENT TREE
<i>Callistemon viminalis</i>
<i>Heteromeles arbutifolia</i> | Weeping Bottlebrush
Toyon |
| SPECIMEN SHADE TREE
<i>Arbutus 'Marina'</i> | Marina Strawberry Tree |
| PALM TREE
<i>Phoenix dactylifera</i> | Date Palm |
| EVERGREEN SCREENING TREE
<i>Lophostemon confertus</i> | Brisbane Box |

SHRUBS & GROUNDCOVERS

- | | |
|--|--------------------------------|
| SHRUBS | |
| <i>Lavandula a. 'Hidcote'</i> | Hidcote English Lavender |
| <i>Lantana 'New Gold'</i> | New Gold Lantana |
| <i>Aloe striata</i> | Coral Aloe |
| <i>Aloe 'Always Red'</i> | Always Red Aloe |
| <i>Salvia 'Bee's Bliss'</i> | Bee's Bliss Sage |
| <i>Salvia leucantha</i> | Mexican Bush Sage |
| <i>Salvia g. 'Furman's Red'</i> | Furman's Red Autumn Sage |
| <i>Hesperaloe parviflora</i> | Red Yucca |
| <i>Citrus x 'Warley Rose'</i> | Warley Rose Rockrose |
| <i>Callistemon 'Little John'</i> | Dwarf Bottlebrush |
| <i>Rhamnus 'Mound San Bruno'</i> | Mound San Bruno Coffeeberry |
| <i>Rosmarinus 'Tuscan Blue'</i> | Tuscan Blue Rosemary |
| <i>Argemone 'Bush Gold'</i> | Yellow Kangaroo Paw |
| <i>Arctostaphylos 'Moonshine'</i> | Woolly Blue Curls |
| <i>Trichostema lanatum</i> | Santa Ana Cardinal Coral Bells |
| <i>Heuchera 'Santa Ana Cardinal'</i> | |
| GROUNDCOVERS | |
| <i>Rosmarinus 'Huntington Carpet'</i> | Huntington Carpet Rosemary |
| <i>Baccharis 'Pigeon Point'</i> | Dwarf Coyote Bush |
| <i>Arctostaphylos 'Emerald Carpet'</i> | Carpet Manzanita |
| <i>Artemisia 'Canyon Grey'</i> | Canyon Grey Coastal Sagebrush |
| ACCENTS | |
| <i>Muhlenbergia r. 'Nashville'</i> | Bush Muhly Deergrass |
| <i>Laymus 'Canyon Prince'</i> | Canyon Prince Wild Rye |
| UPRIGHT ACCENT SHRUB | |
| <i>Podocarpus gracillior</i> | Fern Pine |
| <i>Cupressus sempervirens</i> | Italian Cypress |
| <i>Podocarpus macrophyllus 'Maki'</i> | Shrubby Yew |
| TURF Dwarf Marathon II | Turf |

FEATURE LEGEND

- 1 PERMEABLE PAVERS AT PARKING SPACES.
- 2 CONCRETE PAVER ACCENT AT STREET.
- 3 CONCRETE PAVER ACCENT AT CROSSWALKS.
- 4 COMMUNITY POOL AND SUN DECK.
- 5 COMMUNITY SPA.
- 6 FLAGSTONE PAVING.
- 7 CHILDREN'S TOT LOT PLAY AREA WITH RUBBERIZED PLAY SURFACE, AGES 2-5.
- 8 CHILDREN'S TOT LOT PLAY AREA WITH RUBBERIZED PLAY SURFACE, AGES 5-12.
- 9 FREESTANDING SHADE PAVILION.
- 10 WATER FEATURE.
- 11 SEAT WALL.
- 12 DECOMPOSED GRANITE PEDESTRIAN PATHWAY.
- 13 OPEN VOLLEYBALL COURT TURF AREA.
- 14 COMMUNITY PRIVACY FENCING.
- 15 POOL BUILDING WITH RESTROOM.
- 16 ENHANCED CONCRETE PAVING AT TRANSITIONS.
- 17 TUBULAR STEEL POOL FENCE.
- 18 BUILT-IN BARBECUE.
- 19 DRY STREAMBED WITH BOULDERS AND COBBLESTONES.
- 20 RAISED FLAGSTONE VIEWING DECK OVERLOOKING TURF AREA.
- 21 PASSIVE SEATING AREA WITH SEATWALL.
- 22 ENTRY MONUMENT SIGN.
- 23 CONCRETE PEDESTRIAN SIDEWALK.



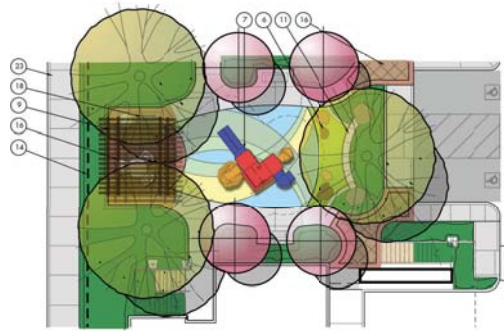
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Curtis J. Dahle, AIA, Architect

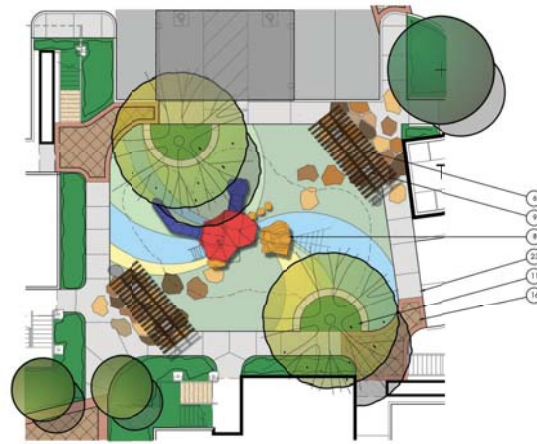
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Tel. 909-980-1361 Fax. 909-944-5814 e-mail: curtidahle@gmail.com



Conceptual Landscape Plan Enlargements
Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California



CHILDREN'S TOT LOT PLAN VIEW ENLARGEMENT
AGES 2-5



CHILDREN'S TOT LOT PLAN VIEW ENLARGEMENT
AGES 5-12

PLANT PALETTE

TREES

- STREET TREE
 - Koeleuteria paniculata • Goldenrain Tree
 - Jacaranda mimosifolia • Jacaranda
- DECIDUOUS FLOWERING ACCENT TREE
 - Lagerstroemia x. fauriei • Tuscara
 - Crape Myrtle
- SPECIMEN TREE
 - Platanus racemosa • Sycamore Tree
- EVERGREEN UPRIGHT ACCENT TREE
 - Lophostemon confertus • Brisbane Box
- SPECIMEN SHADE TREE
 - Arbutus 'Marina' • Marina Strawberry Tree
- EVERGREEN SCREENING TREE
 - Eucalyptus nicholii • Willow Peppermint

SHRUBS & GROUNDCOVERS

- SHRUBS
 - Lavandula a. 'Hidcote'
 - Lantana 'New Gold'
 - Aloe striata
 - Aloe 'Always Red'
 - Salvia 'Bee's Bliss'
 - Salvia leucantha
 - Salvia g. 'Turman's Red'
 - Hesperaloe parviflora
 - Cistus x 'Worley Rose'
 - Callistemon 'Little John'
 - Rhamnus 'Mound San Bruno'
 - Rosemarinus 'Tuscan Blue'
 - Anisoganthos 'Bush Gold'
 - Achillea 'Moonshine'
 - Trichostema lanatum
 - Heuchera 'Santa Ana Cardinal'
 - Hidcote English Lavender
 - New Gold Lantana
 - Coral Aloe
 - Always Red Aloe
 - Bee's Bliss Sage
 - Mexican Bush Sage
 - Furman's Red Autumn Sage
 - Red Yucca
 - Worley Rose Rockrose
 - Dwarf Bottlebrush
 - Mound San Bruno Coffeeberry
 - Tuscan Blue Rosemary
 - Yellow Kangaroo Paw
 - Yarrow
 - Woolly Blue Curly
 - Santa Ana Cardinal Coral Bell
- GROUNDCOVERS
 - Rosemarinus 'Huntington Carpet'
 - Baccharis 'Pigeon Foot'
 - Arctostaphylos 'Emerald Carpet'
 - Artemisia 'Canyon Grey'
 - Huntington Carpet Rosemary
 - Dwarf Coyote Bush
 - Carpet Manzanita
 - Canyon Grey Coastal Sagebrush
- ACCENTS
 - Muhlenbergia r. 'Nashville'
 - Leymus 'Canyon Prince'
 - Bush Muhly Deergrass
 - Canyon Prince W/S Rye
- UPRIGHT ACCENT SHRUB
 - Podocarpus gracilior
 - Cupressus sempervirens
 - Podocarpus macrophylla 'Maki'
 - Fern Pine
 - Italian Cypress
 - Shrubby Yew

VINES

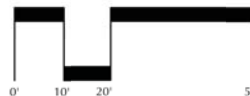
- Parthenocissus tricuspidata • Boston Ivy

TURF

- Hybrid Bermuda • Turf
- 6" HIGH TAN SPLIT FACE ONE SIDE (WHERE VISIBLE) BLOCK PERIMETER WALL
- 6" HIGH TUBULAR STEEL PERIMETER FENCE WITH SPLIT FACE PLASTERS AT 40" O.C.

FEATURE LEGEND

- 1 PERMEABLE PAVERS AT PARKING SPACES.
- 2 CONCRETE PAVEMENT ACCENT AT STREET
- 3 CONCRETE PAVEMENT ACCENT AT CROSSWALKS.
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October 01, 2020
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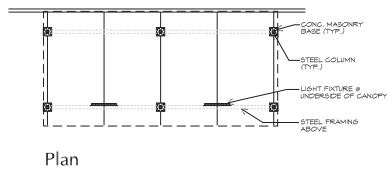
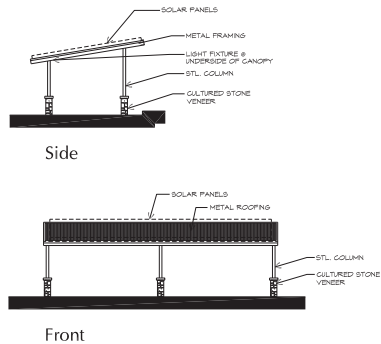
Date: 05/01/18
ADG JOB#1559-1

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Tel. 909-980-1361 • Fax. 909-944-5811 • e-mail: curtisdahle@gmail.com

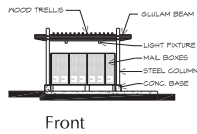


Conceptual Landscape Plan Enlargements
Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California

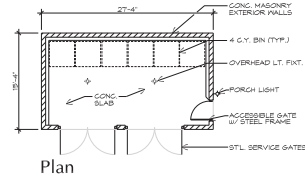
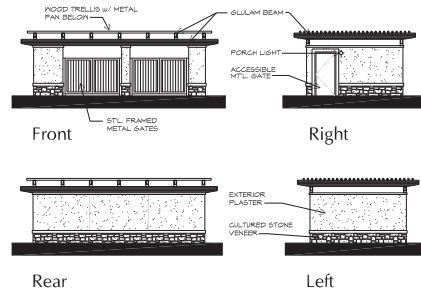


Typical Covered Parking

B Occupancy Group
Type V-B Construction

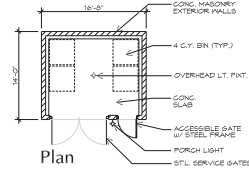
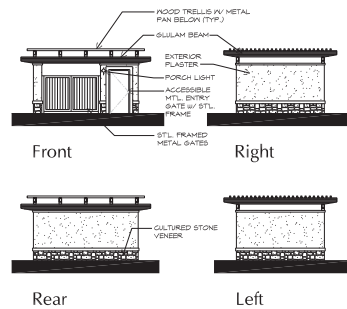


Mail Station



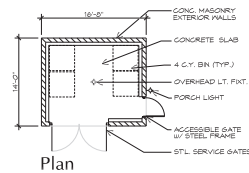
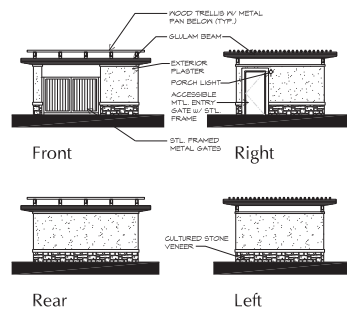
Trash Enclosure Type 1

Building Area: 419 s.f.



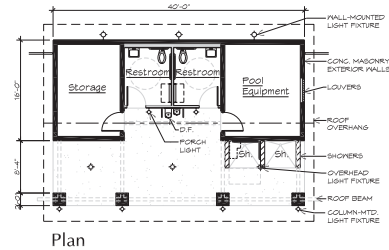
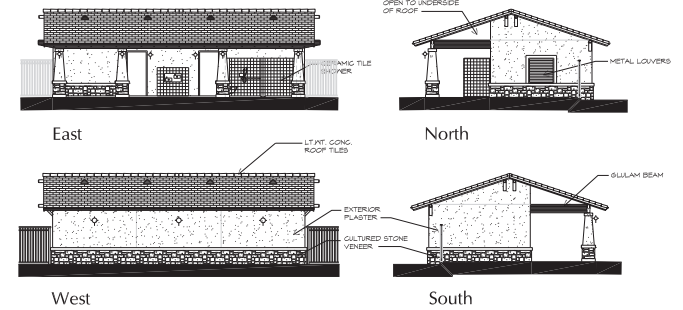
Trash Enclosure Type 2

Building Area: 233 s.f.



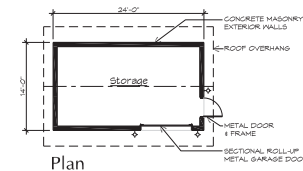
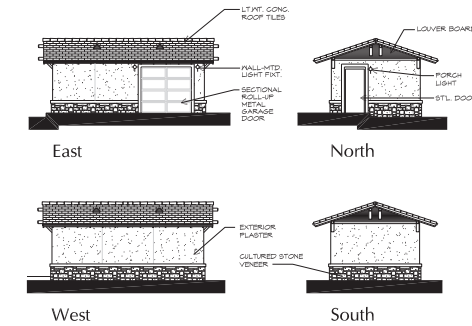
Trash Enclosure Type 3

Building Area: 233 s.f.



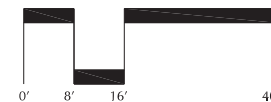
Pool Building

B Occupancy Group
Type V-B Construction
Building Area: 1,053 s.f.



Maintenance Building

B Occupancy Group
Type V-B Construction
Building Area: 336 s.f.



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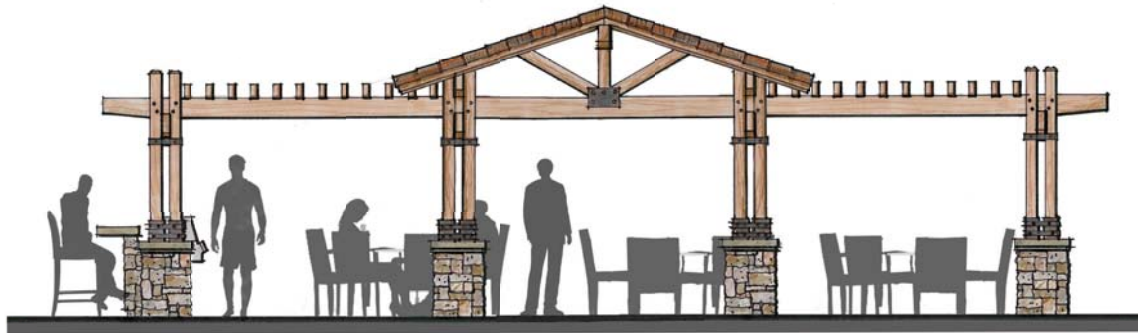
Curtis J. Dahle, AIA, Architect

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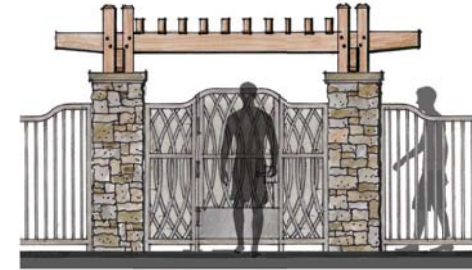


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Northtown Housing Development Corporation
City of Jurupa Valley, California

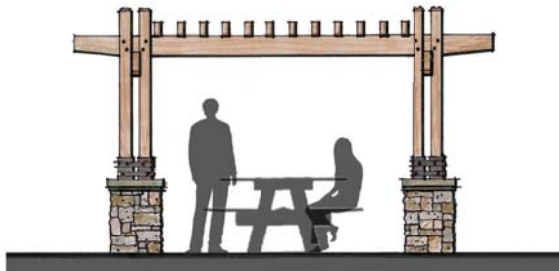
Accessory Buildings and Structures



GROUP SHADE STRUCTURE AT POOL



ENTRY GATE AND TRELLIS AT POOL



PICNIC SHADE STRUCTURE



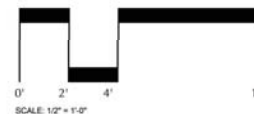
GATEWAY TRELLIS STRUCTURE



RAISED PATIO AT OPEN SPACE



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City of Jurupa Valley, California



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October 01, 2020

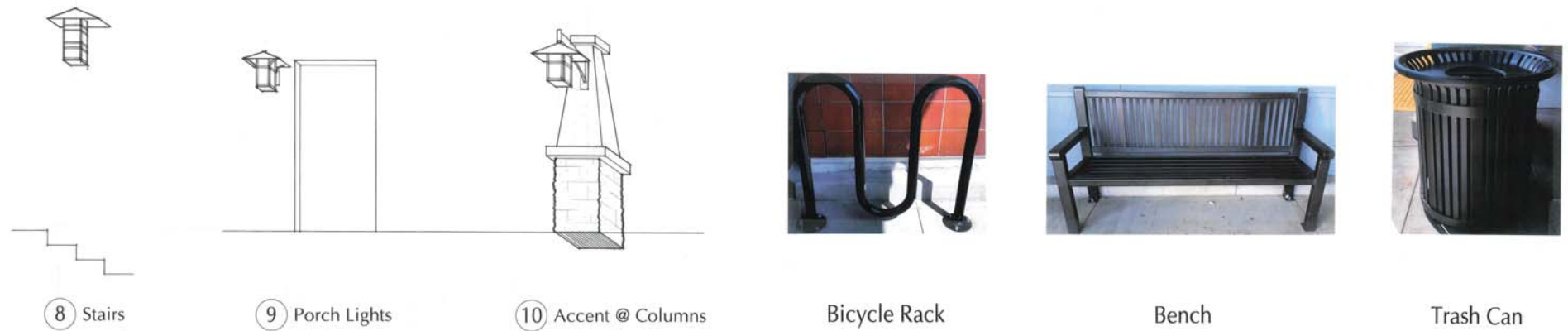
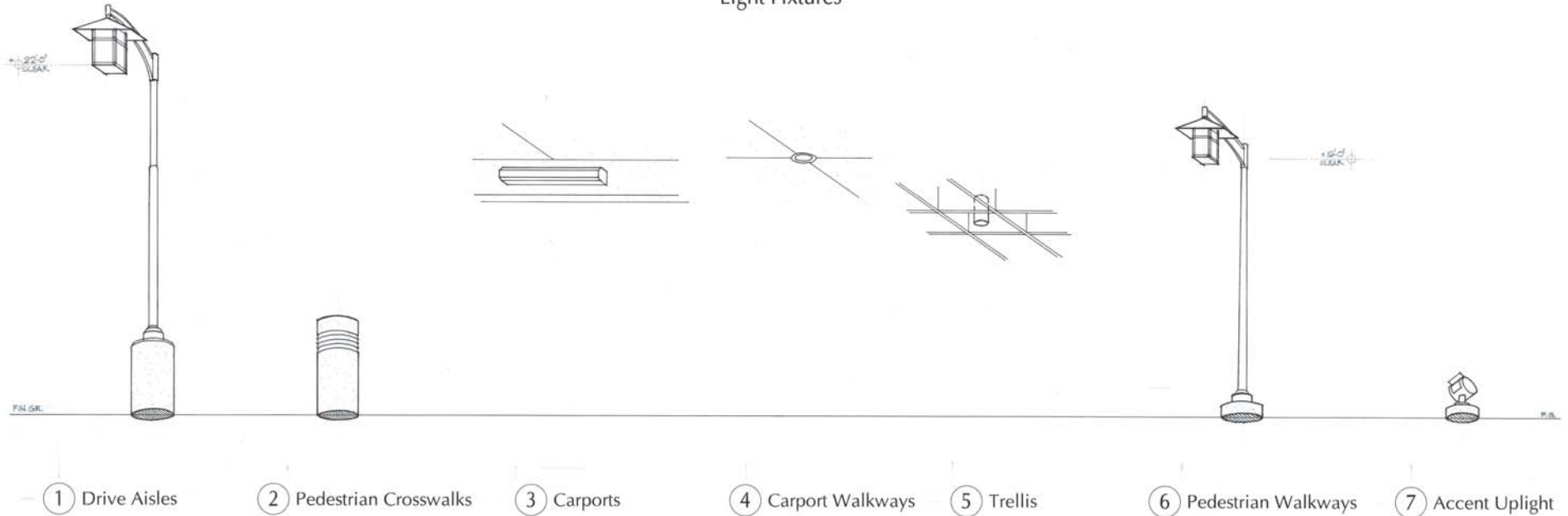
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Sheet #30 of 36

Date: 05/01/18
ADG JOB#1559-1

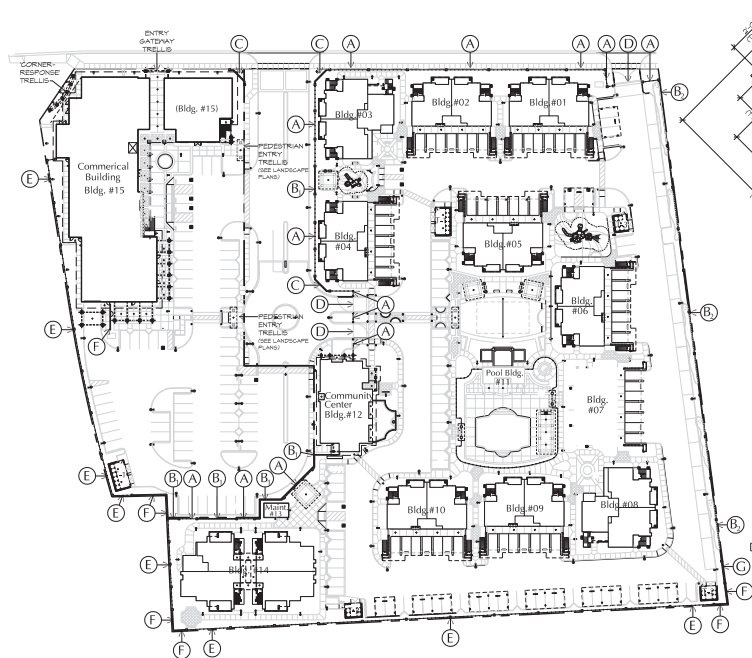
Light Fixtures



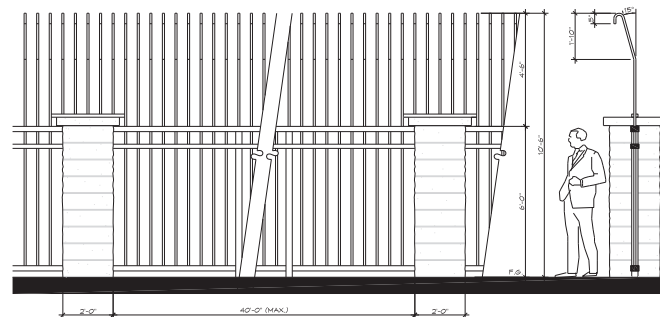
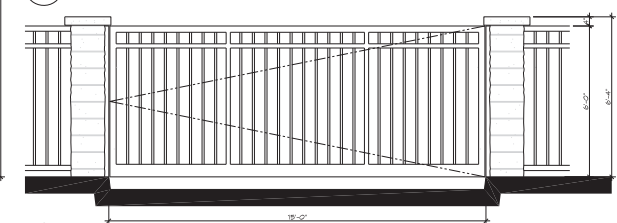
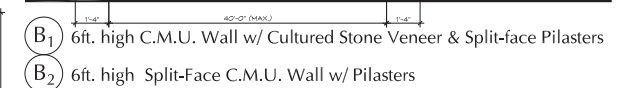
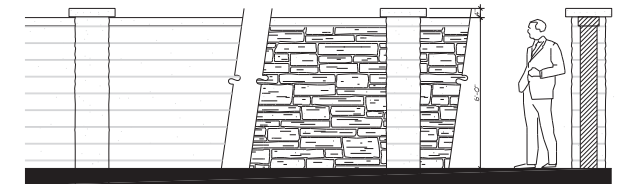
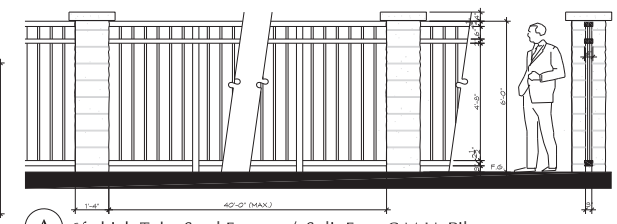
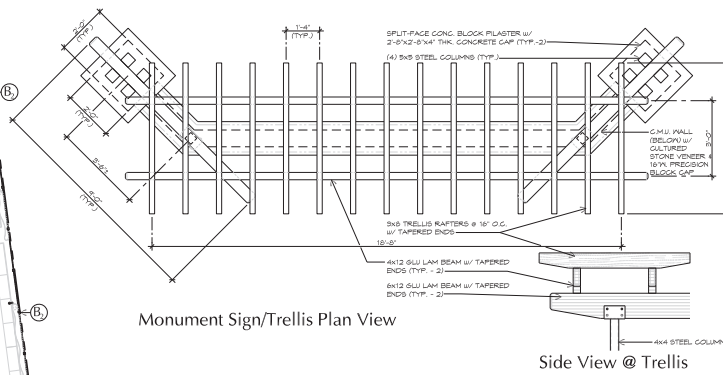
Details



Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California

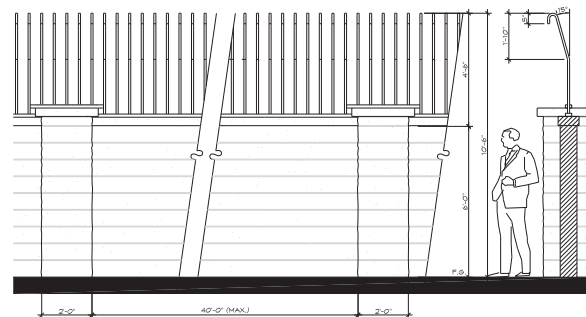


Key Plan



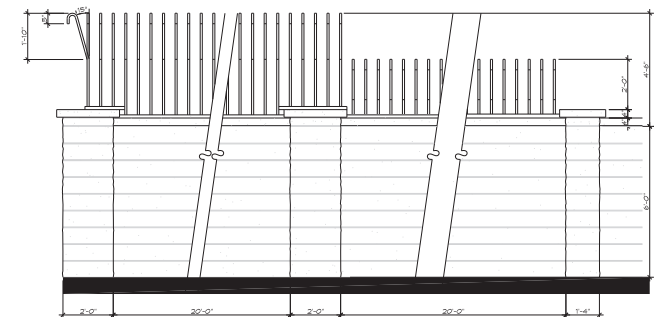
6ft. high Split-Face C.M.U. Pilasters w/ 10ft. high Tube Steel Fence

* WITH UP TO 30" HIGH SPLIT FACE RETAINING WALL BELOW AT PROPERTY LINES WHERE NEW FINISH GRADE ON INTERIOR OF SITE IS HIGHER THAN THE EXISTING GRADE ON THE ADJACENT PROPERTY (PILASTERS SHALL EXTEND TO EXISTING GRADE).



6ft. high Split-Face C.M.U. Wall w/ 4ft. high Tube Steel Fence @ top

* WITH UP TO 30" HIGH SPLIT FACE RETAINING WALL BELOW AT PROPERTY LINES WHERE NEW FINISH GRADE ON INTERIOR OF SITE IS HIGHER THAN THE EXISTING GRADE ON THE ADJACENT PROPERTY (PILASTERS SHALL EXTEND TO EXISTING GRADE).



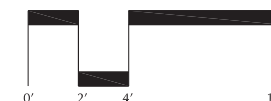
6ft. high Split-Face C.M.U. Wall w/ 2ft. high Tube Steel Fence @ top

* WITH UP TO 30" HIGH SPLIT FACE RETAINING WALL BELOW AT PROPERTY LINES WHERE NEW FINISH GRADE ON INTERIOR OF SITE IS HIGHER THAN THE EXISTING GRADE ON THE ADJACENT PROPERTY (PILASTERS SHALL EXTEND TO EXISTING GRADE).

Site Walls & Fencing



Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California



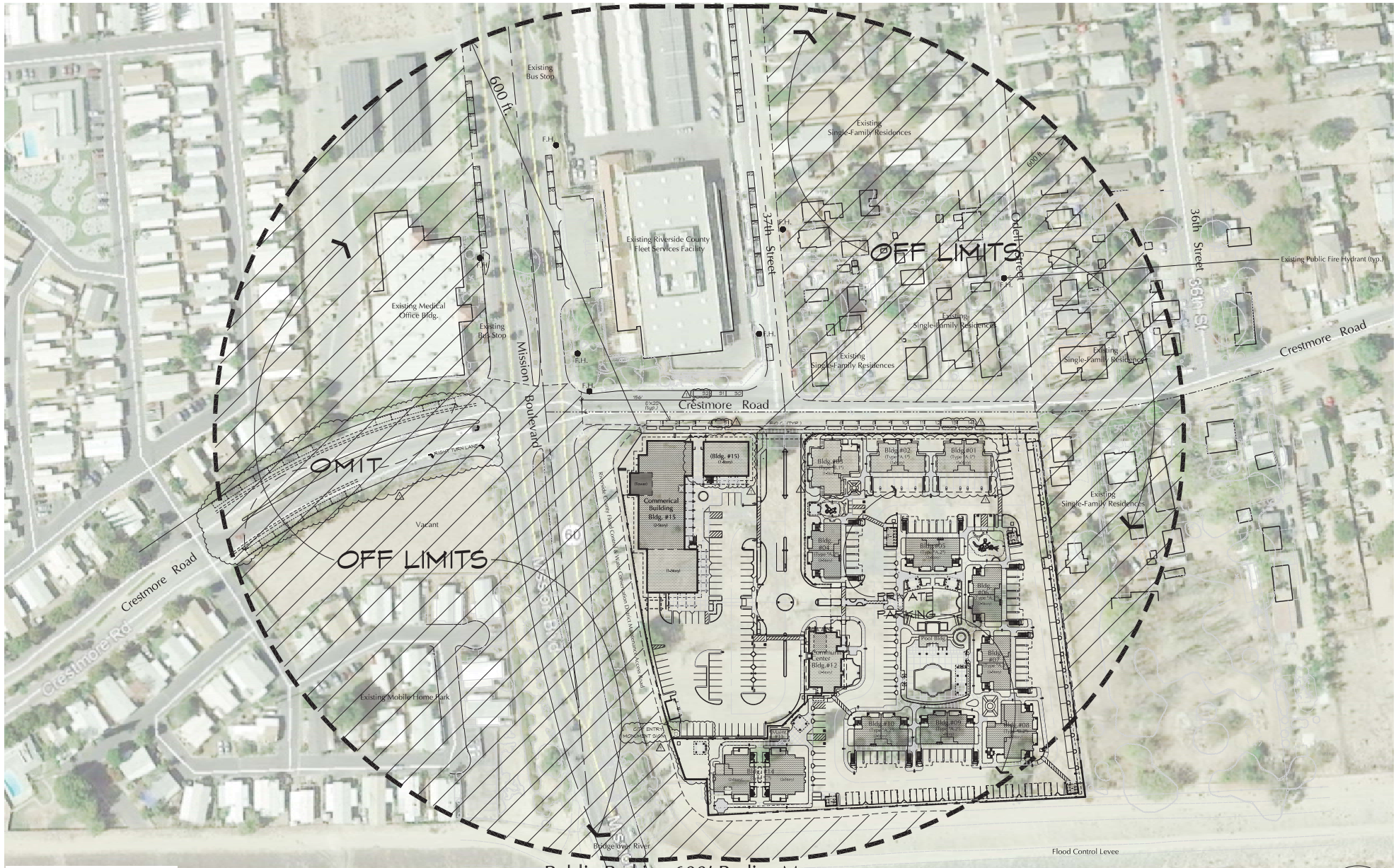
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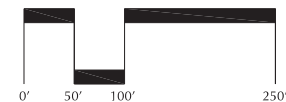
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Public Parking 600' Radius Map



Mission Gateway Plaza & Mission Gateway Villas Northtown Housing Development Corporation City of Jurupa Valley, California



Existing: 32 spaces
Previously Proposed: 31 spaces
(Omitted from Proposal: 20 spaces)
Revised Proposal (new): 15 spaces
Total Available: 47 spaces
14111

Sheet #33 of 36

October 01, 2020

08.06.2020 - Response to comments from City Council

Curtis J. Dahle, AIA, Architect

8439 White Oak Avenue, Suite 105 • Rancho Cucamonga, Ca 91730 •
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View west toward Site from west end of bridge

⑤



View west toward Site from middle of bridge

④



③



View west toward Site from east end of bridge

②



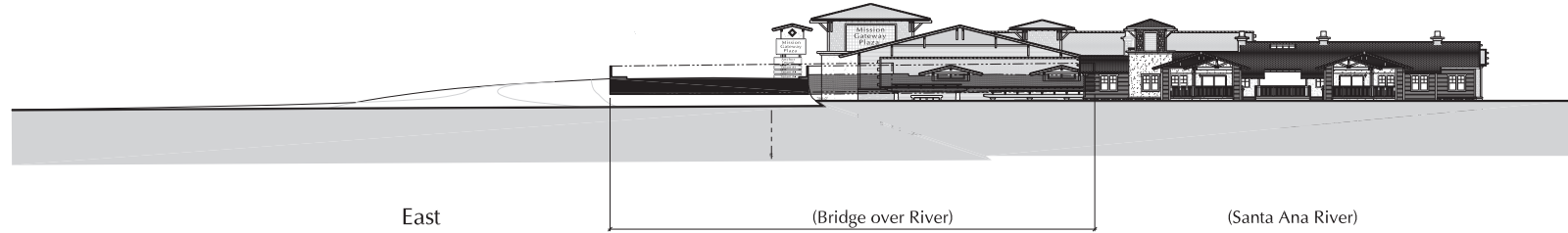
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Approach from Riverside

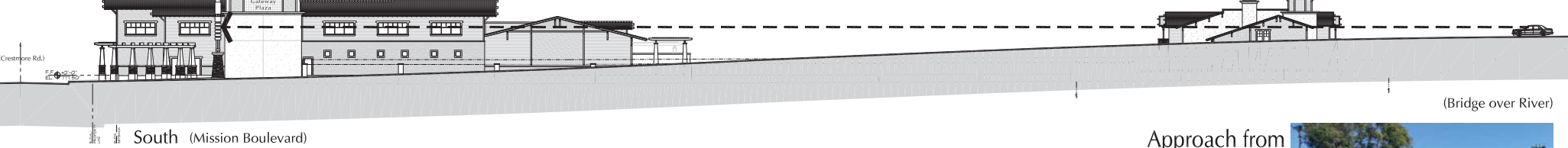


View northwest toward Site from west end of bridge

⑥



TOP OF ROOF
@ BLDG. TOPER
TOP OF ROOF
@ PYLON SIGN



Pylon Sign Street Views

Approach from Rubidoux Village

View east toward Site from Mission Blvd.



①

View east to Site from intersection of Mission & Crestmore



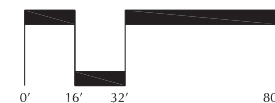
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Mission Gateway Plaza & Mission Gateway Villas

Northtown Housing Development Corporation

City of Jurupa Valley, California

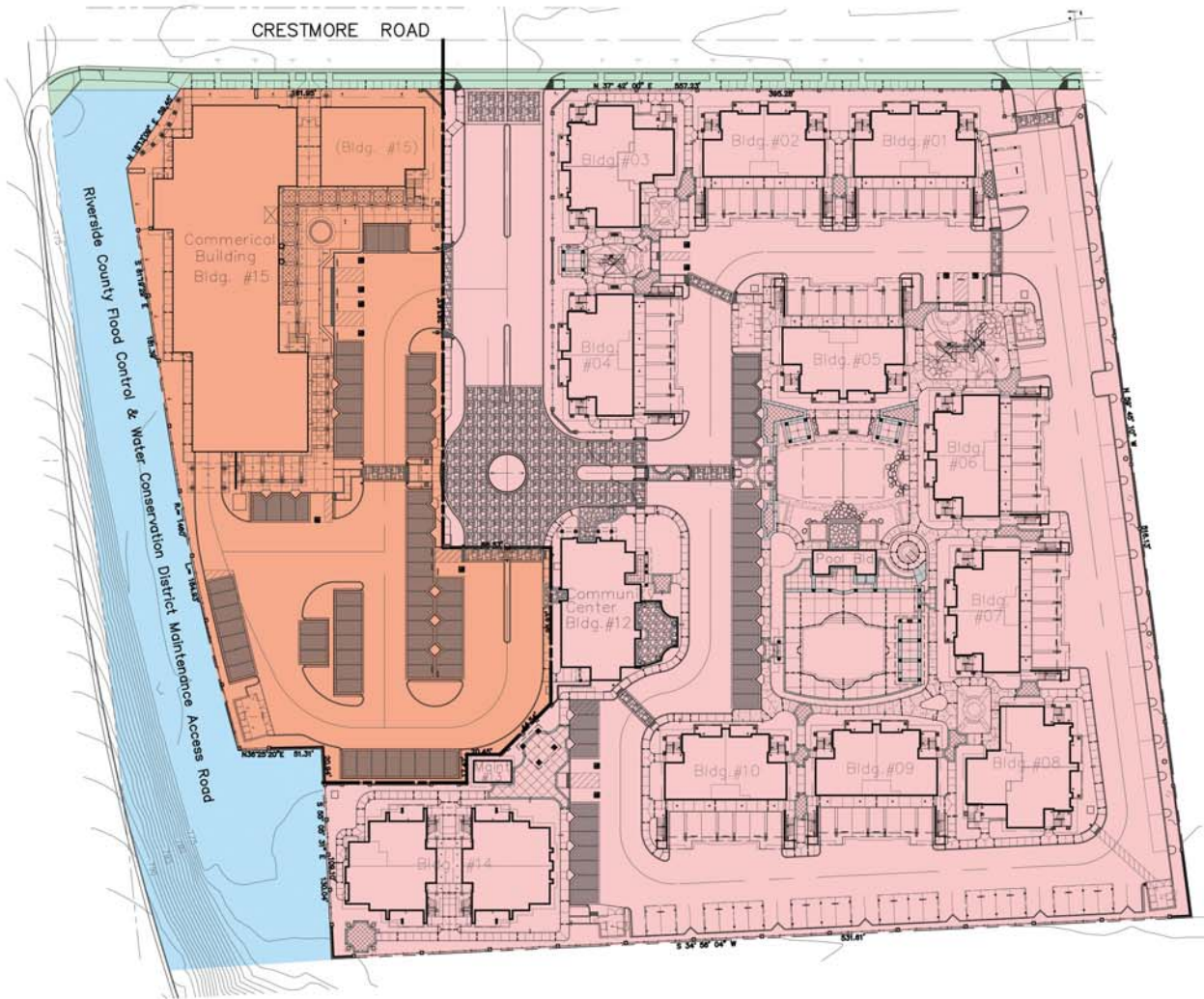


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Sheet #34 of 35

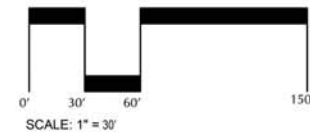
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October 01, 2020



- MAINTENANCE LEGEND:**
- CFD JURUPA VALLEY
 - RIVERSIDE COUNTY
 - MISSION GATEWAY PLAZA
 - MISSION GATEWAY VILLAS

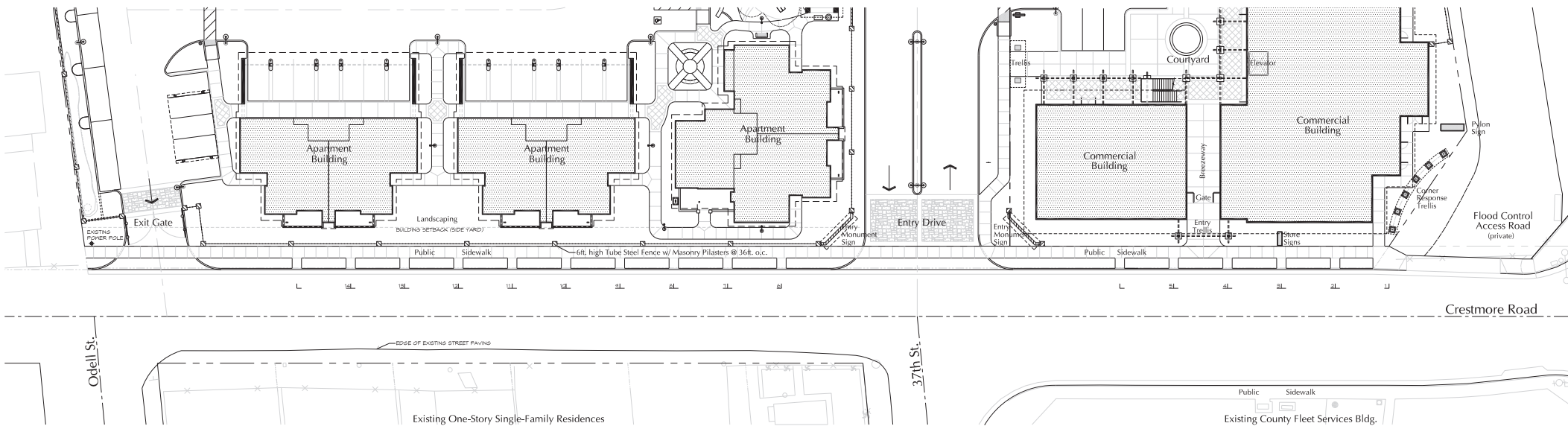


Maintenance Exhibit
Mission Gateway Plaza & Mission Gateway Villas
 Northtown Housing Development Corporation
 City of Jurupa Valley, California

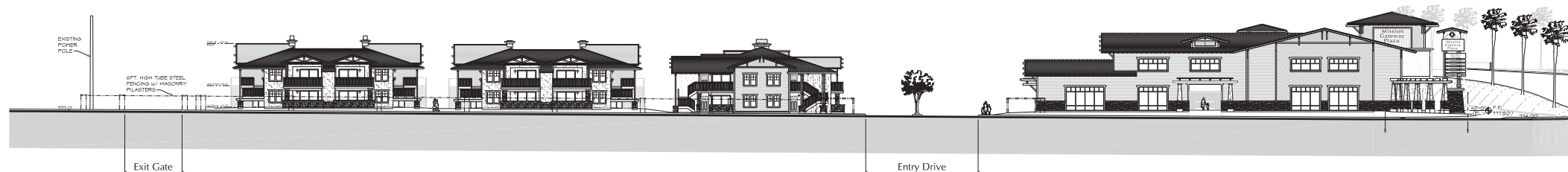


Curtis J. Dahle, AIA, Architect

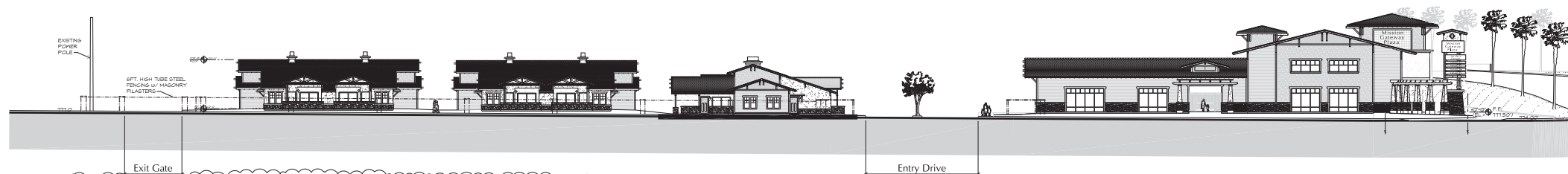
8439 White Oak Ave., Suite 105 Rancho Cucamonga, Ca 91730
 Tel: 909-980-1361 Fax: 909-944-5814 e-mail: curtisdahle@gmail.com



Partial Site Plan @ Crestmore Road Street Frontage



Initial Submittal - Building Elevations: Two-Story Scheme @ Street Frontage

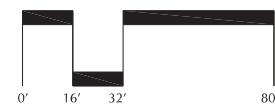


Revised Submittal - Building Elevations: One-Story Scheme @ Street Frontage

Street View Comparison: One-Story vs. Two-Story



Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California



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City of Jurupa Valley

STAFF REPORT

DATE: OCTOBER 1, 2020

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: ROD BUTLER, CITY MANAGER

SUBJECT: AGENDA ITEM NO. 17.A

DISCUSSION OF A COMPREHENSIVE REVISION TO THE PROVISIONS OF THE CITY'S ZONING CODE REGULATING ALCOHOL SALES (AT THE REQUEST OF MAYOR PRO TEM LORENA BARAJAS)

RECOMMENDATION

That the City Council discuss a comprehensive revision to the provisions of the City's Zoning Code regulating alcohol sales and, if appropriate, direct Staff to prepare revisions to the Code concerning alcohol sales.

ANALYSIS

Mayor pro Tem Lorena Barajas has requested that the Council consider directing the Staff to revise the City's Zoning Ordinance relating to alcohol sales. The Council has held many public hearings concerning applications for retail alcohol sales and has also discussed potential modifications to the various sections of the Jurupa Valley Municipal Code regulating retail alcohol sales permits. A starting point for the discussion of a comprehensive retail alcohol sales ordinance is the "Alcohol Sales and Deemed Approved Alcohol Sales Regulations Ordinance" adopted by the City Council of the City of El Cajon, a copy of which is attached to this Staff Report. The El Cajon ordinance provides:

1. Detailed standards for the retail sale of alcoholic beverages in new grocery stores, liquor stores, mini-markets, gas stations and larger retail stores (pages 7-10, 12);
2. Conditional Use Permits for new alcoholic use with detailed findings for approval (page 10);
3. Separation requirements for businesses engaged in retail sales of alcoholic beverages (page 11);

4. Distancing requirements for businesses engaged in retail alcohol sales from sensitive land uses (page 6);
5. Special operational standards for legal non-conforming alcohol sales uses known in the Ordinance as “deemed approved alcohol uses” (page 15-16);
6. Revocation procedures and detailed findings for revocation of permits for retail sales of alcoholic beverages (page 13);
6. Procedures for investigating violations of the Ordinance and determining appropriate punishment or remediation (page 14); and
7. Application, regulation and inspection fees for businesses engaged in retail alcoholic beverage sales (page 22).

Council may direct Staff to begin work on the revisions to the Jurupa Valley alcohol retail sales regulations or it may request Staff to bring the El Cajon ordinance back to the Council for further discussions before the Staff begins work.

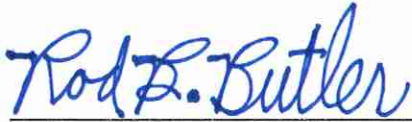
FINANCIAL IMPACT

While the El Cajon ordinance is an excellent retail alcohol sales regulation ordinance, a significant amount of Staff time will be required to modify and delete existing sections of the Jurupa Valley Zoning Code in order to integrate its provisions into the code.

ALTERNATIVES

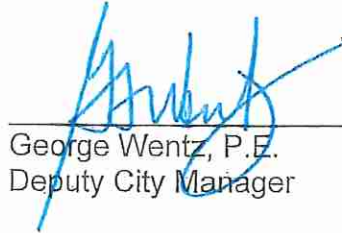
1. Direct Staff to prepare the comprehensive revisions to the Zoning Code relating to alcohol sales and provide Staff with any comments concerning areas of special concern or interest of the Council.
2. Deny the request for revisions to the Zoning Code relating to alcohol sales.
3. Request further information from Staff.
4. Continue the matter to provide more time for Council discussion.

Submitted by:



Rod B. Butler
City Manager

Reviewed by:



George Wentz, P.E.
Deputy City Manager

Reviewed by:



Peter M. Thorson
City Attorney

Reviewed by:



Thomas G. Merrell
Planning Director

Reviewed by:



Keith Clarke
Building Department Director

Attachment: El Cajon "Alcohol Sales and Deemed Approved Alcohol Sales Regulations Ordinance."

CITY OF EL CAJON MUNICIPAL CODE

CHAPTER 17.210 ALCOHOL SALES AND DEEMED APPROVED ALCOHOL SALES REGULATIONS

17.210.010 Short title.

This chapter shall be known as the “Alcohol Sales and Deemed Approved Alcohol Sales Regulations Ordinance.” (Ord. 4994 § 3, 2013)

17.210.020 Purpose.

The purpose of this chapter is to list regulations pertaining to the establishment and conduct of alcohol sales in the city under simplified headings.

This chapter requires land use permits for newly established alcoholic beverage sales activities, confers deemed approved status for all existing permitted, conditionally permitted and legal nonconforming off-sale alcoholic beverage sales activities, provides standards for the continued operation of alcoholic beverage sales establishments, sets forth grounds for the modification, revocation and termination of conditional use permits and deemed approved status for establishments violating this chapter, and provides a hearing process to review violations of the standards contained in this chapter in order to protect the general health, safety, and welfare of the residents of the city of El Cajon and to prevent nuisance activities where alcoholic beverage sales occur.

Specific purposes for enacting this chapter are as follows:

- A. To protect residential, commercial, industrial and civic areas from the harmful effects attributable to the sale of alcoholic beverages and minimize the adverse impacts of nonconforming and incompatible uses;
- B. To provide opportunities for alcoholic beverage sales establishments to operate in a mutually beneficial relationship to each other and to other commercial and civic services;
- C. To provide mechanisms to address problems associated with the public consumption of alcoholic beverages such as litter, loitering, graffiti, unruly behavior, violence, vandalism, and escalated noise levels;
- D. To provide that alcoholic beverage sales establishments are not to become the source of undue public nuisances in the community;
- E. To provide for properly maintained alcoholic beverage sales establishments so that the secondary effects of negative impacts generated by these activities on the surrounding environment are mitigated;
- F. To monitor deemed approved establishments to ensure they do not substantially change in mode or character of operation; and
- G. To promote a healthy and safe business environment in the city of El Cajon through appropriate and consistent land use regulations and to encourage the establishment of businesses that will benefit both the local economy and residents while not placing an undue strain on city resources or surrounding businesses.

This chapter alone does not allow or permit alcoholic beverage sales activities, but only applies to these activities where otherwise allowed or permitted within an involved applicable zoning district. The provisions of this ordinance are intended to complement the state of California alcohol-related laws. The city does not intend to replace or usurp any powers vested in the California Department of Alcoholic Beverage Control. (Ord. 4994 § 3, 2013)

17.210.030 Applicability.

- A. The provisions of this chapter shall apply to the extent permissible under other laws to all alcoholic beverage sales establishments, as defined in Section 17.210.040, located in the city of El Cajon that sell alcoholic beverages for on- or off-site consumption.
- B. Whenever any provision of the alcohol sales and deemed approved alcoholic beverage sales regulations, and any other provision of law, whether set forth in these regulations, in an existing conditional use permit, or in any other law, ordinance, or regulations of any kind, imposes overlapping or contradictory regulations, or contain restrictions covering any of the same subject matter, that provision which is more restrictive or imposes higher standards shall control, except as otherwise expressly provided in the alcohol sales and deemed approved alcohol sales regulations. (Ord. 4994 § 3, 2013)

17.210.040 Definitions.

The meaning and construction of these words and phrases, as set forth below, shall apply throughout, except where the context clearly indicates a different meaning or construction.

- A. **“Alcoholic beverage”** means alcohol, spirits, liquor, wine, beer, and any liquid or solid containing alcohol, spirits, wine, or beer, that contains one-half of one percent or more of alcohol by volume and that is fit for beverage purposes either alone or when diluted, mixed or combined with other substances, the sale of which requires an ABC license.
- B. **“Alcoholic beverage production”** means manufacturing of alcoholic beverages. A brewery, micro-brewery, winery or distillery are each examples of alcoholic beverage production manufacturers.
- C. **“Alcoholic beverage sales activity”** means the retail sale of alcoholic beverages for on-site or off-site consumption.
- D. **“Alcoholic beverage sales establishment”** means an establishment where an alcoholic beverage sales activity occurs. Alcoholic beverage sales establishments include but are not limited to the following recognized types of establishments: liquor stores, beer and wine stores, convenience markets, markets, neighborhood specialty food markets, retail sales establishments, wine shops, service stations, taverns, clubs, cocktail lounges, ballrooms, cabarets, dance bars, piano bars, billiard or game parlors, bowling alleys, nightclubs, dance halls, cafés, bars, restaurants with bars, full-service restaurants, fast food establishments, and breweries. For purposes of this chapter, an “alcoholic beverage sales establishment” also includes a general retail store, a grocery store and a retail pharmacy that devotes any percentage of its gross floor area to the sale and display of alcoholic beverages.
- E. **“California Department of Alcoholic Beverage Control”** or **“ABC”** refers to the department of the state of California empowered to act pursuant to Article 20, section 22, of

the California Constitution and authorized to administer the provisions of the Alcoholic Beverage Control Act.

F. **“Conditions of approval”** means all requirements that must be carried out by the owners engaged in the activity of: (1) a new alcoholic beverage sales activity to exercise a land use permit; or (2) an existing permitted, conditionally permitted, or legal nonconforming alcoholic beverage sales activity in order to comply with deemed approved performance standards and to retain its deemed approved status.

G. **“Deemed approved activity”** means any existing permitted or conditionally permitted alcoholic beverage sales activity (as defined in subsection (P), below), or any legal nonconforming alcoholic beverage sales commercial activity (as defined in subsection (J), below). Such activity shall be considered a deemed approved activity effective November 1, 2013 as long as it complies with the deemed approved performance standards set forth in Section 17.210.230.

H. **“Deemed approved status”** means the permitted use of land for a deemed approved activity. Deemed approved status replaces permitted and conditionally permitted status (to the extent the establishment is not already required to meet all of the operational standards established in this chapter), and legal non-conforming status for off-sale alcohol establishments with respect to alcoholic beverage sales commercial activity and remains in effect as long as it complies with the deemed approved provisions and performance standards.

I. **“Enforcement officer”** means the city manager or designee, and chief of police or designee.

J. **“Hip flask”** means a small flask for potable liquids of a kind designed so that it may be carried in a hip pocket.

K. **“Illegal activity”** means an activity, which has been finally determined to be in noncompliance with local, state or federal laws, the conditions of any applicable permits, or the deemed approved provisions and performance standards in this chapter. Such an activity may lose its deemed approved status, and if it does it shall no longer be considered a deemed approved activity.

L. **“Legal nonconforming alcoholic beverage sales commercial activity”** or **“legal nonconforming activity”** means an off-sale alcoholic beverage sales commercial activity which was a nonconforming use pursuant to Chapter 17.120, and for which a valid state of California Alcoholic Beverage Control license had been issued and used in the exercise of the rights and privileges conferred by the license at a time immediately prior to November 1, 2013. A “legal nonconforming alcoholic beverage sales commercial activity” or “legal nonconforming activity” includes all beverage sales activities of existing off-sale alcoholic beverage establishments that are not in conformance with the regulations applicable to new off-sale alcoholic beverage establishments contained in this chapter, regardless of whether such activities were allowed as part of a conditional use permit granted prior to November 1, 2013. Such an activity shall be considered a deemed approved activity and shall no longer be considered a legal nonconforming activity.

M. **“Modify”** or **“modified”** as used in Sections 17.210.070, 17.210.100 and 17.210.130 of this chapter means the expansion or increase in intensity or substantial change of a use, as these terms are used in Chapter 17.120 of this title.

N. **“Off-sale alcoholic beverage establishment”** means an establishment that conducts retail sales of alcoholic beverages for consumption off the premises where sold. For purposes of this chapter, an “off-sale alcoholic beverage establishment” does not include a lawfully established alcohol beverage production manufacturer such as a winery, brewery or micro-brewery that sells alcohol for off-site consumption.

O. **“On-sale alcoholic beverage establishment”** means an establishment that conducts retail sales of alcoholic beverages for consumption on the premises where sold.

P. **“Operational standards”** means regulations for the business practice activities and land use for locations with a conditional use permit issued in conformance with the regulations in this chapter on or after November 1, 2013 or those further requirements imposed on off-sale alcoholic beverage establishments to achieve the purposes of this chapter. Operational standards constitute requirements which must be complied with by an establishment in order to maintain its conditional use permit or deemed approved status.

Q. **“Performance standards”** means regulations for the business practice activities and land use for locations with deemed approved status, in whole or in part, or those further requirements imposed to achieve the purposes of this chapter. Performance standards constitute requirements which must be complied with by an off-sale alcoholic beverage establishment in order to retain its deemed approved status.

R. **“Permitted or conditionally permitted alcoholic beverage sales commercial activity” or “permitted or conditionally permitted activity”** means an off-sale alcoholic beverage sales commercial activity which is a permitted or conditionally permitted activity pursuant to Chapter 17.210 and other applicable provisions of the El Cajon Municipal Code prior to November 1, 2013, and for which a valid state of California Alcoholic Beverage Control license has been issued and was used in the exercise of the rights and privileges conferred by the license at a time immediately prior to November 1, 2013. A “permitted or conditionally permitted alcoholic beverage sales commercial activity” or “permitted or conditionally permitted activity” includes all alcoholic beverage sales activities of any existing off-sale alcoholic beverage establishment that are not in conformance with the regulations applicable to new off-sale alcoholic beverage establishments contained in this chapter, regardless of whether such activities were allowed as part of a conditional use permit granted by the planning commission or otherwise allowed as permissible activities associated with the establishment’s permitted use, prior to November 1, 2013. To the extent that the activity is not in conformance with this chapter, it shall be considered a deemed approved activity.

S. **“Premises”** means the actual space in a building devoted to alcoholic beverage sales.

T. **“Redeveloped”** means the demolition of an existing off-sale alcoholic beverage establishment (whether conducting permitted or conditionally permitted activities or deemed approved activities) followed by the immediate reconstruction and operation of a replacement off-sale alcoholic beverage establishment.

U. **“Restaurant”** means a bona fide eating place whose predominant function is the service of food and where on-sale of alcoholic beverages is incidental or secondary. (Ord. 5033 § 38, 2015)

17.210.050 Public hearing by planning commission.

The planning commission may conduct public hearings and make determinations on whether alcoholic beverage sale establishments are in compliance with conditions of approval, operational standards, or deemed approved performance standards prescribed in these regulations, and may modify, suspend or revoke an establishment's conditional use permit or deemed approved status in order to obtain the compliance of the particular establishment with the provisions of this chapter. This section is not intended to restrict the powers and duties otherwise pertaining to other city officers or bodies in the field of monitoring and ensuring the harmony of alcoholic beverage sale activities in the city. The planning commission shall have the powers and duties assigned to them by the El Cajon Municipal Code and by this chapter. (Ord. 4994 § 3, 2013)

17.210.060 Inspection and right of entry.

The sale of alcoholic beverages is a closely regulated industry. The officials responsible for enforcement of the El Cajon Municipal Code or other ordinances of the city or their duly authorized representatives may enter on any site or into any structure open to the public for the purpose of investigation provided they shall do so in a reasonable manner whenever they have cause to suspect a violation of any provision of this ordinance or whenever necessary to the investigation of violations to the conditions of approval, operational standards, or deemed approved performance standards prescribed in these regulations. If an owner, occupant or agent refuses permission to enter, inspect or investigate, premises which are not open to the public, the officials or their representatives may seek an inspection warrant under the provisions of California Code of Civil Procedure section 1822.50 et seq. All such inspections shall be conducted in compliance with the Fourth Amendment to the United States Constitution. (Ord. 4994 § 3, 2013)

17.210.070 New, modified, or redeveloped off-sale alcohol establishment standards.

Except as otherwise provided in this chapter, no person shall establish a new off-sale alcoholic beverage establishment, nor shall any person modify or redevelop an existing off-sale alcoholic beverage establishment, in violation of Section 17.120.030 of this title or an applicable conditional use permit without first obtaining a conditional use permit in the manner provided by this chapter. Furthermore, the standards contained in Sections 17.210.080 through 17.210.120 require new off-sale alcoholic beverage establishments, as defined in this chapter, to secure a conditional use permit in the manner provided in this chapter in order to lawfully engage in the sale of alcoholic beverages from premises located in the city of El Cajon; and require such establishments to manage such premises in accordance with the requirements of such permit, including operational standards and any conditions of approval incorporated as conditions of the permit. (Ord. 4994 § 3, 2013)

17.210.080 Conditional use permit required.

- A. Except as provided in subsections B and C, below, all alcoholic beverage establishments to which this chapter is applicable shall obtain a conditional use permit

pursuant to Chapter 17.50 of this title and satisfy all pertinent conditions prior to engaging in any alcoholic beverage sales activity.

B. Unless otherwise required by this chapter, a conditional use permit shall not be required of an alcoholic beverage establishment consisting of a general retail store, a grocery store, or a retail pharmacy, which has (1) at least ten thousand (10,000) square feet of gross floor space, and (2) a maximum of ten percent (10%) of the gross floor area devoted to the sales and display of alcoholic beverages. A conditional use permit shall not be required of an alcoholic beverage production manufacturer with an accessory tasting room. An alcoholic beverage establishment exempt from the requirement of a conditional use permit pursuant to this subsection is deemed to have been approved to conduct alcoholic beverage sales commercial activity subject to the terms and conditions of a conditional use permit required under this chapter provided, however, that if it is found to be in violation of this chapter such an exempt establishment may lose its exemption and be required to obtain a conditional use permit as set forth in section 17.210.260.

C. All new on-sale alcoholic beverage establishments in the Regional Commercial (C-R) zone shall obtain a minor use permit pursuant to Chapter 17.57 of this title to satisfy all pertinent conditions prior to engaging in any alcoholic beverage sales activity. (Ord. 5081 § 25, 2019.)

17.210.090 Distance requirements—applicable to new off-sale alcoholic beverage sales activities.

A. No new off-sale alcoholic beverage establishment shall be located within 600 feet of residentially zoned property, public or private schools, health care facilities, religious facilities, and parks or playgrounds, except:

1. A general retail store, or grocery store, or retail pharmacy with greater than 10,000 square feet of gross floor area and a maximum of 10 percent of the gross floor area devoted to the sale and display of off-sale alcoholic beverages; or
2. A convenience market with a maximum of 10 percent of the retail display area devoted to the sale and display of alcoholic beverages, limited to off-sale beer and wine, non-fortified products only. Retail display area includes all floor area within the establishment that is accessible and within view of customers, including aisles, and floor area occupied by shelves, counters, and refrigerator coolers.

B. For purposes of this section, distances shall be measured between the closest property lines of the affected locations. (Ord. 4994 § 3, 2013)

17.210.100 Operational standards—applicable to new, modified, or redeveloped off-sale alcoholic beverage sales activities.

A. All new, modified, or redeveloped off-sale alcoholic beverage sales activities shall be designed, constructed, and operated to conform to all of the following operational standards:

1. That it does not result in adverse effects to the health, peace or safety of persons residing or working in the surrounding area.

2. That it does not jeopardize or endanger the public health or safety of persons residing or working in the surrounding area.
3. That it does not result in repeated nuisance activities within the premises or in close proximity of the premises, including but not limited to disturbance of the peace, illegal drug activity, public drunkenness, drinking in public, harassment of passersby, gambling, prostitution, sale of stolen goods, public urination, theft, assaults, batteries, acts of vandalism, littering, loitering, graffiti, illegal parking, excessive loud noises, especially in the late night or early morning hours, traffic violations, curfew violations, lewd conduct, or police detentions and arrests.
4. That it complies with all provisions of local, state or federal laws, regulations or orders, including but not limited to those of the California Department of Alcoholic Beverage Control, California Business and Professions Code sections 24200, 24200.6, and 25612.5, as well as any condition imposed on any permits issued pursuant to applicable laws, regulations or orders. This includes compliance with annual city business license fees.
5. That its upkeep and operating characteristics are compatible with, and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood.
6. That it complies with the following alcohol sale limitations:
 - a. No wine shall be displayed, sold or given away in containers of less than seven hundred fifty (750) milliliters, except multipack containers of wine, and multipack wine coolers containing no more than six percent (6%) alcohol by volume.
 - b. No wine shall be displayed, sold or given away with an alcoholic content greater than fifteen percent (15%) by volume unless in corked bottles and aged at least two (two) years.
 - c. No distilled spirits shall be displayed, sold or given away in containers of less than three hundred seventy five (375) milliliters, including but not limited to, airline bottles, except pre-mixed cocktails.
 - d. Notwithstanding subsection (c) above, no distilled spirits shall be displayed, sold or distributed in three hundred seventy-five (375) milliliters hip flask containers.
 - e. No beer, ale or malt liquor shall be offered for sale in a container with a volume greater than thirty-two (32) ounces. This restriction is not intended to prohibit the sale of such beverages in kegs or other types of containers, with a volume of two or more gallons, which are clearly designed to dispense multiple servings.
 - f. No sale or distribution of alcoholic beverages shall be made from a drive-up or walk-up window.
 - g. No display, sale or distribution of beer or wine, wine coolers or similar alcoholic beverages shall be made from an ice tub, barrel or similar container.

- h. All display of alcoholic beverages shall be no closer than five (5) feet from the store entrance.
- 7. That it complies with the following public nuisance prevention measures:
 - a. Lighting: Exterior areas of the premises and adjacent parking lots shall be provided with sufficient lighting in a manner that provides adequate illumination for alcohol establishment patrons while not spilling onto surrounding residential and commercial properties. A photometric study may be required to demonstrate compliance.
 - b. Litter: Adequate litter receptacles shall be provided on site and in the building. The premises shall be kept free of the accumulation of litter and shall be removed no less frequently than once each day the business is open.
 - c. Loitering: The following measures may be required:
 - i. No fixtures or furnishings that encourage loitering and nuisance behavior are permitted on the premises. This includes, but is not limited to chairs, seats, stools, benches, tables, crates, etc.
 - ii. The establishment's operators or employees shall be required to discourage loiterers and to ask persons loitering longer than fifteen (15) minutes to leave the area and contact local law enforcement officials for enforcement of applicable trespassing and loitering laws if persons requested to leave fail to do so.
 - iii. No video or other electronic games shall be located in an off-sale alcoholic beverage establishment.
 - iv. No pay phones are permitted outside of the off-sale establishment.
 - d. Cups: The sale or distribution to the customer of paper or plastic cups in quantities less than their usual and customary packaging is prohibited.
 - e. Signage: There shall be no exterior advertising of alcoholic products, or tobacco and paraphernalia or similarly controlled products as defined in section 8.33.010 of this Municipal Code.
 - f. Signs: The following signs shall be required to be prominently posted in a readily visible manner on an interior wall or fixture, and not on windows, in English, Spanish, Arabic and the predominant language of the patrons:
 - i. "California State Law prohibits the sale of alcoholic beverages to persons younger than 21 years of age."
 - ii. "No Loitering or Public Drinking."
 - iii. "It is illegal to possess an open container of alcohol in the vicinity of this establishment."
 - g. Presentation of Documents: A copy of the conditions of approval and the California Department of Alcoholic Beverage Control license shall be required to be kept on the premises and presented to any enforcement officer or authorized state or county official upon request.

- h. Mitigating Alcohol Related Problems: The establishment shall be required to operate in a manner appropriate with mitigating alcohol related problems that negatively impact those individuals living or working in the neighborhood including but not limited to sales to minors, the congregation of individuals, violence on or near the premises, drunkenness, public urination, solicitation, drug-dealing, drug use, loud noise and litter.
- i. Drug Paraphernalia: An off-sale alcohol establishment shall be prohibited from selling drug/tobacco paraphernalia products as defined in California Health and Safety Code sections 11014.5 and 11364.5. “Drug paraphernalia” means all equipment products and materials of any kind that are used intended for use or designed for use in planting, propagating, cultivating, growing, harvesting, manufacturing, com-pounding, converting, producing, processing, preparing, testing, analyzing, packaging, repackaging, storing, containing, concealing, injecting, ingesting, inhaling, or otherwise introducing into the human body a controlled substance in violation of the California Uniform Controlled Substances Act commencing with California Health and Safety Code section 11000.
- j. Prohibited Vegetation: Exterior vegetation shall not be planted or maintained that could be used as a hiding place for persons on the premises. Exterior vegetation may be planted and maintained in a manner that minimizes its use as a hiding place.
- k. Window Obstructions: To ensure a clear and unobstructed view of the interior of the premises, including the area in which the cash registers are maintained, from the exterior public sidewalk or entrance, no more than fifteen percent (15%) of windows and entry doors shall be blocked by signs, vending machines, shelves, racks, storage, etc.
- l. Training: Each off-sale operator and their employees shall complete the Responsible Beverage Service (RBS) Training component. To satisfy this requirement, a certified program must meet the standards of the Alcohol Beverage Control Responsible Beverage Service Advisory Board or other certifying/licensing body designated by the state of California. Proof of completion shall be submitted to the Community Development department.
- m. Posting of Documents: A copy of these operational standards, any applicable California Department of Alcoholic Beverage Control regulations or city operating conditions, and any training requirements shall be posted in at least one prominent place within the interior of the establishment where it will be readily visible and legible to the employees and patrons of the establishment.

B. Failure to comply with these requirements shall constitute grounds for revocation of a conditional use permit. (Ord. 5081 § 27, 2019.)

17.210.110 Required findings—new off-sale alcoholic beverage sales activities.

In addition to the findings listed in Section 17.50.060, the planning commission shall approve issuance of a conditional use permit to allow a new off-sale alcoholic beverage sales activity upon making the following findings:

- A. The proposed establishment meets the locational requirements of Section 17.210.090.
- B. The proposed alcoholic beverage sales activity will not aggravate existing problems in the neighborhood created by the sale of alcohol such as loitering, public drunkenness, alcoholic beverage sales to minors, noise and littering.
- C. The proposed establishment will not detrimentally affect nearby neighborhoods considering the distance of the alcohol establishment to residential buildings, schools, parks, playgrounds or recreational areas, nonprofit youth facilities, places of worship, hospitals, alcohol or other drug abuse recovery or treatment facilities, county social service offices, or other alcoholic beverages sales activity establishments.
- D. The proposed establishment is located in a census tract with capacity for additional off-sale licenses, as defined by the California Department of Alcohol Beverage Control, with low to average crime rates, as defined by the police department annually, subject to the condition that an additional off-sale establishment will not be contradictory to a moratorium. (Ord. 4994 § 3, 2013)

17.210.120 Conditions of approval—new off-sale alcoholic beverage sales activities.

- A. In order to make required findings the applicant must acquire an existing off-sale license issued by the ABC from an off-sale alcohol sales establishment located in an over-concentrated census tract in the city of El Cajon and transfer the license to an approved location or otherwise extinguish such license.
- B. Conditions of approval that may be imposed as necessary to make required findings include but are not limited to the following:
 - 1. Program: A “complaint response community relations” program adopted and maintained by the establishment conducting the alcoholic beverage sales activity may be required. The program may include the following:
 - a. Posting at the entry of the establishment providing the telephone number for the watch commander of the police department to any requesting individual.
 - b. Coordinating efforts with the police department to monitor community complaints about the establishment activities.
 - c. Having a representative of the establishment meet with neighbors or the applicable neighborhood association on a regular basis and at their request attempt to resolve any neighborhood complaints regarding the establishment.
 - 2. Hours of Operation: In an off-sale alcohol establishment, the sale of alcoholic beverages may be restricted to certain hours of each day of the week unless limited further by the State of California Department of Alcoholic Beverage Control.
 - 3. Security Cameras: At least two high definition 24-hour time lapse security cameras may be required to be installed and properly maintained on the exterior of the building at locations recommended by the police department capable of color recording and storing a minimum of 30 days of continuous video. All criminal and suspicious activities recorded on this surveillance equipment must be reported to local law enforcement. To the extent allowed by law, the establishment operators may be

required to provide any tapes or other recording media from the security cameras to the police department.

4. Security Guards: An establishment may be required to retain a specified number of security guards. The number of security guards shall vary based upon the specific facts and circumstances of each establishment site and operation. All security guards shall have all required state and city permits and licenses. (Ord. 4994 § 3, 2013)

17.210.130 New and modified on-sale alcohol establishment standards.

Except as otherwise provided in this chapter, no person shall establish a new on-sale alcoholic beverage establishment or modify an existing on-sale alcoholic beverage establishment in violation of section 17.120.030 of this title or an applicable conditional use permit without first obtaining a conditional use permit or minor use permit (C-R zone) in the manner provided by this chapter. Furthermore, the standards contained in sections 17.210.140 through 17.210.160 require on-sale alcoholic beverage establishments to secure a conditional use permit or minor use permit in the manner provided in this chapter in order to lawfully engage in the sale of alcoholic beverages from premises located in the city of El Cajon; and require such establishments to manage such premises in accordance with the requirements of such permit, including operational standards and any conditions of approval incorporated as conditions of the permit. (Ord. 5081 § 29, 2019.)

17.210.140 Distance requirements—applicable to new on-sale alcoholic beverage establishments.

A. No new on-sale alcoholic beverage establishment shall be located within one thousand (1,000) feet of an existing on-sale alcoholic beverage establishment (except in the C-R zone) and/or within six hundred (600) feet of residentially zoned property, public or private schools, health care facilities, religious facilities, parks or playgrounds, and off-sale alcoholic beverage establishments, except:

1. A restaurant with an ancillary bar with less total square footage than the restaurant eating area; or
2. On-sale alcoholic beverage establishment with alcohol sales secondary and incidental to an approved, complementary, principal use within the boundaries of Specific Plan No. 182; or
3. An alcoholic beverage manufacturer such as a craft brewery with an ancillary tasting room or craft brewery with a full service restaurant.

B. For purposes of this section, distances shall be measured between the closest property lines of the affected locations.

C. For the purposes of this section, “secondary and incidental,” shall mean that the sales of alcoholic beverage shall be limited to not more than twenty-five percent (25%) of the gross annual retail receipts generated by the use on the site, which shall be calculated on a quarterly basis, for the prior twelve (12) month period ending on the last day of the then concluding quarter of year, and shall further mean that sales of alcoholic beverages are not promoted or advertised in any signs, or the name of the business establishment.

D. For the purposes of this section, “principal use,” may include, but is not limited to, live entertainment, participatory sporting activities, museums, theaters, performing arts center owned by a public agency, hotels, or other, similar uses approved by the city council, so long as the location of the sales of alcoholic beverages occurs on the same premises as the principal use, and the owner of the principal use is the owner of the liquor license. (Ord. 5081 § 31, 2019.)

17.210.150 Operational standards—applicable to new on-sale alcoholic beverage sales activities.

- A. That it does not result in adverse effects to the health, peace or safety of persons residing or working in the surrounding area.
- B. That it does not jeopardize or endanger the public health or safety of persons residing or working in the surrounding area.
- C. That it does not result in repeated nuisance activities within the premises or in close proximity of the premises, including but not limited to disturbance of the peace, illegal drug activity, public drunkenness, drinking in public, harassment of passersby, gambling, prostitution, sale of stolen goods, public urination, theft, assaults, batteries, acts of vandalism, littering, loitering, graffiti, illegal parking, excessive loud noises, especially in the late night or early morning hours, traffic violations, curfew violations, lewd conduct, or police detentions and arrests.
- D. That it complies with all provisions of local, state or federal laws, regulations or orders, including but not limited to those of the ABC, California Business and Professions Code §§ 24200, 24200.6, and 25612.5, as well as any condition imposed on any permits issued pursuant to applicable laws, regulations or orders. This includes compliance with annual city business license fees.
- E. That its upkeep and operating characteristics are compatible with, and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood. (Ord. 4994 § 3, 2013)

17.210.160 Required findings—new on-sale alcoholic beverage sales activities.

In addition to the findings listed in section 17.50.060, the issuance of a conditional use permit or minor use permit to allow a new on-sale alcoholic beverage sales activity shall meet the following findings:

- A. The proposed alcoholic beverage sales activity will not exacerbate existing problems in the neighborhood created by the sale of alcohol such as loitering, public drunkenness, sale of alcoholic beverages to minors, noise and littering.
- B. The proposed alcoholic beverage sales establishment will not detrimentally affect nearby neighborhoods considering the distance of the alcohol establishment to residential buildings, schools, parks, playgrounds or recreational areas, nonprofit youth facilities, places of worship, hospitals, alcohol or other drug abuse recovery or treatment facilities, county social service offices, or other alcoholic beverages sales activity establishments.

C. The proposed alcoholic beverage sales establishment is not located in what has been determined to be a high-crime area or where a disproportionate number of police service calls occur. In the alternative, if the proposed alcoholic beverage sales establishment is proposed to be located in a high-crime area or where a disproportionate number of police service calls occur, the establishment has or will adopt appropriate safeguards, to be set forth in conditions of approval, reasonably intended to prevent any increase in criminal activities and calls for service. (Ord. 5081 § 33, 2019.)

17.210.170 Grounds for conditional use permit suspension, revocation or termination.

A. In addition to the grounds for revocation or modification of a conditional use permit contained in Section 17.35.030 of this title, an alcoholic beverage sales establishment's conditional use permit may be suspended for up to one year, modified or revoked by the planning commission after holding a public hearing in the manner prescribed in Chapter 17.25, for failure to comply with operational standards, training requirements or conditions of approval imposed through their conditional use permit. Notice of such hearing by the planning commission at which it will consider the modification, suspension or revocation of an establishment's conditional use permit shall be in writing and shall state the grounds therefore. Notice shall be mailed by first-class mail and certified mail return receipt requested at least 10 days before the date of the hearing.

B. Any conditional use permit issued pursuant to the provisions of this chapter shall be subject to the condition, in addition to any and all other conditions, that it shall terminate and cease to apply to any establishment which:

1. Shall have ceased its operation for a period of 180 or more calendar days, and
 - a. If there is thereafter filed any application or requested transaction with the California Department of Alcoholic Beverage Control, whereby the laws of the state of California require notice thereof to be filed with the city, and allow the filing of a protest thereon by the city (including person-to-person transfer of existing licenses); or
 - b. Where after such 180-calendar-day period, the existing license shall have ceased to apply to such establishment; or
2. Where the existing license shall have been surrendered to the California Department of Alcoholic Beverage Control for a period exceeding 180 calendar days. (Ord. 4994 § 3, 2013)

17.210.180 Investigative procedures of potential violation of conditions of approval and operational standards.

Upon the city's receipt of a complaint from the public, police department, city official or any other interested person that a conditional use permit activity is in violation of the operational standards and/or conditions of approval set forth in this chapter, the following procedure shall be followed:

- A. An enforcement officer shall assess the nature of the complaint and its validity by conducting an on-site observation and inspection of the premises to assess the activity's compliance with operational standards and/or conditions of approval.
- B. If the enforcement officer determines that the activity is in violation of the operational standards and/or conditions of approval, the enforcement officer shall give written notice of the violation to the owner and/or operator of the establishment and seek to remedy the violation under the city's administrative citation procedures contained in Chapter 1.14 of this code. The first notice of violation shall be given in accordance with Section 1.14.040 of this code. If, however, the enforcement officer, in his or her sole discretion, determines that the violation is not capable of correction, presents a serious threat to public health or safety, or otherwise warrants expedited action, he or she may in lieu of following the administrative citation procedure, refer the matter directly to the planning commission for a hearing at which the establishment's conditional use permit may be suspended, modified or revoked.
- C. Any administrative citation issued under this section shall be issued, processed, and enforced in compliance with all of the provisions of Chapter 1.14 of this code, unless otherwise expressly provided by this chapter. If the owner or operator receiving an administrative citation contests the citation and a hearing is held pursuant to Chapter 1.14, the hearing officer may, in addition to exercising all powers designated in Chapter 1.14, make a recommendation to the planning commission to suspend, modify or revoke the establishment's conditional use permit if in the judgment of the hearing officer, based upon information then before him or her, such action is necessary to ensure compliance with this chapter. Such recommendation may include the suggestion of additional or amended reasonable conditions on the use, including but not limited to, the conditions listed in Section 17.210.120, and the operational standards listed in Section 17.210.100 of this chapter.
- D. If a hearing before the planning commission is conducted on a potential violation in the manner prescribed in Chapter 17.25, it shall determine whether the activity is in compliance with the operational standards and/or conditions of approval. Based on this determination, the planning commission may suspend, modify or revoke the activity's conditional use permit or impose additional or amended conditions on the use, including but not limited to the conditions listed in Section 17.210.120, and the operational standards listed in Section 17.210.100, of this chapter, based upon the information then before it. In reaching a determination as to whether a use has violated the operational standards or conditions of approval, or as to the appropriateness of suspending, modifying, or revoking of a conditional use permit, or the imposition of additional or amended conditions on a use, the planning commission may consider the following:
1. The length of time the activity has been out of compliance with the operational standards and/or conditions of approval.
 2. The impact of the violation of the operational standards and/or conditions of approval on the community.
 3. Any information regarding the owner of the activity's efforts to remedy the violation of the operational standards and/or conditions of approval.
- E. "Efforts to Remedy" shall include, but are not limited to:

1. Timely calls to the police department that are placed by the owner and/or operator of the establishment, his or her employees, or agents.
 2. Requesting that those persons engaging in activities causing violations of the operational standards and or conditions of approval cease those activities, unless the owner or operator of the activity, or his or her employees or agents feels that their personal safety would be threatened in making that request.
 3. Making improvements to the establishment's property or operations, including but not limited to the installation of lighting sufficient to illuminate the area within the use's property line, the installation of security cameras, the clearing of window obstructions, the cleaning of sidewalks and the abatement of graffiti within three days.
- F. If in the judgment of the planning commission, the operations of the owner or operator of the establishment constitute a nuisance, the owner or operator is unable or unwilling to abate the nuisance and the nuisance is shown to be a threat to the public health and safety of the surrounding neighborhood, the planning commission may suspend, modify or revoke the activity's conditional use permit. All determinations, decisions, and conditions made or imposed regarding the use of an activity shall run with the land.
- G. The decision of the planning commission shall be final and conclusive, unless appealed in writing to the city council within 10 days of planning commission action. (Ord. 4994 § 3, 2013)

17.210.190 Appeal from suspension, modification or revocation of conditional use permit.

Any applicant or other person aggrieved by a decision of the planning commission from a suspension, modification or revocation of a conditional use permit pursuant to this chapter may appeal the decision to the city council pursuant to Chapter 17.30 of this code. (Ord. 4994 § 3, 2013)

17.210.200 Deemed approved alcoholic beverage sales regulations.

Except as otherwise provided in this chapter, any permitted or conditionally permitted off-sale alcoholic beverage establishment, and legal nonconforming off-sale alcoholic beverage establishment lawfully operating prior to November 1, 2013 pursuant to an ABC license that authorizes the retail sale of alcoholic beverages for off-site consumption shall thereafter be an establishment with deemed approved status in accordance with Section 17.210.220. In addition, any alcoholic beverage establishment exempt from the requirement to obtain a conditional use permit pursuant to subsection (B) of Section 17.210.080 that lawfully commences operations on or after November 1, 2013 shall be an establishment with deemed approved status for purposes of this chapter. Such establishment may continue to lawfully operate provided the operation is conducted in compliance with the performance standards contained in Section 17.210.230, has satisfied the applicable training requirement and paid the annual permit fee required by this chapter. (Ord. 4994 § 3, 2013)

17.210.210 Applicability of deemed approved alcoholic beverage sales regulations.

The deemed approved alcoholic beverage sales regulations shall apply to all permitted or conditionally permitted off-sale alcoholic beverage sales activities and legal nonconforming alcoholic beverage sales activities for off-site consumption existing and operating within the City on November 1, 2013 and to all alcoholic beverage sales establishments exempt from the requirement to obtain a conditional use permit pursuant to subsection (B) of Section 17.210.080 that lawfully commence operations on or after November 1, 2013. (Ord. 4994 § 3, 2013)

17.210.220 Automatic deemed approved status.

All alcoholic beverage sales commercial activities not consistent with the standards and regulations set forth in this chapter that were conducted by permitted or conditionally permitted activities, and all legal nonconforming activities for off-sale alcohol establishments, on November 1, 2013, shall automatically become deemed approved activities as of November 1, 2013, and shall no longer be considered permitted, conditionally permitted or legal nonconforming activities. In addition, all alcoholic beverage sales commercial activities of an alcoholic beverage sales establishment exempt from the requirement to obtain a conditional use permit pursuant to subsection (B) of Section 17.210.080 that lawfully commence operations on or after November 1, 2013 that are not consistent with the standards and regulations set forth in this chapter are deemed approved activities. Each deemed approved activity shall retain its deemed approved status as long as it complies with the performance standards of this ordinance. (Ord. 4994 § 3, 2013)

17.210.230 Deemed approved performance standards for off-sale alcohol establishments.

The provisions of this section shall be known as the deemed approved performance standards. The purpose of these standards is to control dangerous or objectionable environmental effects of alcoholic beverage sales activities. These standards shall apply to all deemed approved alcoholic beverage sales activities that hold deemed approved status pursuant to this chapter. An off-sale alcoholic beverage sales activity shall retain its deemed approved status only if it conforms to all of the following deemed approved performance standards:

- A. The off-sale alcohol establishment shall not cause adverse effects to the health, peace or safety of persons residing or working in the surrounding area.
- B. The off-sale alcohol establishment shall not jeopardize or endanger the public health or safety of persons residing or working in the surrounding area.
- C. The off-sale alcohol establishment shall not allow repeated nuisance activities within the premises or in close proximity of the premises, including but not limited to disturbance of the peace, illegal drug activity, public drunkenness, drinking in public, harassment of passersby, gambling, prostitution, sale of stolen goods, public urination, theft, assaults, batteries, acts of vandalism, excessive littering, loitering, graffiti, illegal parking, excessive loud noises, especially in the late night or early morning hours, traffic violations, curfew violations, or lewd conduct.
- D. The off-sale alcohol establishment shall comply with all provisions of local, state or federal laws, regulations or orders, including but not limited to those of the ABC, California

Business and Professions Code sections 24200, 24200.6, and 25612.5, as well as any condition imposed on any permits issued pursuant to applicable laws, regulations or orders. This includes compliance with annual city business license fees.

E. The off-sale alcohol establishment's upkeep and operating characteristics shall be compatible with and not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood.

F. A copy of these performance standards, any applicable ABC or city operating conditions, and any training requirements shall be posted in at least one prominent place within the interior of the establishment where it will be readily visible and legible to the employees and patrons of the establishment.

G. The owners and all employees of the alcohol beverage sales establishment involved in the sale of alcoholic beverages shall complete an approved course in "Responsible Beverage Sales" (RBS) within 60 days of hire for employees hired after the passage of this ordinance or within six months of the passage of this ordinance for existing employees. To satisfy this requirement, a certified program must meet the standards of the California Coordinating Council on Responsible Beverage Service (CCC/RBS) or other certifying/licensing body designated by the state of California. (Ord. 4994 § 3, 2013)

17.210.240 Notification to owners of off-sale establishments conducting deemed approved activities.

The city's community development department shall notify the owner and/or operator of an off-sale alcohol establishment of each deemed approved activity as shown on their city business license, and also, if not the same, any property owner at the address shown on the county assessor's property tax assessment records, of the activity's deemed approved status. The notice shall be sent by first-class mail and certified mail return receipt requested and shall include a copy of the performance standards in this chapter with the requirement that they be posted in a conspicuous and unobstructed place visible from the entrance of the establishment for public review. This notice shall also provide that the activity is required to comply with all performance standards, and that the activity is required to comply with all other aspects of the deemed approved regulations. Should the notice be returned, then the notice shall be sent via regular mail. Failure of any person to receive notice given pursuant to this chapter shall not affect the deemed approved status of the activity. (Ord. 4994 § 3, 2013)

17.210.250 Grounds for deemed approved status suspension, revocation or termination.

A. An alcoholic beverage sales establishment's deemed approved status may be suspended for up to one year, modified or revoked by the planning commission after holding a public hearing in the manner prescribed in Chapter 17.25, for failure to comply with the performance standards set forth in Section 17.210.230. Notice of such hearing by the planning commission at which it will consider the modification, suspension or revocation of an establishment's deemed approved status shall be in writing and shall state the grounds therefore. Notice shall be mailed by first-class mail and certified mail return receipt requested at least 10 days before the date of the hearing.

B. The occurrence of any of the following shall terminate the deemed approved status of the alcoholic beverage sales activity after notice and a hearing in front of the planning commission in accordance with Chapter 17.25, and require the issuance of a conditional use permit in order to continue the alcoholic beverage sales activity:

1. An existing alcoholic beverage sales activity changes its activity so that ABC requires a different type of license.
2. There is a substantial modification to the mode or character of operation.
3. As used herein, the phrase “substantial modification to the mode or character of operation” includes but is not be limited to the following:
 - a. The off-sale alcoholic beverage sales activity establishment increases the floor or land area or shelf space devoted to the display or sales of any alcoholic beverage.
 - b. The off-sale alcoholic beverage sales activity establishment extends the hours of operation.
 - c. The off-sale alcoholic beverage sales activity establishment proposes to reinstate alcohol sales after the ABC license has been either revoked or suspended for a period 180 days or greater by ABC.
 - d. The off-sale alcoholic beverage sales activity voluntarily discontinues active operation for more than 180 consecutive days or ceases to be licensed by the ABC.
4. A “substantial change in the mode of character of operation” shall not include:
 - a. Re-establishment, restoration or repair of an existing off-sale alcoholic beverage sales activity on the same premises after the premises have been rendered totally or partially inaccessible by a riot, insurrection, toxic accident or act of God, provided that the re-establishment, restoration or repair does not extend the hours of operation of any establishment or add to the capacity, floor or land area or shelf space devoted to alcoholic beverages of any establishment that sells any alcoholic beverages for off-site consumption.
 - b. Temporary closure for not more than 180 days in cases of vacation or illness or for purposes of repair, renovation, or remodeling if that repair, renovation, or remodeling does not change the nature of the premises and does not extend the hours of operation of any establishment, or add to the capacity, floor or land area, or shelf space devoted to alcoholic beverages of any establishment that sells any alcoholic beverages for off-site consumption, provided notice is provided to the City. The planning commission may, upon request of an owner of an alcoholic beverage sales establishment made prior to the expiration of 180 days, grant one or more extensions to the period of temporary closure, none of which may exceed 60 days, and together not to exceed 180 days.
5. Once it is determined by the City that there has been a discontinuance of active operation for 180 consecutive days or a cessation of ABC licensing, it may be resumed only upon the granting of a conditional use permit as provided in Sections 17.210.070 to 17.210.120 of this chapter. In the event that any active operation is discontinued on a property for a period of 180 consecutive days, such discontinuance shall be presumed

to be abandonment of the use by the property owner. At any time after any active operation is discontinued for a period of 180 consecutive days or more, the City Manager's designee shall notify the property owner in writing of the determination of presumed abandonment of the active operation. Pursuant to Chapter 17.30 of this title, the property owner may appeal the determination to the planning commission, which may overturn the determination only upon making a finding that the evidence supports the property owner's position that the nonconforming use was not discontinued for a period of 180 consecutive days or more. The property owner shall be notified by the city of the termination of the deemed approved status and shall be informed of the property owner's right to appeal the City's decision to the planning commission. (Ord. 4994 § 3, 2013)

17.210.260 Investigative procedures of potential violation of performance standards by establishment with deemed approved status.

Upon the City's receipt of a complaint from the public, police department, city official or any other interested person that a deemed approved use is in violation of the performance standards set forth in this chapter, the following procedure shall be followed:

- A. An enforcement officer shall assess the nature of the complaint and its validity by conducting an on-site observation and inspection of the premises to assess the activity's compliance with performance standards.
- B. If the enforcement officer determines that the deemed approved activity is in violation of the performance standards, the enforcement officer shall give written notice of the violation to the owner and/or operator of the establishment and seek to remedy the violation under the city's administrative citation procedures contained in Chapter 1.14 of this code. The first notice of violation shall be given in accordance with Section 1.14.040 of this code. If, however, the city manager, in his or her sole discretion, determines that the violation is not capable of correction, presents a serious threat to public health or safety, or otherwise warrants expedited action, he or she may in lieu of following the administrative citation procedure, refer the matter directly to the planning commission for a hearing at which the deemed approved activity's deemed approved status may be suspended, modified or revoked.
- C. Any administrative citation issued under this section shall be issued, processed, and enforced in compliance with all of the provisions of Chapter 1.14 of this code, unless otherwise expressly provided by this chapter. If, the owner or operator receiving an administrative citation contests the citation and a hearing is held pursuant to Chapter 1.14, the hearing officer may, in addition to exercising all powers designated in Chapter 1.14, make a recommendation to the planning commission to suspend, modify or revoke the deemed approved activity's deemed approved status if in the judgment of the hearing officer, based upon information then before him or her, such action is necessary to ensure compliance with this chapter. Such recommendation may include the suggestion of additional or amended reasonable conditions on the use, including but not limited to, the conditions listed in Section 17.210.120 and the operational standards listed in Section 17.210.100, of this chapter.

D. If a hearing is conducted on a potential violation in the manner prescribed in Chapter 17.25, the planning commission shall determine whether the deemed approved activity is in compliance with the performance standards. Based on this determination, the planning commission may suspend, modify or revoke the deemed approved activity's deemed approved status or impose additional or amended conditions on the use, including but not limited to the conditions listed in Section 17.210.120, and the operational standards listed in Section 17.210.100, of this chapter, based on information then before it. In reaching a determination as to whether a use has violated the performance standards, or as to the appropriateness of suspending, modifying or revoking a deemed approved activity's deemed approved status, or imposing additional or amended conditions on the use, the planning commission may consider:

1. The length of time the deemed approved activity has been out of compliance with the performance standards.
2. The impact of the violation of the performance standard(s) on the community.
3. Any information regarding the owner of the deemed approved activity's efforts to remedy the violation of the performance standard(s).

E. "Efforts to Remedy" shall include, but are not limited to:

1. Timely calls to the police department that are placed by the owner and/or operator of the deemed approved activity, his or her employees, or agents.
2. Requesting that those persons engaging in activities causing violations of the performance standard(s) cease those activities, unless the owner of the deemed approved activity, or his or her employees or agents feels that their personal safety would be threatened in making that request.
3. Making improvements to the deemed approved activity's property or operations, including but not limited to the installation of lighting sufficient to illuminate the area within the use's property line, the installation of security cameras, clear unobstructed windows, clean sidewalks and graffiti abated within three days.

F. If in the judgment of the planning commission, the operations of the owner or operator of the deemed approved activity constitute a nuisance, the owner is unable or unwilling to abate the nuisance and the nuisance is shown to be a threat to the public health and safety of the surrounding neighborhood, the planning commission may suspend, modify or revoke the activity's deemed approved status. If suspended, any continued operation of the business shall require a conditional use permit approved by the planning commission. All determinations, decisions, and conditions made or imposed regarding the use of a deemed approved activity shall run with the land.

G. The decision of the planning commission shall be final and conclusive, unless appealed in accordance with the provisions of Chapter 17.30 of this title.

H. All hearings held pursuant to this section shall be conducted in the manner set forth in Chapter 1.36. (Ord. 4994 § 3, 2013)

17.210.270 Appeal from suspension, modification or revocation of deemed approved status.

Any applicant or other person aggrieved by a decision of the planning commission from a suspension, modification or revocation of an establishment's deemed approved status pursuant to this chapter may appeal the decision to the city council pursuant to Chapter 17.30 of this code. All hearings held pursuant to this section shall be conducted in the manner set forth in Chapter 1.36. (Ord. 4994 § 3, 2013)

17.210.280 Alcoholic beverage sales activity penalties.

- A. Any person violating any of the provisions of this chapter or who causes or permits another person to violate any provision of this chapter may be charged with either an infraction or a misdemeanor, and shall be subject to the provisions of the general penalty clause as set forth in Section 1.24.010 of this code.
- B. In addition to the penalties provided in this section, any use or condition caused or permitted to exist in violation of any of the provisions of these regulations shall be and is declared to be a public nuisance and may be abated as such by the City.
- C. Nothing in this chapter shall be construed to prevent the city of El Cajon from pursuing any and all other legal remedies that may be available, including but not limited to civil actions filed by the city attorney seeking any and all appropriate relief such as civil injunctions and penalties.
- D. Notwithstanding Chapter 1.24 General Penalty, Chapter 1.16 Nuisance, Chapter 1.14 Administrative Citation Procedures, or any other section of this code to the contrary, any person, entity, or organization that violates the provisions of this chapter may be subject to civil penalties up to \$1,000 for each day said violation is in existence.
- E. Any violator shall be guilty of a separate offense for each and every day during any portion of which any violation of any provision of these regulations is committed, continued, permitted, or caused by such violator and shall be punishable accordingly.
- F. In addition to the punishment provided by law a violator is liable for such costs expenses and disbursements paid or incurred by the City or any of its contractors in correction, abatement and prosecution of the violation. Re-inspection fees to ascertain compliance with previously noticed or cited violations may be charged against the owner of the establishment conducting the deemed approved activity or owner of the property where the establishment is located. The enforcement officer shall give the owner or other responsible party of such affected premises a written notice showing the itemized cost of such chargeable service and requesting payment thereof. Should the bill not be paid in the required time, the charges shall be placed as a lien against the property. (Ord. 4994 § 3, 2013)

17.210.290 Annual alcohol sales regulatory fee.

- A. The intent and purpose of this section is to impose a regulatory fee upon all off-sale alcohol establishments that either hold deemed approved status pursuant to this chapter or obtained a conditional use permit after November 1, 2013. This fee shall provide for the enforcement and regulation of the conditions of approval, operational standards,

performance standards and other applicable regulations set forth in this chapter with regard to off-sale alcohol establishments.

B. The annual alcohol sales regulatory fee shall be established by resolution of the city council. The fee shall be calculated so as to recover the total cost of both administration and enforcement of the performance standards and other applicable regulations set forth under this chapter upon all off-sale alcohol establishments that either hold deemed approved status pursuant to this chapter or obtained a conditional use permit after the November 1, 2013, including, for example, notifying establishments of their deemed approved status, administering the program, establishment inspection and compliance checks, documentation of violations, conducting hearings and prosecution of violators, but shall not exceed the cost of the total program. All fees shall be used to fund the program. Fees are nonrefundable except as may be required by law. (Ord. 4994 § 3, 2013)

17.210.300 Severability.

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted the ordinance and each section, subsection, sentence, clause or phrase thereof, irrespective of the fact that any one or more of the sections subsections, sentences, clauses or phrases may be declared invalid. (Ord. 4994 § 3, 2013)