

# City of Jurupa Valley

**IMPORTANT NOTICE:  
FOR ONLINE PUBLIC PARTICIPATION SEE PAGE 5**

## **MEETING AGENDA OF THE PLANNING COMMISSION**

**Tuesday November 10, 2020**

**Adjourned Meeting: 7:00 P.M.**

**City of Jurupa Valley City Hall**

**City Council Chambers**

**8930 Limonite Ave., Jurupa Valley, CA 92509**

- A. As a courtesy to those in attendance, we ask that cell phones be turned off or set to their silent mode and that you keep talking to a minimum so that all persons can hear the comments of the public and Planning Commission. The Commission Rules of Order require permission of the Chair to speak with anyone at the staff table or to approach the dais.
- B. A member of the public who wishes to speak under Public Comments must fill out a "Speaker Card" and submit it to the City Staff BEFORE the Chairman calls for Public Comments on an agenda item. Each agenda item up will be open for public comments before taking action. Public comments on subjects that are not on the agenda can be made during the "Public Appearance/Comments" portion of the agenda.
- C. If you wish to address the Planning Commission on a specific agenda item or during public comment, please fill out a speaker card and hand it to the Clerk with your name and address before the item is called so that we can call you to come to the podium for your comments. While listing your name and address is not required, it helps us to provide follow-up information to you if needed. Exhibits must be handed to the staff for distribution to the Commission.
- D. As a courtesy to others and to assure that each person wishing to be heard has an opportunity to speak, please limit your comments to 5 minutes.

## **REGULAR SESSION**

---

### **1. 7:00 P.M. – Call to Order and Roll Call**

- Arleen Pruitt, Chair
- Guillermo Silva, Chair Pro Tem
- Mariana Lopez
- Corey Moore
- Penny Newman

**2. Pledge of Allegiance**

**3. Public Appearance/Comments (30 minutes)**

**4. Approval of Agenda**

**5. Approval of Minutes**

**5.1 October 14, 2020 Regular Meeting**

**5.2 October 21, 2020 Adjourned Meeting**

**6. Public Hearings**

**6.1 MASTER APPLICATION (MA) NO. 20075: SITE DEVELOPMENT PERMIT (SDP) NO. 20039 - "WHEELER'S UPFITTERS" UPFITTING OPERATIONS WITHIN PROPOSED 25,910 SQUARE FOOT INDUSTRIAL BUILDING**

**LOCATION: EAST OF RUBIDOUX BLVD., SOUTH OF MARKET ST. AND NORTH OF 24TH ST. (APNS: 178-330-018; 024 & 025)**

**APPLICANT: WHEELER TRUCKING, INC.**

The City of Jurupa Valley has prepared and intends to adopt a Mitigated Negative Declaration for the Project.

---

**RECOMMENDATION**

By motion, adopt Planning Commission Resolution No. 2020-11-10-01 to 1) adopt a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; and 2) approve Site Development Permit No. 20039 authorizing the construction of a 25,910 square-foot industrial building for the operation of commercial vehicle customizing, specifically vans and light trucks. Project includes complete site renovation of the 15.3-acre subject site, subject to the conditions of approval.

**6.2 MASTER APPLICATION (MA) NO. 20036: CONDITIONAL USE PERMIT (CUP) NO. 20002 FOR A PROPOSED 122,000 SF COLD STORAGE FACILITY ON 6.9 ACRES OF VACANT LAND**

**LOCATION: VACANT LAND BETWEEN RUBIDOUX BOULEVARD AND AVALON STREET SOUTH OF 26TH STREET APNS: 178-140-010; 178-140-018)**

**APPLICANT: WEST COAST COLD STORAGE**

---

**RECOMMENDATION**

By motion, adopt Planning Commission Resolution No. 2020-11-10-02 to 1) adopting a Mitigated Negative Declaration and Mitigation Monitoring Reporting Program and 2) approving Conditional Use Permit No. 20002 with a waiver for the requirement for undergrounding of all utilities except electrical lines rated at thirty-three (33) kV or greater in order the construction of a 122,000 square-foot cold storage facility, with parking, landscaping, and street improvements on 6.9 acres of vacant land.

**6.3 MASTER APPLICATION (MA) NO. 20161: MINOR CHANGE NO. 3 FOR TENTATIVE TRACT MAP (TTM) NO. 31894 & MINOR CHANGE NO. 1 FOR TENTATIVE TRACT MAP (TTM) NO. 37470**

**LOCATION:** NORTH OF CANAL ST., EAST OF SIERRA AVE. & 20TH ST.

(APNS: 175-080-011; 177-020-004, 016, 017; 177-030-001, 002, 004, 006, 010, 016; AND 177-110-006, 007)

**APPLICANT:** LENNAR HOMES OF CA, INC.

The City has determined that this project qualifies for the common-sense exemption under CEQA Guidelines Section 15060(b)(3)(3).

---

**RECOMMENDATION**

By motion, adopt Planning Commission Resolution No. 2020-11-10-03 granting Minor Change No. 3 for Tentative Tract Map (TTM) No. 31894, and Minor Change No. 1 for Tentative Tract Map (TTM) No. 37470, subject to the previously-adopted Conditions of Approval.

**6.4 MASTER APPLICATION (MA) NO. 19151: SITE DEVELOPMENT PERMIT (SDP) NO. 19070 AND VARIANCE (VAR) 19002 (SIGNAGE FOR JURUPA VALLEY CHEVRON CENTER)**

**LOCATION:** NORTH WEST CORNER OF PEDLEY ROAD AND BEN NEVIS BLVD  
(APNS: 169-031-003, -004, -005, -006, and -008)

**APPLICANT:** BARBARA COHEN OF AD/S COMPANIES

The City of Jurupa Valley has prepared and intends to adopt a Supplemental Mitigated Negative Declaration for the previously adopted Mitigated Negative Declaration No. MA 17245 for the Project.

---

**RECOMMENDATION**

By motion, adopt Planning Commission Resolution No. 2020-11-10-04: 1) adopting a Supplemental Mitigated Negative Declaration for previously adopted Mitigated Negative Declaration (MA17245), 2) approving Site Development Permit No. 19070 for one freestanding freeway sign and two monument signs, and 3) approving Variance No. 19002 for freeway sign that exceeds sign area and height requirements in order for the construction of signs for the Jurupa Valley Chevron Center.

**7. Commission Business - NONE**

**8. Public Appearance/Comments**

**9. Planning Commissioner's Reports and Comments**

**10. Planning Department Report**

**11. Adjournment to the November 23, 2020 Regular Meeting**

*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 Planning Commission, please call 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, the Jurupa Valley Planning Commission in connection with a matter subject to discussion or consideration at an open meeting of the Planning Commission 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 Ave., Jurupa Valley, CA 92509, at the time the writing is distributed to all, or a majority of, the Jurupa Valley Planning Commission. The Planning Commission may also post the writing on its Internet website at [www.jurupavalley.org](http://www.jurupavalley.org).*

## RETURN TO AGENDA



### **IMPORTANT NOTICE:**

In response to the COVID-19 pandemic, the City of Jurupa Valley is urging those wishing to attend a Planning Commission 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>. The Planning Commission Agenda can be accessed at this link: <https://www.jurupavalley.org/agendacenter>.

For those wishing to make public comments at Wednesday night's Planning Commission meeting, you are being asked to submit your comments by email to be read aloud at the meeting by the Planning Commission's Recording Secretary.

Public comments may be submitted to the Planning Commission's Recording Secretary at [greed@jurupavalley.org](mailto:greed@jurupavalley.org). Email comments on matters that are not on the Agenda and email comments for matters on the Consent Calendar must be submitted prior to the time the Chair calls the item for Public Comments. Members of the public are encouraged to submit comments prior to 6:00 p.m. Wednesday.

Email comments on other agenda items must be submitted prior to the time the Chair closes public comments on the agenda item or closes the public hearing on the agenda item. All email comments shall be subject to the same rules as would otherwise govern speaker's comments at the Planning Commission Meeting.

The Planning Commission's Recording Secretary shall read all email comments, provided that the reading shall not exceed three (3) minutes, or such other time as the Planning Commission may provide, because this is the time limit for speakers at a Planning Commission Meeting. The email comments submitted shall become part of the record of the Planning Commission Meeting.

Comments on Agenda items during the Planning Commission Meeting can only be submitted to the Planning Commission's Recording Secretary by email. The City cannot accept comments on Agenda items during the Planning Commission Meeting on Facebook, social media or by text.

This is a proactive precaution taken by the City of Jurupa Valley out of an abundance of caution. Any questions should be directed to the Planning Commission's Recording Secretary, Grizelda Reed, at (951) 332-6464.



### **AVISO IMPORTANTE:**

En respuesta a la pandemia de COVID-19, la ciudad de Jurupa Valley le urge a aquellos que desean atender una junta de la Comisión de Planificación, que eviten atender la junta y el lugar ver la junta en el webcast en vivo que puede ser accedido en este vínculo: <https://www.jurupavalley.org/422/Meeting-Videos>. La agenda de la Comisión de Planificación puede ser accedido en este vínculo: <https://www.jurupavalley.org/agendacenter>.

Para ellos que quieran hacer comentarios públicos en la junta del miércoles, se les pide que sometan sus comentarios por correo electrónico para que sean leídos en voz alta en la junta por la Secretaria de Grabación de la Comisión de Planificación.

Comentarios públicos pueden ser sometidos a la Secretaria de Grabación de la Comisión de Planificación a [greed@jurupavalley.org](mailto:greed@jurupavalley.org). Correos electrónicos sobre asuntos que no están en la agenda y correos electrónicos sobre asuntos que aparecen en el calendario de consentimiento deben ser sometidos antes del tiempo en cuando el presidente de la Comisión de Planificación llame el artículo para comentarios públicos. Miembros del público deberían someter comentarios antes de las 6:00 p.m. el miércoles.

Correos electrónicos sobre otros artículos de la agenda tienen que ser sometidos antes del tiempo en que se cierran los comentarios públicos en ese artículo de la agenda o cuando se cierre la audiencia pública sobre ese artículo de la agenda. Todos los comentarios por correo electrónico serán tratados por las mismas reglas que han sido establecidas para juntas de Comisión de Planificación.

La Secretaria de Grabación de la Comisión de Planificación leerá todos los comentarios recibidos por correo electrónico siempre y cuando la lectura del comentario no exceda tres (3) minutos o cualquier otro periodo de tiempo que la Comisión de Planificación indique. Este periodo de tiempo es el mismo que se permite en juntas de la Comisión de Planificación. Los comentarios leídos en la junta serán grabados como parte de la junta de Comisión de Planificación.

Durante la junta de la Comisión de Planificación, comentarios sobre artículos de la agenda solo pueden ser sometidos a la Secretaria de Grabación de la Comisión de Planificación por correo electrónico. La ciudad no puede aceptar comentarios sobre artículos de la agenda durante la junta de Comisión de Planificación por Facebook, redes sociales, o por mensajes de texto.

Esto es una precaución proactiva que se tomó acabo por la ciudad de Jurupa Valley por precaución. Preguntas pueden ser dirigidas a la Secretaria de Grabación de la Comisión de Planificación, Grizelda Reed, al (951) 332-6464.

# City of Jurupa Valley

**DRAFT MINUTES**  
**PLANNING COMMISSION**  
**CITY OF JURUPA VALLEY**  
**October 14, 2020**

**1. Call to Order and Roll Call**

The Regular Session of the Jurupa Valley Planning Commission meeting was called to order by Secretary of the Planning Commission at 7:00 p.m. on October 14, 2020 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

Roll Call:

- Arleen Pruitt, Chair, Absent
- Guillermo Silva, Chair Pro Tem, Absent
- Mariana Lopez, Commission Member, Absent
- Corey Moore, Commission Member, Absent
- Penny Newman, Commission Member, Absent

Due to the lack of a quorum, the Secretary of the Planning Commission adjourned the meeting to the next regularly scheduled Planning Commission meeting to be held at 7:00 pm on Wednesday, October 21, 2020.

Respectfully submitted,

\_\_\_\_\_  
Thomas G. Merrell, AICP, Planning Director  
Secretary of the Planning Commission

# City of Jurupa Valley

**DRAFT MINUTES**  
**PLANNING COMMISSION**  
**CITY OF JURUPA VALLEY**  
**October 21, 2020**

**1. Call to Order and Roll Call**

The Adjourned Session of the Jurupa Valley Planning Commission meeting was called to order by Secretary of the Planning Commission at 7:00 p.m. on October 21, 2020 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

Roll Call:

- Arleen Pruitt, Chair, Absent
- Guillermo Silva, Chair Pro Tem, Absent
- Mariana Lopez, Commission Member, Absent
- Corey Moore, Commission Member, Absent
- Penny Newman, Commission Member, Absent

Due to the lack of a quorum, the Secretary of the Planning Commission adjourned the meeting to the next regularly scheduled Planning Commission meeting to be held at 7:00 pm on Tuesday, November 10<sup>th</sup>, 2020.

Respectfully submitted,

\_\_\_\_\_  
Thomas G. Merrell, AICP, Planning Director  
Secretary of the Planning Commission

# City of Jurupa Valley

**RETURN TO AGENDA**

## **STAFF REPORT**

**DATE:** NOVEMBER 10, 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. 6.1  
MASTER APPLICATION (MA) NO. 20075: SITE DEVELOPMENT PERMIT (SDP) NO. 20039 - "WHEELER'S UPFITTERS" COMMERCIAL VEHICLE CUSTOMIZING WITHIN A PROPOSED 25,910 SQUARE FOOT INDUSTRIAL BUILDING  
LOCATION: EAST OF RUBIDOUX BLVD., SOUTH OF MARKET ST. AND NORTH OF 24TH ST. (APNS: 178-330-018; 024 & 025)  
APPLICANT: WHEELER TRUCKING, INC.

---

### **RECOMMENDATION**

By motion, adopt Planning Commission Resolution No. 2020-11-10-01 to 1) adopt a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; and 2) approve Site Development Permit No. 20039 authorizing the construction of a 25,910 square-foot industrial building for the operation of commercial vehicle customizing, specifically vans and light trucks. Project includes complete site renovation of the 15.3-acre subject site, subject to the conditions of approval.

### **PROJECT DESCRIPTION**

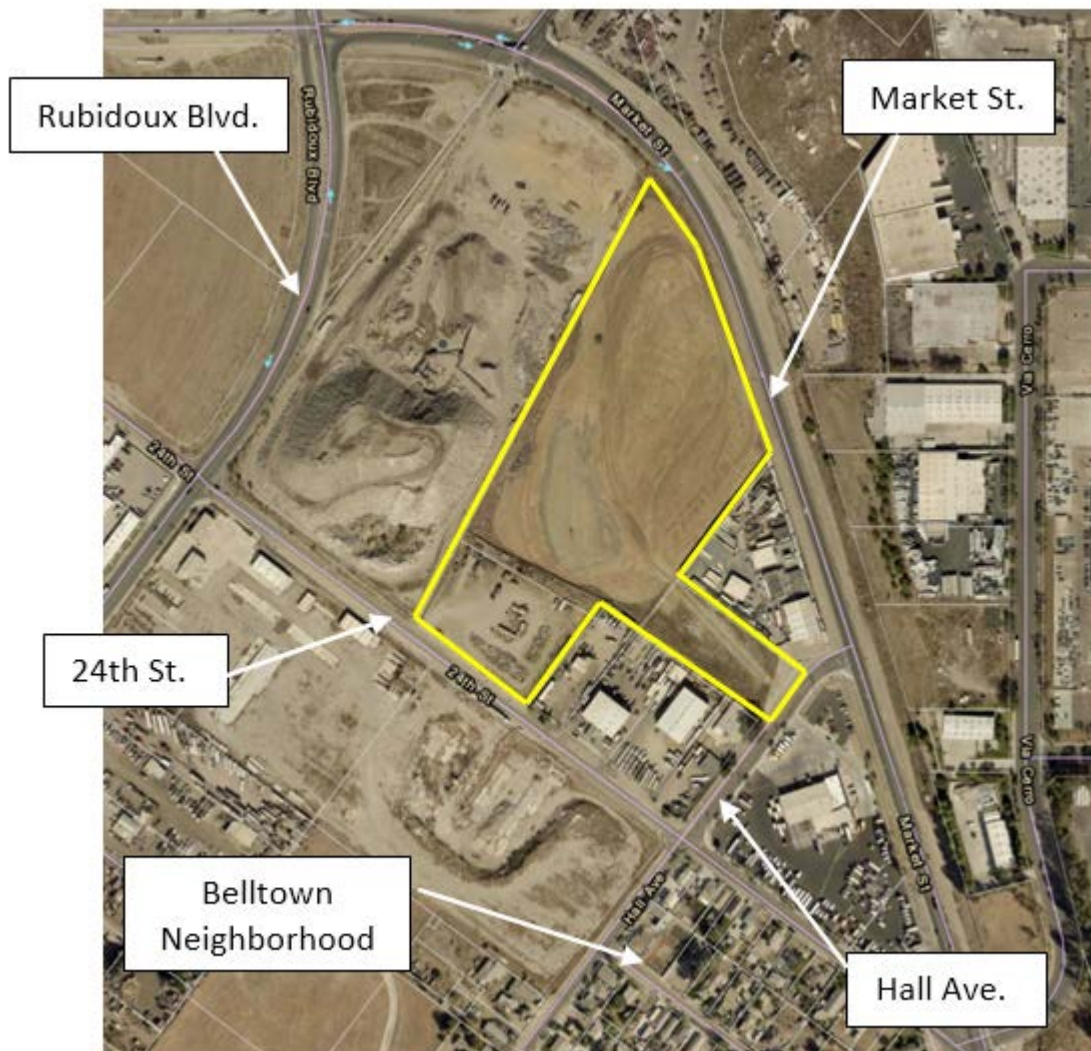
The Applicant ("Applicant" or "Wheeler Trucking, Inc.") requests approval to redevelop an existing property comprised of three parcels with a commercial vehicle customizing facility. The Project consists of enhanced modifications to the project site as follows:

- Complete redevelopment of the entire 15.3-acre site.
- Proposed 25,910 square foot concrete tilt-up building to be used for customizing up to 16 base model vans and light trucks and general office use.
- New water quality infiltration basin along the eastern portion of the subject site.
- New 36-inch high landscaped berm screening, fencing with concrete pilasters along site perimeter at 24<sup>th</sup> Street, Hall Avenue and Market Street.
- New public right-of-way improvements: curb and gutter, sidewalk and landscaped parkways along 24<sup>th</sup> Street, Hall Avenue and Market Street.

The 15.3-acre site is located within the M-SC (Manufacturing Service Commercial) zone and has a General Plan Land Use designation of Light Industrial (LI). Table 1 below identifies the property as it relates to City code.

TABLE 1: GENERAL PROJECT INFORMATION	
Parcel Numbers	178-330-018; 024 & 025
Project Area	15.3-acres
General Plan Land Use Designation	Light Industrial (LI)
Specific Plan / Overlay	None
Zoning	M-SC (Manufacturing-Service Commercial)
Existing Land Use	Vacant Land and Miscellaneous Storage

### EXHIBIT 1: SITE LOCATION



### LOCATION AND SURROUNDING LAND USES

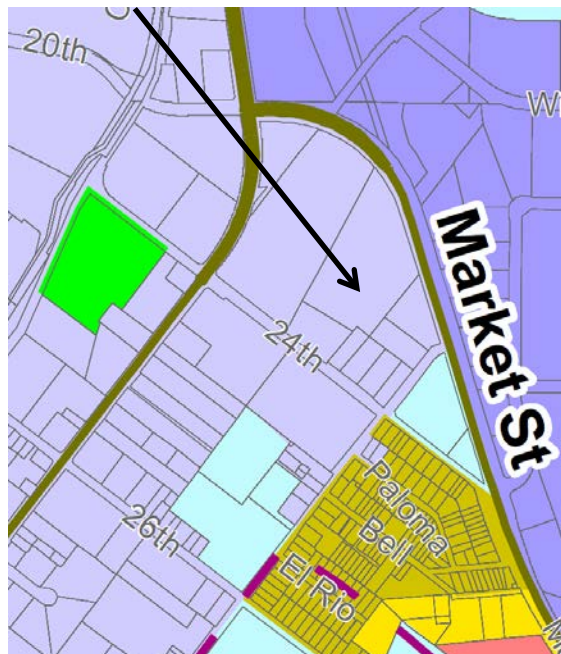
As shown on Exhibit 1, the project site is located north of State Route (SR) 60. It is bordered to the north by Market Street, to the west by industrial land use, to the south by 24<sup>th</sup> Street and to the east by Hall Avenue and other industrial land uses. Although the project site is immediately surrounded by industrial land uses, it is located within an industrial area that is intermingled with

residential land uses. The Belltown residential community is located approximately 400 feet to the east of this project site at Hall Avenue and 24<sup>th</sup> Street. The Belltown community is generally bounded by 24<sup>th</sup> Street to the north, 26<sup>th</sup> Street to the south, Hall Avenue to the west, and Adams Kart Track and former landfill to the east and south.

The site is surrounded primarily by industrial land uses to the north, industrial land uses and Hall Avenue to the immediate east, the Engelauf aggregate concrete base yard to the immediate west, and the future site of Kiewit contractor's storage yard with industrial land uses beyond to the south. Exhibit 2 provides the existing General Plan Land Use (GPLU) designation and zoning classification of the site and surrounding parcels.

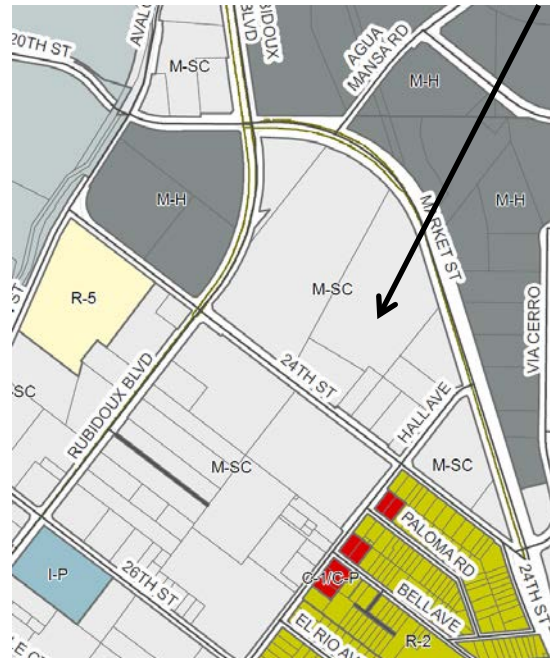
## EXHIBIT 2:

**LAND USE MAP**



- |  |                              |
|--|------------------------------|
| PF - Public Facilities                 | OS-CH - Conservation Habitat |
| Ag - Agriculture                       | OS-R - Open Space Recreation |
| LI - Light Industrial                  | OS-MIN - Mineral Resources   |
| HI - Heavy Industrial                  | OS-RUR - Open Space Rural    |
| MDR - Medium Density Residential       |                              |
| MHDR - Medium High Density Residential |                              |

**ZONING MAP**



- |          |   |
|----------|---|
| M-SC:    | Manufacturing, Service Commercial                   |
| M-H:     | Manufacturing Heavy                                 |
| I-P:     | Industrial Park                                     |
| C-1/C-P: | General Commercial                                  |
| R-2:     | Multiple Family Dwellings                           |
| R-5:     | Open Area Combining Zone - Residential Developments |

## HISTORICAL BACKGROUND

The subject property consists of three contiguous parcels with a total size of 15.3 acres. The subject parcels with APNs 178-330-024 and -025 consist of vacant land. Subject parcel -018 is currently used as a parts storage yard with several parked vehicles and mobile structures. There are no other structures on the subject site.

According to the Phase 1 Environmental Site Assessment (ESA) prepared for this project, as early as 1931, the eastern portion of the subject property consisted of vacant, undeveloped land and the western portion of the subject property was developed for agricultural use. The

agricultural developments were cleared from the subject property sometime between 1938 and 1948. Sometime between 1975 and 1985, the subject property was graded. The central portion of the subject property was occupied for the storage of mobile homes between 2009 and 2012. The southern portion of the subject property has been occupied as a storage yard between 2009 and to present.

The ESA assessed that there was no evidence of Recognized Environmental Conditions (RECs) in connection with the subject property and therefore, concluded that no further investigation or action was required. Attached to this report is the Initial Study/Mitigated Negative Declaration (ISMND) which further details the previous uses and recommended project mitigation measures within the Mitigation Monitoring and Reporting Program. The Environmental Report Appendices identified within the ISMND can be found in the Document Center on the City's Website at <https://www.jurupavalley.org/DocumentCenter/Index/68>.

## **SITE DEVELOPMENT PERMIT**

### ***Permitted Use.***

The proposed use is not listed as a permitted use in the M-SC Zone. However, in accordance with Section 9.240.330.4 (b), the Planning Director has determined that Commercial Vehicle Customizing, when conducted within a wholly enclosed building is permitted in the M-SC zone with an approved Site Development Permit as similar in character and intensity as "Vehicle and motorcycle repair shops" or "Body and fender shops, and spray painting." Thus, Commercial Vehicle Customizing is consistent with other uses allowed in the M-SC zone in which all operations must be conducted within an enclosed building. Determination of Use No. 2002 is provided as an Attachment to this report.

### ***SDP referred to the Planning Commission.***

Pursuant to Section 9.240.330 (Site Development Permits), 4(b) *Site development permits requiring hearing*. The Planning Director shall hold a public hearing on all site development permits for which a negative declaration or an EIR is prepared pursuant to the City of Jurupa Valley Rules Implementing the California Environmental Quality Act. Notice of the time, date and place of the public hearing shall be given as provided in Section 9.240.250(3). The Planning Director may refer review of a Site Development Permit application requiring a public hearing to the Planning Commission for review, a full hearing and the Planning Commission's approval, conditional approval or disapproval in cases where planning department staff determines the proposed use will have a major significant impact on the community.

The Planning Director has determined that the Project may have a significant impact on the community and has therefore decided to refer review of this SDP application to the Planning Commission. Director's referral is attached to this staff report.

## **PROPOSAL AND SITE DEVELOPMENT**

The 15.3-acre project site will be developed with a 25,910 square foot, 2-story industrial building to include office and workshop area. The building will accommodate proposed van and light truck outfitting and upgrading operations.

The building is situated toward the northern portion of the subject site and represents approximately 3% lot coverage, with landscaping representing 22% and the remainder of the site accommodating up to 143 parking spaces designated for vehicles awaiting upfitting and delivery; 10 trailer loading and unloading parking spaces; 45 standard parking spaces; and a large water quality basin as shown within the Site Plan attached to this report. The proposed parking exceeds the required 18 off-street parking spaces and the entire paved site will consist of 8-inch concrete paving.

All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, will be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.

The project includes new public right-of-way improvements (curb and gutter, sidewalk, landscaped parkway), fencing and paved driveways and drive aisles.

### Operational Characteristics

Wheeler Upfitters was founded in May of 2020 and is a subsidiary operation by Rex Wheeler, owner of Wheeler Trucking, Inc. Wheeler Trucking, Inc. has been operating at a different facility located at 2353 South Cactus Avenue, Bloomington, CA 92316. With the lease at the Bloomington location ending soon, Wheeler Trucking, Inc. will be relocating its business (vehicle carrier hauling) to a new location in San Diego, CA.

The Applicant has partnered with auto manufacturers to outfit accessories and provide improvements to vans and small trucks, which has led to the proposed project at the subject site. No overnight truck parking is being proposed and there are no truck operations proposed which are not associated with the proposed commercial vehicle customizing operations.

Project operations consist of aftermarket additions to standard (i.e., base model) vans and light trucks to customize the vehicle fit to a specific company's specifications and to add value to a dealership's fleet of vehicles. The vehicles will be brought to the subject site by Wheeler's vehicle carrier trailers to add enhanced accessories. Aftermarket additions provided by Wheeler include, but are not limited to; fender flares and guards, bumper and grill guards, heated mirrors, mounting rear dual tires, roof mounted air deflectors, installation of floor mats and seat covers, as well as other luxury additions. Installation will occur indoors and there is no painting, spraying or vehicle washing proposed.

The workshop area can accommodate up to 16 vehicles at a time and proposed hours of operation are from Monday through Saturday from 7 a.m. to 7 p.m., with 24 to 36 anticipated employees. A detailed project description and project operations explanation provided by the Applicant is attached to this report.

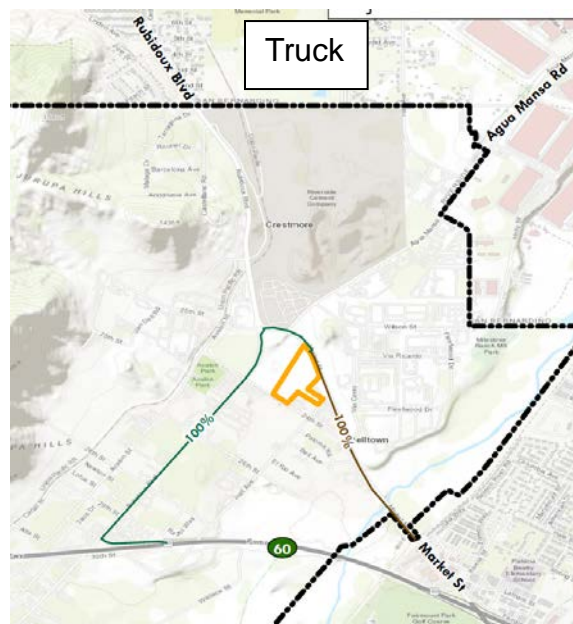
### Access and Circulation

Access to the site would be provided by two driveways proposed along Market Street providing "right-in and right-out" access only, see Exhibit 3. No other access points are proposed onto the project site, with the exception of an emergency fire access gate along Hall Avenue. Truck access will be taken from Market Street and truck traffic will travel eastbound towards the 60 freeway. According to the Focused Traffic Analysis (FTA) prepared for this project, operations are expected to generate up to 88 daily vehicle trips, of which 16 are tractor trailer vehicles and 72 are passenger vehicles (employees). Exhibit 4 provides the proposed project distribution for anticipated vehicle trips, which is included within the FTA attached to this report.

Staff is recommending a condition that the Applicant coordinate with the Planning and Engineering Departments to install street signs at the intersection of Market Street and Hall Avenue and Market Street and 24<sup>th</sup> Street to prohibit any turns for trucks weighing over 5 tons into residential neighborhoods, thereby reducing truck traffic impacts to the neighboring community.

[illegible]

The map shows the Crestmore area with proposed transit routes. A central box labeled "Auto" is connected by lines to various locations. The routes are color-coded: green for 10%, orange for 100%, and brown for 45%. The map includes landmarks like Juniper Hills, Crestmore, and Agua Mansa Rd. A dashed line indicates a boundary.



Additionally, Air Quality Impact Analysis and Greenhouse Gas Impact Analysis reports were prepared and were analyzed within the Initial Study/Mitigated Negative Declaration (IS/MND) completed for this Project. The results of the CalEEMod model for operation of the Project determined that the operational emissions associated with operation of the Project would not exceed the thresholds established by the South Coast Air Quality Management District (SCAQMD). Furthermore, the IS/MND concluded that the Project had Less Than Significant Impacts to all categories within the Air Quality section, and therefore no Mitigation Measures were required.

#### Perimeter Fencing and Gates

The Applicant is proposing to install a six (6) foot high wrought iron fence along the entire site perimeter, along 24<sup>th</sup> Street, Hall Avenue and Market Street. Staff is recommending a condition that requires the fence to include decorative split face pilasters located 40 feet on center with decorative trim cap along 24<sup>th</sup> Street, Hall Avenue and along Market Street (where visible from the public right-of-way). Along Market Street, there will be two six (6) foot high wrought iron gates with opaque screening.

Gates are required to be set back a minimum of 30 feet from the property line and must contain the Knox rapid entry system as required by the County Fire Department. For reference on the proposed locations and materials of the fence and gate, please reference the Site and Landscape Plans attached to this report. Staff is recommending a condition that requires anti-graffiti coating or protection to be applied to 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 and shall also include trash enclosure units.

#### Landscaping

The proposed landscape plan has been found to be in conformance with the zoning code requirements, including compliance with Chapter 9.283. - Water Efficient Landscape Design Requirements of the JVMC. The conceptual landscape plan was also reviewed by the City's Landscape Architect. The Conceptual Landscape Plan is provided as an attachment to the set of plans.

Landscaping, throughout the perimeter of the site, will contain dense evergreen screen trees and hedging to adequately screen the proposed development from adjacent land uses. Perimeter fence is proposed behind a 36-inch high landscaped berm along 24<sup>th</sup> Street, Hall Avenue and Market Street. Along Hall Avenue, in addition to the landscape screening, a large water quality basin with a length of 391 feet will be installed with additional perimeter landscape to screen the site. Along 24<sup>th</sup> Street, the parking area will be screened by dense landscaping and along Market Street, there is an approximate 40-foot landscaped setback area with 36-inch berm.

The proposed landscaping is in compliance with the goals and policies listed within the City's Noise, Air Quality and Environmental Justice General Plan Elements.

Exhibit 5 shows an image of the proposed screen trees and Exhibit 6 shows proposed hedging.

## EXHIBIT 5: AFGHAN PINE, AFRICAN SUMAC AND LONDON PLANE TREES



## EXHIBIT 6: PROPOSED SCREEN HEDGING



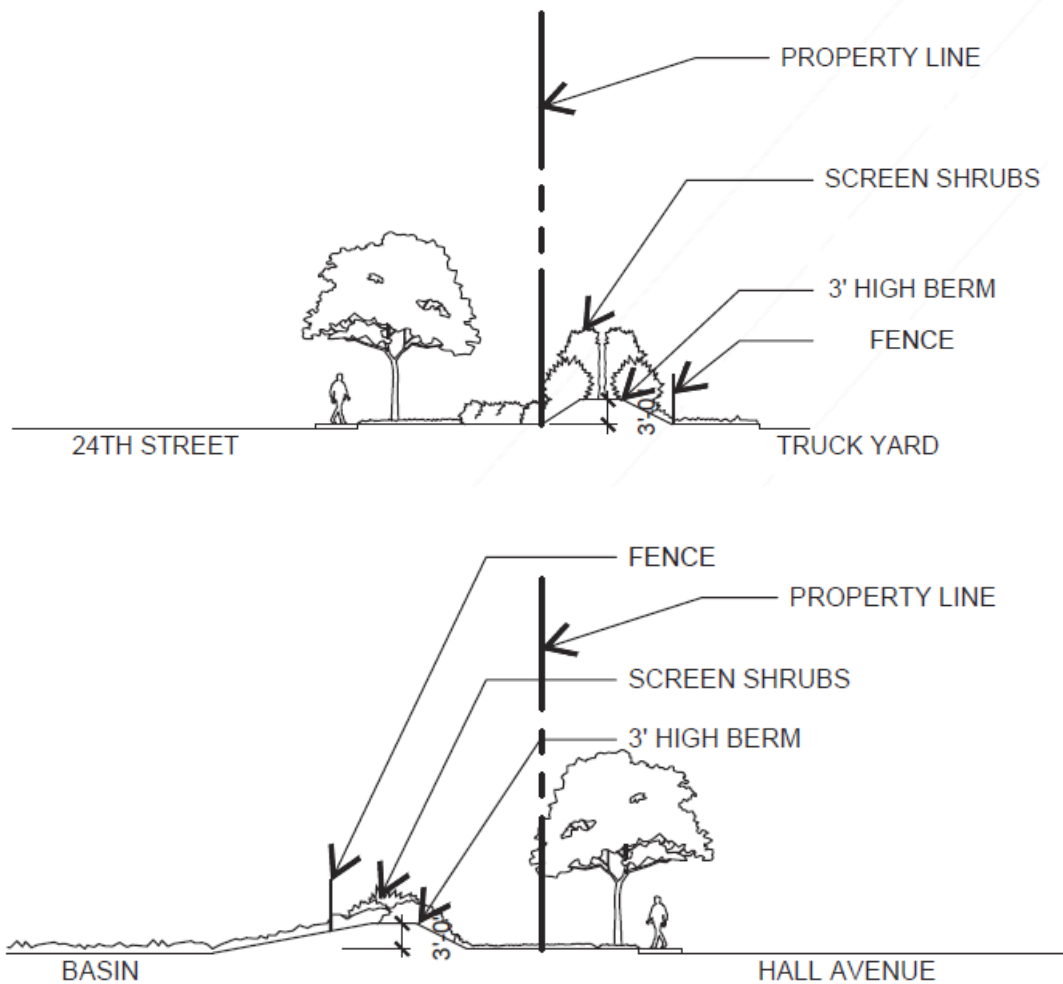
### Public Right-of-Way Improvements

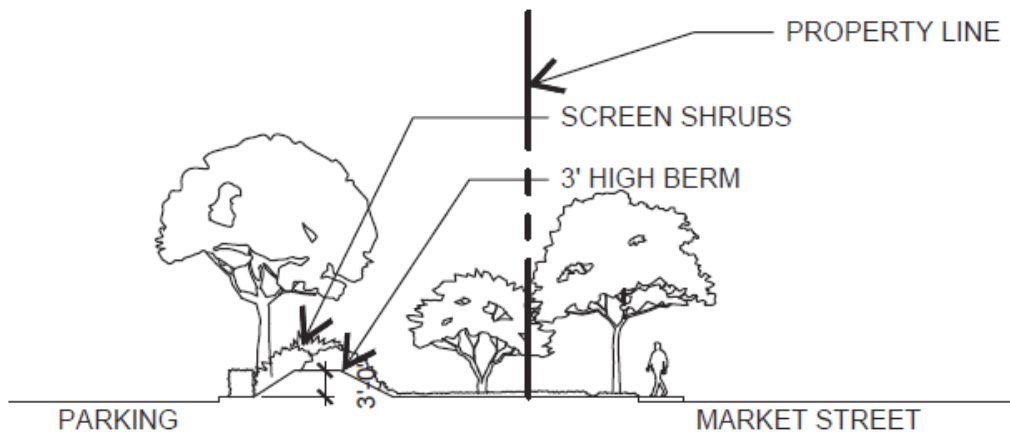
Along 24<sup>th</sup> Street, the development will accommodate 33 feet of public right-of-way from street centerline consisting of 20 feet of paved roadway, new six (6) foot sidewalk, curb and gutter and four (4) feet of landscaping, with an additional 39 feet of on-site landscaping. Along Hall Avenue, public right-of-way improvements from the 44 foot street centerline will include a 32

foot paved roadway, new six (6) foot sidewalk, curb and gutter and six (6) feet of landscaping, with an additional 10 feet of on-site landscaping with remainder 391 foot landscaped water quality basin. Along Market Street the development will accommodate 73 feet of public right-of-way from street centerline consisting of 55 feet of paved roadway and 21 feet of public right-of-way improvements to include a new, interior six (6) foot sidewalk and 15 foot landscaped parkway with curb and gutter.

Staff recommends a condition that the Applicant is required to annex into the Jurupa Valley Landscape & Lighting Maintenance District (L&LMD) 89-1-C for maintenance of the landscape parkway improvements. See Exhibit 7 for a view of the street sections.

#### **EXHIBIT 7: STREET SECTIONS (24<sup>th</sup> ST., HALL AVE. AND MARKET ST.)**





### Construction Schedule

The Applicant estimates the completion of the project within 12 months of ground-breaking after the City issues permits. It should be noted that during the overall construction phase of the project, traffic to-and-from the subject property would be generated by activities such as construction employee trips, delivery of construction materials, and use of heavy equipment.

### Interagency Development Review Process

As part of the application procedure, the Interagency Development Review process is a mechanism for staff to coordinate the needs or requirements of other departments and agencies in order to complete a comprehensive review of the project.

Multiple departments and agencies have participated in the Interagency Development Review process and have provided comments to staff for consideration. Some of the departments and agencies include the County Fire Department, County Department of Environmental Health, Sheriff's Department, utility companies and City Departments (Engineering, Building & Safety, Code Enforcement).

Staff received comments and recommended conditions from several external and internal agencies. Comments from these agencies have been considered and incorporated as modifications to the plans or as part of recommended conditions to this project.

## **ANALYSIS**

### Required Entitlements or Approvals

Per Chapter 9.148, Manufacturing - Service Commercial (M-SC), Section 9.148.020, Uses Permitted, of the Jurupa Valley Municipal Code (JVMC), the upfitting of vehicles is a use which is not currently identified within this section of the JVMC. Per Section 9.148.020 (9): "Any use that is not specifically listed in subsections (2) and (3) of this section may be considered a permitted or conditionally permitted use provided that the Planning Director finds that the proposed use is substantially the same in character and intensity as those listed in the designated subsections. Such a use is subject to the permit process which governs the category in which it falls."

Under Determination of Use (DOU) No. 2002, the Planning Director has determined that Commercial Vehicle Customizing, a use not listed in the M-SC zone, may be permitted in the M-

SC zone with an approved Site Development Permit. DOU No. 2002 is provided as an attachment to this report.

### General Plan

The proposed Project will be consistent with the existing Light Industrial (LI) land use designation in that it will accommodate the development of a new industrial land use which will provide new public improvements such as sidewalks, curb and gutter and landscaped parkways. The Project is also designed to enhance and be architecturally compatible with its surroundings and with public view corridors by providing high quality architecture, landscaping, and site improvements.

### Land Use Designation

- A. Light Industrial.** The project is consistent with the policies within the LI land use designation and consistent with the allowed Floor Area Ratio (FAR) range of 0.25 to 0.6. The applicable policies are listed below.

Applicable Policies within the LI are as follows:

- **LUE 3.13 Commercial Trucks.** Manage commercial truck traffic, access, loading, and parking to minimize potential impacts on adjacent residential and commercial properties.

***Project:** Primary access into and out of the site are from two proposed driveways located along Market Street. No other driveways, with the exception of an emergency fire access gate along Hall Avenue, are being proposed. Staff is recommending a condition that street signs be installed at the intersection of Market Street and Hall Avenue and Market Street and 24th Street to prohibit any turns for trucks weighing over 5 tons into residential neighborhoods; thereby, reducing truck traffic impacts to the neighboring community.*

- **LUE 3.14 Encroachment.** Protect industrial and business park designated areas from encroachment by incompatible or noise-sensitive uses that could be impacted by industrial activity, such as housing and schools.

***Project:** The project site is surrounded by primarily industrial land uses. The closest residential neighborhood is located more than 400 feet away to the east of Hall Avenue in the Belltown community. The project includes dense mounded landscaping with perimeter fence. In addition to perimeter landscaping along Hall Avenue, there is a 391 foot wide water quality basin with additional landscape proposed between the on-site operations and Hall Avenue. The site will, therefore, contain screening to shield on-site operations from adjacent land uses.*

- **LUE 3.15 Locations.** Concentrate industrial and business park uses near major transportation facilities and utilities and along public transit corridors. Avoid siting such uses close to residentially zoned neighborhoods or where truck traffic will be routed through residential neighborhoods.

***Project:** The proposed project would allow development with land uses that are compatible with the existing Light Industrial land use designation. The proposed industrial building will be sited along the northern portion of the site close to Market Street. The remainder of the site will contain 22% landscaping and 143 parking spaces for new vehicle (vans and small light trucks) which are awaiting or have recently been customized. The City's Traffic Engineering Division reviewed the project's design layout and determined no hazardous transportation design features*

would be introduced into the area. Additionally, proposed roadway improvements would occur within existing public rights-of-way and would be installed in accordance with City's design standards. There are no driveways proposed on 24<sup>th</sup> Street or Hall Avenue, other than an emergency fire access gate. Additionally, per the Focused Traffic Analysis prepared for this Project, there will be no truck traffic traveling on 24<sup>th</sup> Street or Hall Avenue. Furthermore, the Applicant would be required to develop and implement a construction traffic control plan to safely route traffic during temporary construction.

- **LUE 3.16 Employee Facilities.** Encourage the inclusion of daycare, on-site lunch areas, showers, meeting rooms, and other employee-oriented facilities for new industrial and business park development.

**Project:** The proposed project includes interior lunch/breakrooms and employee lockers to encourage on-site lunch and break areas.

- **LUE 3.17 Toxic Materials.** Prohibit the development of industrial and business park uses that use, store, produce, or transport toxic substances, or that generate unacceptable levels of noise or air pollution.

**Project:** The proposed project will not store, produce or transport any toxic substances. The Applicant has strict environmental policies at all their sites with environmental managers on staff in every district who perform routine site inspections. Additionally, the site will be inspected routinely by the City's Environmental Programs inspector for compliance with the County Regional Water Quality Control Board criteria.

As for potential noise impacts, the Initial Study/Mitigated Negative Declaration confirmed that the Project was in compliance with Chapter 11.05. – Noise Regulations of the JVMC and the Noise Element of the City's General Plan, and that the Project had a "Less than Significant Impact" with respect to noise levels. As for air quality, the Project will need to comply with the South Coast Air Quality Management (SCAQMD) Rule 403 for air quality compliance.

- **LUE 3.18 Infrastructure.** Require that new industrial and business park developers provide adequate parking, transportation facilities, including sidewalks and trails, street trees, water resources, sewer facilities, and other utilities to serve new industrial and business park businesses in addition to meeting the needs of existing residents and businesses.

**Project:** The project will be required to dedicate public right-of-way and construct public improvements such as landscaped parkways, new curb and gutter and sidewalks along 24<sup>th</sup> Street, Hall Avenue and Market Street.

- **LUE 3.19 Architectural Compatibility.** Ensure that new industrial and business park development is designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high quality architecture, landscaping, and site improvements.

**Project:** The project includes the redevelopment of the existing property and the development of off-site and on-site improvements. The project includes the development of a new industrial building, parking area, landscaping and perimeter fence. The proposed architecture and overall site improvements, combined, is an overall improvement compared to existing site conditions, including dilapidated

*miscellaneous storage and chain-link fence. The Project would be compatible with the existing industrial land uses that are located within the immediate vicinity.*

### Environmental Justice Element

Environmental Justice (EJ) Element seeks to minimize and equalize the effect of environmental hazards among all people regardless of race, ethnicity or income level. The EJ Element seeks to address environmental justice through a set of comprehensive objectives and policies which is used by the City in planning for the physical development of the City.

To address the existing land uses, the project shall and does adhere to the following objectives and policies within the EJ Element:

**EJ-2.2:** Require that proposals for new sensitive land uses (or developments near existing sensitive land uses) incorporate adequate setbacks, barriers, and landscaping or other measures as necessary to minimize air quality impacts.

*While the Project is not located adjacent to any residential land uses, it is located approximately 400 feet to the west of the existing Belltown residential neighborhood. As such, the project includes a 43-foot wide landscaped setback area with a 36-inch high berm along 24<sup>th</sup> Street, 48.5-foot wide landscaped setback area with 36-inch berm along Market Street and 16 foot wide landscaped setback along Hall Avenue, with remainder 391 foot landscaped water quality basin, see Exhibit 7. Within the setback areas, the Project will include Afghan Pine, 24-inch box trees planted 30 feet on center creating a thicker tree screen and dense landscaped shrubs will be planted within the landscaped setback area.*

*The IS/MND mitigation measures also mandate dust control measures during construction activities and general business operations. Additionally, the project is subject to mandatory compliance with the South Coast Air Quality Management District (SCAQMD) Rule 403 which addresses dust management.*

**EJ-2.6:** Identify resources for the existing sensitive receptors experiencing adverse air quality issues to incorporate measures to improve air quality such as separation/setbacks, landscaping, barriers, ventilation systems, air filters/cleaners and other measures.

*The project incorporates the placement of the building to the northern portion of the project site and there are two access driveways proposed along Market Street. All trucks therefore accessing the 15.3-acre site would be doing so from the northern portion of the site from two access points along Market Street. Additionally, the combination of dense perimeter landscape screening and ample setback to the parking areas contributes to the adequate screening of on-site operations. The proposed site layout and site upgrades, therefore, contributes to the reduction of any potential impacts to air quality, noise and traffic as described within this report.*

*Based on a review of the IS/MND, while the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made or agreed to by the Applicant. Additionally, staff recommends a condition which requires that all mitigation measures of the Mitigation Monitoring and Reporting Program (MMRP) be incorporated into the Conditions of Approval.*

**EJ-2.7:** Designate truck routes to avoid residential areas including low-income and minority neighborhoods.

*The site will be accessed from only two proposed driveways along Market Street. There are no other proposed access points to the subject site, with the exception of an emergency access gate along Hall Avenue. Truck access will be taken from Market Street and truck traffic will travel eastbound towards the 60 freeway. According to the Focused Traffic Analysis (FTA)*

prepared for this project, operations are expected to generate up to 88 daily vehicle trips, of which 16 are tractor trailer vehicles and 72 are passenger vehicles (employees).

Staff recommends a condition that the Applicant coordinate with the Planning and Engineering Departments to install street signs at the intersection of Market Street and Hall Avenue and Market Street and 24th Street to prohibit any turns for trucks weighing over 5 tons into residential neighborhoods, thereby reducing truck traffic impacts to the neighboring community.

**EJ-2.10:** Ensure that low-income and minority populations have equal access and influence in the land use decision-making process through such methods as bilingual notices, posting bilingual notices at development sites, conducting informational meetings with interpreters, etc.

*Planning staff mailed a project information sheet combined with a 20-day public hearing notice in both English and Spanish to all property owners within a 1,000-foot radius, Belltown community, and additional properties within close proximity of the subject site. The radius map is provided as an Attachment to this report. The information sheet provides information that would allow the low-income and minority population to have equal access and influence in the land use decision making process. The notice included detailed information on the project and operations and identified opportunities to participate in the decision-making process. The notices also included contact information for Spanish speakers and identified that a Spanish translator would be available at the Planning Commission public hearing. The project information sheet is provided as an Attachment to this report.*

**EJ-2.11:** Ensure that low-income and minority populations understand the potential for adverse pollution, noise, odor, vibrations, lighting and glare when new commercial and industrial developments are proposed.

*The project information sheet discussed the proposed project and operations and included the expected 88 daily vehicle trip generation consisting of 16 tractor trailer and 72 passenger vehicles (employees). The notice included mitigation which would minimize any potential impacts related to adverse pollution, noise, odor, vibrations, lighting and glare to the low-income and minority neighborhood in close proximity of the project site.*

**EJ-2.12:** Ensure that low-income and minority populations understand the effect of projects with toxic materials or emissions.

*The project information sheet discussed the proposed project and operations and included the expected daily trip generation and explained that proposed operations in detail, including hours of operation and anticipated number of employees. The notice included mitigation which would minimize any potential impacts related to the low-income and minority neighborhood in close proximity of the project site.*

**EJ-2.13:** Initiate outreach efforts as early as possible in the decision-making process before significant resources have been invested in a particular outcome.

*Once the environmental analysis (Initial Study and Mitigated Negative Declaration: IS/MND) was completed and facts were available, staff was able to prepare the project information sheet; including project details, potential impacts and mitigation measures to reduce such impacts.*

*As of the date of this report, there has not been any an inquiry or correspondence from any property owners or residents related to this Project.*

## **ZONING DEVELOPMENT STANDARDS**

- A. M-SC (Manufacturing - Service Commercial).** The use is permitted with a Site Development Permit. The project complies with all development standards in the M-SC zone as presented in Table 2.

TABLE 2: APPLICABLE DEVELOPMENT STANDARDS		
Zoning Standards	Does the Project Comply with the Standards?	Supporting Information
Where the front, side, or rear yard adjoins a street, the minimum setback shall be twenty-five (25) feet from the property line.	Yes	As shown on the site plan
Setback at residential side: 25 feet	Yes	As shown on the site plan
Landscaped setback: 10 feet	Yes	As shown on the site plan
Maximum height: 40 feet at building setback and 50 feet elsewhere	Yes	The tallest portion of the structures is 34 feet in height as shown on the elevations
Landscaping: 10% min.	Yes	The site provides 22% on-site landscaping and additional off-site landscaping as shown on the plans
Parking as required by Section 9.240.120	Yes	As shown on site plan

As depicted on Table 2 above, the proposed project has been designed in accordance with the development standards within the M-SC zone.

#### **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:

(a) 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 Light Industrial (LI) and is zoned M-SC (Manufacturing-Service Commercial). The proposed Project demonstrates consistency with the General Plan and compliance with Title 9 (Planning and Zoning) of the Jurupa Valley Municipal Code.*

(b) 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.

*In order to minimize impacts to surrounding land uses, including the Belltown residential neighborhood, the 25,910 square foot industrial building will be located at the very northern portion of the subject site, close to Market Street. The proposed vehicle staging area will include dense perimeter landscaping and fencing with sufficient setback to screen the site.*

*The proposed commercial vehicle customizing operation is compatible with the surrounding industrial land uses in that the property is situated within an industrially zoned area and operations will be conducted within an entirely enclosed building. The Project will enhance the industrial area with its attractive architecture and dense landscaping, and will require public improvements in the form of new landscaped parkway, new street lighting, curb and gutter, new*

*sidewalk and a water quality basin for on-site drainage. Furthermore, the Project is not expected to create traffic congestion in that the site will be accessed from only two proposed driveways along Market Street, with no other proposed access points to the subject site. The proposed truck route will be from Market Street onto the 60 Freeway for outbound traffic and from the 60 Freeway via Rubidoux Blvd. to the project site for inbound traffic. As such, the project's truck trips are not expected to impact neighboring residential streets. According to the Focused Traffic Analysis (FTA) prepared for this project, operations are expected to generate up to 88 daily vehicle trips, of which 16 are tractor trailer vehicles and 72 are passenger vehicles (employees)*

(c) 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.*

## **ENVIRONMENTAL REVIEW**

The City of Jurupa Valley has prepared and intends to adopt a Mitigated Negative Declaration (MND) for the Project. The proposed Mitigated Negative Declaration is supported by an Initial Study that 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 proposed Mitigated Negative Declaration determines that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made or agreed to by the Applicant. Staff has recommended a condition which requires that all mitigation measures of the Mitigation Monitoring and Reporting Program (MMRP) be incorporated into the conditions of approval.

**Public Review Period.** The ISMND was circulated for public review from October 21, 2020 to November 9, 2020. To date, no comments have been received. The Mitigated Negative Declaration and MMRP are available at Jurupa Valley City Hall and on the City's website at <https://www.jurupavalley.org/DocumentCenter/Index/68>.

## **PUBLIC COMMENTS**


The Planning Department mailed a detailed project information sheet with the required public hearing notices in both English and Spanish to surrounding property owners within a 1,000-foot radius of the project site, and the Director extended the minimum 1,000 foot radius map to include homes to the end of the block. Notices were mailed 20-days prior to the public hearing date. Additionally, legal advertisements were published in the Press Enterprise. As of the date of this staff report, there have not been any inquiries or correspondence from any property owners or residents related to this Project.

## **CONCLUSION**

The proposed project will serve to upgrade the existing underutilized and blighted site. The project features site upgrades which include new public improvements, attractive architectural building design, perimeter fencing and landscape screening and overall site improvements. The

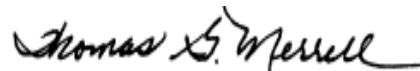
project adheres to applicable goals and policies in the General Plan and is consistent with the requirements within the City's zoning code. Potential impacts have been analyzed and mitigation measures have been incorporated to reduce any impacts to a "less than significant level." Based upon the findings set forth above, staff recommends approval of Site Development Permit No. 20039, 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. 2020-11-10-01
  - a. Exhibit A. "Initial Study Checklist / Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program"
  - b. Exhibit B. Recommended Conditions of Approval
2. Applicant's Project Description
3. Focused Traffic Analysis
4. Determination of Use No. 2002
5. Director's Referral to the PC
6. EJ Informational Notices with Public Hearing Notice
7. 1,000-foot radius map with extended areas
8. Project Plans (Architectural Set; Civil Set and Concept Landscape Plan Set)

**ATTACHMENT NO. 1**

Planning Commission Resolution No. 2020-11-10-01

**RESOLUTION NO. 2020-11-10-01**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF JURUPA VALLEY ADOPTING A MITIGATED NEGATIVE DECLARATION AND APPROVING SITE DEVELOPMENT PERMIT NO. 20039 TO PERMIT THE CONSTRUCTION OF A 25,910 SQUARE FOOT INDUSTRIAL BUILDING FOR COMMERCIAL VEHICLE CUSTOMIZING ON APPROXIMATELY 15.3 ACRES OF REAL PROPERTY LOCATED EAST OF RUBIDOUX BOULEVARD, SOUTH OF MARKET STREET, AND NORTH OF 24TH STREET (APNS: 178-330-018, -024, AND -025) IN THE MANUFACTURING-SERVICE COMMERCIAL (M-SC) ZONE**

**THE PLANNING COMMISSION OF THE CITY OF JURUPA VALLEY DOES RESOLVE AS FOLLOWS:**

Section 1.     **Project.** Wheeler Trucking, Inc. (the “Applicant”) has applied for Site Development Permit No. 20039 (Master Application No. 20075 or MA No. 20075) to permit the construction of a 25,910 square-foot industrial building for the operation of commercial vehicle customizing, specifically vans and light trucks, on approximately 15.3 acres of real property located east of Rubidoux Boulevard, south of Market Street, and north of 24th Street (APNs: 178-330-018, -024, and -025) in the Manufacturing-Service Commercial (M-SC) Zone and designated Light Industrial (LI) (the “Project”).

Section 2.     **Site Development Permit.**

(a)     The Applicant is seeking approval of Site Development Permit No. 20039 to permit the construction of a 25,910 square-foot industrial building for the operation of commercial vehicle customizing, specifically vans and light trucks, on approximately 15.3 acres of real property located east of Rubidoux Boulevard, south of Market Street, and north of 24th Street (APNs: 178-330-018, -024, and -025) in the Manufacturing-Service Commercial (M-SC) Zone.

(b)     Section 9.148.020.(2)(b)(ix) of the Jurupa Valley Municipal Code provides that vehicle and motorcycle repair shops uses are permitted in the Manufacturing-Service Commercial (M-SC) Zone upon approval of a Site Development Permit in accordance with the provisions of Section 9.240.330 of the Jurupa Valley Municipal Code.

(c)     Section 9.148.020.(2)(b)(xi) of the Jurupa Valley Municipal Code provides that body and fender shops, and spray painting uses are permitted in the Manufacturing-Service Commercial (M-SC) Zone upon approval of a Site Development Permit in accordance with the provisions of Section 9.240.330 of the Jurupa Valley Municipal Code.

(d)     On October 21, 2020, the Planning Director issued Determination of Use No. 2002, determining that commercial vehicle customizing, when conducted within a wholly

enclosed building, is substantially the same in character and intensity as vehicle and motorcycle repair shops uses and body and fender shops, and spray painting uses listed in Sections 9.148.020.(2)(b)(ix) and (xi) of the Jurupa Valley Municipal Code.

(e) 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 Title 7 of the Jurupa Valley Municipal Code in such a manner that each building is located on a separate legally divided parcel.

**Section 3. Procedural Findings.** The Planning Commission of the City of Jurupa Valley does hereby find, determine and declare that:

(a) The application for MA No. 20075 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 November 10, 2020, the Planning Commission of the City of Jurupa Valley held a public hearing on MA No. 20075, 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 4. California Environmental Quality Act Findings.** The Planning Commission of the City of Jurupa Valley hereby makes the following environmental findings and determinations in connection with the approval of the Project:

(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 as described in the Initial Study. Based upon the findings contained in

that Study, City staff determined that, with the incorporation of mitigation measures, there was no substantial evidence that the Project could have a significant effect on the environment and an MND was prepared by the City in full compliance with CEQA.

(b) Thereafter, City staff provided public notice of the public comment period and of the intent to adopt the MND as required by law. The public comment period commenced on October 21, 2020, and expired on November 9, 2020. Copies of the documents have been available for public review and inspection at City Hall, 8930 Limonite Avenue, Jurupa Valley, California 92509. The City did not receive any comments during the public review period.

(c) The Planning Commission has reviewed the MND and the Mitigation Monitoring and Reporting Program (“MMRP”), attached as Exhibit “A,” and all comments received regarding the MND and, based on the whole record before it, finds that:

- 1) The MND was prepared in compliance with CEQA;
- 2) With the incorporation of mitigation measures, there is no substantial evidence that the Project will have a significant effect on the environment; and
- 3) The MND reflects the independent judgment and analysis of the Planning Commission.

(d) Based on the findings set forth in this Resolution, the Planning Commission hereby adopts the MND and MMRP for the Project.

(e) The Planning Director is authorized and directed to file a Notice of Determination in accordance with CEQA.

**Section 5. Findings for Approval of Site Development Permit.** The Planning Commission of the City of Jurupa Valley hereby finds and determines that Site Development Permit No. 20039 should be approved because:

(a) The proposed use conforms to all the requirements of the City of Jurupa General Plan. The subject site has a General Plan land use designation of Light Industrial (LI) and proposed Project demonstrates consistency with the General Plan and the LI land use designation.

(b) The proposed use conforms with all applicable requirements of State law.

(c) The proposed use conforms with the ordinances of the City of Jurupa Valley. The subject site is zoned Manufacturing-Service Commercial (M-SC) and the proposed Project demonstrates compliance with Title 9 (Planning and Zoning) of the Jurupa Valley Municipal Code.

(d) The overall development of the land is designed for the protection of the public health, safety and general welfare. In order to minimize impacts to surrounding land uses, including the Belltown residential neighborhood, the 25,910 square foot industrial building will be located at the very northern portion of the subject site, close to Market Street. The proposed

vehicle staging area will include dense perimeter landscaping and fencing with sufficient setback to screen the site.

(e) The overall development of the land is designed to conform to the logical development of the land.

(f) The overall development of the land is designed to be compatible with the present and future logical development of the surrounding property. The proposed Project is compatible with the surrounding industrial land uses in that the subject property is situated within an industrially zoned area and operations will be conducted within an entirely enclosed building. The proposed Project will enhance the industrial area with its attractive architecture and dense landscaping, and will require public improvements in the form of new landscaped parkway, new street lighting, curb and gutter, new sidewalk and a water quality basin for on-site drainage. Furthermore, the proposed Project is not expected to create traffic congestion in that the site will be accessed from only two proposed driveways along Market Street, with no other proposed access points to the subject site. The proposed truck route will be from Market Street onto the State Route 60 Freeway for outbound traffic and from the State Route 60 Freeway via Rubidoux Boulevard to the Project site for inbound traffic. As such, the proposed Project's truck trips are not expected to impact neighboring residential streets. According to the Focused Traffic Analysis (FTA) prepared for the proposed Project, operations are expected to generate up to eighty-eight (88) daily vehicle trips, of which sixteen (16) are tractor trailer vehicles and seventy-two (72) are passenger vehicles (employees).

(g) The plan considers the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion. Street dedications and improvements were completed as part of the overall project approval under Master Application No. 17245 (CUP No. 17004, TPM No. 37483). None are required for the proposed signage.

(h) The Plan takes into account topographical and drainage conditions, including the need for dedication and improvements of necessary structures as a part thereof.

(i) The site development plan does not permit the construction of more than one structure on a single legally divided parcel. A Condition of Approval has been recommended 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.

**Section 6. Approval of Master Application No. 20075 with Conditions.** Based on the foregoing, the Planning Commission of the City of Jurupa Valley hereby approves Master Application No. 20075 (Site Development Permit No. 20039) to permit the construction of a 25,910 square-foot industrial building for the operation of commercial vehicle customizing, specifically vans and light trucks, on approximately 15.3 acres of real property located east of Rubidoux Boulevard, south of Market Street, and north of 24<sup>th</sup> Street (APNs: 178-330-018, -024, and -025) in the Manufacturing-Service Commercial (M-SC) Zone and designated Light Industrial (LI), subject to the recommended conditions of approval attached hereto as Exhibit "B".

Section 7.     **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 10<sup>th</sup> day of November, 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 G. Merrell, Planning Director of the City of Jurupa Valley, do hereby certify that the foregoing Resolution No. 2020-11-10-01 was duly adopted and passed at a meeting of the Planning Commission of the City of Jurupa Valley on the 10<sup>th</sup> day of November, 2020, by the following vote, to wit:

AYES:               COMMISSION MEMBERS:

NOES:               COMMISSION MEMBERS:

ABSENT:            COMMISSION MEMBERS:

ABSTAIN:           COMMISSION MEMBERS:

---

THOMAS G. MERRELL  
PLANNING DIRECTOR

**EXHIBIT A OF ATTACHMENT NO. 1**

Initial Study Checklist / Mitigated Negative Declaration and  
Mitigation Monitoring and Reporting Program

# Initial Study/Mitigated Negative Declaration

## City of Jurupa Valley Master Application 20075

*Site Development Permit No. 20039*



City of Jurupa Valley  
8930 Limonite Avenue  
Jurupa Valley, CA 92509  
Contact: Rocio Lopez, Senior Planner  
951-318-1135  
rlopez@jurupavalley.org

### **Applicant:**

Wheeler Trucking, Inc.  
7439 Sheridan Road  
Flushing, MI 48433

**October 12, 2020**

# Table of Contents

<b>1.0 INTRODUCTION .....</b>	<b>1</b>
1.1 Purpose of the Initial Study Checklist .....	2
1.2 Purpose of a Mitigated Negative Declaration .....	2
1.3 Initial Study Checklist/Mitigated Negative Declaration Document .....	2
1.4 Public Review and Processing of the Document .....	2
1.5 Initial Study Checklist/Mitigated Negative Declaration Findings and Conclusions .....	3
 <b>2.0 PROJECT BACKGROUND .....</b>	 <b>5</b>
2.1 Project Location .....	5
2.2 Project Description .....	5
2.3 Existing Site Conditions/Environmental Setting .....	5
2.4 Existing General Plan/Zoning Designations .....	6
 <b>3.0 ENVIRONMENTAL SETTING .....</b>	 <b>14</b>
 <b>4.0 METHODOLOGY FOR EVALUATION OF ENVIRONMENTAL IMPACTS .....</b>	 <b>16</b>
4.1 Thresholds of Significance .....	16
4.2 Plans, Policies, Programs (PPP), Project Design Features (PDF) and Mitigation Measures .....	17
4.3 California Building Industry Association v. Bay Area Air Quality Management District .....	18
 <b>5.0 INITIAL STUDY CHECKLIST .....</b>	 <b>19</b>
5.1 AESTHETICS .....	19
5.2 AGRICULTURE AND FORESTRY RESOURCES .....	23
5.3 AIR QUALITY .....	28
5.4 BIOLOGICAL RESOURCES .....	39
5.5 CULTURAL RESOURCES .....	45
5.6 ENERGY .....	49
5.7 GEOLOGY AND SOILS .....	54
5.8 GREENHOUSE GAS EMISSIONS .....	65
5.9 HAZARDS AND HAZARDOUS MATERIALS .....	68
5.10 HYDROLOGY AND WATER QUALITY .....	78
5.11 LAND USE AND PLANNING .....	87
5.12 MINERAL RESOURCES .....	89

5.13	NOISE .....	91
5.14	POPULATION AND HOUSING .....	100
5.15	PUBLIC SERVICES.....	102
5.16	RECREATION .....	107
5.17	TRANSPORTATION .....	109
5.18	TRIBAL CULTURAL RESOURCES.....	116
5.19	UTILITIES AND SERVICE SYSTEMS .....	120
5.20	WILDFIRE.....	127
5.21	MANDATORY FINDINGS OF SIGNIFICANCE.....	129
<b>6.0</b>	<b>REFERENCES .....</b>	<b>132</b>
<b>7.0</b>	<b>REPORT PREPARATION PERSONNEL.....</b>	<b>134</b>
<b>8.0</b>	<b>MITIGATION MONITORING AND REPORTING PROGRAM.....</b>	<b>M-1</b>

## Figures

2.1	Regional Location .....	7
2.2	Local Vicinity.....	8
2.3	Aerial View.....	9
2.4	Proposed Site Plan.....	10
2.5	Project Building Elevation A .....	11
2.6	Project Building Elevation B .....	12
2.7	Proposed Landscaping Plan.....	13
5.13.1	Noise Monitoring Locations .....	93
5.13.2	Operational Noise Levels .....	97

## Tables

2.1	Construction Schedule.....	6
3.1	Existing and Surrounding Land Uses.....	14
5.3.1	Attainment Status of Criteria Pollutants in the South Coast Air Basin .....	29
5.3.2	SCAQMD Air Quality Regional Significance Thresholds .....	32
5.3.3	Emissions Summary of Overall Construction (lbs/day) .....	34
5.3.4	Maximum Operational Daily Emissions (lbs/day) .....	34
5.3.5	Localized Significance Summary of Construction.....	36
5.3.6	Localized Significance Summary of Operations.....	37
5.6.1	Estimated Construction Electricity Usage .....	50
5.6.2	Construction Equipment Fuel Consumption Estimates .....	50
5.6.3	Estimated Project Construction Vehicle Fuel Usage .....	51
5.6.4	Project Annual Operational Energy Requirements .....	52

5.8.1 Total Project Greenhouse Gas Emissions .....	66
5.13.1 Noise Measurement Data .....	92
5.13.2 Typical Construction Equipment Noise Levels .....	95
5.13.3 Operation Noise Levels .....	96
5.17.1 Project Trip Generation .....	110

**Appendices (Under Separate Cover)**

- Appendix A:** *CalEEMod Emission Summary, Vince Mirabella, July 2020.*
- Appendix B:** *General Biological Assessment and Western Riverside County MSHCP Consistency Analysis, Hernandez Environmental Services, April 2020.*
- Appendix C:** *Phase I Cultural Resources Assessment, Material Culture Consulting, June 2020.*
- Appendix D:** *Preliminary Geotechnical Subsurface Evaluation, LGC Geotechnical, Inc., April 2020.*
- Appendix E:** *Paleontological Resources Assessment, Material Culture Consulting, June 2020.*
- Appendix F:** *Phase I Environmental Site Assessment, Fulcrum Resource Environmental, August 2020.*
- Appendix G:** *Preliminary Hydrology Report, Huitt-Zollars, Inc., April 2020.*
- Appendix H:** *Project Specific Water Quality Management Plan, Huitt-Zollars, Inc., April 2020.*
- Appendix I:** *Noise Impact Study, MD Acoustics, LLC, July 2020.*
- Appendix J:** *Project Trip Generation and Vehicle Miles Traveled Analysis, EPD Solutions, Inc., June 2020.*

---

## 1.0-Findings

---

Based on this initial evaluation:

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

☐

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

☒

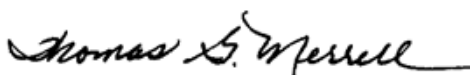
I find that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐

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

☐

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

☐

Signature

Thomas G. Merrell, AICP, Planning Director

Printed Name/Title

City of Jurupa Valley

Agency

October 12, 2020

Date

### **1.1-Purpose of an Initial Study**

The California Environmental Quality Act (CEQA) 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.

The purpose of this Initial Study is to provide a preliminary analysis of a proposed action to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report should be prepared for a project. An Initial Study also enables an applicant or the City of Jurupa Valley to modify a project, mitigating adverse impacts in lieu of preparing an Environmental Impact Report, thereby potentially enabling the project to qualify for a Negative Declaration or a Mitigated Negative Declaration.

### **1.2-Purpose of a Mitigated Negative Declaration**

A Mitigated Negative Declaration is a written statement by the City of Jurupa Valley that the Initial Study identified potentially significant environmental effects of the Project but the Project is revised or mitigation measures are required to eliminate or mitigate impacts to less than significant levels.

### **1.3- Initial Study Checklist/Mitigated Negative Declaration Document**

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

### **1.4- Public Review and Processing of the Document**

This Initial Study/Mitigated Negative Declaration and a Notice of Intent to adopt the Mitigated Negative Declaration was distributed to the following entities for a 20-day public review period:

- 1) Organizations and individuals who have previously requested such notice in writing to the City of Jurupa Valley;
- 2) Responsible and trustee agencies (public agencies that have a level of discretionary approval over some component of the proposed Project); and
- 3) The Riverside County Clerk.

The Notice of Intent also was noticed to the general public in the *Riverside Press-Enterprise*, which is a primary newspaper of circulation in the areas affected by the Project.

The Notice of Intent identifies the location(s) where the Initial Study/Mitigated Negative Declaration and its associated Mitigation Monitoring Reporting Program and technical reports are available for public review. During the 20-day public review period, comments on the adequacy of the Initial Study Checklist/Mitigated Negative Declaration document may be submitted to the City of Jurupa Valley Planning Department.

Following the 20-day public review period, the City of Jurupa Valley Planning Department will review any comment letters received during to determine whether any substantive comments were provided that may warrant revisions or recirculation to the Initial Study/Mitigated Negative Declaration document. If recirculation is not required (as defined by CEQA Guidelines §15073.5(b)), written and/or oral responses will be provided to the City of Jurupa Valley Planning Director for review as part of their deliberations concerning the Project.

For this Project, the Jurupa Valley Planning Director has authority to approve, conditionally approve, or deny the Project subject to appeal to the City of Jurupa Valley Planning Commission. Accordingly, a public hearing(s) will be held before the Jurupa Valley Planning Director to consider the proposed Project, consider any comments received and make a determination on the adequacy of this Initial Study/Mitigated Negative Declaration.

At the conclusion of the public hearing process, the Planning Director will take action to approve, conditionally approve, or deny the proposed Project. If approved, the Planning Director will adopt findings relative to the Project's environmental effects as disclosed in the Initial Study/Mitigated Negative Declaration and a Notice of Determination will be filed with the Riverside County Clerk.

### **1.5- Initial Study Checklist/Mitigated Negative Declaration Findings and Conclusions**

Section 5.0 of this document contains the Initial Study that was prepared for the proposed Project pursuant to CEQA and City of Jurupa Valley requirements.

The Initial Study determined that implementation of the proposed Project would result in **no impacts or less than significant** impacts with implementation of Plans, Policies, Programs, or Project Design Features to the environment under the following issue areas:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Energy
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Mineral Resources

- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems
- Wildfire

The Initial Study determined that the proposed Project would result in **potentially significant impacts** to the following issue areas, but the Project **will incorporate mitigation measures** that would avoid or mitigate effects to a point where clearly no significant environmental impacts on the environment would occur:

- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Material
- Land Use and Planning
- Tribal Cultural Resources

The Initial Study determined that, with the incorporation of mitigation measures, there is no substantial evidence, in light of the whole record before the Lead Agency (City of Jurupa Valley), that the Project may have a significant effect on the environment. Therefore, based on the findings of the Initial Study, the City of Jurupa Valley determined that a Mitigated Negative Declaration is the appropriate CEQA determination for the Project pursuant to CEQA Guidelines § 15070(b).

---

## 2.0-Project Description

---

### 2.1 -Location

The City of Jurupa Valley covers approximately 43.5 square miles within the County of Riverside. The City is bordered by the City of Fontana and County of San Bernardino to the north, City of Norco and the City of Riverside to the south, City of Eastvale to the west, and City of Riverside and County of San Bernardino to the east. Specifically, the Project is generally bounded by Market Street, 24<sup>th</sup> Street, and Hall Avenue. The Project site is identified by the following Assessor Parcel Numbers: 178-330-024, 178-330-018, 178-330-025.

### 2.2- Project Components

The Project Applicant, Wheeler Trucking, Inc, submitted an application to the City of Jurupa Valley for the approval of a Site Development Permit to construct and operate a van and light truck upfitting facility on the site. The City of Jurupa Valley also refers to these applications as Master Application (MA) No. 20075. The Project's application materials are on file with the City of Jurupa Valley Planning Department, 8930 Limonite Avenue, Jurupa Valley, CA 92509 and are hereby incorporated by reference.

### 2.3-Proposed Improvements

#### *Development Summary*

The proposed Project would develop the 15.32-acre site with a 25,910 square-foot two-story building and associated parking that would provide for truck outfitting and upgrading activities and office space. Parking areas would consist of approximately 143 van and pick-up truck spaces, a semi-trailer unloading and loading zone that would accommodate 10 semi-trailers, and 45 parking spaces toward the main entrance of the proposed building to accommodate the office area and customers.

#### *Building Summary*

A 25,910 square-foot two-story building would be constructed on the eastern portion of the Project site, along Market Street. The building would provide workspace to outfit and upgrade vans and pick-up trucks, office space, and storage.

An entrance to the building's office space would be on the east side of the building and visible from Market Street. The building would have four work bays that are two stories in height on both the north and south sides of the building. The proposed building would be 34 feet in height.

#### *Parking and Loading Summary*

The Project includes 143 parking spaces in the north, south, and eastern portions of the site to store customer vans and pick-up trucks. Also, a truck loading and unloading zone that would accommodate 10 tractor trailers would be developed behind (west of) the proposed building.

### ***Landscaping and Screening***

The Project proposes 142,060 square feet of ornamental landscaping that would cover 22 percent of the site. Proposed landscaping would include 24-inch box trees, 15-gallon trees, various shrubs, and ground covers to screen the proposed building, infiltration/detention basin, and parking and loading areas from off-site viewpoints.

### ***Access and Circulation***

The Project proposes three access points, two from Market Street and one from Hall Avenue. Truck circulation is proposed to enter and exit from the driveways on Market Street.

### ***Water and Sewer Improvements***

Water: The Project would connect to existing 16 and 8-inch water mains in 24<sup>th</sup> Street.

Sewer: The Project would connect to an existing 15-inch sewer main in 24<sup>th</sup> Street.

### ***Drainage Improvements***

A proposed water infiltration/detention basin would be located along the southern portion of the site near Hall Avenue. The proposed basin would be 842 SF in size and provide retention and infiltration of the site's storm water drainage. Overflow from the basin would be discharged through 42 and 36-inch storm drain that would connect to the existing 42-inch drain in Hall Avenue.

### ***Construction***

Construction activities for the Project would occur over one phase and include site preparation, grading, building construction, paving, and architectural coating. The Project would require export of 1,349 cubic yards of soil. Construction is expected to occur over 9-months. The construction schedule is detailed in Table 2.1.

**Table 2.1: Construction Schedule**

Construction Phase	Work Days
Site Preparation	10
Grading	30
Building Construction	120
Paving	15
Architectural Coating	15

## 2.4- Operational Characteristics

The Project would be operated as an industrial business park. Typical operational characteristics include employees and customers traveling to and from the site, delivery of materials and supplies to the site, and maintenance activities.

## Figure 2.1: Regional Location

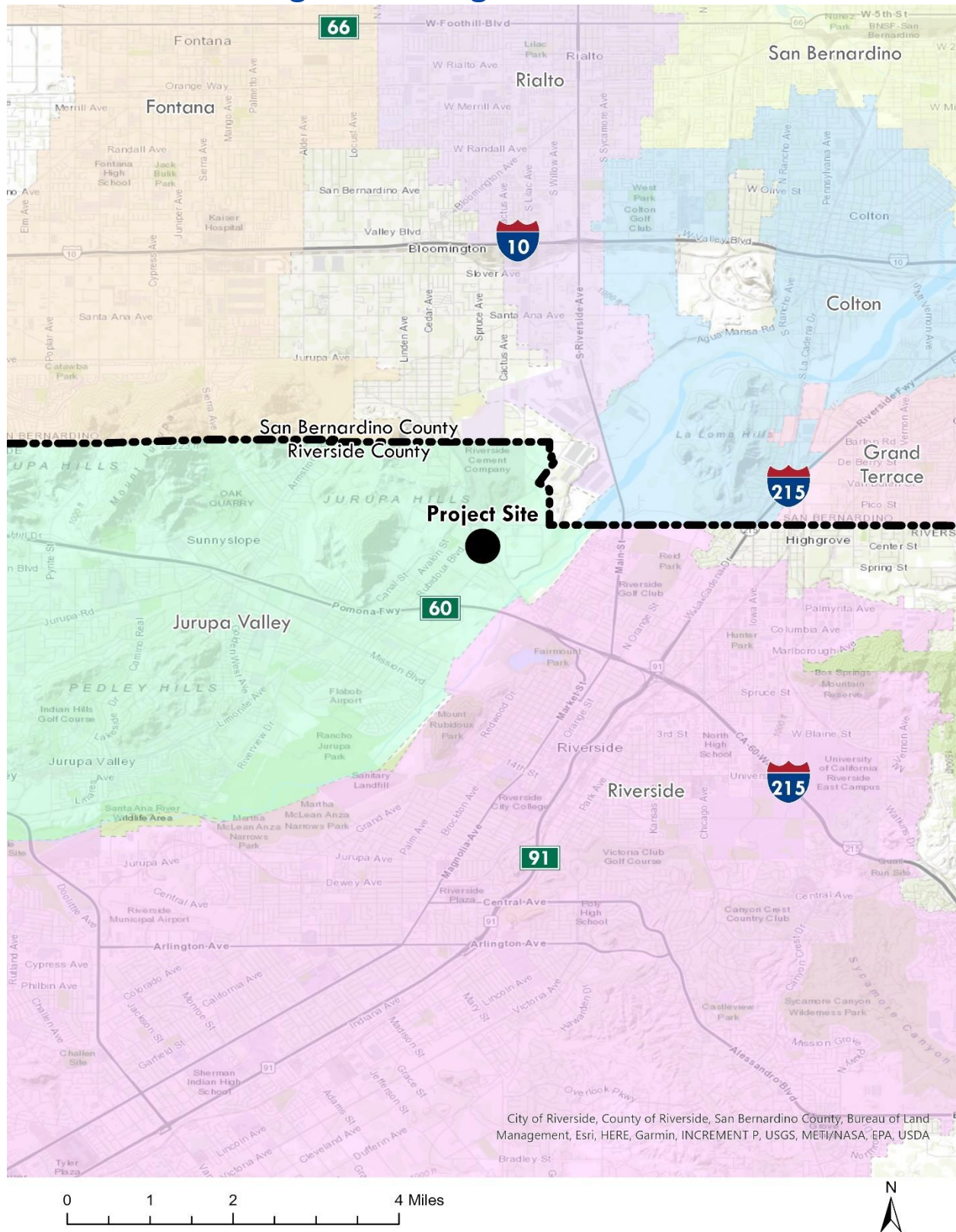


Figure 2.2: Local Vicinity



**Figure 2.3: Aerial View**



Project Site



**Figure 2.4: Proposed Site Plan**

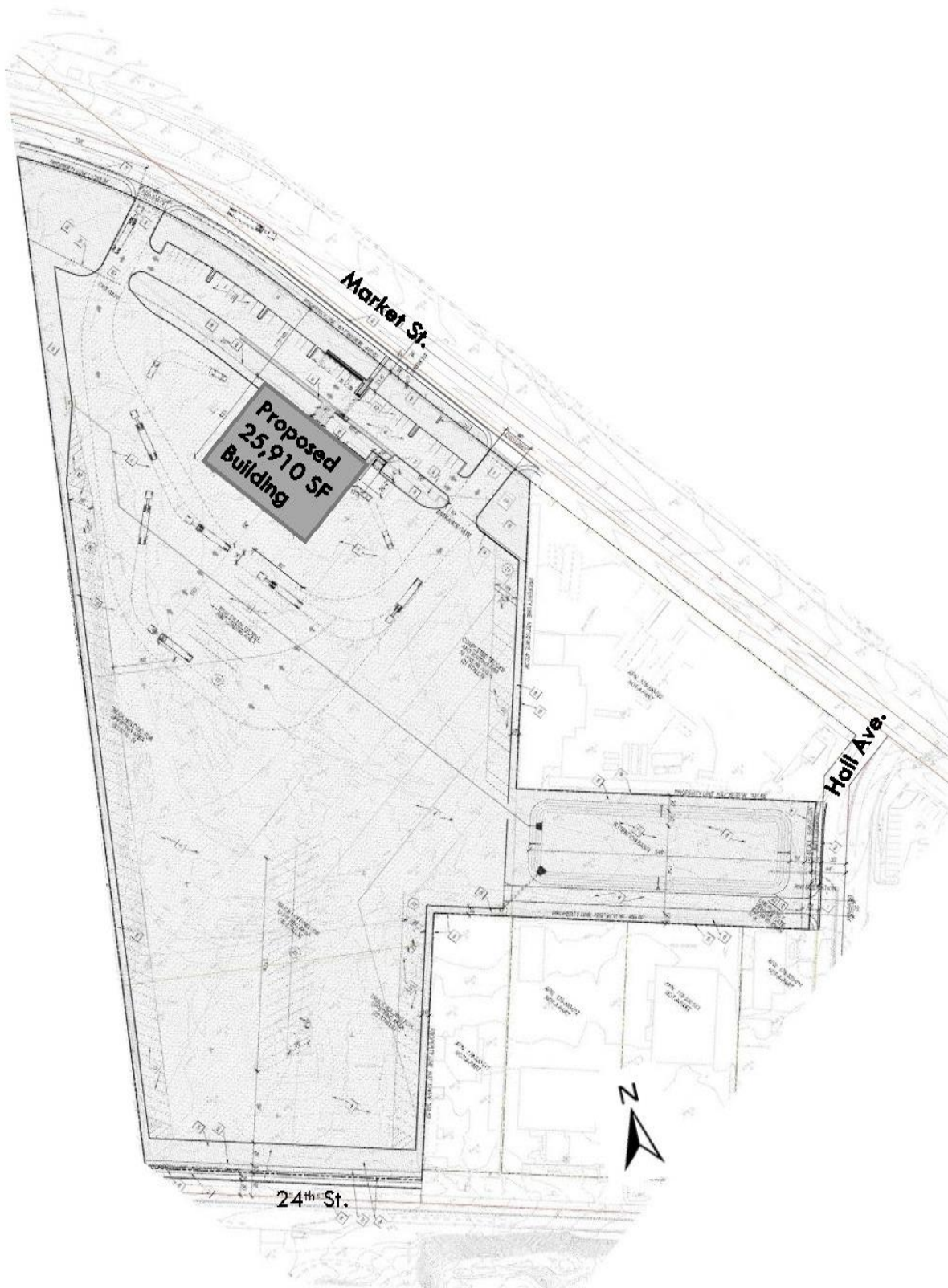


Figure 2.5: Project Building Elevation A

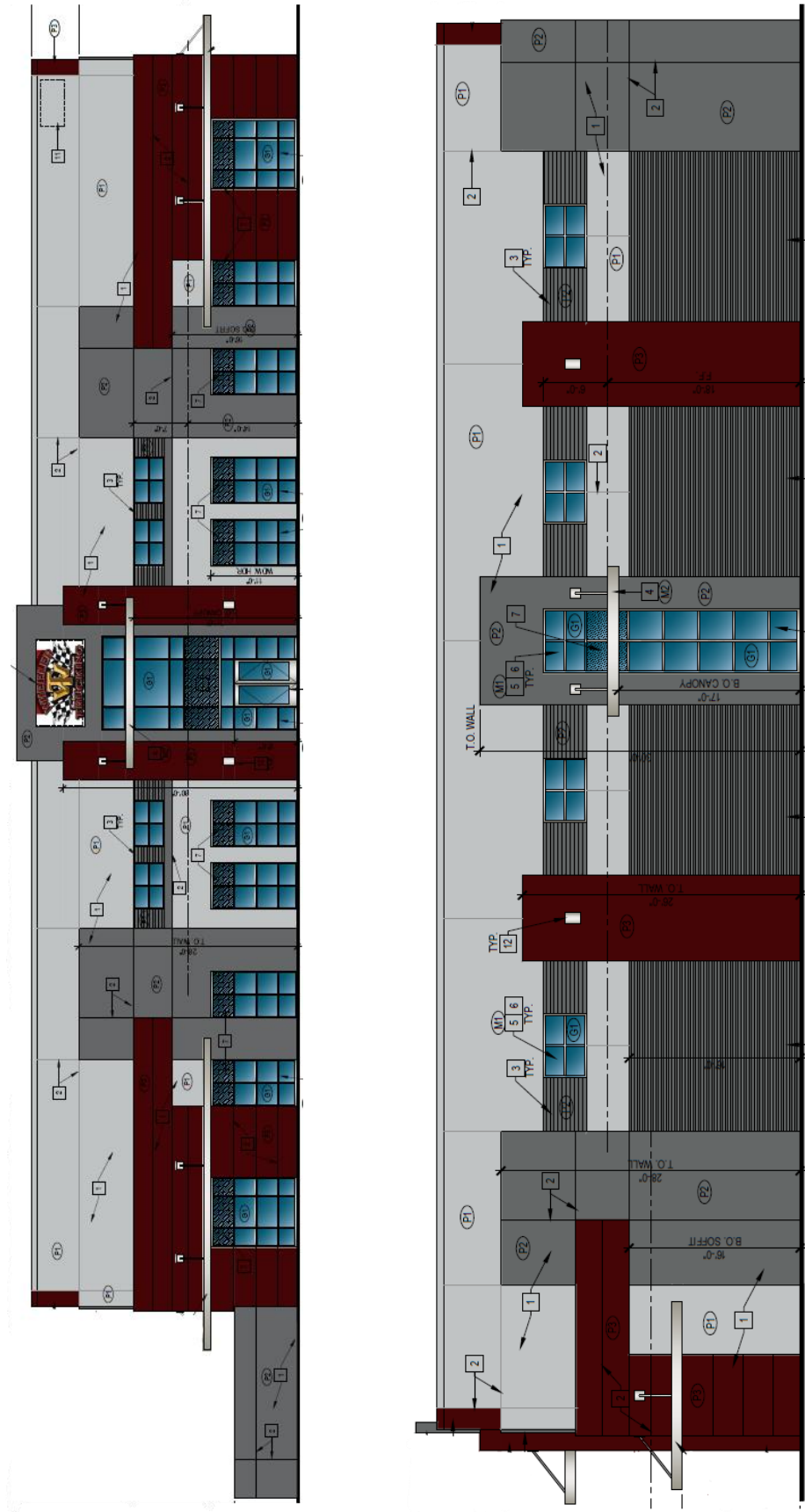
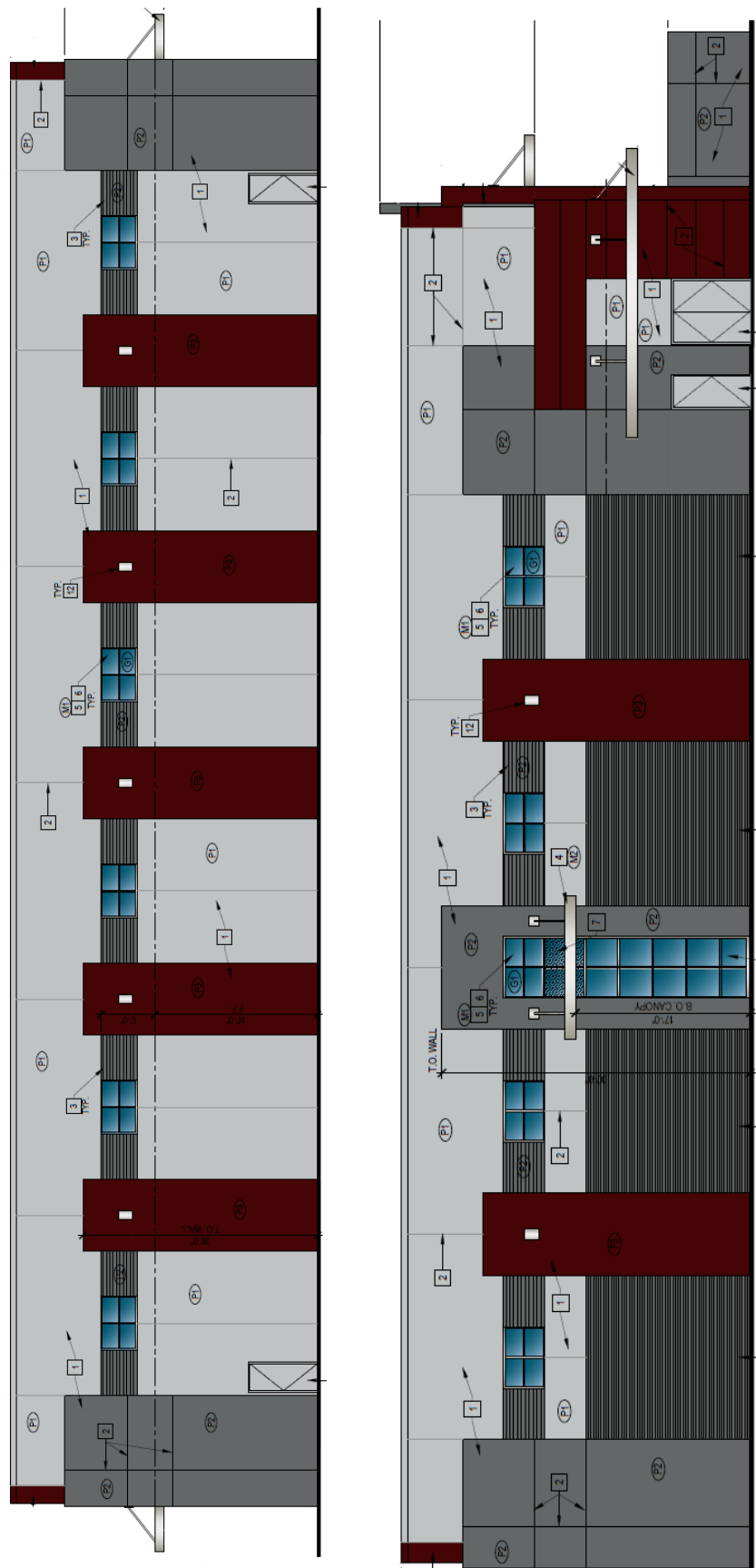
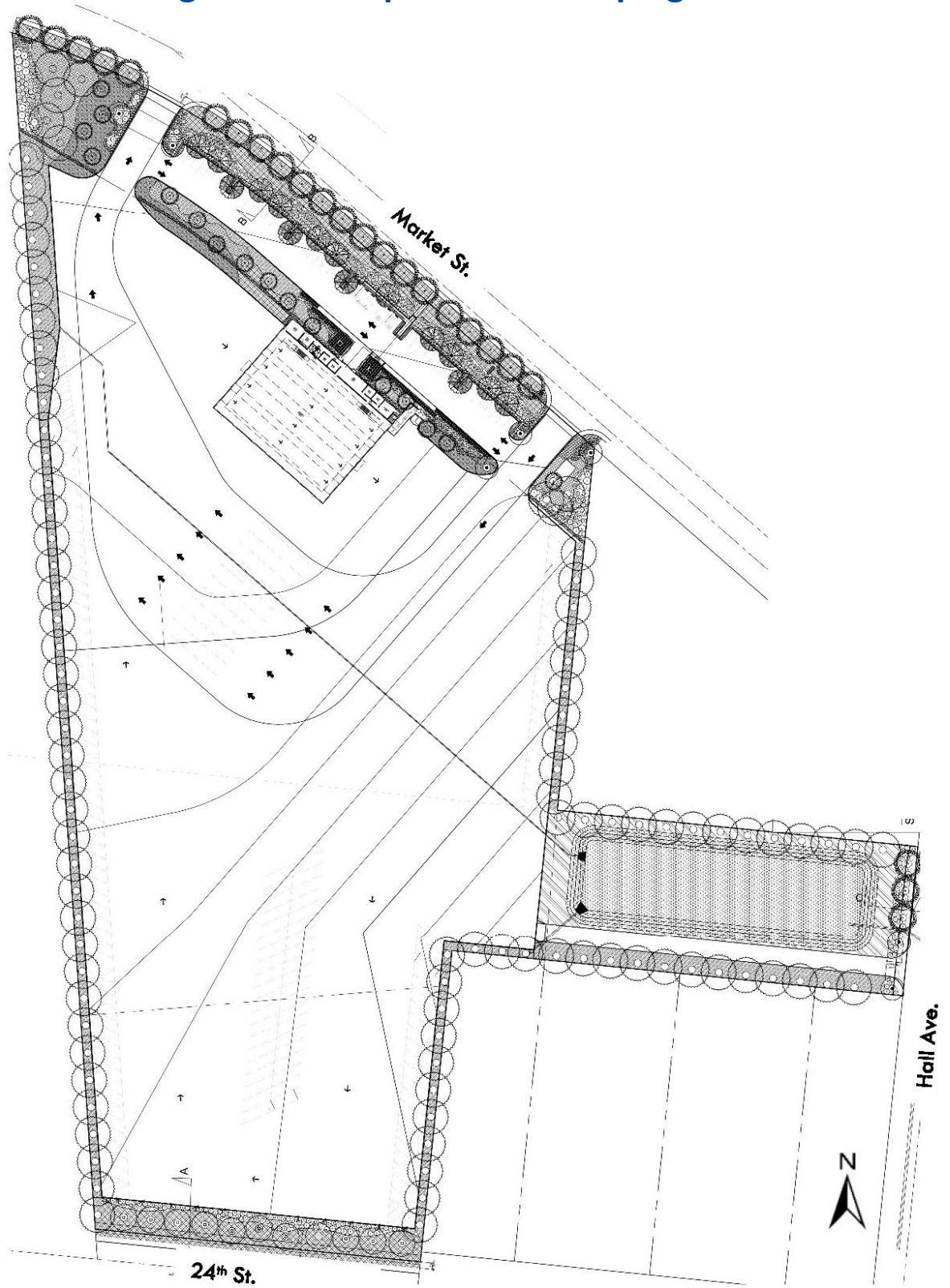


Figure 2.6: Project Building Elevation B



**Figure 2.7: Proposed Landscaping Plan**



### 3.0-Environmental Setting

CEQA Guidelines §15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed Project must be compared. The environmental setting is defined as “...the physical environmental conditions in the vicinity of the Project, as they exist at the time the Notice of Preparation is published, or if no Notice of Preparation is published, at the time the environmental analysis is commenced...” (CEQA Guidelines §15125[a]). A Notice of Preparation was not required at the time the Initial Study was commenced. Thus, the environmental setting for the Project is the approximate date that the Project’s Initial Study Checklist commenced in August 2020.

The 15.32-acre site is bounded to the south by 24<sup>th</sup> Street to the southwest, the southeast by Hall Avenue, the northeast by Market Street, and a vacant and undeveloped area to the northwest. The site is mostly vacant and undeveloped; however, the western portion of the site, adjacent to 24<sup>th</sup> street is being used for truck parking and equipment storage. The Project site is relatively flat, but gently slopes in the southeasterly direction, with elevations ranging from 835 feet to 849 feet above mean sea level (ASML).

Existing site and surrounding land uses, General Plan designations, and zoning classifications are shown in Table 3.1.

TABLE 3.1- Onsite and Adjacent Land Uses, General Plan Designations, and Zoning Classifications			
Location	Current Land Use	General Plan Land Use Designation	Zoning
Site	Vacant land, truck parking, and equipment storage	Light Industrial (LI)	Manufacturing- Service Commercial (M-SC)
North	Market Street followed by industrial uses and then vacant land	Heavy Industrial (HI) Light Industrial (LI)	Manufacturing- Service Commercial (M-SC) Manufacturing-Heavy (M-H)
East	Market Street followed industrial uses and vacant land	Light Industrial (LI) Public Institutional (PI)	Manufacturing- Service Commercial (M-SC)
South	Industrial Uses and Hall Avenue	Light Industrial (LI)	Manufacturing- Service Commercial (M-SC)
West	Industrial Uses followed by 24 <sup>th</sup> Street	Light Industrial (LI)	Manufacturing- Service Commercial (M-SC)

Source: City of Jurupa Valley-General Plan Land Use Map August 2020 and field inspection.

The Project site's General Plan land use designation is Light Industrial (LI) and the zoning classification is Manufacturing- Service Commercial (M-SC). The General Plan land use designation and the zoning classification allows industrial, service-commercial, and related uses including warehousing/distribution, research and development, assembly and light manufacturing, repair facilities, and supporting retail uses.

---

## 4.0- Methodology for Evaluation of Environmental Impacts

---

This Initial Study/Mitigated Negative Declaration has been prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. The Project is evaluated based on its potential effect on eighteen (20) environmental topics categorized as follows, as well as Mandatory Findings of Significance:

Environmental Topics	
Aesthetics	Mineral Resources
Agriculture & Forestry Resources	Noise
Air Quality	Population & Housing
Biological Resources	Public Services
Cultural Resources	Recreation
Energy	Transportation
Geology & Soils	Tribal Cultural Resources
Greenhouse Gas Emissions	Utilities and Service Systems
Hazards & Hazardous Materials	Wildfire
Hydrology & Water Quality	Mandatory Findings of Significance
Land Use & Planning	

### 4.1 Thresholds of Significance

To help clarify and standardize analysis and decision-making in the environmental review process in the City of Jurupa Valley, the City has established these CEQA Thresholds of Significance (which have been in general use since at least 2011). These Thresholds are offered as guidance in preparing all environmental review documents. These thresholds are based on Appendix G of the *State CEQA Guidelines*.

A “threshold of significance” is an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant.

Some of the thresholds contain “Screening Criteria” and/or “Significance Criteria” as appropriate which are intended to assist in focusing the analysis on the factors applicable to Jurupa Valley and are noted in the threshold text.

Each of the above environmental topics are analyzed by responding to a series of questions pertaining to the impact of the Project on the particular topic. Based on the results of the Impact Analysis, the effects of the Project are then placed in the following four categories, which are each followed by a summary to substantiate the factual reasons why the impact was placed in a certain category.

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

#### 4.2 Plans, Policies, Programs (PPP), Project Design Features (PDF) and Mitigation Measures

Throughout the impact analysis in this Initial Study, reference is made to the following:

- **Plans, Policies, 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 to reduce impacts to less than significant levels 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.

#### 4.3- California Building Industry Association v. Bay Area Air Quality Management District

The California Supreme Court addressed under what circumstances, if any, does the California Environmental Quality Act (CEQA) ( Pub. Resources Code,1 § 21000 et seq.) require an analysis of how existing environmental conditions will impact future residents or users of a proposed project? The Courts decision is stated below:

*“In light of CEQA's text, statutory structure, and purpose, we conclude that agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment—and not the environment's impact on the project—that compels an evaluation of how future residents or users could be affected by exacerbated conditions. Our reading is consistent with certain portions of administrative guidelines issued by the California Natural Resources Agency (Resources Agency), to whom we owe a measure of deference in a case such as this one.*

*Moreover, special CEQA requirements apply to certain airport, school, and housing construction projects. In such situations, CEQA requires agencies to evaluate a project site's environmental conditions regardless of whether the project risks exacerbating existing conditions. The environmental review must take into account—and a negative declaration or exemption cannot issue without considering—how existing environmental risks such as noise, hazardous waste, or wildland fire hazard will impact future residents or users of a project. That these exceptions exist, however, does not alter our conclusion that ordinary CEQA analysis is concerned with a project's impact on the environment, rather than with the environment's impact on a project and its users or residents.*

*Accordingly, we hold that CEQA does not require an agency to consider the impact of existing conditions on future project users except in the aforementioned circumstances. We reverse the Court of Appeal's judgment and remand for proceedings consistent with our decision.”*

As it applies to the analysis in this Initial Study, **the analysis focuses on the project’s impact on the environment and not the impact of the environment on the project**, except for where the project risks exacerbating existing conditions

---

## 5.0-Evaluation of Environmental Impacts

---

### 5.1-Aesthetics

---

Threshold 5.1 (a). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
Have a substantial adverse effect on a scenic vista?			■	
<i>Significance Criteria:</i> If the Project is located adjacent to a scenic corridor as identified by General Plan Figure 4-23, would the project substantially block views of a scenic vista that is visible from public places (e.g. parks, plazas, the grounds of civic buildings, streets and roads, and publicly accessible open space)?				

#### Plans, Policies, or Programs (PPP)

The following applies to the Project and would reduce impacts related to scenic vistas and conflict with applicable zoning and other regulations governing scenic quality. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 5.1-1      As required by Municipal Code Section 9.115.040 (3), no building or structure shall exceed fifty (50) feet in height, unless a greater height is approved pursuant to Section 9.240.370. In no event, however, shall a building or structure exceed seventy-five (75) feet in height, unless a variance is approved pursuant to Section 9.240.270.
- PPP 5.1-2      As required by the General Plan, the maximum Floor Area Ratio for the Light Industrial (LI) Land Use Designation is 0.6.

#### Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

#### Impact Analysis

The Project site is located on Market Street, between Rubidoux Boulevard and Hall Avenue near a mix of vacant parcels and industrial land uses. According to the General Plan, scenic vistas are points or corridors that are accessible to the public and that provide a view of scenic areas and/or landscapes. Scenic vistas in the Project vicinity are the La Loma Hills located approximately 2.5

miles to the northeast of the Project site and Rattlesnake Mountain located approximately 1 mile to the northwest of the Project site. Public views of these scenic features from the Project vicinity are from Market Street and 24<sup>th</sup> Street.

Both building height and floor area ratio (which is the measurement of the amount of non-residential building floor area divided by site area, in square feet) serves to limit the lot coverage and the height of buildings on the Project site, which in turn allows view corridors to scenic resources.

As required by PPP 5.1-1, any buildings proposed on the Project site are restricted to 50 feet in height and in no case higher than 75 feet unless a zoning variance is approved. As proposed, the building would be 34-feet in height. As such, the Project would not exceed the maximum height allowed and would not block or completely obstruct views from surrounding public vantage points. As listed in PPP 5.1-2, the maximum floor area ratio allowed by the General Plan Light Industrial (LI) land use designation is 0.6. The proposed Project has a floor area ratio of 0.3. As such, the Project would not exceed the maximum floor area ratio allowed.

Based on the analysis above, development of the Project would not block or completely obstruct views from Market Street and 24th Street to the La Loma Hills and Rattlesnake Mountain visible in the horizon under existing conditions. Impacts to scenic vistas would be less than significant.

**Level of Significance:** Less than significant.

Threshold 5.1 (b). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				■
<p><i>Screening Criteria:</i> If the project is not located adjacent to a roadway identified in General Plan Figure 4-23, it may be presumed to have no impact absent substantial evidence to the contrary.</p> <p><i>Significance Criteria:</i> The project is located within a state scenic highway corridor pursuant to the Streets and Highways Code, Sections 260 through 263 and the project will damage trees, rock outcroppings, and historic buildings.</p>				

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

### Impact Analysis

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263.

According to the California Department of Transportation, the Project site is not located within or adjacent to a State Scenic Highway. As such, there is no impact.

**Level of Significance:** No impact.

Threshold 5.1 (c). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
Conflict with applicable zoning and other regulations governing scenic quality?			■	
<b>Significance Criteria:</b> As determined by the Planning Department, is the project consistent with General Plan Policy LUE 11 – Project Design and any applicable zoning requirements related to scenic quality?				

### Plans, Policies, or Programs (PPP)

Refer to PPP 5.1-2 under Issue 5.1(a) above.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

### Impact Analysis

The Project site is located within an urbanized area of the City of Jurupa Valley, surrounded by industrially designated land uses. The Project is subject to General Plan Policy COS-9.3 which requires that urban development implement the aesthetic principles for design context, utilities and signs, streetscapes and major roadways and General Plan Policy COS 9.4 which requires the consideration of the effects of new development, streets and road construction, grading and earthwork, and utilities on views and visual quality.

In addition, the Project is subject to the development standards required by Municipal Code Section 9.148.020 for the M-SC zone. Compliance with these mandatory General Plan and Municipal Code requirements would ensure that the Project would not degrade the existing visual character or quality of public views of the site and its surroundings.

Based on the analysis above, impacts would be less than significant, and no mitigation measures are required.

**Level of Significance:** Less than significant.

Threshold 5.1 (d). Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			■	
<b>Significance Criteria.</b> Is the project consistent with General Plan Policy COS 10.1?				

#### Plans, Policies, or Programs (PPP)

The following apply to the Project and would help reduce impacts related to light and glare. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 5.1-3      All outdoor lighting shall be designed and installed to comply with California Green Building Standard Code Section 5.106 or with a local ordinance lawfully enacted pursuant to California Green Building Standard Code Section 101.7, whichever is more stringent.

#### Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

#### Impact Analysis

The Project would increase the amount of light in the area above what is being generated by the largely vacant site by directly adding new sources of illumination including security and decorative lighting for the proposed building. However, the project would be required to comply with the existing regulation included as PPP 5.1-3. With implementation of PPP 5.1-3, impacts relating to light would be less than significant.

**Level of Significance:** Less than significant.

## 5.2-Agriculture Resources

Threshold 5.2 (a)	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				■
<i>Significance Criteria:</i> Convert land identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on General Plan Figure 4.13, Farmland in Jurupa Valley to non-agricultural use?				

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

### Impact Analysis

The Project site does not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as mapped by the California Department of Conservation. The Project site is classified as “Other Land”, defined as land not included in any other mapping category, which includes vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres. As such, the Project has no potential to convert such lands to a non-agricultural use and no impact would occur.

**Level of Significance:** No impact.

Threshold 5.2 (b)	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with existing zoning for agricultural use, or a Williamson Act contract?				■

Threshold 5.2 (b)	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>Screening Criteria</i> (Zoning): If the project is not located within the A-P (Light Agriculture with Poultry); A-2 (Heavy Agriculture); or A-D (Agriculture-Dairy) zone, it may be presumed to no impact absent substantial evidence to the contrary.</p> <p><i>Significance Criteria</i> (Williamson Act): If the site is under a Williamson Act contract, would the project conflict with Riverside County Ordinance No. 509 relating to Agricultural Preserves?</p>				

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

### Impact Analysis

#### *Agricultural Zoning*

The Project site is zoned Manufacturing-Service Commercial (M-SC) which allows for “agricultural uses of the soils for crops, including the grazing of not more than two (2) mature farm animals per acre and their immature offspring”; as well as permitted for industrial and manufacturing uses, and service and commercial uses (Municipal Code Section 9.148.020). The M-SC zone is not considered a primary agricultural zone. Existing conditions onsite do not include agricultural uses. As such, the Project would not conflict with existing zoning for agricultural 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. The Project site does not contain existing agricultural land uses or operations. The site is not under a Williamson Act Contract. As such, there is no impact.

**Level of Significance:** No impact.

Threshold 5.2 (c). Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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))?				■

#### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

#### Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

#### Impact Analysis

The Project site is zoned as Manufacturing-Service Commercial (M-SC). 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. Therefore, no impact would occur.

**Level of Significance:** No impact.

Threshold 5.2 (d). Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in the loss of forest land or conversion of forest land to non-forest use?				■

#### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

### Impact Analysis

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. Therefore, no impact would occur.

**Level of Significance:** No impact.

Threshold 5.2 (e). Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				■
<i>Significance Criteria:</i> Is the project is located on "Farmland of Local Importance" as shown on General Plan Figure 4.13, <i>Farmland in Jurupa Valley</i> <b>and</b> is the project is inconsistent with General Plan Policy COS 4.2 <i>Agricultural Land Conversion</i> which states: "Discourage the conversion of productive agricultural lands to urban uses unless the property owner can demonstrate overarching Community-wide benefits or need for conversion."?				

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

### Impact Analysis

The Farmland Mapping and Monitoring Program classifies the Project site as "Other Land". There is no land being used primarily for agricultural purposes in the vicinity of the site.

The Project site is approximately 15.32 acres in size and is located in an area largely characterized by roadways and industrial development. Likewise, the Project site is partially vacant, partially used for truck parking and equipment storage, and is bordered roadways and industrial uses. In addition, the Project site is planned for industrial uses by the General Plan and zoning code and

no farmland uses are planned for the site or surroundings. As such, the Project would not result in conversion of Farmland to non-agricultural use and no impacts would occur.

*Level of Significance:* No impact.

---

## 5.3- AIR QUALITY

---

Threshold 5.3 (a). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with or obstruct implementation of the applicable air quality plan?			■	
<i>Significance Criteria:</i> Does the project exceed SCAQMD regional or localized air emission thresholds or significantly exceed the growth assumptions used to prepare the current SCAQMD Air Quality Management Plan Air Quality Management Plan?				

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

### Impact Analysis

#### *Federal Air Quality Standards*

Under the Federal Clean Air Act, the Federal Environmental Protection Agency establishes health-based air quality standards that California must achieve. These are called “national (or federal) ambient air quality standards” and they apply to what are called “criteria pollutants.” Ambient (i.e. surrounding) air quality standard establish a concentration above which a criteria pollutant is known to cause adverse health effects to people. The national ambient air quality standards apply to the following criteria pollutants:

- Ozone (8-hour standard)
- Respirable Particulate Matter (PM10)
- Fine Particulate Matter (PM2.5)
- Carbon Monoxide (CO)
- Nitrogen Dioxide (NOx)
- Sulphur Dioxide (SO2), and
- Lead.

### *State Air Quality Standards*

Under the California Clean Air Act, the California Air Resources Board also establishes health-based air quality standards that cities and counties must meet. These are called “state ambient air quality standards” and they apply to the following criteria pollutants:

- Ozone (1-hour standard)
- Ozone (8-hour standard)
- Respirable Particulate Matter (PM<sub>10</sub>)
- Fine Particulate Matter (PM<sub>2.5</sub>)
- Carbon Monoxide (CO)
- Nitrogen Dioxide (NO<sub>x</sub>)
- Sulphur Dioxide (SO<sub>2</sub>), and
- Lead

### *Regional Air Quality Standards*

The City of Jurupa Valley is located within the South Coast Air Basin which is under the jurisdiction of the South Coast Air Quality Management District. The District develops plans and regulations designed to achieve both the national and state ambient air quality standards described above.

### *Attainment Designation*

An “attainment” designation for an area signifies that criteria pollutant concentrations did not exceed the established standard. In contrast to attainment, a “nonattainment” designation indicates that a criteria pollutant concentration has exceeded the established standard.

Table 5.3.1 shows the attainment status of criteria pollutants in the South Coast Air Basin.

**Table 5.3.1: Attainment Status of Criteria Pollutants in the South Coast Air Basin.**

Criteria Pollutant	State Designation	Federal Designation
Ozone – 1-hour standard	Nonattainment	No Standard
Ozone – 8-hour standard	Nonattainment	Nonattainment
Respirable Particulate Matter (PM <sub>10</sub> )	Nonattainment	Attainment
Fine Particulate Matter (PM <sub>2.5</sub> )	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO <sub>x</sub> )	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO <sub>2</sub> )	Unclassifiable/Attainment	Unclassifiable/Attainment

Criteria Pollutant	State Designation	Federal Designation
Lead	Attainment	Unclassifiable/Attainment
<i>Source: California Air Resources Board (2015)</i>		

### *Air Quality Management Plan*

The South Coast Air Quality Management District is required to produce air quality management plans directing how the South Coast Air Basin's air quality will be brought into attainment with the national and state ambient air quality standards. The most recent air quality management plan is the *2016 Air Quality Management Plan* and it is applicable to City of Jurupa Valley. The purpose of the *2016 Air Quality Management Plan* is to achieve and maintain both the national and state ambient air quality standards described above.

In order to determine if a project is consistent with the *2016 Air Quality Management Plan*, the South Coast Air Quality Management District has established consistency criterion which are defined in Chapter 12, Sections 12.2 and 12.3 of the South Coast Air Quality Management District's *CEQA Air Quality Handbook* and are discussed below.

---

***Consistency Criterion No. 1:*** *The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the 2012 Air Quality Management Plan.*

---

Consistency Criterion No. 1 refers to violations of the California Ambient Air Quality Standards and National Ambient Air Quality Standards. These violations would occur if Localized Significance Thresholds or regional significance thresholds were exceeded. As evaluated under Issues 5.3 (b), (c), and (d) below, the air pollutant emissions from construction and operation of the Project would not exceed regional or localized significance thresholds for any criteria pollutant during construction or during long-term operation. Accordingly, the Project's regional and localized emissions would not contribute substantially to an existing or potential future air quality violation or delay the attainment of air quality standards.

---

***Consistency Criterion No. 2:*** *The proposed project will not exceed the assumptions in the 2016 Air Quality Management Plan.*

---

The *2016 Air Quality Management Plan* demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of Jurupa Valley General Plan is considered to be consistent with the AQMP.

The General Plan Land Use Designation currently assigned to the Project site is LI (Light Industrial). The future emission forecasts contained in the 2016 Air Quality Management Plan are primarily based on demographic and economic growth projections provided by the Southern California Association of Governments that are, in part, based on the General Plan land uses and zoning designations.

The Project site had a General Plan land use designation of LI and zoning designation of M-SC at the time the 2016 Air Quality Management Plan was adopted. In addition, the Project would provide light industrial uses that are consistent with these designations. Thus, the Project would be consistent with the growth projections and the 2016 Air Quality Management Plan.

Further, as detailed below, the Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations. As such, the Project would be consistent with the 2016 Air Quality Management Plan and impacts would be less than significant.

**Level of Significance:** Less than significant.

Threshold 6.3 (b). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			■	
<i>Significance Criteria:</i> Would the project's air emissions exceed the applicable regional significance thresholds established by the SCAQMD?				

### Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to air quality. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 5.3-1      The contractor shall adhere to applicable measures contained in Table 1 of Rule 403 including, but not limited to:
- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour per South Coast Air Quality Management District guidelines in order to limit fugitive dust emissions.
  - 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

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.

- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are limited to 15 miles per hour or less.

PPP 5.3-2 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.

PPP 5.3-3 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” Adherence to Rule 1186 reduces the release of criteria pollutant emissions into the atmosphere during construction.

### **Project Design Features (PDF)**

There are no Project Design Features applicable to the Project related to this issue.

### **Impact Analysis**

As shown in Table 5.3.1 above, the South Coast Air Basin, in which the Project site is located, is considered to be in “non-attainment” status for several criteria pollutants.

The South Coast Air Quality Management District has developed regional and localized significance thresholds for regulated pollutants. Any project in the South Coast Air Basin with daily emissions that exceed any of the indicated regional or localized significance thresholds would be considered to contribute to a projected air quality violation. The Project’s regional and localized air quality impacts are discussed below.

### **Regional Impact Analysis**

The following provides an analysis based on the applicable regional significance thresholds established by the South Coast Air Quality Management District in order to meet national and state air quality standards which are shown in Table 5.3.2.

**Table 5.3.2: South Coast Air Quality Management District Air Quality Regional Significance Thresholds**

Pollutant	Emissions (Construction) (pounds/day)	Emissions (Operational) (pounds/day)
NOx	100	55
VOC	75	55
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55
SOx	150	150
CO	550	550
Lead	3	3
<i>Source: South Coast Air Quality Management District CEQA Air Quality Significance Thresholds (2019)</i>		

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.

### *Construction Related Impacts*

Construction of the Project would occur over a 9-month timeline and it is assumed that heavy construction equipment would be operating at the Project site for eight hours per day, five days per week during construction. It is mandatory for all construction activities to comply with several South Coast Air Quality Management District Rules, including Rule 403 for controlling fugitive dust, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the commercial facility portion of the Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12 inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling and was included as PPP 5.3-1.

Also, implementation of South Coast Air Quality Management District Rule 1113 governing the content in architectural coating, paint, thinners, and solvents, is required, and was accounted for in the construction emissions modeling. Implementation of South Coast Air Quality Management

District Rule 1186 to reduce the amount of particulate matter entrained in the ambient air as a result of vehicular travel on paved and unpaved public roads was also accounted for in the construction emissions modeling. These South Coast Air Quality Management District Rule Rules are included as PPP 5.3-2 and PPP 5.3- 3.

Short-term criteria pollutant emissions would occur during site preparation, grading, building construction, paving, and architectural coating activities. Emissions would occur from use of equipment, worker, vendor, and hauling trips, and disturbance of onsite soils (fugitive dust). The estimated maximum daily construction emissions are summarized in Table 5.3.3. Emissions resulting from the Project construction would not exceed numerical thresholds established by the SCAQMD and therefore no mitigation is required.

**Table 5.3.3: Emissions Summary of Overall Construction (lbs/day)**

Phase	Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
2021	5.4	60.8	32.1	0.1	10.9	7.0
2022	25.6	25.9	27.7	0.1	4.7	2.8
<b>Maximum Daily Emissions</b>	<b>25.6</b>	<b>60.8</b>	<b>32.1</b>	<b>0.1</b>	<b>10.9</b>	<b>7</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Exceeds Regional Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Source: CalEEMod Emission Summary, Vince Mirabella, July 2020 (Appendix A)</i> Emissions shown are the higher of the winter or summer season						

#### *Long-Term Regional Operation Related Impacts*

As mentioned previously, the site is largely vacant, except for one parcel that is being used for truck parking and equipment storage. Implementation of the proposed Project would result in long-term criteria air pollutant emissions from the Project's operations. Long-term emissions are categorized as area source emissions, energy source emissions, and mobile source emissions. Area source emissions include architectural coatings as part of Project maintenance; consumer products such as cleaning compounds and lawn and garden products; as well as landscape maintenance equipment from fuel combustion. Energy source emissions are associated with natural gas and electricity consumption. Mobile source emissions are from vehicles and fugitive dust related to vehicle travel. The results of the CalEEMod model for operation of the Project are summarized in Table 5.3.4. Based on the results of the model, operational emissions associated with operation the Project would not exceed the thresholds established by SCAQMD.

**Table 5.3.4: Maximum Operational Daily Emissions (lbs/day)**

Operational Activities	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Area Source	0.8	0.0	0.0	0.0	0.0	0.0
Energy Source	0.0	0.2	0.2	0.0	0.0	0.0
Mobile Source	0.2	2.9	2.1	0.0	0.0	0.0
<b>Total Project Daily Emissions</b>	<b>1.0</b>	<b>3.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Exceeds Regional Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Source:</b> CalEEMod Emission Summary, Vince Mirabella, July 2020 (Appendix A) Emissions shown as 0.0 pounds/day are actually <0.1 pounds/day Emissions shown are the higher of the winter or summer season						

Based on the analysis above, regional air quality impacts for construction and operation of the Project would be less than significant and no mitigation measures are required.

**Level of Significance:** Less than significant.

Threshold 5.3 (c). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Expose sensitive receptors to substantial pollutant concentrations?			■	
<b>Significance Criteria:</b>  1) Do air emissions exceed the SCAQMD Localized Significance Thresholds (LST)? 2) If the project required the preparation of a Health Risk Assessment, would toxic air emissions exceed a Maximum Incremental Cancer Risk: of 10 in 1 million at the nearest sensitive receptor or off-site worker; or a Hazard Index (project increment) 1.0 or greater at the nearest sensitive receptor or off-site worker?				

### Plans, Policies, or Programs (PPP)

Refer to PPP 5.3.1 through PPP 5.3-3 under Issue 5.3(b) above.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

### Impact Analysis

As part of the South Coast Air Quality Management District's environmental justice program, attention has been focusing more on the localized effects of air quality. Although the region may be in attainment for a particular criteria pollutant, localized emissions from construction and operational activities coupled with ambient pollutant levels can cause localized increases in criteria pollutant that exceed national and/or state air quality standards. The South Coast Air Quality Management District has established Localized Significance Thresholds (LST) which were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities.

Localized Significance Thresholds are only applicable to the following criteria pollutants: nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), particulate matter less than 10 microns in aerodynamic diameter (PM<sub>10</sub>), and particulate matter less than 2.5 microns in aerodynamic diameter (PM<sub>2.5</sub>). Localized Significance Threshold's represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors. The nearest sensitive receptors to the Project site are at residences that are approximately 150 meters (492 feet) southeast of the Project site.

### *Construction Related Impacts*

Construction localized impacts were evaluated pursuant to the South Coast Air Quality Management District's *Final Localized Significance Thresholds Methodology* for Project. This methodology provides screening tables for less than or equal to five-acre Project construction scenarios, depending on the amount of site disturbance during a day. If the total acreage disturbed is greater than five acres, but emissions do not exceed the LSTs for a 5-acre site, impacts would be less than significant. Table 5.3.5 shows the maximum daily construction emissions from the proposed Project would not exceed the applicable SCAQMD LST thresholds. Thus, impacts would be less than significant.

**Table 5.3.5: Localized Significance Summary of Construction**

Construction Activity	Maximum Daily Localized Construction Emissions (pounds/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>2021</b>				
Site Preparation	60.8	21.8	10.7	6.9
Grading	42.6	31.2	6.2	3.7
Building Construction	17.4	16.6	1.0	0.9
<b>Maximum Daily Emission</b>	<b>60.8</b>	<b>31.2</b>	<b>10.7</b>	<b>6.9</b>
<b>2022</b>				
Building Construction	15.6	16.4	0.8	0.8
Paving	11.1	14.6	0.6	0.5
Architectural Coating	1.4	1.8	0.1	0.1
<b>Maximum Daily Emission</b>	<b>15.6</b>	<b>16.4</b>	<b>0.8</b>	<b>0.8</b>
<b>2021 to 2022 Maximum Daily Emissions</b>	<b>60.8</b>	<b>31.2</b>	<b>10.7</b>	<b>6.9</b>
SCAQMD Significance Thresholds	237	1,346	71	21
<b>Thresholds Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Source:</b> CalEEMod Emission Summary, Vince Mirabella, July 2020 (Appendix A)				

### Operation Related Impacts

Onsite operational activities can result in localized increases in criteria pollutant levels that can cause air quality standards to be exceeded even if standards are not exceeded on a regional level. On-site area and energy sources were evaluated. As shown in Table 5.3.6, emissions resulting from the Project would not exceed LST numerical thresholds established by the SCAQMD and no mitigation is required.

**Table 5.3.6. Localized Significance Summary of Operations**

Operational Activity	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	2.5	0.6	0.2	0.0
SCAQMD Localized Thresholds	270	1,577	126	51
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Source:</b> CalEEMod Emission Summary, Vince Mirabella, July 2020 (Appendix A)				

### CO “Hot Spots” Analysis

CO Hot Spots are typically associated with idling vehicles at extremely busy intersections (i.e., intersections with an excess of 100,000 vehicle trips per day). There are no intersections in the vicinity of the Project site which exceed the 100,000 vehicle per day threshold typically associated with CO Hot Spots. In addition, the South Coast Air Basin has been designated as an attainment area for CO since 2007. Therefore, Project-related vehicular emissions would not create a Hot Spot and would not substantially contribute to an existing or projected CO Hot Spot.

Based on the analysis above, impacts would be less than significant, and no mitigation measures are required.

Results of the LST analysis indicate that the Project would not exceed the SCAQMD localized significance thresholds during operational activity. Further Project traffic would not create or result in a CO “hotspot.” Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations as the result of the Project and impacts would be less than significant.

**Level of Significance:** Less than significant.

Threshold 5.3 (d). Would the Project	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			■	
<i>Significance Criteria:</i> If the project is <b>not</b> any of the following, it may be presumed to have a less than significant impact absent substantial evidence to the contrary: agricultural uses (livestock and farming); wastewater treatment plants; food processing plants; chemical plants; composting operations; refineries; landfills; dairies; and fiberglass molding facilities.				

### Plans, Policies, or Programs (PPP)

The following applies to the Project and would reduce impacts related to other emissions. These measures will be included in the Project’s Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 5.3-4      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.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

## Impact Analysis

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 van and light truck upfitting activities that would occur inside the proposed building and associated parking lot activities. The Project does not contain land uses typically associated with emitting objectionable odors.

Potential temporary odor sources associated with the proposed Project may result from construction equipment diesel exhaust and the application of asphalt and architectural coatings during construction activities. However, 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 PPP 5.3-4 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

**Level of Significance:** Less than significant.

---

## 5.4- BIOLOGICAL RESOURCES

---

Threshold 6.4 (a). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			■	

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

## Impact Analysis

The Project site consists of 12.8 acres of ruderal habitat that is heavily disturbed and dominated by non-native plant species, and 2.5 acres of disturbed, non-vegetated. A biological assessment was prepared for the proposed Project to identify special status plants, wildlife, and habitats known to occur in the vicinity of the Project site. General plant and wildlife surveys were conducted to identify any biological resources on or adjacent to the Project site.

The biological assessment determined that no sensitive, or special status species or associated habitat is present on or adjacent to the Project site (Hernandez 2020). Due to these existing conditions, impacts related to the habitat modifications of a candidate, sensitive, or special status species would be less than significant.

**Level of Significance:** Less than Significant

Threshold 5.4 (b). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 US Fish and Wildlife Service?				■

## Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

## Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

## Impact Analysis

No drainage features, ponded areas, or riparian habitat potentially subject to jurisdiction by the California Department of Fish and Wildlife (CDFW) or U.S. Army Corps of Engineers (USACE) were found within the Project site. As such, no impacts would occur.

**Level of Significance:** No impact.

Threshold 5.4 (c). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				■

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

### Impact Analysis

The Project site does not contain any drainage, riparian, or riverine features. There are no California Department of Fish and Wildlife (CDFW), United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the Project boundaries. Also, the Project area does not contain any wetlands or vernal pools. Therefore, no impacts related to wetlands would occur from the Project.

**Level of Significance:** No impact

Threshold 5.4 (d). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		■		

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

## Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

### Impact Analysis

Wildlife movement corridors can be local or regional in scale; their functions may vary temporally and spatially based on conditions and species present. Wildlife corridors represent areas where wildlife movement is concentrated due to natural or anthropogenic constraints. Local corridors provide access to resources such as food, water, and shelter. Animals use these corridors, which are often hillsides or riparian areas, to move between different habitats. Regional corridors provide these functions and link two or more large habitat areas. They provide avenues for wildlife dispersal, migration, and contact between otherwise distinct populations.

The Project area was evaluated for its potential as a wildlife corridor. The Project area is heavily disturbed, with no hills, canyons, or riparian areas (Hernandez 2020). In addition, the Project site is surrounded by roadways and industrial developments. Biological connectivity across the site is restricted by existing chain link fencing and adjacent roads and development. Thus, the General Biological Assessment determined that no wildlife movement corridors are present.

The General Biological Assessment identified areas that are suitable for nesting birds. The federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests. The Project site contains shrubs and trees that can support nesting birds and raptors. Therefore, Mitigation Measure BIO-1 is included to require a nesting bird survey if construction activities begin during the nesting season.

### Mitigation Measure (MM)

***MM-BIO-1: Nesting Bird Survey.*** *Prior to the issuance of a grading permit, the City of Jurupa Valley Planning Department shall ensure vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (February 1 through September 15), unless a migratory bird nesting survey is completed in accordance with the following requirements:*

- a. It is recommended that vegetation removal be conducted during the non-nesting season for migratory birds to avoid direct impacts. The non-nesting season is between February 1 and September 15.*
- b. If vegetation removal will occur during the migratory bird nesting season, between February 1 and September 15, it is recommended that pre-construction nesting bird surveys be performed within three days prior to vegetation removal.*
- c. If active nests are found during nesting bird surveys, they shall be flagged and a 250 to 500-foot buffer shall be fenced around the nests. A biological monitor shall visit the site once a week during ground disturbing activities to ensure all fencing is in place and no sensitive species are being impacted.*

**Level of Significance:** With implementation of Mitigation Measure BIO-1, impacts would be less than significant.

Threshold 5.4 (e). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				■
Significance Criteria: Is the project consistent with General Plan Policies COS 1.2 -Protection of Significant Trees and COS 1.3 - Other Significant Vegetation?				

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

As mentioned previously, the Project site consists of ruderal habitat and disturbed non-vegetated areas. Though there are trees located on the Project site, no protected species of trees as defined by the General Plan are located on site. As such, there are no impacts and no mitigation measures are required.

**Level of Significance:** No impact.

Threshold 5.4 (f). Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			■	
Significance Criteria: Is the project in conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)?				

## Plans, Policies, or Programs (PPP)

The following applies to the Project and would reduce impacts relating to conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. This measure would be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 5.4-1      The Project is required to pay mitigation fees pursuant to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) as required by Municipal Code Chapter 3.80.

## Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

## Impact Analysis

The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP, a regional Habitat Conservation Plan with the intent to preserve native vegetation and meet the habitat needs of multiple species. 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 General Biological Assessment, the Project site is located within the Jurupa Area Plan of the MSHCP, but is not located within a Subunit, Cell Group, or Criteria Cell.

As described previously, the Project area does not contain any drainage, riparian, or riverine features. In addition, none of the riparian/riverine bird species listed in Section 6.1.2 of the MSHCP were found within the Project area (Hernandez 2020). The entire Project area does not include habitat that is suitable for fairy shrimp because it does not contain any vernal pools or seasonal depressions that can hold water at a sufficient depth and duration so that a large branchiopod to complete its lifecycle. Further, the Project area did not contain any anthropogenic features such as tire ruts, agriculture, and construction ditches, borrow pits, or cattle troughs that have the potential to hold water for a significant period of time.

The Project site is not located within the Western Riverside County MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA) pursuant to Section 6.1.3 of the MSHCP (Hernandez 2020). Therefore, the Project is consistent with the Western Riverside County MSHCP narrow endemic plant species policies.

The Project site is not located within or adjacent to a Western Riverside County MSHCP Conservation Area; therefore, the Project site is not required to address Section 6.1.4 of the Western Riverside County MSHCP (Hernandez 2020).

The Project site is not located within the Western Riverside County MSHCP Criteria Area Plant Species Survey Area (CAPSSA) pursuant to Section 6.3.2 of the Western Riverside County MSHCP; therefore, the CAPSSA requirements are not applicable to the Project. In addition, the Project site is not located within the Western Riverside County MSHCP Additional Survey areas for amphibians, mammals, burrowing owl, or any special linkage areas (Hernandez 2020).

***Level of Significance:*** With implementation of PPP 5.4-1, that requires payment of mitigation fees, impacts related to conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan (Western Riverside County MSHCP) would be less than significant.

---

## 5.5- CULTURAL RESOURCES

---

Threshold 5.5 (a)	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?				■

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

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

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

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

As mentioned previously, the site is largely vacant, except for one parcel that is being used for truck parking and equipment storage. According to the Phase I Cultural Resources Assessment

prepared for this Project, the site has been highly disturbed by prior agricultural and quarry activities since 1938. No historic resources were identified during the cultural resources records search and survey.

The Phase I Environmental Site Assessment describes that after agricultural uses on the site ceased, the site was graded and used for the storage of mobile homes until 2012. The Project site does not contain any historical resources. Therefore, the Project would not cause an adverse change in the significance of a historical resource, and no impacts would occur.

**Level of Significance:** No impact.

Threshold 5.5 (b)	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?		■		

#### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

#### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

#### Impact Analysis

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

According to the Cultural Resources Assessment prepared for the Project, 13 previously recorded resources have been located within one mile of the Project site. However, no previously recorded cultural resources have been documented in the Project site. In addition, the Project site has been heavily disturbed and utilized for multiple purposes such as agriculture and active quarrying. Thus, the Cultural Resources Assessment determined that modification and disturbance associated with the prior uses within the Project area has likely eradicated any near-surface record of prehistoric, ethnohistoric, or historic-era behavioral activities that may have otherwise been preserved as archaeological sites, deposits, or features. However, in the event of inadvertent discoveries during construction activities, Mitigation Measure CR-1 has been included to provide procedures to reduce potential impacts to a less than significant level.

### **Mitigation Measures (MMs)**

**MM-CR-1: Archaeological Resources.** *Construction plans and specifications shall state that in the event that potential archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the County List of Qualified Archaeologists has evaluated the find to determine whether the find constitutes a “unique archaeological resource,” as defined in Section 21083.2(g) of the California Public Resources Code. Any resources identified shall be treated in accordance with California Public Resources Code Section 21083.2(g). Prior to commencement of grading activities, the City of Jurupa, shall verify that all project grading and construction plans include specific requirements regarding Public Resources Code Section 21083.2(g) and the treatment of archaeological resources as specified above.*

**Level of Significance:** With implementation of Mitigation Measure CR-1, impacts would be less than significant.

Threshold 5.5 (c)	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Disturb any human remains, including those interred outside of formal cemeteries?			■	

### **Plans, Policies, or Programs (PPP)**

The following applies to the Project and would reduce impacts related to human remains. This measure will be included in the Project’s Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 5.5-1      *Discovery of Human Remains.* California Health and Safety Code Section 7050.5, PRC Section 5097.98 and the California Code of Regulations (CCR) Section 15064.5(e). According to the provisions in CEQA, should human remains be encountered, all work in the immediate vicinity of the burial must cease and any necessary steps to ensure the integrity of the immediate area must be taken. The Riverside County Coroner shall be immediately notified and must then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner has 24 hours to notify the NAHC, who will in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions will be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition

of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.

### **Project Design Features (PDF)**

There are no Project Design Features applicable to the Project relating to this issue.

### **Impact Analysis**

The Project site does not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity. As noted in the response to Issue 5.5 (a) above, the Project site has been heavily disturbed and the potential for uncovering human remains at the Project site is low.

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 Section 7050.5 as well as Public Resources Code Section 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 and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Based on the analysis above, with implementation of PPP 5.5-1, impacts would be less than significant, and no mitigation measures are required.

**Level of Significance:** Less than significant.

## 5.6 ENERGY

Threshold 5.6(a)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			■	
<p><i>Significance Criteria:</i> The project may have a significant impact if it:</p> <ol style="list-style-type: none"><li>1) Does not meet state or federal energy standards.</li><li>2) Causes wasteful, inefficient, or unnecessary consumption of energy during construction or operation.</li><li>3) Results in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</li><li>4) Does not utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills.</li><li>5) Does not include features that 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.</li></ol>				

### Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to greenhouse gas emissions. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 5.6-1 As required by Municipal Code Section 8.05.010, *California Energy Code*, 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.

### Project Design Features (PDF)

There are no specific Project Design Features identified that are not already required regulatory requirements.

### Impact Analysis

#### *Short-Term Construction Impacts*

Construction of the proposed Project would require the use of construction equipment for grading, hauling, and building activities. Electricity use during construction would vary during different phases of construction—the majority of construction equipment during demolition and

grading would be gas or diesel powered, and the later construction phases would require electricity-powered equipment, such as for interior construction and architectural coatings. Construction also includes the vehicles of construction workers traveling to and from the Project site and haul trucks for the export of materials from site clearing and demolition and the export of soil. The Project area is already served by electrical infrastructure by Southern California Edison (SCE).

The proposed Project would require site preparation, grading, building construction, paving, and architectural coating during construction. Energy usage during construction are summarized in Tables 5.6.1 through 5.6.3.

**Table 5.6.1: Estimated Construction Electricity Usage**

Land Use	Proposed Building Square Footage (sf)	Construction Duration (months)	Electricity Usage (kWh)
Light Industrial	25,910	9	269,287
<b>Total Construction Electricity Usage (kWh)</b>			<b>269,287</b>
<b>Source: CalEEMod Emission Summary, Vince Mirabella, July 2020 (Appendix A)</b>			

Also, as shown in Table 5.6.2, construction of the proposed Project is estimated to result in the need for 11,939 gallons of diesel fuel.

**Table 5.6.2: Construction Equipment Fuel Consumption Estimates**

Activity	Equipment	Default HP	Quantity	Usage Hours	Load Factor	Total HP Hours	Total Fuel Consumption (gal. diesel fuel)
Site Preparation (10 days)	Crawler Tractors	212	4	8	0.43	29,171	647
	Rubber Tired Dozers	247	3	8	0.40	23,712	485
Grading (30 days)	Crawler Tractors	212	2	8	0.43	43,757	970
	Excavators	158	2	8	0.38	28,819	570
	Graders	187	1	8	0.41	18,401	389
	Rubber Tired Dozers	247	1	8	0.40	23,721	485
	Scrapers	367	2	8	0.48	84,557	1,788
Building Construction (120 days)	Cranes	231	1	8	0.29	56,272	838
	Tractors/Loaders/Backhoes	97	3	8	0.37	90,443	2,167
	Forklifts	89	3	8	0.20	51,264	979
	Generator Sets	84	1	8	0.74	59,674	1,430
	Welders	46	1	8	0.45	19,872	476
Paving (15 days)	Pavers	130	2	8	0.42	13,104	282
	Paving Equipment	132	2	8	0.36	11,405	209
	Rollers	80	2	8	0.38	7,296	142
Architectural Coating (15 days)	Air Compressors	78	1	8	0.48	3,370	81
<b>Construction Fuel Demand (Gallons Diesel Fuel)</b>							<b>11,939</b>
<b>Source: CalEEMod Emission Summary, Vince Mirabella, July 2020 (Appendix A)</b>							

Table 5.6.3 shows that construction workers would use 18,055 gallons of fuel to travel to and from the Project site, that 9,961 gallons of fuel would be used by vendor trucks, and that 473 gallons of fuel would be used for hauling by trucks during construction of the proposed Project.

**Table 5.6.3: Estimated Project Construction Vehicle Fuel Usage**

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Haul Trucks	473	0
Vendor Trucks	9,961	0
Worker Vehicles	0	18,055
Construction Vehicles Total	10,434	18,055
<i>Source: CalEEMod Emission Summary, Vince Mirabella, July 2020 (Appendix A)</i>		

In addition, construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption. Overall, construction activities would require limited energy consumption, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

#### *Long-Term Operational Impacts*

Operation of the Project would create additional demands for electricity as compared to existing conditions and would result in increased transportation energy use. Operational use of energy would include heating, cooling, and ventilation of the proposed building; operation of electrical systems, security, and control center functions, use of on-site equipment and appliances; and indoor, outdoor, perimeter, and parking lot lighting.

As detailed in Table 5.6.4, operation of the proposed Project is estimated to result in the annual use of 21,272 gallons of fuel. In addition, the Project would adhere to CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, that limits idling times to no more than 5 minutes, which would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of trucks. In addition, Table 13 details that operation of the proposed Project would use approximately 841,816 thousand British thermal units (kBtu) per year of natural gas, and approximately 269,287 thousand kilowatt-hour (kWh) per year of electricity for operation.

**Table 5.6.4 Project Annual Operational Energy Requirements**

Operational Source (value per year)		
	VMT	Gallons of Fuel
Transportation – Project	74,363 (Diesel) 315,742(Gasoline) 390,105 (Total)	10,015 (Diesel) 11,257(Gasoline) 21,272 (Total)
Electricity – Project	Thousands Kilowatt-Hours	
	269,287	
Natural Gas – Project	Thousands British Thermal Units	
	841,816	
Source: CalEEMod Emission Summary, Vince Mirabella, July 2020 (Appendix A)		

This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption. The proposed Project would be required to meet the current Title 24 energy efficiency standards (as provided in Chapter 8.05 of the City's Municipal Code and included as PPP 5.6-1), which would be ensured through the City's building permitting process. Operation of the Project would not use large amounts of energy or fuel in a wasteful manner. Therefore, there are sufficient planned electricity supplies in the region for the estimated net increase in electricity demands, and the proposed Project would not require expanded electricity supplies.

Based on the above analysis, the proposed Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation, and impacts would be less than significant.

**Level of Significance:** Less than significant.

<b>Threshold 5.6(b). Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				■

### **Plans, Policies, or Programs (PPP)**

Refer to PPP 5.6-1 under Issue 5.6(a) above.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

The California Title 24 Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency and preserve outdoor and indoor environmental quality. These measures (Title 24, Part 6) are listed in the California Code of Regulations. The California Energy Commission is responsible for adopting, implementing, and updating building energy efficiency. Local city and county enforcement agencies have the authority to verify compliance with applicable building codes, including energy efficiency.

The Project is required to comply with the California Title 24 Building Energy Efficiency Standards. As required by Municipal Code Section 8.05.010, California Energy Code, 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. As such, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur.

***Level of Significance:*** No impact.

## 5.7 GEOLOGY AND SOILS

Threshold 5.7(a1). Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.				■

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone, and no known faults cross the site. The closest major active faults to the Project site include the San Jacinto, San Andreas, and Elsinore among others. 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. Thus, impacts would not occur.

**Level of Significance:** No Impact.

Threshold 5.7(a2). Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Strong seismic ground shaking?			■	
<i>Significance Criteria:</i> If the project site is not located within a seismic hazard area as identified by the <i>State of California, Department of Conservation, Earthquake Zones and Required Investigations Map</i> it is presumed to have a less than significant impact with mandatory compliance with the California Building Code absent substantial evidence to the contrary.				

### Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to seismic ground shaking. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 5.7-1 As required by Municipal Code Section 8.05.010, the Project is required to comply with the most recent edition of the *California Building Code* to preclude significant adverse effects associated with seismic hazards.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

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 Code* (CBC). The City's Building and Safety Department would review the building plans through building plan checks, issuance of a building permit, and inspection of the building during construction, which would ensure that all required CBC seismic safety measures are incorporated into the building. Compliance with the CBC as verified by the City's review process, would reduce impacts related to strong seismic ground shaking.

Based on the analysis above, with implementation of PPP 5.7-1, impacts would be less than significant, and no mitigation measures are required.

**Level of Significance:** Less than significant.

Threshold 5.7(a3). Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Seismic-related ground failure, including liquefaction?			■	
Significance Criteria: If the project is not located within an area susceptible to liquefaction as shown on General Plan Figure 8-5- <i>Liquefaction Susceptibility in Jurupa Valley</i> or identified as being susceptible to liquefaction based on a project specific geotechnical report, it is presumed to have no impact absent substantial evidence to the contrary.				

### Plans, Policies, or Programs (PPP)

Refer to PPP 5.7-1 under Issue 5.7(a) above.

## Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

## Impact Analysis

Liquefaction is a phenomenon in which loose, saturated, relatively cohesion-less soil deposits lose shear strength during strong ground motions. For liquefaction to occur, the following conditions have to occur:

- Intense seismic shaking;
- Presence of loose granular soils prone to liquefaction; and
- Saturation of soils due to shallow groundwater.

The Project site is identified by the Riverside County Online Liquefaction Map (2018) as being in an area with a moderate susceptibility of liquefaction. According to the Preliminary Geotechnical Evaluation (Appendix E) prepared for the Project, groundwater was not encountered at depths up to 50 feet below existing grade during the evaluation prepared for the Project. Also, due to the generally medium dense nature of the native soil, site soils are not considered susceptible to liquefaction. The Preliminary Geotechnical Evaluation prepared for the Project determined that the potential for liquefaction is low.

In any case, detailed design-level geotechnical studies and building plans pursuant to the *California Building Code* are required prior to approval of construction on any parcels on the Project site, as required by PPP 5.7-1. 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 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 moderate to low potential for liquefaction to a less than significant level.

**Level of Significance:** Less than significant.

Threshold 5.7(a4). Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Landslides?				■
Screening Criteria: If the project is not located within the High or Very High zone per General Plan Figure 8-6: <i>Landslide Susceptibility in Jurupa Valley</i> , it is presumed to have no impact absent substantial evidence to the contrary.				

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

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

The Project site is relatively flat and contains no slopes that may be subject to landslides. Therefore, the site is not considered susceptible to seismically induced landslides. As such, there are no impacts.

**Level of Significance:** No impact.

Threshold 5.7(b). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in substantial soil erosion or the loss of topsoil?			■	

### Plans, Policies, or Programs (PPP)

The following applies to the Project and would reduce impacts related to soil erosion. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

Refer to PPP 5.10-1 through PPP 5.10-4 in Section 5.10, Hydrology and Water Quality.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

## Impact Analysis

### Construction

Construction of the Project has the potential to contribute to soil erosion and the loss of topsoil. Grading and excavation activities that would be required for development of the Project would expose and loosen topsoil, which could be eroded by wind or water.

The City's Municipal Code Chapter 6.05.010, *Storm Water/Urban Runoff Management and Discharge Controls*, implements the requirements of the National Pollutant Discharge Elimination System (NPDES) stormwater permit, which establishes minimum stormwater management requirements and controls that are required to be implemented for construction of the proposed Project. To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by the City, (as required by PPP 5.10-2). The SWPPP is required to address site-specific conditions related to specific grading and construction activities. The SWPPP would identify potential sources of erosion and sedimentation loss of topsoil during construction, identify erosion control Best Management Practices (BMPs) to reduce or eliminate the erosion and loss of topsoil, such as use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding.

With compliance with the City Municipal Code Chapter 6.05.010, *Storm Water/Urban Runoff Management and Discharge Controls*, Regional Water Quality Control Board requirements, and the best management practices (BMPs) in the SWPPP, construction impacts related to erosion and loss of topsoil would be less than significant.

### Operation

The Project includes installation of landscaping throughout the development site and areas of loose topsoil that could erode by wind or water would not exist upon operation of the Project. In addition, as described in Section 5.10, *Hydrology and Water Quality*, the hydrologic features of the Project have been designed to slow, filter, and retain stormwater on the development site, which would also reduce the potential for stormwater to erode topsoil. Furthermore, pursuant to Municipal Code Chapter 6.05.010, *Storm Water/Urban Runoff Management and Discharge Controls*, development of the Project requires the preparation of a Water Quality Management Plan (WQMP), which would ensure that appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur during operation of the Project.

Based on the analysis above, with implementation of PPP 5.10-2, impacts would be less than significant.

**Level of Significance:** Less than significant.

Threshold 5.7(c). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Be located on a geologic unit or soil that is unstable, or that would become unstable because of the Project, and potentially result in on-site or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?			■	

### Plans, Policies, or Programs (PPP)

Refer to PPP 5.7-1 under Issue 5.7(a) above.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

#### *Landslide*

As noted in the response to Issue 5.7 (a) (4) above, the Project site is relatively flat and contains no slopes that may be subject to landslides. Therefore, the site is not susceptible to landslides and impacts related to landslides would not occur.

#### *Lateral Spreading*

Lateral spreading is a term referring to landslides that commonly form on gentle slopes and that have rapid fluid-like flow horizontal movement. Most lateral spreading is caused by earthquakes, but it is also caused by landslides. As noted in the response to Issue 5.7 (a) (4) above, the Project site is relatively flat and contains no slopes that may be subject to landslides. In addition, due to the low potential for liquefaction, the potential for lateral spreading is also considered low. Therefore, impacts related to lateral spreading would be less than significant.

#### *Subsidence*

Subsidence is the downward movement of the ground caused by the underlying soil conditions. Certain soils, such as clay soils are particularly vulnerable since they shrink and swell depending on their moisture content. Subsidence is an issue if buildings or structures sink which causes damage to the building or structure. Subsidence is usually remedied by excavating the soil the depth of the underlying bedrock and then recompacting the soil so that it is able to support buildings and structures.

According to the Riverside County Map My County GIS platform, the Project site is considered “susceptible” to subsidence. However, due to the medium dense consistency of the underlying soils, excessive dynamic settlement would not occur with implementation of PPP 5.7-1, and impacts would be less than significant.

#### *Liquefaction*

As noted in the response to Issue 5.7 (a) (3) above, the potential for exposure to liquefaction is considered low. With implementation of PPP 5.7-1 and impacts would be less than significant.

#### *Collapse*

Collapse occurs in saturated soils in which the space between individual particles is completely filled with water. This water exerts a pressure on the soil particles that influences how tightly the particles themselves are pressed together. The soils lose their strength beneath buildings and other structures.

As noted in the response to Issue 5.7 (a) (3) above, due to the medium dense consistency of the underlying soils, collapse is not expected; and with implementation of PPP 5.7-1, impacts would be less than significant.

**Level of Significance:** Less than significant.

Threshold 5.7(d). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Be located on expansive soil, as defined in the Uniform Building Code, creating substantial risks to life or property?			■	
<i>Significance Criteria:</i> The project site is located on soil that has an EI Expansion Potential >91 according to the results of the laboratory testing performed in accordance with ASTM D 4829.				

#### **Plans, Policies, or Programs (PPP)**

Refer to PPP 5.7-1 under Issue 5.7(a) above.

#### **Project Design Features (PDF)**

There are no Project Design Features applicable to the Project relating to this issue.

## Impact Analysis

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

The Preliminary Geotechnical Evaluation (Appendix D) conducted for the Project indicate that site soils are anticipated to have a very low expansion potential. In addition, design-level geotechnical plans pursuant to the *California Building Code* are required prior to approval of construction, as included by PPP 5.7-1. Compliance with the *California Building Code* 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, as part of the building plan check and development review process, would ensure that potential soil stability impacts would be less than significant.

**Level of Significance:** Less than significant.

Threshold 5.7(e). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				■
<i>Significance Criteria:</i> The project's proposed septic tanks or alternative waste water disposal system do not meet the regulatory requirement of the Local Agency Management Program (LAMP) applicable to Jurupa Valley				

## Plans, Policies, or Programs (PPP)

There are no Plans, Policies, Programs, or Standard Conditions applicable to the Project relating to this issue.

## Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

## Impact Analysis

The Project does not propose the use of septic tanks or alternative wastewater disposal systems. The Project would install domestic sewer infrastructure and connect to the Rubidoux Community Service District's existing sewer conveyance and treatment system. As such, there are no impacts.

**Level of Significance:** No Impact.

Threshold 5.7(f). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		■		

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, Programs, or Standard Conditions applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

#### *Paleontological Resources*

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

No significant paleontological resources were identified in the Project area during the locality search or the field survey. However, the City of Jurupa Valley Paleontological sensitivity map identifies that the Project site is within an area mapped as High A (Ha) sensitivity. High A sensitivity indicates the presence of geologic formations or mappable rock units that have the potential to contain fossilized body elements and/or trace fossils such as tracks, nests, and eggs, which can occur at or below the surface. Excavation during Project construction may reach paleontologically sensitive deposits, and, as a result, could impact paleontological resources. Therefore, the following mitigation measure is required.

### *Unique Geologic Feature*

Unique geologic features are those that are unique to the field of Geology. Unique geologic features are not common in Jurupa Valley. The geologic processes that formed the landforms in Jurupa Valley are generally the same as those in other parts of the state. What makes a geologic unit or feature unique can vary considerably. A geologic feature is unique if it:

- Is the best example of its kind locally or regionally;
- Embodies the distinctive characteristics of a geologic principle that is exclusive locally or regionally;
- Provides a key piece of geologic information important in geology or geologic history;
- Is a “type locality” (the locality where a particular rock type, stratigraphic unit or mineral species is first identified) of a geologic feature;
- Is a geologic formation that is exclusive locally or regionally;
- Contains a mineral that is not known to occur elsewhere in the City; or
- Is used as a teaching tool.

The Project site is a largely undeveloped industrial property that has historically been used for agricultural and a recycling and quarrying site. The Project soil include artificial fill and are flat. As such, the Project would not directly or indirectly destroy a unique geologic feature. No impact would occur and no mitigation measures are required.

### **Mitigation Measures (MM)**

***MM GEO-1: Paleontological Resource Management Plan (PRIMP).*** *Prior to construction excavation, a professional paleontologist be hired to oversee monitoring and the preparation of a PRIMP. At a minimum, the PRIMP should include the following items:*

- *A trained and qualified paleontological monitor should perform full-time monitoring of any excavations on the Project that have the potential to impact paleontological resources in undisturbed native sediments below 5 feet in depth. The monitor will have the ability to redirect construction activities to ensure avoidance of adverse impacts to paleontological resources.*
- *The Project paleontologist may re-evaluate the necessity for paleontological monitoring after examination of the affected sediments during excavation, with approval from City and Client representatives.*

- *Any potentially significant fossils observed shall be collected and recorded in conjunction with best management practices and SVP professional standards.*
- *Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.*
- *A report documenting the results of the monitoring, including any salvage activities and the significance of any fossils, will be prepared, and submitted to the appropriate City personnel.*

***Level of Significance:*** With implementation of Mitigation Measure GEO-1, impacts are less than significant.

---

## 5.8 GREENHOUSE GAS EMISSIONS

---

Threshold 5.8(a). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			■	
<i>Significance Criteria:</i> Per General Plan Policy AQ 9.5 <i>GHG Thresholds</i> , utilize the SCAQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP).				

### Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to greenhouse gas emissions. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

Refer to PPP 5.6-1 under Issue 5.6(a) above.

PPP 5.8-1 As required by Municipal Code Section 9.283.010, *Water Efficient Landscape Design Requirements*, prior to the approval of landscaping plans, the Project proponent shall prepare and submit landscape plans that demonstrate compliance with this section.

PPP 5.8-2 As required by Municipal Code Section 8.05.010 (8), prior to issuance of a building permit, the Project proponent shall submit plans in compliance with the *California Green Building Standards*.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

An individual project cannot generate enough greenhouse gas emissions to influence global climate change. The Project participates in this potential impact by its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases which when taken together may have a significant impact on global climate change.

A final numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin has not been established by the South Coast Air Quality Management

District. The City of Jurupa Valley is using the following as interim thresholds for light industrial projects:

Projects that emit less stationary source greenhouse gas emissions less than 3,000 MTCO<sub>2</sub>e per year are not considered a substantial greenhouse gas emitter and the impact is less than significant. Projects that emit in excess of 3,000 MTCO<sub>2</sub>e per year require additional analysis and mitigation.

A summary of the projected annual operational greenhouse gas emissions, including amortized construction-related emissions, associated with the Project is provided in Table 5.8.1.

**Table 5.8.1: Total Project Greenhouse Gas Emissions**

Emission Source	GHG Emissions (MT/yr)			
	CO2	CH4	N2O	Total CO2e
30-year Amortized Construction GHG	19.97	0.00	0.00	20
Area Source	2.12e-003	1.00e-005	0.00	2.26e-003
Energy Source	110.03	4.40e-003	1.56e-003	110.60
Mobile Source (Cars and Trucks)	242.35	0.01	0.00	242.68
Waste	6.58	0.39	0.00	16.30
Water Usage	31.64	0.20	4.94e-03	48.04
TOTAL CO2e (All Sources)	427.62			
SCAQMD Threshold	3,000			
Exceed Threshold?	No			
Source: CalEEMod Emission Summary, Vince Mirabella, July 2020 (Appendix A). Emissions shown as 0.0 pounds/day are actually <0.1 pounds/day				

As the Project would emit GHG emissions less than 3,000 MTCO<sub>2</sub>e per year threshold, the Project would result in a is less than significant impact.

**Level of Significance:** Less than significant.

Threshold 5.8(b). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				■
<i>Significance Criteria: Would the project interfere with the implementation of the California Air Resources Boards' Climate Change Scoping Plan?</i>				

## Plans, Policies, and Programs

Refer to PPP 5.6-1, PPP 5.8-1, and PPP 5.8-2 under Issue 5.8(a) above.

## Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

## Impact Analysis

*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 Projects in many cases. The Project is not in conflict with the Climate Change Scoping Plan because its individual greenhouse gas emissions are below thresholds as described in the response to Issue 5.8 (a) above and the Project would 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 requires that all landscaping comply with water efficient landscaping requirements.

The implementation of these standards would result in water, energy, and construction waste reductions. In addition, as described above, the development of 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 with implementation of PPP 5.6-1, PPP 5.8.1, and PPP 5.8-2.

**Level of Significance:** No impact.

## 5.9 - HAZARDS AND HAZARDOUS MATERIALS

Threshold 5.9(a)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			■	
<i>Significance Criteria:</i> 1) The project handles a hazardous material or mixture containing a hazardous material (see definitions above) that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq. 2) The project handles or store hazardous materials in a quantity equal or greater to the amounts specified by Health and Safety Code §25507 <b>and</b> is located within designated 100- or 500-year flood zones.				

### Plans, Policies, and Programs

There are numerous regulations pertaining to the routine transport, use, or disposal of hazardous materials. The following apply to the Project and would reduce impacts relating to this issue. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 5.9-1 As required by Health and Safety Code Section 25507, if a future 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).  
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, and business shall obtain approval from the Riverside County Department of Environmental Health prior to occupancy.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

#### Construction Activities

Heavy equipment that would be used during construction of the Project would be fueled and maintained by substances such as oil, diesel fuel, gasoline, hydraulic fluid, and other liquid materials that would be considered hazardous if improperly stored or handled. In addition, materials such as paints, roofing materials, solvents, and other substances typically used in

building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. The potential for accidental releases and spills of hazardous materials during construction is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with future development that would be a reasonably consequence of the development of the Project than would occur on any other similar construction site.

Construction contractors are required to comply with 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. As such, impacts due to construction activities would not cause a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Based on the analysis above, a less than significant impact would occur.

### *Operational Activities*

Federal and State Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals that may be used by the businesses that would operate at the Project site. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that operates any of the facilities at the Project site and that handles and/or stores substantial quantities of hazardous materials (§ 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would be required to prepare and submit a Hazardous Materials Business Emergency Plan (HMBEP) to the Riverside County Department of Environmental Health (RCDEH) in order to register the business as a hazardous materials handler. Such business is also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which require immediate reporting to Riverside County Fire Department and State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business.

With mandatory regulatory compliance as required by PPP 5.9-1 above, potential hazardous materials impacts associated with long-term operation of the Project are not expected to pose a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials.

*Level of Significance:* Less than significant.

Threshold 5.9(b)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		■		
<i>Significance Criteria:</i> 1) The project handles a hazardous material or mixture containing a hazardous material (see definitions above) that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq. 2) The project handles or store hazardous materials in a quantity equal or greater to the amounts specified by Health and Safety Code §25507 <b>and</b> is located within designated 100- or 500-year flood zones.				

### Plans, Policies, and Programs

Refer to PPP 5.9-1 under Issue 5.9(a) above.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

#### Existing Hazardous Materials

According to ASTM International:

- A **recognized environmental condition** is defined as “...the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property...”
- A **historical recognized environmental condition** is defined as “a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).”
- A **controlled recognized environmental condition** is defined as “a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to

*the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)”*

- A **de minimis condition** is defined as *"a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis conditions are not recognized environmental conditions nor controlled recognized environmental conditions."*

### *Construction Activities*

Heavy equipment that would be used during construction of the Project would be fueled and maintained by substances such as oil, diesel fuel, gasoline, hydraulic fluid, and other liquid materials that would be considered hazardous if improperly stored or handled. In addition, materials such as paints, roofing materials, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. The potential for accidental releases and spills of hazardous materials during standard construction activities would be less than significant with compliance with existing state and federal regulations. Construction contractors are required to comply with 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.

The Phase I Environmental Site Assessment (Appendix F) prepared for the Project identified artificial fill, debris, and trash to a maximum depth of 25 feet below ground surface (bgs) in the western and southern portions of the site. The source of the artificial fill is unknown; and thus, could contain hazardous substances from previous construction or industrial operations near the Project site. The proposed project grading would extend into these artificial fill materials; and therefore, could result in release of hazardous materials into the environment. As a result, Mitigation Measure MM HAZ-1 has been included to require a soil testing work plan to be implemented prior to commencement of grading activities to determine the presence of hazardous substances and, if found, its adequate removal from the site and disposal to ensure that the potential release of hazardous materials into the environment would be less than significant.

### *Operational Activities*

Federal and State Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals that may be used by the businesses that would operate at the Project site. Laws also are in place that require businesses to plan and prepare for possible

chemical emergencies. Any business that operates any of the facilities at the Project site and that handles and/or stores substantial quantities of hazardous materials (§ 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would be required to prepare and submit a Hazardous Materials Business Emergency Plan (HMBEP) to the Riverside County Department of Environmental Health in order to register the business as a hazardous materials handler. Such business is also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which require immediate reporting to Riverside County Fire Department and State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business.

With mandatory regulatory compliance as required by PPP 5.9-1 above and incorporation of mitigation measure MM HAZ-1, impacts from the Project associated with the potential for accidents which could result in the release of hazardous materials into the environment would be less than significant.

#### **Mitigation Measure (MM)**

***MM HAZ-1: Subsurface Testing.*** Prior to the issuance of a grading permit, a Soil Testing Work Plan shall be prepared and implemented by the Applicant subject to the approval and satisfaction of the Riverside County Department of Environmental Health and the City of Jurupa Valley to identify the presence or absence of hazardous contaminants within artificial fill that is located in the western and southern portions of the Project site to a maximum depth of 25 feet below ground surface. Multiple borings shall be advanced in the western and southern portions of the project site to a depth of 25 feet below ground surface, which shall then be analyzed by a state-certified laboratory for hazardous contaminants including, but not limited to, volatile organic compounds (VOCs); total petroleum hydrocarbons (TPH) as gasoline, diesel, and oil; CAM 17 metal; and chlorinated pesticides pursuant to the California Department of Toxic Substances Control and Santa Ana Regional Water Quality Control regulations. As part of the Work Plan requirements, a report detailing the methods used and the findings of the testing shall be prepared and submitted to Riverside County Department of Environmental Health and City of Jurupa Valley. Soil samples shall be compared to the California Department of Toxic Substances Control and Santa Ana Regional Water Quality Control Board's Environmental Screening Levels. If hazardous substances are identified, a Soil Management and Disposal Plan shall be developed and implemented prior to Project grading to protect construction workers from risk of exposure and provide for excavation and disposal of the hazardous substances in an appropriate waste facility pursuant to Santa Ana Regional Water Quality Control Board, California Department of Toxic Substances Control, and Riverside County Department of Environmental Health regulations.

***Level of Significance:*** With mandatory regulatory compliance as required by PPP 5.9-1 above and incorporation of mitigation measure MM HAZ-1, impacts from the Project associated with the potential for accidents which could result in the release of hazardous materials into the environment would be less than significant.

Threshold 5.9(c)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			■	
<i>Significance Criteria:</i> The project site is located within ¼th mile of an existing public or private school <b>and</b> the project handles a hazardous material or mixture containing a hazardous material (see definitions above) that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq.				

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

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 Patricia Beatty Elementary School located approximately 1.20 miles respectively southeast of the Project site. In addition, as discussed in the responses to issues 5.9 (a) and 5.9 (b) above, all hazardous or potentially hazardous materials would comply with all applicable federal, State, and local agencies and regulations with respect to hazardous materials.

**Level of Significance:** Less than significant.

Threshold 5.9 (d)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				■
<i>Significance Criteria:</i> The project site is identified on any of the following:1) List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database; List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database; List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit.; List of "active" CDO and CAO from Water Board; or 5) List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.				

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State and local agencies to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites pursuant to Government Code Section 65962.5. Below are the data resources that provide information regarding the facilities or sites identified as meeting the “Cortese List” requirements.

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database.
- List of Leaking Underground Storage Tank Sites from the State Water Board’s GeoTracker database.
- List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit (PDF).
- List of “active” CDO and CAO from Water Board (MS Excel, 1,453 KB).
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

The Project site is not listed on the HAZNET, NPDES, CIWQS, FINDS, and ECHO databases. No impacts would occur.

**Level of Significance:** No impact.

Threshold 5.9(e). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No 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				■

Threshold 5.9(e). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Project result in a safety hazard or excessive noise for people residing or working in the Project area?				
<i>Significance Criteria:</i> The project is located within a compatibility zone of the Flabob Airport, Riverside Municipal Airport and does not meet the <i>Compatibility Criteria for Land Use Actions</i> identified in the applicable Airport Land Use Compatibility Plan for the airport.				

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

The nearest airport is Flabob Airport located approximately 2 miles southwest of the Project site. According to *Map FL-1, Flabob Airport Land Use Compatibility Plan*, the Project site is not located within the airport compatibility zone. As such, the Project would not result in a safety hazard or create excessive noise for people residing or working in the Project area.

*Level of Significance:* No impact.

Threshold 5.9 (f). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			■	
<i>Significance Criteria:</i> The project may have a significant impact if: 1) The project is inconsistent with the City of Jurupa Valley Local Hazard Mitigation Plan and the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan; any required street improvements do not meet General Plan and/or City standards; or 3) the project has less than two (2) routes for emergency egress and regress (unless otherwise allowed by the Fire Department)				

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

The Project site is adjacent to 24<sup>th</sup> Street which is an improved 2-lane roadway, Hall Avenue which is a 3-lane roadway, and Market Street which is an improved 2-lane roadway. 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 the Project's connecting roadways on Market Street and Hall Avenue. 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 would be less than significant.

**Level of Significance:** Less than significant.

Threshold 5.9(g). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				■
<i>Significance Criteria:</i> The project is located within a "High" fire hazard zone per General Plan Figure 8-11: Wildfire Severity Zones in Jurupa Valley.				

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

According to General Plan Figure 8-11: Wildfire Severity Zones in Jurupa Valley, the Project site is not located within a very high, high, or moderate wildfire hazard area. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires and no impact would occur.

*Level of Significance:* No impact.

---

## 5.10 HYDROLOGY AND WATER QUALITY

---

Threshold 5.10 (a)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			■	

### Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating water quality and waste discharge requirements. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 5.10-1 As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls, Section B (1)*, 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.
- PPP 5.10-2 As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls, Section B (2)*, 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.
- PPP 5.10-3 As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls, Section C*, 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:

(1) Increase permeable areas by leaving highly porous soil and low-lying area undisturbed by:

(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.

(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:

(a) Installing rain-gutters oriented towards permeable areas;

(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

(c) Designing curbs, berms, or other structures such that they do not isolate permeable or landscaped areas.

(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.

(4) Rain gardens may be proposed in-lieu of a water quality basin when applicable and approved by the City Engineer.

PPP 5.10-4 As required by Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls, Section E, 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.

PPP 5.10-5 As required by Municipal Code Chapter 6.65.030, General Requirements for an Approval and Construction Permit, Section B, sewage effluent must be disposed according to the minimum standards of the most recent edition of the California Plumbing Code.

### **Project Design Features (PDF)**

There are no Project Design Features applicable to the Project relating to this issue.

### **Impact Analysis**

#### **Waste Discharge Requirements**

Waste Discharge Requirements (WDRs) are issued by the Santa Ana Regional Board under the provisions of the California Water Code, Division 7 “Water Quality,” Article 4 “Waste Discharge Requirements.” These requirements regulate the discharge of wastes which are not made to surface waters but which may impact the region’s water quality by affecting underlying groundwater basins. Such WDRs are issued for Publicly Owned Treatment Works’ wastewater reclamation operations, discharges of wastes from industries, subsurface waste discharges such as septic systems, sanitary landfills, dairies, and a variety of other activities which can affect water quality.

Wastewater generated by the Project would be collected and conveyed through wastewater conveyance facilities (trunk sewer, lift station, and force main) operated by the Rubidoux Community Services District to the Riverside Water Quality Control Plant (RWQCP), which is located on Acorn Street in the City of Riverside. Treated effluent from the wastewater treatment facilities is discharged into the Santa Ana River. The chemical nature of industrial wastewater affects the quality of water flowing into the river as well as the quality of underground waters in the Santa Ana River Basin. To make sure these chemicals do not interfere with the operation of the treatment plant or pass through the system untreated, the Rubidoux Community Services District has implemented a Pretreatment Program as described in Rubidoux Community Services District Ordinance No. 105. Mandatory compliance with Ordinance No. 105 would ensure that the Project does not violate waste discharge requirements. Impacts would be than significant.

#### **Water Quality Requirements**

The Porter-Cologne Act defines water quality objectives (i.e. standards) as “...the limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses of water or the prevention of nuisance within a specific area” (§13050 (h)).

### *Construction Impacts*

Construction of the Project would involve clearing, grading, paving, utility installation, building construction, and the installation of landscaping, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction activities in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana Regional Water Quality Control Board and the City of Jurupa Valley, the Project proponent would be required to obtain a National Pollutant Discharge Elimination System Municipal Stormwater Permit for construction activities. The National Pollutant Discharge Elimination System permit is required for all Projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area.

In addition, the Project would be required to comply with the Santa Ana Regional Water Quality Control Board's Santa Ana River Basin Water Quality Control Program. Compliance with the National Pollutant Discharge Elimination System permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a Storm Water Pollution Prevention Plan for construction-related activities, including grading. The Storm Water Pollution Prevention Plan would specify the Best Management Practices that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged.

### *Operational Impacts*

Storm water pollutants commonly associated with the type of land uses that could occupy the proposed building include sediment/turbidity, nutrients, trash and debris, oxygen-demanding substances, organic compounds, bacteria and viruses, oil and grease, and pesticides.

Pursuant to the requirements of the City's National Pollutant Discharge Elimination System permit, a Water Quality Management Plan is required for managing the quality of storm water or urban runoff that flows from a developed site after construction is completed and the facilities or structures are occupied and/or operational. A Water Quality Management Plan describes the Best Management Practices that would be implemented and maintained throughout the life of a project to prevent and minimize water pollution that can be caused by storm water or urban runoff.

The proposed building would be constructed in the northern portion of the site. Site runoff would be directed to the proposed onsite infiltration/detention basin which would be located on the southeastern portion of the site along Hall Avenue. The basin would retain any trash and filter pollutants out of storm water prior to infiltration into site soils.

Based on the analysis above, with implementation of PPP 5.10-1 through PPP 5.10-4, impacts would be less than significant.

**Level of Significance:** Less than significant.

Threshold 5.10 (b)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			■	
<i>Significance Criteria:</i> If the project's water supply comes from an adjudicated basin and the basin is not classified as "high" or "medium priority" by the Sustainable Groundwater Management Act, impacts are presumed to be less than significant absent substantial evidence to the contrary.				

#### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

#### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

#### Impact Analysis

##### Groundwater Supply

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 Sub-basin (also referred to herein as the "Basin") of the Upper Santa Ana Valley Groundwater Basin.

The Basin encompasses the District's entire service area. The District currently does not purchase or otherwise obtain water from a wholesale water supplier, and recycled water is not currently available to the District. The District expects that groundwater extracted from the Basin by six potable and six non-potable (irrigation only) groundwater wells will continue to be its primary (and possibly only) source of water through the year 2040, and possibly beyond.

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 sub-basins significantly overdrafted by "excessive" pumping in response to a series of executive orders issued by Governor Brown since January 2014. The Riverside-Arlington Sub-basin 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.

#### *Groundwater Recharge*

Development of the Project would increase impervious surface coverage on the site. However, onsite stormwater would drain to the proposed infiltration/detention basin which would be located on the southeastern portion of the site along Hall Avenue. The basin would filter storm water prior to its infiltration into site soils. Thus, the project would result in less than significant impacts to groundwater supplies and recharge and no mitigation measures are required.

*Level of Significance.* Less than significant.

Threshold 5.10 (c)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
(i) Result in substantial erosion or siltation on- or off-site?			■	
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			■	
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			■	
(iv) Impede or redirect flood flows?			■	

### Plans, Policies, Programs (PPP)

Refer to PPP 5.10-1 through 5.10-4 under Issue 5.10(a) above.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

#### Existing Condition

The runoff from the existing site flows from northwest to the southeast in a sheet flow condition and discharges to either Hall Avenue or 24<sup>th</sup> Street. The runoff is then collected by a catch basin that drains into an off-site storm drain.

#### Post-Development Condition

The proposed Project includes development of a water infiltration/detention basin that would be located along the southern portion of the site near Hall Avenue. The proposed basin would be 842 SF in size and provide retention and infiltration of the site's storm water drainage. Overflow from the basin would be discharged through 42 and 36-inch storm drain that would connect to the existing 42-inch drain in Hall Avenue. The proposed basin and drainage facilities have been designed to meet the City's drainage requirements to accommodate storm flows.

Based on the design of the Project's storm water management system as described above and with implementation of PPP 5.10-1 through 5.10-4, impacts would be less than significant.

**Level of Significance.** Less than significant.

Threshold 5.10 (d)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				■

### Plans, Policies, Programs (PPP)

There are no Plans, Policies, Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

According to General Plan Figure 8-9: Flood Insurance Rate Map (FIRM), the Project site is not located within a flood hazard zone. According to the California Department of Conservation, California Official Tsunami Inundation Maps the site is not located within a tsunami inundation zone. The Project would not be at risk from seiche because there is no water body in the area of the Project site capable of producing as seiche. As such, there is no impact.

**Level of Significance:** No impact.

Threshold 5.10 (e)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			■	

### Plans, Policies, Programs (PPP)

Refer to PPP 5.10-1 through 5.10-4 under Issue 5.10(a) above.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

Pursuant to the requirements of the Santa Ana Regional Water Quality Control Board and the City of Jurupa Valley, the Project proponent would be required to obtain a National Pollutant Discharge Elimination System Municipal Stormwater Permit for construction activities. The National Pollutant Discharge Elimination System permit is required for all Projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area.

In addition, the Project would be required to comply with the Santa Ana Regional Water Quality Control Board's Santa Ana River Basin Water Quality Control Program. Compliance with the National Pollutant Discharge Elimination System permit and the Santa Ana River Basin Water

Quality Control Program involves the preparation and implementation of a Storm Water Pollution Prevention Plan for construction-related activities, including grading. The Storm Water Pollution Prevention Plan would specify the Best Management Practices that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented or minimized.

Based on the analysis above, with implementation of PPP 5.10-1 through PPP 5.10-4, impacts would be less than significant.

*Level of Significance:* Less than significant.

---

## 5.11 LAND USE AND PLANNING

---

Threshold 5.11 (a)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Physically divide a community?				■

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

An example of a Project that has the potential to divide an established community includes the construction of a new highway through an established neighborhood. The Project site is approximately 15.32 acres in size and is located in an area largely characterized by a mix of residential, commercial, and industrial development. The project site is currently vacant, with the exception of one parcel that is being used as a truck lot and storage area. It is bordered by Market Street to the north followed by industrial and commercial uses, 24<sup>th</sup> Street to the south followed by industrial uses, and Hall Avenue to the east followed by commercial uses. The Project would develop the site for light industrial uses, which are consistent with the surrounding area. The Project would not include any structures or roadways, which would physically divide a community. The site would be developed consistent with the existing General Plan land use and zoning designations. As such, no impacts would occur with respect to dividing an established community.

**Level of Significance:** No impact.

Threshold 5.11 (b). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?		■		
<b>Significance Criteria:</b> If the analysis in the Initial Study demonstrates that there are no significant environmental impacts, then the project is consistent with the General Plan, South Coast Air Quality Management District's Final 2016 Air Quality Management Plan, California Air Resources Board Scoping Plan, Western Riverside County Multiple Species Habitat Conservation Plan, Santa Ana Regional Water Quality Control Board's Santa Ana River Basin Water Quality Control Program, and any other applicable plan whose purposes is to avoid or mitigate an environmental effect. Impacts are presumed to be less than significant absent substantial evidence to the contrary.				

### Plans, Policies, or Programs (PPP)

The applicable plans and policies relating to a 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 are described in the analysis below.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

As demonstrated throughout this Initial Study/Mitigated Negative Declaration, the Project would not conflict with any applicable goals, objectives, and policies of the City of Jurupa General Plan or the City of Jurupa Valley Municipal Code. Additionally, the Project would not conflict with any applicable policy document, including the *Western Riverside Multiple Species Habitat Conservation Plan*, the *Santa Ana Regional Water Quality Control Board's Santa Ana River Basin Water Quality Control Program*, the *South Coast Air Quality Management District's Air Quality Management Plan*, and the *WRCOG Climate Action Plan*.

In conclusion, the Project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating adverse environmental effects and impacts would be less than significant with implementation of Mitigation Measure BIO-1 to ensure consistency with the *Western Riverside Multiple Species Habitat Conservation Plan*.

**Level of Significance:** With implementation of Mitigation Measure BIO-1, impacts are less than significant.

## 5.12 MINERAL RESOURCES

Threshold 5.12 (a).Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				■
<i>Significance Criteria:</i> The project is located within Mineral Resource Zone (MRZ) MRZ-1 or MRZ-2 as shown on General Plan Figure 4-16-Jurupa Valley Mineral Resources				

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

According to General Plan Figure 4-16: Jurupa Valley Mineral Resources, the Project site is mapped within MRZ-2, which is defined as area where significant PCC-Grade aggregate resources are present. In many regions, large portions of the areas classified as MRZ-2 are already committed to various urban uses which limit or prohibit access to underlying resources. As an aid to local planning agencies, classification reports prepared for metropolitan areas also identify MRZ-2 areas that have not been urbanized. These non-urbanized areas, called “resource sectors” are areas judged to contain a significant deposit of construction quality aggregate that is available, from a general land-use perspective, to meet future needs of the region. In other words, areas currently permitted for mining and areas found to have land uses compatible with possible mining are identified as sectors.

Although the Project site is adjacent to being used for mineral extraction, According to the *Updated Designation of Regionally Significant Aggregate Resources in the San Bernardino Production-Consumption Region, San Bernardino and Riverside Counties, California Department of Conservation Natural Resources Agency, March 2017*, the Project site is not located within a “resource sector” because of high-value incompatible land use developments including urban and/or industrial development and infrastructure development (i.e., freeways) has occurred in the immediate area. As such, no impacts would occur.

**Level of Significance:** No impact.

Threshold 5.12 (b). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				■
<i>Significance Criteria:</i> The project site is located on land designated as Open Space, Mineral Resources (OS-MIN) by the General Plan.				

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

The Project site has a land use designation as Light Industrial (LI), which allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, and warehousing. As such, the Project is not delineated on a local general plan, specific plan, or other land use plan as a locally important mineral resource recovery site. Thus, no impact would occur.

*Level of Significance:* No impact.

## 5.13 NOISE

Threshold 5.13 (a). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project more than standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			■	
<p><i>Significance Criteria:</i> The project may have a significant impact if:</p> <p><u>Construction:</u> 1) The project is inconsistent with General Plan Policy NE 3.5: <i>Construction Noise</i>; and 2) Construction noise levels exceed the levels identified in the latest version of the <i>Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual</i>.</p> <p><u>Operational Noise (Stationary):</u> The project is inconsistent with General Plan Policy NE 1.3 <i>New or Modified Stationary Noise Sources</i>.</p> <p><u>Operational Noise (Transportation):</u> Traffic generated by the project would result in a noticeable increase in roadway noise in the immediate vicinity of the subject property in areas where exterior noise is already in excess of City standards. A noticeable increase in roadway noise would occur in traffic noise increased by 3 dBA or more.</p>				

### Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to noise. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 5.13-1 As required by Jurupa Valley Municipal Code Section 11.05.020 (9), private construction projects located within 0.25 mile from an inhabited dwelling shall not perform construction between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.
- PPP 5.13-2 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.

### Project Design Features (PDF)

No Project Design Features were applied to the Project relating to this issue.

## Impact Analysis

### Existing Ambient Noise Environment

The primary existing noise sources in the Project area include traffic on Market Street, Hall Avenue and 24th Street. Five ambient noise measurements were taken at various points along the site boundary (shown in Exhibit 8) to evaluate the proposed Project. Table 5.13.1 shows that ambient noise levels range between 51.0 dBA Leq to 69.0 dBA Leq.

**Table 5.13.1: Noise Measurement Data**

Location	10-Min dB(A) Leq							
	LEQ	LMAX	LMIN	L2	L8	L25	L50	L90
1	58.0	72.7	47.9	64.9	61.6	49.4	49.0	48.5
2	57.2	62.4	55.3	58.8	58.1	57.0	56.0	55.5
3	51.0	61.2	48.4	55.0	52.4	50.4	49.0	48.6
4	69.0	80.2	49.6	77.1	73.7	63.6	51.5	49.9
5	66.9	78.1	48	74.4	71.6	63.3	51.3	48.4

Source: Noise Impact Study, MD Acoustics, LLC, August 2020 (Appendix I)

### General Plan Noise Standards

General Plan Noise Element Policy NE 1.3 states:

*“New or Modified Stationary Noise Sources. Noise created by new stationary noise sources, or by existing stationary noise sources that undergo modifications that may increase noise levels, shall be mitigated so as not exceed the noise level standards of Figure 7-3. This policy does not apply to noise levels associated with agricultural operations existing in 2017.”*

The Project is an industrial use and according to Figure 7-3 of the General Plan, a noise level of up to 75 dBA is considered to be “normally acceptable” and up to 80 dBA as is considered to be “conditionally acceptable.”

General Plan Noise Element Policy NE 3.4 states:

*“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.”*

General Plan Noise Element Policy NE 3.5 states:

*“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., Page 7-20 Jurupa Valley General Plan Update, 2017 grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m.”*

Figure 5.13.1 Noise Monitoring Locations



*Municipal Code Noise Standards*

Municipal Code Section 11.05.020 – Exemptions states:

*Sound emanating from the following sources is exempt:*

*(9) Private construction projects located within one-quarter (¼) of a mile from an inhabited dwelling, provided that:*

*(a) Construction does not occur between the hours of six (6:00) p.m. and six (6:00) a.m. during the months of June through September; and*

*(b) Construction does not occur between the hours of six (6:00) p.m. and seven (7:00) a.m. during the months of October through May;*

*(12) Heating and air conditioning equipment;*

Municipal Code Section 11.05.020 – General Sound Level Standards:

The following sound level standards apply to sound emanating from all sources.

<b><i>Sound Level Standards (dBA Leq)</i></b>		
<b>General Plan Land Use Designation</b>	<b>Maximum Decibel Level</b>	
	<b>7:00 a.m. – 10:00 p.m.</b>	<b>10:00 p.m. – 7:00 a.m.</b>
Light density residential (LDR)	55	45
Medium density residential (MDR)		
High density residential (HDR)		
Retail commercial (CR)	65	55
Light Industrial	75	55
Business Park (BP)	65	45

Source: Noise Impact Study, MD Acoustics, LLC, August 2020 (Appendix I)

Municipal Code Section 11.05.060 – Special sound sources standards states:

*(2) Power tools and equipment. No person shall operate any power tools or equipment between the hours of 10:00 p.m. and 8:00 a.m. such that the power tools or equipment are audible to the human ear inside an inhabited dwelling other than a dwelling in which the power tools or equipment may be located. No person shall operate any power tools or equipment at any other time such that the power tools or equipment are audible to the human ear at a distance greater than 100 feet from the power tools or equipment.*

### *Sensitive Land Uses in the Project Vicinity*

Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, outpatient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs.

There are no sensitive receptors near the Project site. The site is surrounded by roadways, industrial uses, and lands designated for future light industrial uses. Thus, ambient noise at the property lines and at the closest light industrial uses were evaluated.

### *Construction*

Project construction would include site preparation, grading, building construction, architectural coating, and paving. As shown on Table 5.13.2, noise levels generated by heavy construction equipment can range from approximately 74 dBA to 89 dBA when measured at 50 feet.

**Table 5.13.2: Typical Construction Equipment Noise Levels**

Type	Lmax (dBA) at 50 Feet
Backhoe	80
Truck	88
Concrete Mixer	85
Pneumatic Tool	85
Pump	76
Saw, Electric	76
Air Compressor	81
Generator	81
Paver	89
Roller	74

Source: Noise Impact Study, MD Acoustics, LLC, August 2020 (Appendix I)

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels would be loudest during grading phase. The closest Project grading would be 260 feet from the site boundary. The Noise Impact Study determined that the highest construction noise level would be 70 dBA at 260 feet in distance, which would not exceed the 75 dBA Municipal Code standard. Therefore, the Project would not result in an exceedance of noise limit standards during construction and construction related noise impacts would be than significant.

In addition, per Section 11.05.020 (9) of the Municipal Code, construction activities occurring between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between 7:00 a.m. and 6:00 p.m. during the months of October through May are exempt from noise standards. The Project construction would occur within these exempt hours; and therefore,

would comply with the Municipal Code regulation. Therefore, construction related noise impacts would be less than significant.

#### *Operation*

Proposed Project operations include truck storage movements, trucks entering and exiting the Project site, truck loading and unloading activities, parking lot vehicle movements, and upfitting work within the proposed building. Project operations would occur during typical business hours and would be within the daytime noise regulation hours of 7:00 a.m. – 10:00 p.m.

The Noise Impact Study identified that the operational noise levels associated with the Project range from 41.6 dBA to 53.6 dBA at the site boundary and adjacent areas, as shown on Exhibit 9. These levels would not exceed the 75 dBA Leq daytime exterior noise level standard that applies to the Project site and adjacent areas. Therefore, the Project would not result in noise levels in excess of the Municipal Code standards, and impacts would be less than significant.

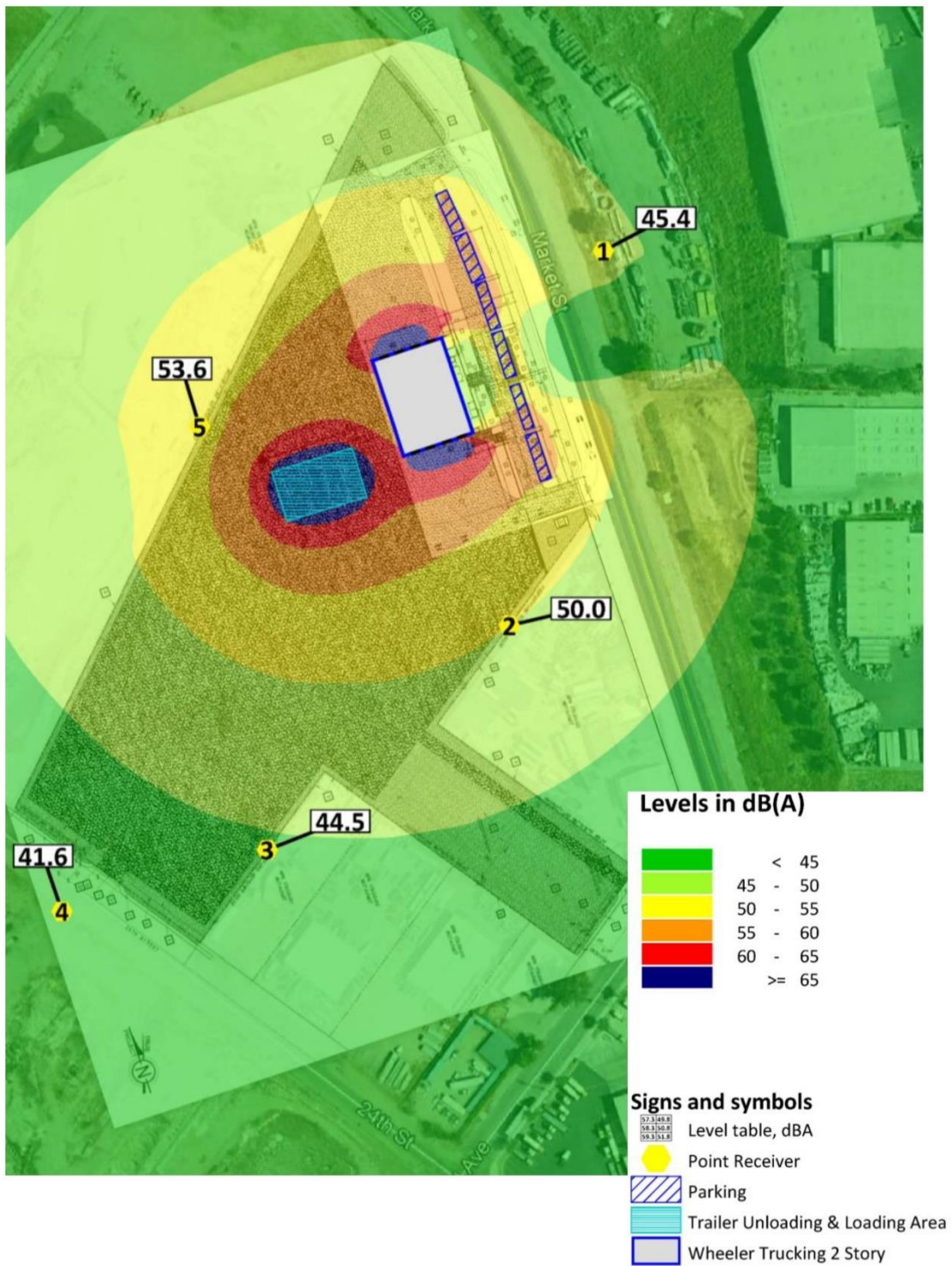
In addition, the Noise Impact Study identified that the Project plus the ambient noise levels would range between 51.5 to 66.9 dBA Leq at the site boundary locations and adjacent areas, as shown in Table 5.13.3 and Figure 5.13.2, which would continue to be below the Municipal Code 75 dBA daytime noise standard for light industrial land uses. Furthermore, as shown in Table 5.13.3, the Project generated increase in ambient noise would be 0.5 dBA. An increase of 0.5 dBA is not noticeable to the human ear. Therefore, operational impacts would be less than significant.

**Table 5.13.3 Operational Noise Levels**

Receptor	Existing Ambient Noise Level (dBA, Leq)	Project Noise Level (dBA, Leq) <sup>3</sup>	Combined Noise Level (dBA, Leq)	Project Generated Change (dBA, Leq)
1	58.0	44.5	58.2	0.2
2	57.2	44.5	57.4	0.2
3	51.0	41.6	51.5	0.5
4	69.0	53.6	69.1	0.1
5	66.9	60.0	67.0	0.1

Source: Noise Impact Study, MD Acoustics, LLC, August 2020 (Appendix I)

Figure 5.13.2 Operational Noise Levels



### Offsite Vehicular Noise

The Project would generate noise vehicular trips. The City of Jurupa Valley considers a project to result in a significant traffic-related noise impact if traffic generated by that project increases the noise environment by 3.0 dBA or more. A change of 3.0 dBA is considered “barely perceptible” by the human ear and changes of less than 3.0 dBA generally cannot be perceived except in carefully controlled laboratory environments.

The Noise Impact Study describes that the 88 daily vehicular trips would be generated by the Project, which is a minimal volume of daily traffic. Typically, a doubling of traffic volumes on nearby roadways is required to result in an increase of 3 dBA. Because the Project generated traffic would not result in a doubling of traffic volumes, traffic noise would be less than 3 dBA and would not result in a substantial permanent increase in ambient roadway noise levels. Therefore, off-site transportation-related noise impacts would be less than significant, and mitigation is not required.

**Level of Significance:** Less than significant.

Threshold 5.13 (b). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Generation of excessive groundborne vibration or groundborne noise levels?			■	
<i>Significance Criteria:</i> The project may have a significant impact if it creates construction or operational vibration in excess of 0.20 PPV inch/second adjacent to or within one-quarter mile of sensitive receptors.				

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

#### Construction Vibration

The City has relied upon vibration standards promulgated by Caltrans in past CEQA documents. According to Caltrans, the threshold at which there may be a risk of architectural damage to normal houses with plastered walls and ceilings is 0.20 PPV inch/second. Primary sources of vibration during construction would be bulldozers.

At a distance of 40 feet (distance of the nearest structure from the property line, which is located to the east of the site), a large bulldozer would yield a worst-case 0.053 PPV (in/sec), which is below the threshold of 0.2 in/sec PPV. Therefore, the construction-related vibration impacts would be less than significant.

#### *Operational Vibration*

Typically, ground borne vibration sources that could potentially affect nearby properties are from rail roads and trucks traveling at higher speeds on freeways and highways. The Project does not have rail access nor is it a major transportation facility or roadway. Therefore, the operational impacts associated with ground-borne vibration would be less than significant at nearby sensitive uses. Impacts would be less than significant.

**Level of Significance:** Less than significant.

Threshold 5.13 (c). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
For a project located within the vicinity of a private airstrip or 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?				■

#### **Plans, Policies, or Programs (PPP)**

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

#### **Project Design Features (PDF)**

There are no Project Design Features applicable to the Project relating to this issue.

#### **Impact Analysis**

The nearest airport is Flabob Airport located approximately 2 miles southwest of the Project site. According to Map FL-1 of the Flabob Airport Land Use Compatibility Plan, the Project site is not located within an airport compatibility zone. As such, the Project would not result in excessive noise from air traffic for people residing or working in the Project area.

**Level of Significance:** No impact.

---

## 5.14 POPULATION AND HOUSING

---

Threshold 5.14 (a). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Induce substantial unplanned 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)?			■	
<i>Significance Criteria:</i> The project is in an area that is currently undeveloped or unserved by major infrastructure, and the project would introduce unplanned infrastructure that was not previously evaluated in the General Plan.				

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

The Project would not directly result in population growth because it does not propose any residential dwelling units. According to the General Plan Economic Sustainability Element: *“The City is a net exporter of jobs, with more residents working outside the City than non-residents working inside the City.”* (General Plan p. 11-3.). Thus, it is anticipated that new employees generated by the Project would be within commuting distance and would not generate needs for any housing.

Typically, 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.

The Project would connect to an existing 15-inch diameter sewer main in 24<sup>th</sup> Street and existing 16-inch and 8-inch diameter water mains in 24<sup>th</sup> Street. Site runoff would be directed to an on-site infiltration/detention basin that would connect to the existing 30-inch storm drain located in Hall Avenue at 24<sup>th</sup> Street. With connection to the existing infrastructure, no additional infrastructure would be needed to serve the Project and extensions of infrastructure into unserved areas would not occur.

In addition, the analysis in Section 5.15, Public Services, of this IS/MND demonstrates that the public service provider's ability to provide services would not be reduced with implementation of the Project. Based on the above analysis, impacts would be less than significant.

**Level of Significance:** Less than significant.

Threshold 5.14 (b). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				■

#### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

#### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

#### Impact Analysis

The Project site is currently a vacant, undeveloped lot and does not contain any residential units, and is not designated for development of residential units. Therefore, implementation of the Project would not displace a substantial number of existing housing, nor would it necessitate the construction of replacement housing elsewhere. As such, there is no impact.

**Level of Significance:** No impact.

## 5.15 PUBLIC SERVICES

Threshold 5.15 (a). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			■	
2) Police protection?			■	
3) Schools?			■	
4) Parks?			■	
5) Other public facilities?			■	
<p><i>Significance Criteria:</i></p> <p><u>1) Fire:</u> The project substantially affects Fire-Rescue response times (i.e., increase the existing response times in the project area) to the degree that new or altered fire facilities are required to meet the response times as listed in the County Fire Protection Master Plan or similar performance standard document adopted by the Riverside County Fire Department.</p> <p><u>2) Police:</u> The project cannot be served by existing Sheriff Department resources and new or altered sheriff facilities are required to serve the project.</p> <p><u>3) Schools:</u> As required by §65995 of the Government Code, a project is required to pay any applicable school district fee following protocol for impact fee collection required by that district. The payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services.</p> <p><u>4) Parks:</u> The project will result in creating park deficiencies in the area resulting in the need for new or altered park facilities that are not off-set by the payment of development impact fees or the dedication of parkland.</p> <p><u>5) Other Public Facilities:</u> The project will result in creating deficiencies to other public facilities the area that are not off-set by the payment of development impact fees.</p>				

### FIRE PROTECTION

#### Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to fire protection. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 5.15-1 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.
- PPP 5.15-2 As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee that the City can use to improve public facilities and/or, to offset the incremental increase in the demand for public services that would be created by the Project.

### **Project Design Features (PDF)**

There are no Project Design Features applicable to the Project relating to this issue.

### **Impact Analysis**

The Riverside County Fire Department provides fire protection services to the Project site. The Project site would be primarily served by the West Riverside Fire Station No. 18, an existing station located approximately 2.5 roadway miles west of the Project site at 7545 Mission Boulevard.

Development of the Project would impact fire protection services by placing an additional demand on existing fire protection 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.

The Project would be required to comply with the provisions of Municipal Code Chapter 3.75 which requires payment of the Development Impact Fee 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.

In addition, as required by the City's Inter-Agency Project Review Request process, the Project plans were routed to the Fire Department for review and comment on the impacts to providing fire protection services. The Fire Department did not indicate that the Project would result in the need for new or physically altered fire facilities in order to maintain acceptable service ratios, response times or other performance objectives.

Based on the above analysis, with implementation of PPP 5.15-1 and PPP 5.15-2, impacts related to fire protection would be less than significant.

*Level of Significance:* Less than significant.

## **POLICE PROTECTION**

### **Plans, Policies, or Programs (PPP)**

Refer to PPP 5.15-2 under Issue 5.15(a) above.

### **Project Design Features (PDF)**

There are no Project Design Features applicable to the Project relating to this issue.

### **Impact Analysis**

The Riverside County Sheriff's Department provides community policing to the Project site via the Jurupa Valley Station located at 7477 Mission Boulevard, Jurupa Valley, CA. Development of the Project would impact police protection services. The Project would be required to comply with the provisions of Municipal Code Chapter 3.75 which requires payment of the Development Impact Fee 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.

In addition, consistent with General Plan Policy CSSF 2.1-2, the Project plans have been routed to the Sheriff's Department for review and comment to increase public safety and maintain close coordination with the Sheriff's Department and law enforcement programs. The Sheriff's Department did not indicate that new or physically altered Sheriff to serve the Project.

Based on the above analysis, with implementation of PPP 5.15-2, impacts related to police protection would be less than significant.

*Level of Significance:* Less than significant.

## SCHOOLS

### **Plans, Policies, or Programs (PPP)**

The following applies to the Project and would reduce impacts relating to schools. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 5.15-3      Prior to the issuance of building permits, the Project Applicant shall pay required development impact fees to the Jurupa Unified School District following protocol for impact fee collection.

### **Project Design Features (PDF)**

There are no Project Design Features applicable to the Project relating to this issue.

### **Impact Analysis**

The Project does not propose any housing and would not directly create 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.

Based on the above analysis, with implementation of PPP 5.15-3, impacts related to schools would be less than significant.

***Level of Significance:*** Less than significant.

## PARKS

### **Plans, Policies, or Programs (PPP)**

The following applies to the Project and would reduce impacts relating to parks. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 5.15-4      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.

### **Project Design Features (PDF)**

There are no Project Design Features applicable to the Project relating to this issue.

### **Impact Analysis**

As noted previously in the response to Issue 5.14(a), the Project would not create an additional need for housing; and would not directly increase the population of the City and generate additional need for parkland. Thus, impacts would be less than significant. In addition, the payment of development impact fees would further reduce any Project impacts related to parks.

Based on the above analysis, with implementation of PPP 5.15-4, impacts related to parks would be less than significant.

**Level of Significance:** Less than significant.

### **OTHER PUBLIC FACILITIES**

#### **Plans, Policies, or Programs (PPP)**

The following apply to the Project and would reduce impacts relating to other public facilities. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

Refer to PPP 5.15-2 under Issue 5.15(a) above.

### **Project Design Features (PDF)**

There are no Project Design Features applicable to the Project relating to this issue.

### **Impact Analysis**

As noted in the response to Issue 5.15(a) above, development of the Project would not result in a direct increase in the population of the Project area and 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 Municipal Code Chapter 3.75 which requires payment of the Development Impact Fee to assist the City in providing public services. Payment of the Development Impact Fee would ensure that the Project provides fair share of funds for additional public services. These funds may be applied to the acquisition and/or construction of public services and/or equipment.

Based on the above analysis, with implementation of PPP 5.15-2 above, impacts related to other public facilities would be less than significant.

**Level of Significance:** Less than significant.

---

## 5.16 RECREATION

---

Threshold 5.16 (a)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No 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?			■	

### Plans, Policies, or Programs (PPP)

Refer to PPP 5.15-4 under Issue 5.15(a) above.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

The Project would not cause a substantial physical deterioration of any park facilities or would accelerate the physical deterioration of any park facilities because the Project does not propose residential dwelling units which would increase the population that would use parks. Hence, impacts would be less than significant. In addition, the payment of Development Impact Fees would reduce any indirect Project impacts related to recreational facilities.

Based on the above analysis, with implementation of PPP 5.15-4, impacts related to recreational facilities would be less than significant and no mitigation measures are required.

**Level of Significance:** Less than significant.

Threshold 5.16 (b)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No 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?				■

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

As noted in the response to Issue 5.16(a) above, the Project does not propose any recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment. In addition, no offsite parks or recreational improvements are proposed or required as part of the Project.

Based on the above analysis, impacts related to parks and recreational facilities would not occur and no mitigation measures are required.

**Level of Significance:** No impact.

---

## 5.17 TRANSPORTATION

---

Threshold 5.17 (a)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			■	

### Plans, Policies, or Programs (PPP)

The following applies to the Project and would reduce impacts relating to transportation/traffic. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 5.17-1 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 5.17-2 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.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

#### *Motor Vehicle Analysis*

According to Appendix A of the Riverside County Transportation Department Traffic Impact Analysis Preparation Guide, a traffic study should be prepared when a project generates 100 peak hour trips, as a potential impact could occur.

#### *Vehicle Miles Traveled*

The City of Jurupa Valley and the County of Riverside have not yet adopted Vehicle Miles Travelled (VMT) analysis guidelines, therefore guidelines from the Office of Planning and

Research (OPR) Technical Advisory on Evaluating Transportation Impacts In CEQA, December 2018, was used. The OPR guidelines state that small projects with less than 110 average daily trips are exempt from having to analyze VMT.

### *Trip Generation*

Operation of the Project would utilize a maximum of 36 employees and would generate between four and eight trucking trips to transport vehicles to and from the Project site per day. A passenger car equivalent (PCE) factor was added to the trip generation to account for the increased size and reduced maneuverability of the trucks that would enter and exit the site. As shown on Table 5.17.1, the Project would generate 88 actual daily trips; including 38 AM peak hour trips, and 38 PM peak hour trips. Using a PCE factor, the Project would generate 120 daily trips; including 42 AM peak hour trips, and 42 PM peak hour trips.

**Table 5.17.1 Project Trip Generation**

Total Vehicles										
		Daily			AM Peak			PM Peak		
		In	Out	Total	In	Out	Total	In	Out	Total
Employees <sup>1</sup>		36	36	72	36	0	36	0	36	36
Wheeler Tractor Trailers <sup>1</sup>		8	8	16	1	1	2	1	1	2
<b>Total</b>		<b>44</b>	<b>44</b>	<b>88</b>	<b>37</b>	<b>1</b>	<b>38</b>	<b>1</b>	<b>37</b>	<b>38</b>
Passenger Car Equivalent										
	PCE Factor	Daily			AM Peak			PM Peak		
	PCE Factor	In	Out	Total	In	Out	Total	In	Out	Total
Employees <sup>1</sup>	1.0	36	36	72	36	0	36	0	36	36
Wheeler Tractor Trailers (PCE) <sup>2</sup>	3.0	24	24	48	3	3	6	3	3	6
<b>Total Project Trip Generation</b>		<b>60</b>	<b>60</b>	<b>120</b>	<b>39</b>	<b>3</b>	<b>42</b>	<b>3</b>	<b>39</b>	<b>42</b>

Source: Project Trip Generation, EPD Solutions, June 2020 (Appendix J)

<sup>1</sup>Trip generation based on a conservative analysis of total employee drivers arriving and leaving at the peak hour and 8 daily trips of Wheeler Tractor Trailers bringing in trucks to upgrade and taking finished trucks out.

<sup>2</sup>PCE= Passenger Car Equivalent. A factor of 3.0 is used for Wheeler Tractor Trailers.

As described previously, Appendix A of the Riverside County Transportation Department Traffic Impact Analysis Preparation Guide, indicates that a traffic impact could occur if a project generates 100 peak hour trips. As shown in Table 16, the worst-case peak hour trip generation from the Project would be 42 PCE trips during the AM and PM peak hours, which would not exceed the County's 100 peak hour trip threshold. Thus, impacts related to the County's applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system would be less than significant.

### Transit Service Analysis

The Riverside Transit Agency, a public transit agency serves the region and the City of Jurupa Valley. The Project site is adjacent to Route 29. The Project is not proposing to construct any improvements would interfere with bus service. There would be no impact.

### Bicycle & Pedestrian Facilities Analysis

The Project proposes three driveways to provide direct access to the site from surrounding roadways. Two driveways would be located along Market Street and one from Hall Avenue. The Project is not proposing to construct any improvements that would interfere with bicycle and pedestrian use along these roadways. In addition, bicycle parking for employees would be provided on the Project site. Therefore, the Project would not conflict with an applicable plan, ordinance or policy applying to non-motorized travel. Impacts would be less than significant.

**Level of Significance:** Less than significant.

Threshold 5.17 (b)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			■	

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB 743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. The OPR guidelines allow lead agencies to adopt their own thresholds of significance that are supported by substantial evidence (CEQA Guidelines Section 15064.7(c)). If a transportation project would likely lead to a measurable and substantial increase in vehicle travel (i.e. increase total VMT), it is presumed to be a significant impact and an analysis assessing the amount of vehicle travel the project would induce shall be conducted.

As discussed above in 5.17(a), the OPR guidelines state that small projects with less than 110 average daily trips are generally exempt from having to analyze VMT. The average daily trips from the Project is 88 trips, which is below the 110 average daily trip threshold. Therefore, the Project would have a less than significant impact on VMT.

**Level of Significance:** Less than significant.

Threshold 5.17 (c)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				■

#### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

#### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

#### Impact Analysis

The Project proposes three driveways to provide direct access to the site from surrounding roadways. Two driveways would be located along Market Street and one from Hall Avenue. The proposed driveways would be required to be constructed to meet City standards through the permitting process.

In addition, the Project is located in an industrial area. The Project would not be incompatible with existing development in the surrounding area to the extent that it would create a

transportation hazard as a result of an incompatible use. Accordingly, the Project would not substantially increase hazards due to a design feature or incompatible use. No impacts would occur.

**Level of Significance:** No impact

Threshold 5.17 (d)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in inadequate emergency access?			■	

#### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

#### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

#### Impact Analysis

The Project would result in a new industrial use which would increase the need for emergency access to-and-from the site. Adequate emergency access would be provided to the Project site from Market Street and Hall Avenue. 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 Department, and County Sheriff's Department to ensure that adequate access to and from the site would be provided for emergency vehicles.

With the adherence to mandatory requirements for emergency vehicle access, impacts would be less than significant, and no mitigation measures are required.

**Level of Significance:** Less than significant.

## 5.18 TRIBAL CULTURAL RESOURCES

<i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Threshold 5.18 (a): Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?				■

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

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

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

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

The site is primarily vacant, except for one parcel that is being used for truck parking and equipment storage. According to the Phase I Cultural Resources Assessment prepared for this Project, the site has been highly disturbed by prior agricultural and quarry activities since 1938. No historic resources were identified during the cultural resources records search and survey.

The Phase I Environmental Site Assessment describes that after agricultural uses on the site ceased, the site was graded and used for the storage of mobile homes until 2012. The Project site does not contain any historical resources. Therefore, the Project would not cause an adverse change in the significance of a historical resource, and no impacts would occur.

**Level of Significance:** No impact.

<i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Threshold 5.18 (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?		■		

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

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

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

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

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

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

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

The Gabrieleño Band of Mission Indians – Kizh Nation and the Soboba Band of Luiseño Indians requested consultation and indicated that tribal cultural resources could be discovered on the site during earth moving activities. As a result of the AB 52 consultation process, the following mitigation measure is required:

#### **Mitigation Measure (MM)**

**TCR-1: Cultural Resources Management Plan:** Prior to the issuance of a grading permit, the Project Archaeologist, in consultation with the Consulting Tribe(s), the Project Applicant, and the City, shall develop a Cultural Resources Management Plan (CRMP), to address the implementation of the City's Tribal Cultural Resource Mitigation Measures TCR-2 through TCR-5, including but limited to, timing, procedures and considerations for Tribal Cultural Resources during the course of ground disturbing activities that will occur on the project site. The CRMP shall be subject to final approval by the City of Jurupa Planning Department.

**TCR-2: Tribal Monitoring:** Prior to the issuance of a grading permit, the Project Applicant shall provide the City of Jurupa Valley evidence of agreements with the consulting tribe(s), for tribal monitoring. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. The Project Applicant is also required to provide a minimum of 30 days advance notice to the tribes of all ground disturbing activities.

**TCR-3: Treatment and Disposition of Inadvertently Discovered Tribal Cultural Resources:** In the event that buried archaeological resources/Tribal Cultural Resources are uncovered during the course of ground disturbing activity associated with the project, all work must be halted in the vicinity of the discovery and the Project Archaeologist shall visit the site of discovery and assess the significance and origin of the archaeological resource in coordination with the consulting tribe(s). The following procedures will be carried out for treatment and disposition of the discoveries:

- 1) Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and
- 2) Treatment and Final Disposition: 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 cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Jurupa Valley Department with evidence of same:
  - a) Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources. This will require revisions to the grading plan, denoting the location and avoidance of the resource.
  - b) Accommodate the process for onsite reburial of the discovered items with the consulting 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; location information regarding the reburial location shall be included into the final report required under TCR-4. Copies of the report shall be provided to the City for their records, the Consulting Tribe(s), and the Eastern Informational Center.
  - c) Curation. 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:

**TCR-4: Final Reporting:** In the event significant tribal cultural resources as defined by subdivision (c) of Public Resources Code Section 5024.1, or Tribal Cultural Resources as defined by Pub. Resources Code, § 21074 (a), are discovered on the Project site, prior to the issuance of a building permit, the Project Proponent shall submit a Phase IV Cultural Resources Monitoring Report that complies with the County of Riverside *Cultural Resources (Archaeological) Investigations Standard Scopes of Work* for review and approval to the City of Jurupa Valley Planning Department. Once the report is determined to be adequate, the Project Proponent shall provide (1) copy to the City of Jurupa Valley Planning Department, and provide the City of Jurupa Valley, evidence that two (2) copies have been submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy has been submitted to the Consulting Tribe(s) Cultural Resources Department(s).

**TCR-5: Discovery of Human Remains:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner immediately, and

the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

**Level of Significance:** With implementation of Mitigation Measure TCR-1, impacts would be less than significant.

---

## 5.19 UTILITIES AND SERVICE SYSTEMS

---

Threshold 5.19 (a)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water, drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			■	

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

#### Water

The Project would connect to an existing 8-inch water line in 24<sup>th</sup> Street. The Project includes the construction of onsite water lines to support the new development; however, no extensions or expansions to existing infrastructure would be required. The necessary installation of the onsite water supply line is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities that serve the Project area, the construction of which could cause significant environmental effects, and impacts would be less than significant.

#### Sewer

The Project would connect to an existing 15-inch sewer line in 24<sup>th</sup> Street. The sewer line would accommodate development of the Project site and would not require expansion to serve the proposed Project. The necessary installation of wastewater infrastructure is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND.

### Storm Drainage

The Project site is relatively flat and generally drains to the southeast. The Project would not change the existing natural stormwater flow pattern by having an infiltration basin in the southeast corner of the site that would infiltrate stormwater. Any excess flows would be conveyed by a proposed 36-inch storm drain line to the existing 42-inch storm drain within Hall Avenue.

Due to the appropriate sizing of the onsite drainage features, as ensured through the Project permitting process, operation of the proposed Project would not substantially increase stormwater runoff, and the Project would not require or result in the construction of new off-site storm water drainage facilities or expansion of existing off-site facilities, the construction of which could cause significant environmental effects. The required installation of the proposed drainage features is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Overall, impacts related to stormwater drainage facilities would be less than significant.

### Electric Power

The Project would connect to the existing Southern California Edison electrical distribution facilities that are adjacent to the Project site.

### Natural Gas

The Project would connect to the existing Southern California Gas natural gas distribution facilities that are adjacent to the Project site.

The installation of the utilities at the locations as described above are evaluated throughout this IS/MND. In instances where impacts have been identified, 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 this Initial Study would not be required.

***Level of Significance:*** Less than significant.

Threshold 5.19 (b)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple years?			■	

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

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.

The District currently does not purchase or otherwise obtain water from a wholesale water supplier, and recycled water is not currently available to the District. The District expects that groundwater extracted from the Basin by six potable and six non-potable (irrigation only) groundwater wells would continue to be its primary (and possibly only) source of water through the year 2040, and possibly beyond.

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.

The District does not have an immediate concern with water supply reliability. Because the District's water supply is groundwater, which has historically not been impacted by seasonal or year-to-year climatic change, the District is not subject to short-term water shortages resulting from temporary dry weather conditions. In the foreseeable future, the District would continue to be reliant on local groundwater supplies. The District would develop additional groundwater extraction and groundwater treatment facilities as needed to ensure a continuous and adequate water supply for its service area.

The 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 (RCSD 2015). The proposed Project land uses would be consistent with existing land use and growth projections that are included in the Urban Water Management Plan projections; and thus, is included in the Urban Water Management Plan projections and Rubidoux Community Services District would be able to meet all of the anticipated water supply needs. Therefore, the proposed Project would have sufficient water supplies available to serve the Project, and impacts would be less than significant.

The District issued a "Will Serve" letter dated April 1, 2020 (Appendix K). The Will Serve letter does not guarantee that the District will provide water to serve the Project, but rather is an indicator that the District has the potential to provide water provided that fees are paid and water improvements are constructed per the District's standards.

**Level of Significance:** Less than significant.

Threshold 5.19 (c)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			■	

#### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

#### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

## Impact Analysis

Sanitary sewer service to the Project site would be provided by the Rubidoux Community Services District that purchases treatment capacity at the City of Riverside Water Quality Control Plant (RWQCP), which is located on Acorn Street in the City of Riverside.

The current capacity of the RWQCP is 40 million gallons per day (approximately 123 acre-feet per day). The City 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 Project would generate wastewater flows. The UWMP determines capacity of existing wastewater facilities based on land use designations and generation rates thereof. The Project would be consistent with the existing land use designation. Therefore, the RWQCP would be able to accommodate the wastewater flow from the Project. Implementation of the proposed Project would not result in impacts related to wastewater treatment provider capacity, and impacts would be less than significant.

**Level of Significance:** Less than significant.

Threshold 5.19 (d)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Generate solid waste more than State or local standards, or more than the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			■	

## Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to landfill capacity. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 5.19-1     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.

### **Project Design Features (PDF)**

There are no Project Design Features applicable to the Project relating to this issue.

### **Impact Analysis**

#### *Construction Related Impacts*

Waste generated during the construction of the Project would primarily consist of discarded materials from the construction of driveways, common areas, infrastructure installation, and other Project-related construction activities. The California Green Building Standards Code (CALGreen), requires all newly constructed buildings to prepare a Waste Management Plan and divert construction waste through recycling and source reduction methods. The City of Jurupa Valley Building and Safety Department reviews and approves all new construction projects required to submit a Waste Management Plan. Mandatory compliance with CALGreen solid waste requirements would ensure that construction waste impacts would be less than significant.

Solid waste generated in Jurupa Valley is transported to the Agua Mansa Transfer Station and Material Recovery Facility at 1830 Agua Mansa Road. From there, recyclable materials are transferred to third-party providers, and waste materials are transported to various landfills in Riverside County, including the Badlands Sanitary Landfill and the El Sobrante Landfill.

According to the Cal Recycle Facility/Site Summary Details website accessed in September 2019, these landfills receive well below their maximum permitted daily disposal volume and demolition and construction waste generated by the Project is not anticipated to cause these landfills to exceed their maximum permitted daily disposal volume. Furthermore, none of these regional landfill facilities are expected to reach their total maximum permitted disposal capacities during the Project's construction period. As such, these regional landfill facilities would have sufficient daily capacity to accept construction solid waste generated by the Project, and impacts would be less than significant.

#### *Operational Related Impacts*

Based on solid waste generation usage obtained from CalRecycle, the Project would have a solid waste generation factor of 0.9 pounds per 100 square feet per day. Thus, the Project would generate approximately 233.19 pounds per day or 85,114 pounds per year.

According to the Cal Recycle Facility/Site Summary Details website accessed in November 2019, the El Sobrante Landfill has a permitted disposal capacity of 16,054 tons per day with a remaining capacity of 143,977,170 tons. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2051.

Solid waste generated during long-term operation of the Project would be disposed at the El Sobrante Landfill. During long-term operation, the Project's solid waste generation of 179.8 pounds per day would represent a minimal amount of the daily permitted disposal capacity at the El Sobrante Landfill. Therefore, the existing landfill facilities would have sufficient capacity to accommodate the Project. As a result, impacts would be less than significant.

**Level of Significance:** Less than significant.

Threshold 5.19 (e)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				■

### Plans, Policies, or Programs (PPP)

Refer to PPP 5.19-1 under Issue 5.19(d) above.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

The proposed project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City is subject to the requirements set forth in Section 5.408.1 of the California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 75 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste. Implementation of the proposed Project would be consistent with all state regulations, as ensured through the City's development permitting process. Therefore, the proposed Project would comply with all solid waste statute and regulations; and impacts would not occur. No mitigation measures are required.

**Level of Significance:** No impact.



## 5.20 WILDFIRE

<b><i>WILDFIRE -- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i></b>	<b>Potentially Significant Impact</b>	<b>Less than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				■
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				■
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				■
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				■

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Impact Analysis

As stated in the State of California's General Plan Guidelines: "*California's increasing population and expansion of development into previously undeveloped areas is creating more 'wildland-urban interface' issues with a corresponding increased risk of loss to human life, natural resources, and economic assets associated with wildland fires.*" To address this issue, the state passed Senate Bill 1241 to require that General Plan Safety Elements address the fire severity risks in State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs). As shown in General Plan Figure 8-11, Jurupa Valley contains several areas within Very High and High fire severity zones that are located in an SRA. SRAs are those areas of the state in which the

responsibility of preventing and suppressing fires is primarily that of the Department of Forestry and Fire Protection, also known as CAL FIRE.

However, according to General Plan Figure 8-11, the Project site is located in the “Urban-Unzoned” fire hazard area and is thus not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. As such, no impacts would occur.

*Level of Significance:* No impact.

---

## 5.21 MANDATORY FINDINGS OF SIGNIFICANCE

---

Threshold 5.21 (a)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		■		

### Impact Analysis

As noted in the analysis throughout this Initial Study, the following apply to the Project and would reduce impacts relating to this issue. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

### Plans, Policies, or Programs (PPP)

All Plans, Policies, or Programs pertaining to Biological Resources and Cultural Resources shall apply.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Mitigation Measures (MM)

MM BIO-1, CR-1, GEO-1, HAZ-1, and TCR-1 through TCR -5 shall apply.

In instances where impacts have been identified, the Plans, Policies, or Programs (PPP) were applied to the Project based on the basis of federal, state, or local law currently in place which effectively reduces environmental impacts, or mitigation measures are required to reduce impacts to less than significant levels. Therefore, Project does not have impacts which would have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a

rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

Threshold 5.21 (b)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		■		

### Impact Analysis

As noted in the analysis throughout this Initial Study, the following apply to the Project and would reduce impacts relating to this issue. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

### Plans, Policies, or Programs (PPP)

All Plans, Policies, or Programs (PPP) identified in this Initial Study Checklist document shall apply.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Mitigation Measures (MM)

MM BIO-1, CR-1, GEO-1, HAZ-1 and TCR-1 through TCR-5 shall apply.

In instances where impacts have been identified, the Plans, Policies, or Programs (PPPs) were applied to the Project based on the basis of federal, state, or local law currently in place which effectively reduces environmental impacts, or mitigation measures are required to reduce impacts to less than significant levels. Therefore, Project would not result in impacts that are cumulatively considerable.

Threshold 5.21 (c)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the Project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			■	

### Impact Analysis

As noted in the analysis throughout this Initial Study Checklist, the following apply to the Project and would reduce impacts relating to human beings. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

### Plans, Policies, or Programs (PPP)

All Plans, Policies, or Programs pertaining to Aesthetics, Agriculture and Forestry Resources, Air Quality, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Transportation/Traffic, and Utility and Service Systems shall apply.

### Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

### Mitigation Measures (MM)

MM BIO-1, CR-1, GEO-1, HAZ-1 and TCR-1 through TCR-5 shall apply.

In instances where impacts have been identified, the Plans, Policies, or Programs were applied to the Project based on the basis of federal, state, or local law currently in place which effectively reduces environmental impacts. In addition, mitigation measures were applied in specific instances to further reduce potential impacts to a less than significant level. Therefore, Project would result in less than significant impacts related to adverse effects on human beings, both directly and indirectly.

---

## 6.0 REFERENCES

---

California Energy Commission <https://www.energy.ca.gov/>

California Environmental Quality Act (CEQA) Guidelines. [http://opr.ca.gov/m\\_ceqa.php](http://opr.ca.gov/m_ceqa.php)

California Environmental Quality Act (CEQA) Air Quality Handbook.  
[http://opr.ca.gov/m\\_ceqa.php](http://opr.ca.gov/m_ceqa.php)

California Health and Safety Code §7050.5

California Department of Conservation (DOC) Maps: Agriculture, California Important Farmland Finder. Available at: <https://maps.conservation.ca.gov/dlrp/ciff/>

California Department of Transportation “Scenic Highway Program Eligible and Officially Designated Routes”

City of Jurupa Valley General Plan, 2017 [www.jurupavalley.org](http://www.jurupavalley.org)

General Plan Figure 4.23

General Plan Figure 8-9: Flood Insurance Rate Map (FIRM)

City of Jurupa Valley General Plan EIR, 2017 [www.jurupavalley.org](http://www.jurupavalley.org)

City of Jurupa Valley Municipal Code [www.jurupavalley.org](http://www.jurupavalley.org)

City of Jurupa Valley Zoning Map [www.jurupavalley.org](http://www.jurupavalley.org)

California Department of Toxic Substances Control, [www.dtsc.ca.gov](http://www.dtsc.ca.gov)  
Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)

Flood Insurance Rate Maps, Federal Emergency Management Agency, <https://msc.fema.gov>

Governor’s Office of Planning and Research “Technical Advisory on Evaluating Transportation Impacts in CEQA.” [https://opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf)

Public Resources Code §5097 et. seq.

Riverside County Airport Land Use Compatibility Plan Policy Document, Chapter 3 Individual Airport Policies and Compatibility Maps, FL Flabob Airport, Adopted December 2004.

Riverside County Fire Department <http://rvcfire.org/>

Rubidoux Community Services District <https://www.rcsd.org/>

Rubidoux Community Services District 2015 UWMP

South Coast Air Quality Management District, [www.aqmd.gov](http://www.aqmd.gov).

South Coast Air Quality Management District, Final 2016 Air Quality Management Plan  
[www.aqmd.gov](http://www.aqmd.gov)

Western Riverside County Multiple Species Habitat Conservation Plan.  
<http://www.rctlma.org/mshcp/>

Western Riverside Council of Governments Subregional Climate Action Plan, September 2014.  
<http://www.wrcog.cog.ca.us/community/sustainability>

---

## 7.0 REPORT PREPARATION PERSONNEL

---

### LEAD AGENCY:

City of Jurupa Valley  
Planning Department  
8930 Limonite Avenue  
Jurupa Valley, Ca 92509

Ernest Perea, CEQA Administrator

---

## 8.0 MITIGATION MONITORING REPORTING PROGRAM

---

**PROJECT NAME:** MA 20075

**DATE:** October 12, 2020

**PROJECT MANAGER:** Rocio Lopez, Senior Planner

**PROJECT DESCRIPTION:** The Project involves the following components:

A. **Site Development Permit (SDP) No. 20039** to construct and operate a van and light truck upfitting facility on the site that would include a two-story building and parking and loading areas.

**PROJECT LOCATION:** The Project site is identified by the following Assessor Parcel Numbers: APNs: 178-330-024, 178-330-018, 178-330-025.

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.
- **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) 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.

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<b>AESTHETICS</b>			
<b>PPP 5.1-1</b> As required by Municipal Code Section 9.115.040 (3), no building or structure shall exceed fifty (50) feet in height, unless a greater height is approved pursuant to Section 9.240.370. In no event, however, shall a building or structure exceed seventy-five (75) feet in height, unless a variance is approved pursuant to Section 9.240.270.	Planning Department	Prior to the issuance of building permits	
<b>PPP 5.1-2</b> As required by the General Plan, the maximum Floor Area Ratio for the Light Industrial (LI) Land Use Designation is 0.6.	Planning Department	Prior to the issuance of building permits	
<b>PPP 5.1-3</b> All outdoor lighting shall be designed and installed to comply with California Green Building Standard Code Section 5.106 or with a local ordinance lawfully enacted pursuant to California Green Building Standard Code Section 101.7, whichever is more stringent.	Planning Department	Prior to the issuance of building permits	
<b>AIR QUALITY</b>			
<b>PPP 5.3-1</b> The contractor shall adhere to applicable measures contained in Table 1 of Rule 403 including, but not limited to: <ul style="list-style-type: none"> <li>• All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour per South Coast Air Quality Management District guidelines in order to limit fugitive dust emissions.</li> <li>• 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 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.</li> </ul>	Engineering Department	During grading	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<ul style="list-style-type: none"> <li>The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are limited to 15 miles per hour or less.</li> </ul>			
<b>PPP 5.3-2</b> The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402 “ <i>Nuisance</i> .” Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere.	Building & Safety Department Engineering Department Planning Department	During construction and on-going	
<b>PPP 5.3-3</b> 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” Adherence to Rule 1186 reduces the release of criteria pollutant emissions into the atmosphere during construction.	Building & Safety Department Engineering Department Planning Department	During construction and on-going	
<b>PPP 5.3-3</b> The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402 “ <i>Nuisance</i> .” Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere.	Building & Safety Department Engineering Department Planning Department	During construction and on-going	
<b>BIOLOGICAL RESOURCES</b>			
<b>PPP 5.4-1</b> 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.	Building & Safety Department Engineering Department Planning Department	During construction and on-going	
<b>MM-BIO-1: Nesting Bird Survey.</b> Prior to the issuance of a grading permit, the City of Jurupa Valley Planning Department shall ensure vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (February 1 through September 15), unless a migratory bird nesting survey is completed in accordance with the following requirements: <ol style="list-style-type: none"> <li>It is recommended that vegetation removal be conducted during the non-nesting season for migratory birds to avoid direct impacts. The non-nesting season is between February 1 and September 15.</li> <li>If vegetation removal will occur during the migratory bird nesting season, between February 1 and September 15, it is recommended</li> </ol>	Planning Department	Prior to the issuance of a grading permit	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<p>that pre-construction nesting bird surveys be performed within three days prior to vegetation removal.</p> <p>c. If active nests are found during nesting bird surveys, they shall be flagged and a 250 to 500-foot buffer shall be fenced around the nests. A biological monitor shall visit the site once a week during ground disturbing activities to ensure all fencing is in place and no sensitive species are being impacted.</p>			
<b>CULTURAL RESOURCES</b>			
<p><b>PPP 5.5-1.</b> Discovery of Human Remains. California Health and Safety Code §7050.5, PRC §5097.98 and the California Code of Regulations (CCR) §15064.5(e). According to the provisions in CEQA, should human remains be encountered, all work in the immediate vicinity of the burial must cease and any necessary steps to ensure the integrity of the immediate area must be taken. The Riverside County Coroner shall be immediately notified and must then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner has 24 hours to notify the NAHC, who will in turn, notify the person they identify as the most likely descendant (MLD) of any human remains. Further actions will be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendant may request mediation by the NAHC.</p>	Planning Department	Prior to issuance of a grading permit	
<p><b>MM-CR-1: Archaeological Resources.</b> Construction plans and specifications shall state that in the event that potential archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the County List of Qualified Archaeologists has evaluated the find to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code. Any resources</p>	Planning Department	Prior to the issuance of a grading permit	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
identified shall be treated in accordance with California Public Resources Code Section 21083.2(g). Prior to commencement of grading activities, the City of Jurupa, shall verify that all project grading and construction plans include specific requirements regarding Public Resources Code Section 21083.2(g) and the treatment of archaeological resources as specified above.			
<b>ENERGY</b>			
<b>PPP 5.6-1.</b> As required by Municipal Code Section 8.05.010, California Energy Code, 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.	Planning Department	Prior to issuance of building permit	
<b>GEOLOGY AND SOILS</b>			
<b>PPP 5.7-1</b> 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	
<b>MM GEO-1: Paleontological Resource Management Plan (PRIMP).</b> Prior to construction excavation, a professional paleontologist be hired to oversee monitoring and the preparation of a PRIMP. At a minimum, the PRIMP should include the following items: <ul style="list-style-type: none"> <li>• A trained and qualified paleontological monitor should perform full-time monitoring of any excavations on the Project that have the potential to impact paleontological resources in undisturbed native sediments below 5 feet in depth. The monitor will have the ability to redirect construction activities to ensure avoidance of adverse impacts to paleontological resources.</li> <li>• The Project paleontologist may re-evaluate the necessity for paleontological monitoring after examination of the affected</li> </ul>	Planning Department	Prior to the issuance of a grading permit.	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<p>sediments during excavation, with approval from City and Client representatives.</p> <ul style="list-style-type: none"> <li>Any potentially significant fossils observed shall be collected and recorded in conjunction with best management practices and SVP professional standards.</li> <li>Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.</li> <li>A report documenting the results of the monitoring, including any salvage activities and the significance of any fossils, will be prepared and submitted to the appropriate City personnel.</li> </ul>			
<b>GREENHOUSE GAS EMISSIONS</b>			
<b>PPP 5.8-1</b> As required by Municipal Code Section 9.283.010, <i>Water Efficient Landscape Design Requirements</i> , prior to the approval of landscaping plans, the Project proponent shall prepare and submit landscape plans that demonstrate compliance with this section.	Building & Safety Department	Prior to the issuance of building permits	
<b>PPP 5.8-2</b> As required by Municipal Code Section 8.05.010 (8), prior to issuance of a building permit, the Project proponent shall comply with the <i>California Green Building Standards</i> .	Building & Safety Department	Prior to the issuance of building permits	
<b>HAZARDS AND HAZARDOUS MATERIALS</b>			
<b>PPP 5.9-1</b> As required by Health and Safety Code Section 25507, if a future 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), 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, aid business shall obtain	Planning Department	Planning Department to confirm if Riverside County Department of Environmental Health requires a Business Plan prior to occupancy	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
approval from the Riverside County Department of Environmental Health prior to occupancy.			
<p><b>MM HAZ-1: Subsurface Testing.</b> Prior to the issuance of a grading permit, a Soil Testing Work Plan shall be prepared and implemented by the Applicant subject to the approval and satisfaction of the Riverside County Department of Environmental Health and the City of Jurupa Valley to identify the presence or absence of hazardous contaminants within artificial fill that is located in the western and southern portions of the Project site to a maximum depth of 25 feet below ground surface. Multiple borings shall be advanced in the western and southern portions of the project site to a depth of 25 feet below ground surface, which shall then be analyzed by a state-certified laboratory for hazardous contaminants including, but not limited to, volatile organic compounds (VOCs); total petroleum hydrocarbons (TPH) as gasoline, diesel, and oil; CAM 17 metal; and chlorinated pesticides pursuant to the California Department of Toxic Substances Control and Santa Ana Regional Water Quality Control regulations. As part of the Work Plan requirements, a report detailing the methods used and the findings of the testing shall be prepared and submitted to Riverside County Department of Environmental Health and City of Jurupa Valley. Soil samples shall be compared to the California Department of Toxic Substances Control and Santa Ana Regional Water Quality Control Board's Environmental Screening Levels. If hazardous substances are identified, a Soil Management and Disposal Plan shall be developed and implemented prior to Project grading to protect construction workers from risk of exposure and provide for excavation and disposal of the hazardous substances in an appropriate waste facility pursuant to Santa Ana Regional Water Quality Control Board, California Department of Toxic Substances Control, and Riverside County Department of Environmental Health regulations.</p>	Riverside County Department of Environmental Health	Prior to issuance of grading permit.	
<b>HYDROLOGY AND WATER QUALITY</b>			
<b>PPP 5.10-1</b> 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	Engineering Department	Prior to the issuance of grading permits	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
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.			
<b>PPP 5.10-2</b> 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.	Engineering Department	Prior to the issuance of grading permits and during construction	
<b>PPP 5.10-3</b> 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:  (1) Increase permeable areas by leaving highly porous soil and low-lying area undisturbed by:	Engineering Department	Prior to the issuance of grading permits and during operation	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<p>(a) Incorporating landscaping, green roofs and open space into the project design;</p> <p>(b) Using porous materials for or near driveways, drive aisles, parking stalls and low volume roads and walkways; and</p> <p>(c) Incorporating detention ponds and infiltration pits into the project design.</p> <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> <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><b>PPP 5.10-4</b> 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</p>	Engineering Department	During operation	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
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.			
<b>PPP 5.10-5</b> As required by Municipal Code Chapter 6.65.030, General Requirements for an Approval and Construction Permit, Section B, sewage effluent must be disposed according to the minimum standards of the most recent edition of the California Plumbing Code.	Engineering Department	Prior to issuance of construction permits	
<b>Noise</b>			
<b>PPP 5.13-1</b> As required by Jurupa Valley 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 six (6:00) p.m. and seven (7:00) a.m. during the months of October through May.	Building and Safety Department	Prior to issuance of a building permit	
<b>PPP 5.13-2</b> 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	
<b>PUBLIC SERVICES AND RECREATION</b>			
<b>PPP 5.15-1</b> 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	Fire Department	Prior to issuance of a building permit or occupancy permit	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
access, access gates, combustible construction, water availability, and fire sprinkler systems.			
<b>PPP 5.15-2</b> As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee that the City can use to improve public facilities and/or, to offset the incremental increase in the demand for public services that would be created by the Project.	Building & Safety Department	Per Municipal Code Chapter 3.75	
<b>PPP 5.15-3</b> Prior to the issuance of any building permit, the Project Applicant shall pay required development impact fees to the Jurupa Unified School District following protocol for impact fee collection.	Building & Safety Department	Prior to the issuance of building permits	
<b>PPP 5.15-4</b> 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	
<b>TRANSPORTATION</b>			
<b>PPP 5.17-1</b> Prior to the issuance of any building permit, the Project Proponent shall make required per-unit fee payments associated with the Western Riverside County Transportation Uniform Mitigation Fees (TUMF), and the City of Jurupa Valley Development Impact Fee (DIF).	Building & Safety Department	Prior to the issuance of building permits	
<b>PPP 5.17-2</b> 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	Prior to the issuance of building permits	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<b>TRIBAL CULTURAL RESOURCES</b>			
<p><b>TCR-1: Cultural Resources Management Plan:</b> Prior to the issuance of a grading permit, the Project Archaeologist, in consultation with the Consulting Tribe(s), the Project Applicant, and the City, shall develop a Cultural Resources Management Plan (CRMP), to address the implementation of the City's Tribal Cultural Resource Mitigation Measures TCR-2 through TCR-5, including but limited to, timing, procedures and considerations for Tribal Cultural Resources during the course of ground disturbing activities that will occur on the project site. The CRMP shall be subject to final approval by the City of Jurupa Planning Department.</p>	Planning Department Engineering Department	Prior to the issuance of a grading permit, demolition permit and during grading	
<p><b>TCR-2: Tribal Monitoring:</b> Prior to the issuance of a grading permit, the Project Applicant shall provide the City of Jurupa Valley evidence of agreements with the consulting tribe(s), for tribal monitoring. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. The Project Applicant is also required to provide a minimum of 30 days advance notice to the tribes of all ground disturbing activities.</p>	Planning Department	Prior to the issuance of a grading permit	
<p><b>TCR-3: Treatment and Disposition of Inadvertently Discovered Tribal Cultural Resources:</b> In the event that buried archaeological resources/Tribal Cultural Resources are uncovered during the course of ground disturbing activity associated with the project, all work must be halted in the vicinity of the discovery and the Project Archaeologist shall visit the site of discovery and assess the significance and origin of the archaeological resource in coordination with the consulting tribe(s). The following procedures will be carried out for treatment and disposition of the discoveries:</p> <p>3) <u>Temporary Curation and Storage:</u> During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project</p>	Planning Department	During ground disturbance	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<p>archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and</p> <p>4) <u>Treatment and Final Disposition</u>: 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 cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Jurupa Valley Department with evidence of same:</p> <p>d) <u>Preservation-In-Place</u> of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources. This will require revisions to the grading plan, denoting the location and avoidance of the resource.</p> <p>e) <u>Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands</u>. 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; location information regarding the reburial location shall be included into the final report required under TCR-4. Copies of the report shall be provided to the City for their records, the Consulting Tribe(s), and the Eastern Informational Center.</p> <p>f) <u>Curation</u>. 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</p>			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
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:			
<b>TCR-4: Final Reporting:</b> In the event significant tribal cultural resources as defined by subdivision (c) of Public Resources Code Section 5024.1, or Tribal Cultural Resources as defined by Pub. Resources Code, § 21074 (a), are discovered on the Project site, prior to the issuance of a building permit, the Project Proponent shall submit a Phase IV Cultural Resources Monitoring Report that complies with the County of Riverside <i>Cultural Resources (Archaeological) Investigations Standard Scopes of Work</i> for review and approval to the City of Jurupa Valley Planning Department. Once the report is determined to be adequate, the Project Proponent shall provide (1) copy to the City of Jurupa Valley Planning Department, and provide the City of Jurupa Valley, evidence that two (2) copies have been submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy has been submitted to the Consulting Tribe(s) Cultural Resources Department(s).	Planning Department	Prior to the issuance of an occupancy permit	
<b>TCR-5: Discovery of Human Remains:</b> In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).	Planning Department	During ground disturbance	

**EXHIBIT B OF ATTACHMENT NO. 1**

Recommended Conditions of Approval

EXHIBIT B

PLANNING DEPARTMENT

1. **PROJECT PERMITTED.** MA20075 (SDP20039) is for the approval of a Commercial Vehicle Customizing operation for vans and light, small trucks (new base model vehicles) with a new 25,910 square foot concrete tilt-up building to be used for upfitting operations and office use. No other truck uses or operations are associated with this permit other than an estimated four (4) to maximum 10 vehicle carrier trailers related to the transporting of the upfitted vehicles. Project site is located east of Rubidoux Blvd., south of Market Street and north of 24th Street (APNS: 178-330-018; 024 & 025).
2. **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. **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. **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 Planning Commission Resolution No. 2020-11-10-01 in connection with the adoption of a Mitigated Negative Declaration prepared for the project.

5. **FEES.** The approval of MA20075 (SDP20039) shall not become effective until all planning fees associated with the entitlements have been paid in full.
6. **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. **APPROVAL PERIOD - SDP.** 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.
8. **CONFORMANCE TO APPROVED EXHIBITS.** The project shall be in conformance to the approved plans (listed below) with **changes** in accordance with these conditions of approval:
  - a. Project Plans consisting of:
    - i. Architectural Plans (dated 10/9/20)
    - ii. Conceptual Grading and Drainage Plan (unspecified date)
    - iii. Conceptual Landscape & Fencing Plan (unspecified date)
9. **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.
10. **SIGN PERMIT.** Signage shall be architecturally integrated with the overall project and shall conform to the zoning code.
11. **TRAFFIC SIGNS - PROHIBITION OF TRUCK TRAFFIC INTO RESIDENTIAL NEIGHBORHOOD.** Trucks weighing over 5 tons shall not traverse into nearby residential neighborhoods. Directional signs shall inform truck drivers of this restriction. Signs shall be installed at the following intersections:
  - a. Market Street and Hall Avenue
  - b. Market Street and 24<sup>th</sup> Street

The applicant shall submit plans / exhibits to the Planning Department depicting the location, dimensions, and text of the direction signs. The plans shall be approved by the Planning Director and City Engineer **prior to the issuance of a building permit.**

The approved signs shall be installed **prior to the Certificate of Occupancy.**

Persistent failure to abide by these restrictions shall be subject to revocation of the Site Development Permit.

**12. 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 a building permit:**

- a. Complete "Professional Services (PROS)" application (Planning) for the review of the final landscape, irrigation, and shading plans for the SDP.
- b. Initial deposit for PROS application.
- c. The total cost estimate of landscaping, irrigation, labor, and one-year maintenance.
- d. Completed "City Faithful Performance Bond for Landscape Improvements" form with original signatures after the City provides the applicant with the required amount of bond. This bond is for landscaping not within publicly maintained areas. A performance bond shall be posted at 110% of the total cost estimate of landscaping, irrigation, labor, and one-year maintenance. The Planning Director may consider a cash bond if appropriate.
- e. Completed City Agreement for Landscape Improvements
- f. Three (3) sets of final on-site landscape, irrigation plans, shading plan with digital copies in 8.5" x 11" on a CD that shall address **all of the following requirements:**
  - a. Compliance with Chapter 9.283 Water Efficient Landscape Design Requirements
  - b. Consistent with the approved conceptual plans

The following events shall be satisfied in the order it is listed **prior to the issuance of the 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.

**13. GRAFFITI PROTECTION FOR WALLS.** Plans that 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.

**14. PROJECT FENCES/GATES/WALLS.**

- a. Revise the fence, landscape, site and grading plans to include split-face pilasters spaced 40 feet on center with decorative caps along the southern, eastern, and northern property lines. The revised plans with details of the pilasters and their

locations shall be approved by the Planning Director **prior to the issuance of any building permit.**

- b. Revise the fence plan to include additional 18-inches of Shepherd's Crook at the top of all six (6) foot high perimeter wrought iron fencing, as measured from the highest grade. The revised plan with details of the addition shall be approved by the Planning Director **prior to the issuance of any building permit.**

15. **ARB SIGN FOR IDLING.** 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. A sign shall be placed at the truck entrance of the property and one sign at each row of truck parking at a height from the ground of 5 to 6 feet and shall not be less than 24 square inches in size.

The sign shall state the following: "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 plan that includes the locations and details of the sign shall be approved by the Planning Director **prior to the issuance of a Building permit.** The signs shall be installed in accordance with this condition and approved plan **prior to the issuance of a Certificate of Occupancy.**

16. **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.**

17. **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.

18. **ROOFTOP EQUIPMENT.** All rooftop equipment shall be screened from public view.

19. **MAINTENANCE OF PROPERTY.** The applicant shall maintain the property free of debris, weeds, abandoned vehicles, code violations, and any other factor or condition that may contribute to potential blight or crime.

20. **LANDSCAPE MAINTENANCE.** All landscaped areas shall be maintained as approved on the final landscape plans in an orderly, attractive and healthy condition. This shall include proper pruning, mowing of turf areas, weeding, removal of litter, fertilization, replacement of plants when necessary, and the regular application of appropriate

quantities of water to all landscaped areas. Irrigation systems shall be maintained as approved on the final landscape plans in proper operating condition. Waterline breaks, head/emitter ruptures, overspray or runoff conditions and other irrigation system failures shall be repaired immediately. The applicant shall maintain canopy trees in a manner that they provide the required shade coverage and encourages the canopy to grow to provide shade. Avoid topping trees or pruning the trees in a manner that the trees do not achieve mature height and form.

21. **JURUPA AREA RECREATION AND PARK DISTRICT - CFD. Prior to the issuance of any building permit.** the applicant shall annex into the existing Jurupa Area Recreation and Park District (JARPD) District-Wide Community Facilities District (CFD) or form a new Community Facilities District (CFD) to contribute to the cost of park maintenance.
22. **JURUPA AREA RECREATION AND PARK DISTRICT - FEES. 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.
23. **IMPACT FEES.** The applicant shall the pay the following impact fees (unless exempt) in accordance to 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.
24. **INSTALL TRUCK CHARGING STATIONS.** A minimum of two (2) truck charging stations shall be constructed within the project site. Plan shall be submitted with a minimum of two vehicle charging stations for Planning Director approval **prior to the issuance of the first building permit.** . The vehicle charging stations shall be installed prior to the issuance of the Certificate of Occupancy.

## ENGINEERING DEPARTMENT

### 1. GENERAL REQUIREMENTS

1.1. The use hereby conditioned is for Site Development Permit (SDP20039) of the project site located on a portion of Lots 1, 6, 7 and 8 in block 18 of west Riverside, as shown by map on file in Book 9 Page 34 of Maps, Records of San Bernardino County, California; and identified as Assessor Parcel Numbers 178-330-018, 178-330-024, and 178-330-025 for van and light truck outfitting and upgrading services. Exhibits titled Conceptual Grading & Drainage Plan, prepared by Huitt-Zollars, Inc., unspecified date; and Proposed Site Plan, prepared by Broeske Architects & Associates, Inc., dated October 9, 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 onsite stormwater and water quality management post-construction facilities and features (BMPs) will require maintenance by the property owner and/or a Property Owner's Association (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 development shall be placed underground.

1.7. Utility poles undergrounding and/or relocation of any utility equipment required in order to provide any conditioned improvement is the sole responsibility of the developer.

1.8. RCFC&WCD Condition. An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, Belltown-Market Street Storm Drain.

1.9. All trucks/trailers entering and exiting the site shall use Market Street to access the State Route 60 (SR60); No trucks/trailers shall be allowed on Hall Avenue.

## **2. PRIOR TO GRADING PERMIT**

2.1. No grading permit, including mass, rough, and/or precise, shall be issued until the associated Planning application(s) 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. A project related preliminary soils evaluation report was previously prepared; report prepared by LGC Geotechnical, Inc., dated April 29, 2020. 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. 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.

2.11. The Applicant shall provide plans for approval of the City Engineer for all public improvements on 24th Street for review and approval of the City Engineer. Improvements generally include:

- a) Dedication along the project frontage.
- b) Streetlights at site frontage.
- c) Parkway improvements include curb & gutter, 6-foot curb adjacent sidewalk, and landscaped parkway.
- d) Separate landscape plans for landscape and irrigation within the public right-of-way is required – one set for all landscape and irrigation within the public right-of-way.
- e) No on street parking allowed on 24th Street.
- f) No trucks will be allowed to circulate on 24th Street.

2.12. The Applicant shall provide plans for approval of the City engineer for all public improvements on Market Street for review and approval of the City Engineer. Improvements generally include:

- a) Streetlights at site frontage.
- b) Parkway improvements such as, but not limited to, curb & gutter (existing flow line location to be protected), 6-foot sidewalk, 21-foot landscaped parkway adjacent to curb, and pavement improvements. Plans shall clearly show transition to existing infrastructure.
- c) Provide ADA compliant access ramps at crossing (i.e. driveways) and update existing access ramps, if any, to current ADA standards.
- d) All driveways shall be per Riverside County standard 207A. Driveway on Market Street shall be restricted to right-in and right-out movements only.
- e) No on street parking will be allowed on Market Street.
- f) Separate landscape plans for landscape and irrigation within the public right-of-way is required – one set for all landscape and irrigation within the public right-of-way.
- g) Market Street is planned to be a 4-lane road. Applicant is responsible for the improvement to ultimate condition and/or provides cash in-lieu of construction based on a cost estimate provided for review and approval of the City Engineer.

2.13. The Applicant shall provide plans for approval of the City Engineer for all public improvements on Hall Avenue for review and approval of the City Engineer. Improvements generally include:

- a) Right-of-way dedication along the project frontage on Hall Avenue to provide for 44-feet from centerline to property line.

**PLANNING COMMISSION RESOLUTION NO. 2020-11-10-01**

- b) Parkway improvements such as, but not limited to, curb & gutter, 6-foot curb adjacent sidewalk, landscaped parkway, and pavement improvements. Sidewalk shall extend throughout project frontage to the intersection with Market Street and provide ADA compliant curb ramp.
- c) Separate landscape plans for landscape and irrigation within the public right-of-way is required – one set for all landscape and irrigation within the public right-of-way.
- d) No on street parking will be allowed on Hall Avenue.
- e) All driveways shall be per Riverside County standard 207A. Driveway on Hall Avenue shall be restricted to passenger vehicles only for right-out movements only.

2.14. 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.

2.14.1. The annexation shall be in a manner approved by the City Engineer and City Attorney.

2.14.2. 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.

2.14.3. Landscaping plans shall depict ONLY such landscaping, irrigation and related facilities as are to be placed within the public rights-of-way.

2.14.4. 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.

2.14.5. 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).

**3. PRIOR TO ISSUANCE OF BUILDING PERMIT**

3.1. Rough grading must be completed as shown on the conceptual grading plans.

3.2. 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.

3.3. 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.

**PLANNING COMMISSION RESOLUTION NO. 2020-11-10-01**

3.4. 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.

3.5. All offsite improvement plans shall be approved per these conditions of approval.

3.6. Developer shall submit cost estimates for all (if any) cash in-lieu of construction payments, for review and approval of the City Engineer.

3.7. Offsite improvement bonds shall be in place and/or improvements installed and accepted by the City Engineer.

**4. PRIOR TO BUILDING PERMIT FINAL INSPECTION/ CERTIFICATE OF OCCUPANCY**

4.1. 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.

4.2. All cash in-lieu of construction payments (if any) must be paid.

4.3. Prior to completion and acceptance of improvements or prior to the final building inspection for the first building, whichever occurs first and as determined by the City Engineer, assurance of maintenance is required by completing annexation to Jurupa Valley L&LMD 89-1-C for landscaping and irrigation, and streetlights unless otherwise maintained by a different public agency. In case another public agency will be maintaining the improvements, prove of the annexation and completion of the process will be required to be submitted to the Engineering department.

4.4. 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.

**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**

Applicant's Project Description

# ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

## WHEELER UPFITTERS JURUPA VALLEY

### Project Site Overview

#### *Project Location and Access:*

The proposed Wheeler Upfitters facility is located in the City of Jurupa Valley. The site is bordered by Market street to the northeast, as well as 24<sup>th</sup> St and Hall Avenue to the southwest.

Regional access to the site is provided by State Route 60 (SR-60) to the east. Local access to the site is provided via Market Street.

#### *Project Site Existing Conditions, Surrounding Land Uses*

The site is comprised of three adjacent parcels approximately 15.4 acres in size with the Assessor Parcel Numbers; 178-330-024, 178-330-018, 178-330-025. Currently the two northern parcels (APNs 178-330-018 and 178-330-025) are vacant and consist of previously disturbed land. The southern parcel (APN 178-330-024) was previously used for commercial purposes including vehicle storage that are no longer in operation.

#### *Project Zoning and General Plan Designation:*

The project site has a land use designation of Light Industrial (LI) and is zoned Manufacturing-Service Commercial (M-SC). The Light Industrial designation allows for a variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, and warehousing. The M-SC zoning permits a variety of automotive-related uses, including repair shops, manufacturing and body and fender shops.

The surrounding areas reflect a mix of similar land uses as the proposed project. The areas adjacent include the following:

	Existing Land Use	General Plan Designation	Zoning Designation
North	The land directly north of the Project site, separated by Market St, consists of a mix of vacant land and a site being used for outdoor storage of building/construction material zoned M-H with a land use designation of Heavy Industrial.	Heavy Industrial	M-H
South	The land directly south of the Project site, separated by 24 <sup>th</sup> Street, is comprised of an Old Castle Precast facility zoned M-SC and has a land use designation of Light Industrial. In addition, a residential area, zoned R-2, is located approximately 300 feet	Light Industrial	M-SC

	Existing Land Use	General Plan Designation	Zoning Designation
	southwest of the proposed project site.		
East	The land directly East of the Project site consists of a mix of vacant land and zoned M-SC with a land use designation of Light Industrial.	Light Industrial	M-SC
West	The land directly West of the Project site consists of a mix of vacant land and developed areas for trailer storage as well as commercial properties zoned M-SC with a land use of Light Industrial. The site directly adjacent is currently a concrete batch plant and recycling facility.	Light Industrial	M-SC

As detailed above, the project area is surrounded by a mix of light industrial and commercial uses.

### Project Overview

The Wheeler Upfitters project will redevelop the 15.4-acre site with a van and light truck outfitting and upgrading facility, which is considered a light industrial use, and therefore will be consistent with the light industrial and service-commercial use. The following is a summary of the proposed operations onsite.

#### Operations:

Wheeler Upfitters was founded in May of 2020 by Rex Wheeler. Mr. Wheeler started this company with the vision of creating employment opportunities in a fast-growing, career-driven company. Wheeler currently has a different business at a leased facility in Bloomington CA (2353 South Cactus Ave Bloomington, CA 92316) and is very familiar with the area. That business is moving to San Diego and the lease on the facility is concluding soon. Wheeler has been successful in partnering with auto manufactures to outfit accessories and improvements to vans and small trucks, which has led to the desire to build the proposed facility on Market.

Wheeler Upfitters' operations consist of aftermarket additions to standard (i.e., base model) vans and light trucks to customize the vehicle fit to a specific company's specifications and to add value to a dealership's fleet of vehicles. The vehicles are brought to Wheeler's facilities to add enhanced accessories. Aftermarket additions provided by Wheeler include, but are not limited to; fender flares and guards, bumper and grill guards, heated mirrors, mounting rear dual tires, roof mounted air deflectors, installation of floor mats and seat covers, as well as other luxury additions. Installation will occur indoors. No vehicle washing is proposed.

Typical operations will take place on site Monday through Saturday from 7am to 7pm. The facility will provide 24 to 36 jobs onsite.

The proposed use is similar to vehicle repair shops permitted under the M-SC zoning given that the vehicle enhancements that Wheeler Upfitters installs include removal of vehicle parts (e.g., mirrors, bumpers, wheels and fenders) and installation of new and improved equipment. No painting is proposed. Repair, body and repair shops are permitted under the M-SC zoning with the approval of a Site Development Permit.

Conditional Use Permits are only required for truck and trailer sales and rental and vehicles, aircraft, boats and parts manufacturing uses, which are very different than Wheeler Upfitters' operations. Truck and trailer sales and rental uses have extensive daily inbound and outbound trips of singular trucks, often much larger in size to the light trucks and vans Wheeler Upfitters upgrades. The daily trips and the large trucking operations typically proposed with truck and trailer sales and rentals are much greater than the proposed operations at Wheeler Upfitting. Vehicles, aircraft, boats and parts manufacturers are classified as large-scale operations, which utilize large equipment including, but not limited to grinders, casting machines, assembly belts, industrial paint and paint stripping machines, as well as fluid work. These equipment items and processes are much more aggressive than Wheeler Upfitters proposed operations. Truck and trailer sales and rental as well as vehicles, aircraft, boats and parts manufacturing are generally characterized by large industrial equipment and processes and heavy trucking operations. These operations are much more intense than the uses proposed by Wheeler Upfitters.

*Parking and Circulation:*

The project provides more parking than required by City code. The use requires 18 parking spaces and is providing 45 spaces. Staff parking will be located at the front of the site for ease of access to the office area.

The project has two access points along Market, one for entering and one for exiting the site; all ingress and egress will be restricted to right turn only movements. All other access points are emergency vehicle access points only. The driveway closest to the Rubidoux and Market intersection will be restricted to egress access while the other will provide ingress access.

Internal site circulation will be provided by 40-foot wide fire lanes that will circle the proposed building. For efficiency purposes, the lot is to remain open to prevent vehicle travel path obstructions to and from the workshop. Wheeler Upfitters will pick up the light trucks and will deliver them to the site to perform upgrades. When the trailers carrying the vehicles to be worked on arrive, they are directed towards the specified "Trailer Unloading and Loading" area which consists of 10 - 12-foot x 80-foot stalls. The vehicles to be worked on are then unloaded and are driven into stalls in the "Truck Holding for Upfitting" areas to begin the queuing process. When the vehicles make it to the front of the queue, they are driven into the building where approximately 16 vehicles can be worked on at once, four vehicles to a single bay. Wheeler is anticipating no more than four deliveries of vehicles, approximately one delivery every two to four hours. On average each trailer will hold approximately six light trucks or vans to be upgraded per day this will total between 28 – 56 light trucks or vans being brought in and out of the facility each day.

The light trucks and vans are upgraded within the proposed building with enhanced additions based on the dealer's specific requirements. Depending on these requirements light trucks and vans will spend anywhere from a few hours to a full workday in the bay. Upon completion of the upgrades, the vehicles are then routed back to the area designated as "Completed Vehicles and Waiting for Shipment" to await the shipment of chosen aftermarket additions. This completes the upgrade process. Completed vehicles are hauled off the site on Wheeler trailers for distribution to the chosen dealerships, none of the upgraded vehicles will be driven offsite individually. This operation can be compared to any food, textile or lumber processing facility where the goods from these allowed uses are consolidated and driven off the site in batches to be delivered to retailers. Overall, vehicles will spend an average of two to three business days onsite to complete the upgrade process. Once completed, the upgraded vehicles will not be spending more than a day onsite prior to delivery.

The trailers bringing the light trucks and vans onsite will remain onsite until the upgrade process is completed, but afterhours will not be parked overnight at the facility. The trailers will be relocated offsite overnight,

the trailer will be relocated to the San Diego facility or will stay overnight at dealerships throughout Riverside County. The Wheeler Upfitters facility will not be used for the storage of truck trailers, as stated above Wheeler is only anticipated up to four inbound trailers a day. There will not be a high volume of trailer onsite at any given time.

Facility and Site Design:

An approximately 25,910 square foot two-story building ("Wheeler Upgrade Building") is proposed on the northern portion of the project site. The building will include offices and a workshop area that comprises of four drive through bays, which will allow for efficient access for vehicle upgrade operations.

The Building breakdown is highlighted below:

Building Breakdown	
Use	Square Feet
Office	2,560 SF
Truck Bays/ Shop Floor	18,560 SF
2 <sup>nd</sup> Story Walk Around and Storage Area	5,740 SF
<b>Total:</b>	<b>25,910 SF</b>
<b>Building Footprint:</b>	<b>21,134 SF</b>

Project Site Screening:

The site has been designed to screen the proposed operations as much as feasible by using a combination of landscaping, landscaped berms, fences and building orientation (workshop entry and exit do not face Market), while still providing reasonable opportunities for marketing the business, as further discussed below.

The project includes a 30-foot landscaped setback from Market Street, a 28-foot landscaped setback from 24th Street, and a 16-foot landscaped setback from Hall Avenue with approximately 110 feet of landscaped WQMP basin. The proposed landscaped setbacks include a 3-foot high berm, as well as dense landscaping. The project will provide approximately 148,248 square feet of landscaped areas or 22.4% of the site that will include a mix of drought tolerant shrubs and groundcovers, as well as 24 and 36-inch box trees, within the proposed landscaped setbacks.

In addition, the project includes a 13-foot parkway along Market Street and a 28-foot parkway along 24<sup>th</sup> Street. With the addition of the 16-foot parkway, 30-foot landscaped setback, and parking areas, the proposed building setback from Market Street will be approximately 110 feet.

The setbacks along 24th Street and Hall Avenue also include installation of an 8-foot tubular steel fence, located behind the proposed 3-foot berm for additional screening and security. The entirety of proposed project site will be screened by a 8-foot tubular steel fence allowing two access points to the site via market street and emergency vehicle access off of Hall Avenue.

On top of the proposed fences and gates, the site will be secured with on-site security cameras and electronic gates at the entries.

A WQMP basin is also proposed on the eastern portion of the project site adjacent to Hall Avenue. The WQMP basin will utilize the site's high soil infiltration rate to mitigate on-site runoff. In addition, bioclean catch basin filters will be installed in the storm drain system for pre-treatment purpose before discharge to the proposed WQMP basin. The overflow from the basin will be directed to the Belltown storm drain on Hall Ave and ultimately conveyed to Prado Dam.

### **Site Development Permit Findings**

1. *The proposed use will not adversely affect any residential neighborhood or property in regard to aesthetics, solar access, privacy, noise, fumes, odors or lights.*

#### *Aesthetics and Privacy*

As discussed previously, the proposed project proposes a two-story office and workshop building and related site improvements on an partially developed parcel that is surrounded by developed parcels that are used for industrial, manufacturing, concrete batch plant and material storage, vehicle storage, and warehousing uses. The nearest residential neighborhood is located approximately 450 feet southwest of the proposed project site, and 1,300 feet southwest of where the primary operations occur. Therefore, the proposed operations will not have the potential to impact sensitive uses. In addition, there is no potential for privacy issues to occur.

Nevertheless, the project will provide at least 28-foot landscaped setbacks from Market Street, 24<sup>th</sup> Street, and Hall Avenue. In addition, the proposed landscaped setbacks will include 3-foot berms, as well as an 8-foot tubular steel fence to provide proper screening from adjacent land uses. An 8-foot fence will be located at the frontage of the property screening the back lot from view off Market St. With the addition the 25-foot landscaped setbacks, the proposed onsite activities will be setback approximately 110 feet from Market Street, 25 feet from 24<sup>th</sup> Street and 150 feet from Hall Avenue. The proposed setbacks and landscaping will prevent any adverse impacts related to aesthetics.

#### *Solar Access*

The project will not impede solar access on or offsite because there is only one two-story building set in the middle of the site. In addition, if desired by the applicant, solar panels could be installed on the building and will not preclude neighboring properties from doing the same.

#### *Noise*

Neither the General Plan nor the Municipal Code quantifies what constitutes a significant degradation of the future acoustic environment. Therefore, thresholds from the FTA Transit Noise and Vibration Impact Assessment (2018) have been utilized, which identifies noise impacts by comparing the existing noise levels and future noise levels with project implementation. Based on the FTA guidance, a substantial increase in ambient noise from vehicular traffic could occur when the noise levels at noise-sensitive land uses (e.g. residential, etc.) are less than 60 dBA CNEL and the project creates an increase of 3 dBA CNEL or greater noise level increase; or when noise levels range from 60 to 65 dBA CNEL and the project creates 2 dBA CNEL or greater noise level increase.

Site access for the proposed project will occur via Market Street, which is a substantially trafficked road. As proposed, the project site is approximately 450 feet from the nearest residential area, and 1,300 feet southwest of where the primary operations occur. In addition, as discussed previously, the project is surrounded by a mix of light industrial and commercial land uses that will further buffer the project from the nearest sensitive receptors.

The addition of 88 daily trips is not anticipated to exceed an increase of 3 dBA CNEL or greater, which is used as a threshold for a noticeable increase in noise levels. A Noise Impact Analysis was prepared for the

proposed project, which indicates that traffic along the subject roadways would need to double in average daily traffic volumes to see a 3 dBA increase in noise level. Since the project generates a nominal amount of traffic relative to the existing ADTs, the project's traffic noise level increase would be nominal and therefore less than significant. In addition, the Noise Impact Analysis determined that the project complies with the City's General Plan and Noise Ordinance as designed, and no additional mitigation measures will be required.

#### *Fumes and Odors*

During construction, emissions from diesel equipment, use of volatile organic compounds from architectural coatings (parking lot striping), and paving activities may generate some nuisance odors. However, these odors will be temporary and are not expected to affect a substantial number of people. Operation of facility which involves light truck and van enhancements will generate limited odors from vehicle and vehicle operations. However, these are not considered objectionable odors. As discussed previously, the project site is approximately 450 feet from the nearest residential area and is surrounded by a mix of light industrial and commercial land uses that will further buffer the project from the nearest residential area. and any odors will not affect a substantial number of people. Furthermore, as discussed above, the proposed project will also be required to comply with SCAQMD Rule 402, which will be included as a Condition of Approval by the City, to prevent odor nuisances on sensitive land uses. Based on the proposed auto dealership use of the site and with compliance with SCAQMD Rule 402, the proposed use will not adversely affect any residential neighborhood or property in regard to fumes or odors.

#### **Lights**

Under existing conditions, the project site is undeveloped and does not produce lighting or glare. However, the site is surrounded by developed parcels, as well as 24<sup>th</sup> Street and Hall Avenue. Thus, the proposed development area is currently subject to light from the existing security lighting, parking lot lighting, street lighting, vehicular lighting, and interior lighting that passes through windows. Development of the currently undeveloped area will generate an incremental amount of additional nighttime lighting from exterior security and parking lot light fixtures, vehicular lights, and additional interior lighting passing through windows. However, the project will comply with the provisions of the Jurupa Valley Municipal Code Section 9.148.040, which requires that all lighting fixtures in the MS-C zone, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property. With compliance with the City's Municipal Code, that is included as a Condition of Approval and verified through the City's plan check and permitting process, the proposed use will not adversely affect any residential neighborhood or property in regard to lights.

*(b) The proposed use will not impact traffic on local or collector streets.*

As discussed above, the project proposes construction of a 25,910 square foot two-story office and maintenance building for the operation of van and light truck maintenance/upgrade activities on the project site. For purposes of determining the significance of traffic impacts generated by the project, the City relies upon the *County of Riverside Traffic Impact Analysis Preparation Guidelines* which contains the following significance criteria:

- 1) When existing traffic conditions exceed the General Plan target Level of Service (LOS).
- 2) When Project traffic, when added to existing traffic will deteriorate the LOS to below the target LOS, and impacts cannot be mitigated through Project conditions of approval.
- 3) When cumulative traffic exceeds the target LOS, and impacts cannot be mitigated through the TUMF network (or other funding mechanism), Project conditions of approval, or other implementation mechanisms.

The proposed project will generate 88 daily trips, including 38 trips during the a.m. peak hour, and 38 trips during the p.m. peak hour. In addition, a passenger car equivalent (PCE) factor was also applied to the trip generation to account for heavy vehicles, which concluded that the project will generate 120 daily trips, including 42 trips during the a.m. peak hour, and 42 trips during the p.m. peak hour. Based on the trip generation, the project is exempt from the requirement to prepare a TIA.

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

The City of Jurupa Valley and the County of Riverside have not yet adopted VMT analysis guidelines; therefore, guidelines from the OPR Technical Advisory on Evaluating Transportation Impacts In CEQA, adopted in December 2018, was used to perform a VMT analysis. The OPR guidelines state that small projects with less than 110 average daily trips are generally exempt from having to analyze VMT. The average daily trips for the Wheeler Upfitters project are 88 trips. For this reason, the project is presumed to have a less than significant impact on VMT.

The City of Jurupa Valley requires payment of transportation uniform mitigation fees (TUMF), which shall be used to help pay for the design, planning, construction of and real acquisition for the regional system improvements and its facilities, as indicated in Chapter 3.70 of the Municipal Code. Therefore, with the payment of TUMF fees, which satisfies the requirements of the *County of Riverside Traffic Impact Analysis Preparation Guidelines*, the project will not impact traffic on local or collector streets.

(c) *The proposed use is adequately buffered from sensitive uses in the vicinity that may include, but not be limited to, churches, child care facilities, schools, parks and recreation facilities.*

As discussed previously, the proposed project will result in the development of two-story office and workshop building and related trucking operations on an undeveloped parcel that is surrounded by developed parcels that are used for industrial, storage, or warehousing uses. The nearest residential neighborhood is located approximately 450 feet southeast of the proposed project site; therefore, there is more than adequate buffering from sensitive uses and no impacts will occur. In addition, the project provides at least 25-foot landscaped setbacks from Market Street, 24<sup>th</sup> Street, and Hall Avenue. The landscaped setbacks also include 3-foot berms, as well as an 8-foot fence to provide proper screening from adjacent land uses. With the addition the 25-foot landscaped setbacks, the proposed onsite activities will be setback approximately 30 feet from Market Street, 28 feet from 24<sup>th</sup> Street and 150 feet from Hall Avenue.

(d) *The proposed use does not pose a hazard or potential to subject other properties in the vicinity to potential blight or crime.*

As discussed previously, the project proposes a of two-story office and workshop building and related trucking operations on an undeveloped parcel that is surrounded by developed parcels that are used for industrial, storage, or warehousing uses. All of the project's operations will occur onsite and will not pose a hazard or potential to subject other properties in the vicinity to potential blight or crime. In addition, the

project will provide perimeter fences and gates which will secure the site and deter crime along with security cameras on site. Furthermore, the project's site design will be reviewed by the City's Police Department through the City's plan check process, and any possible adverse effects shall be mitigated by the Conditions of Approval set forth by the City's Police Department and the Planning Commission to prevent potential blight or crime.

# ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

October 14, 2020

Rocio Lopez  
City of Jurupa Valley  
Planning Department

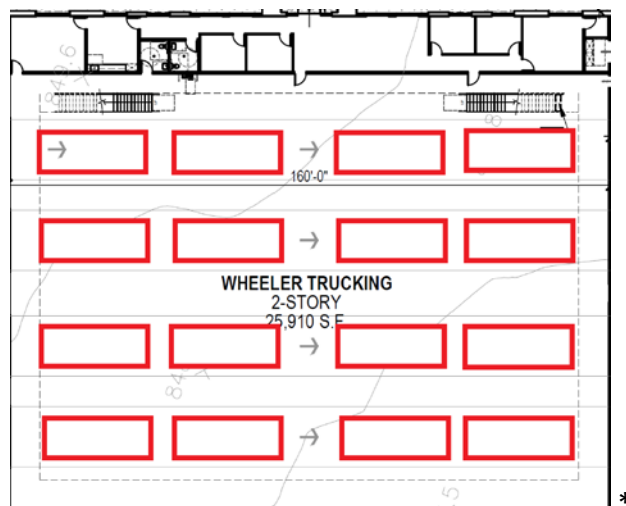
## RE: WHEELER UPFITTERS OPERATIONS – MA20075

Dear Ms. Rocio Lopez,

Below is a list of responses to the Wheeler Upfitters Operations Document you sent to EPD on September 30th, 2020.

➤ Project description states that vans/light trucks stay on site 2 to 3 days on average  
RESPONSE: This is correct the light trucks/vans will stay on site anywhere from 2-3 days. The light trucks will be brought on, placed in Truck Holding for Upfitting Area to wait for an opening in the facility. Once the upgrades are complete they will be transferred to the Completed Trucks and Waiting for Shipment Area where they will wait to be loaded on to carriers.

➤ Project description states that up to 16 vehicles can be worked on at once  
RESPONSE: this is correct there are 4 bays, in which each bay can hold 4 trucks to be worked on at once. Please see the below:



\*please note that this drawing is not to scale, just to provide a visual aid.

# ENVIRONMENT | PLANNING | DEVELOPMENT

## SOLUTIONS, INC.

- How often are vehicle deliveries received on truck carriers

RESPONSE: Delivery of light trucks and vans will be received between four to eight trailers per day in-and-out, one approximately every two to three hours.

- How many vehicles to be worked on come in and out per day on truck carriers

RESPONSE: On average, each carrier will hold 6 light trucks or vans, this meaning that sometimes five to seven light trucks will be brought onsite per load. On a daily level Wheeler Upfitters is anticipating between 28 to 56 light trucks or vans will be entering and leaving the site.

- Are any vehicles received or dropped off to the customers that are not on truck carriers?  
How often per day?

RESPONSE: This has been confirmed with Wheeler Upfitters that they will not be receiving trucks via individual drop-off, this can be compared to any food, textile or lumber processing facility where the goods from these allowed uses are consolidated and driven off the site in batches to be delivered to retailers. .

- How many days does vehicle have to wait to be upfitted on average / how long does the upfitting take / are vehicles delivered immediately after upfitting, or do they stay on-site for longer time (how long).

RESPONSE: Trucks will be onsite for approximately 2-3 days. Each individual truck has a varying time to be upgraded based on specific customer needs and requirements. The upgrade process could take anywhere from a few hours to a full day of work depending on the specifications from customers. Once the upgrading process is finished the light truck or van would not sit onsite for more than day prior to being delivered to customers.

- Are all vehicles picked up and delivered via truck trailer carriers from and to customer sites. How often per day?

RESPONSE: Light trucks and vans will be brought onsite approximately every two to four hours (no more than eight trips per day, four trips in and four trips out).

- Where are Wheeler's customers located / are more than 1 vehicles picked up/delivered to same dealer.

RESPONSE: Wheeler's primary customer is located in San Diego; Wheeler Upfitters will be picking light trucks and vans up from their customer in San Diego and delivering the light trucks and vans directly to retailers across Riverside County. Single light truck or van drop off is not expected.

- Is there any other use proposed now or in the near future for the site.

RESPONSE: The only proposed use onsite for now and foreseeable future will the upfitting operations offered by Wheeler Upfitters.

# ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

- Can you live with project being conditioned to no other operations?

RESPONSE: The Wheeler Upfitters project description provides the description of the proposed uses. This description is captured in the CEQA document. No other uses are proposed.

- Would you like to include more uses at this time.

RESPONSE: See response above; there are no other proposed use onsite.

- Since moving out of the Bloomington site, where are the vehicle trailers currently being stored? Email states 25% being stored on site, what about remaining 75%?

RESPONSE: To clarify: Wheeler has sold the Bloomington facility but is leasing out that same facility at 25% capacity right now. The 75% have previously been relocated to the San Diego Facility where the remaining 25% will follow at a later date. To reiterate, this is a completely separate business and none of the operations from the Bloomington facility will be brought over to the Wheeler Upfitters facility in Jurupa Valley.

- We will likely condition that prior to final occupancy, no more than 10 vehicle transporter trailers can be parked on-site, assuming the only request is for Wheeler's Upfitting operations and no other truck carrier parking, vehicle transportation or truck yard operations are occurring on site.

RESPONSE: This is noted and accepted by Wheeler Upfitters.

Thank you for your continued review of this project. I can be reached at (253) 753-4928 or [Charlie@epdsolutions.com](mailto:Charlie@epdsolutions.com) if you have any further comments or questions.

Respectfully submitted,

*Charlene Cisakowski*

Charlie Cisakowski  
EPD Solutions, Inc  
[Charlie@EPDSolutions.com](mailto:Charlie@EPDSolutions.com)  
(253) 753-4928

**ATTACHMENT NO. 3**

Focused Traffic Analysis

# ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

To: Charlie Cisakowski  
From: Meghan Macias, TE  
CC:  
Date: 10/13/2020  
Re: Focused Traffic Analysis for Proposed Wheeler Upfitters Project

---

This Focused Traffic Analysis (FTA) presents an analysis of the Wheeler Upfitters project located on a 15.37 AC lot in the City of Jurupa Valley. The project proposes the construction of a 25,910 square foot building for the purpose of upgrading vans and pick-up trucks. The project site plan is shown in Figure 1. The project is located on a vacant site bordered by Market Street to the northeast, as well as 24<sup>th</sup> Street and Hall Avenue to the southwest. The project would transport vans and pick-up trucks for outfitting and upgrading on trailer beds to and from the site. The project would provide between 24 to 36 jobs onsite.

## Project Trip Generation

Trip generation is generally calculated using trip rates from the Institute of Transportation Engineers (ITE), *Trip Generation* manual. However, ITE does not have trip rates for a van/pick-up truck upgrading facility. Therefore, and operational trip generation was calculated using the project description and information provided by Wheeler Trucking. The maximum number of employees (36) was used, and the operations provided by Wheeler Trucking indicate that four to eight trips to transport vehicles to and from the project site would occur per day. Table 1 presents the trip generation estimate for the proposed project. A passenger car equivalent (PCE) factor was added to the trip generation to account for the increased size and reduced maneuverability of the trailer beds entering and exiting the site. The distribution of the project trips is attached.

As shown in Table 1, the project is forecast to generate 120 daily PCE trips (88 actual vehicles) including 42 PCE trips (38 actual vehicles) during the AM peak hour and 42 PCE trips (88 actual vehicles) during the PM peak hour. According to the draft City of Jurupa Valley Traffic Impact Analysis Guidelines, a full Level of Service (LOS) traffic study should be prepared when a project generates 100 peak hour trips. The worst-case peak hour trip generation of the project is 42 PCE trips during the AM and PM peak hours. Based on the trip generation, the project should be exempt from the requirement to prepare a full TIA.

## LOS Analysis

To further show that the project would not have an LOS impact, an LOS analysis was prepared for the surrounding three intersections:

1. Rubidoux Boulevard/28<sup>th</sup> Street
2. Hall Avenue/26<sup>th</sup> Street
3. Market Street/24<sup>th</sup> Street

The City of Jurupa Valley Traffic Impact Analysis Guidelines state that intersections in the City of Jurupa Valley should operate at LOS D or better (LOS Methodology Attached). A significant impact would occur if:

- The addition of project traffic increases the delay to degrade the intersection to LOS E or F,
- Project traffic causes an increase of 3.0 seconds for signalized intersections or 5.0 for unsignalized intersections at a location that operates at LOS E or F without project traffic, or,
- An unsignalized intersection meets the peak-hour traffic signal warrant after the addition of project traffic

For the baseline conditions, historic counts received from the City of Jurupa Valley were used for Rubidoux Boulevard/28<sup>th</sup> Street and counts were taken at Hall Avenue/26<sup>th</sup> Street and Market Street/24<sup>th</sup> Street. A growth rate of 2 percent per year was added to the counts at Rubidoux Boulevard/28<sup>th</sup> Street. A 10 percent increase was added to the counts taken at Hall Avenue/26<sup>th</sup> Street and Market Street/24<sup>th</sup> Street to account for the decreased traffic volumes due to the Covid 19 pandemic. All counts are attached.

Table 2 shows the LOS analysis without and with the project. Rubidoux Boulevard/28<sup>th</sup> Street in the AM Peak Hour and Market Street/24<sup>th</sup> Street in the PM Peak Hour operate at LOS E or worse in the baseline condition. When project trips are added, the delay would not increase by 3 seconds and therefore the project would not cause an impact at these two intersections. The intersection of Hall Avenue/26<sup>th</sup> Street would operate at LOS B in all analyzed scenarios. Therefore, the project would not have a significant impact at any of the three intersections. LOS sheets are attached to the document.

Since Hall Avenue/26<sup>th</sup> Street is unsignalized, a signal warrant analysis was prepared. The intersection was evaluated using the criteria outlined in the California Manual on Uniform Traffic Control Devices (MUTCD), Section 4C.04 – Warrant 3, Peak Hour. The MUTCD notes that Warrant 3 is for use at a location where “traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street”. Nine traffic signal warrants are provided in the MUTCD for evaluating various conditions that may require a traffic signal. Attached is the Signal Warrant Analysis Worksheet. As shown in the Signal Warrant Analysis Worksheet, the traffic volumes at Hall Avenue/26<sup>th</sup> Street do not meet Warrant 3 for a signal and would not be considered a significant impact. Since the LOS at Hall Avenue/26<sup>th</sup> Street is satisfactory and the peak hour signal warrant is not satisfied, the project would not cause a significant impact at Hall Avenue/26<sup>th</sup> Street.

The project does not meet the requirements for a full traffic study and does not significantly impact the intersections most affected by the project. Therefore, the project would not have a significant LOS impact and no mitigation would be needed for the development of this project.

If you have any questions about this analysis, please contact me at (949) 794-1186 or at [meghan@epdsolutions.com](mailto:meghan@epdsolutions.com).

Table 1. Project Trip Generation

Total Vehicles											
		Daily			AM Peak			PM Peak			
		In	Out	Total	In	Out	Total	In	Out	Total	
Employees <sup>1</sup>		36	36	72	36	0	36	0	36	36	
Wheeler Tractor Trailers <sup>1</sup>		8	8	16	1	1	2	1	1	2	
Total		44	44	88	37	1	38	1	37	38	
Passenger Car Equivalent (PCE)											
		Daily			AM Peak			PM Peak			
	PCE Factor	In	Out	Total	In	Out	Total	In	Out	Total	
Employees <sup>1</sup>	1.0	36	36	72	36	0	36	0	36	36	
Wheeler Tractor Trailers (PCE) <sup>2</sup>	3.0	24	24	48	3	3	6	3	3	6	
Total Project Trip Generation		60	60	120	39	3	42	3	39	42	

<sup>1</sup> Trip generation based on a conservative analysis of total employee drivers arriving and leaving at the peak hour and 8 daily trips of the Wheeler Tractor Trailers bringing in trucks to upgrade and taking finished trucks out.

<sup>2</sup> PCE = Passenger Car Equivalent. A factor of 3.0 is used for the Wheeler Tractor Trailers.

Table 2. Project LOS Impact

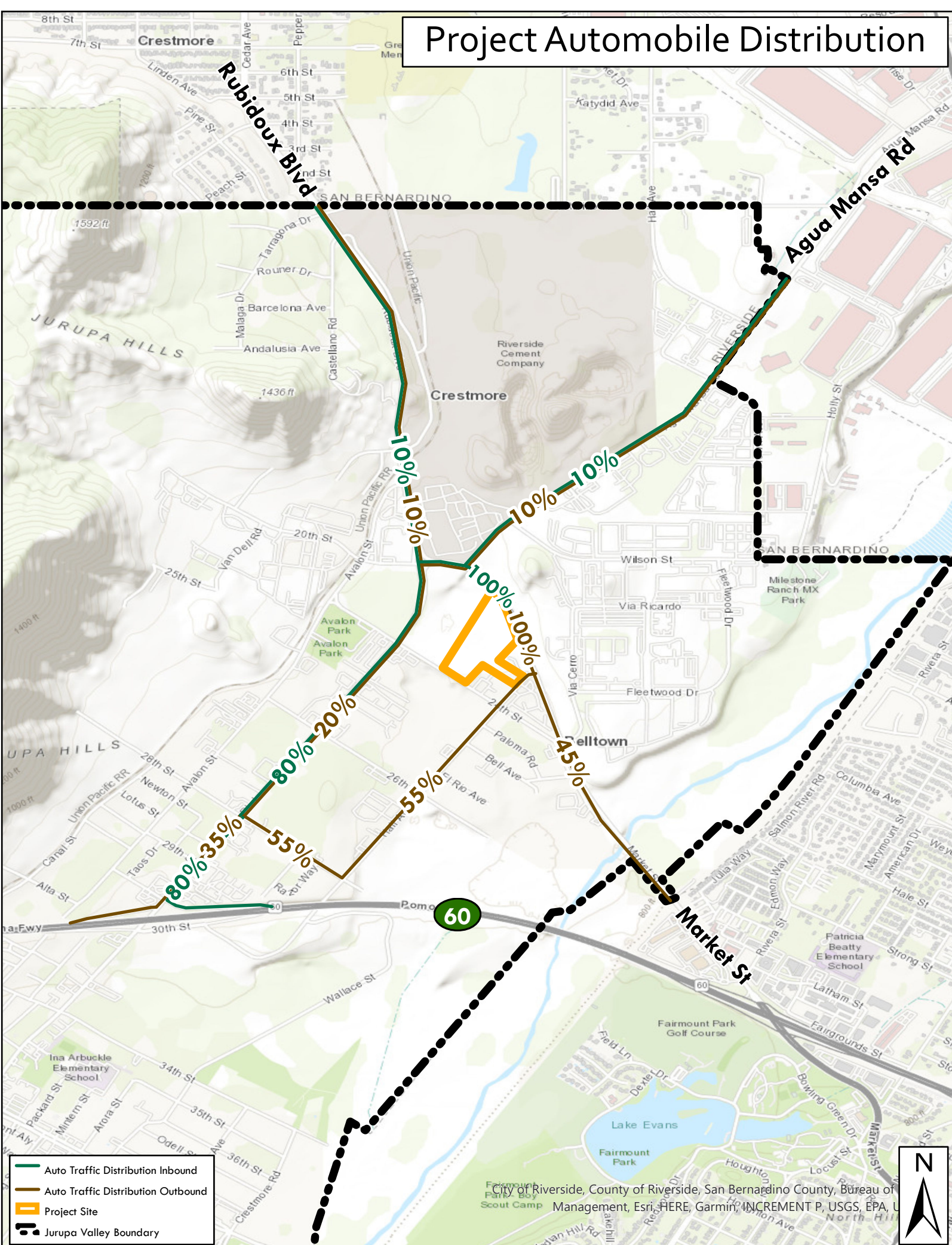
Intersection	Signal Control	Baseline				Baseline with Project				Impact?	
		AM Peak		PM Peak		AM Peak		PM Peak		AM	PM
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>		
1. Rubidoux Blvd/28th St	Signal	61.0	E	17.6	B	60.6	E	21.2	C	No	No
2. Hall Ave/26th St	TWSC	10.2	B	10.4	B	10.2	B	10.6	B	No	No
3. Market St/24th St	Signal	21.9	C	90.0	F	21.9	C	91.7	F	No	No

TWSC = Two-Way Stop Controlled

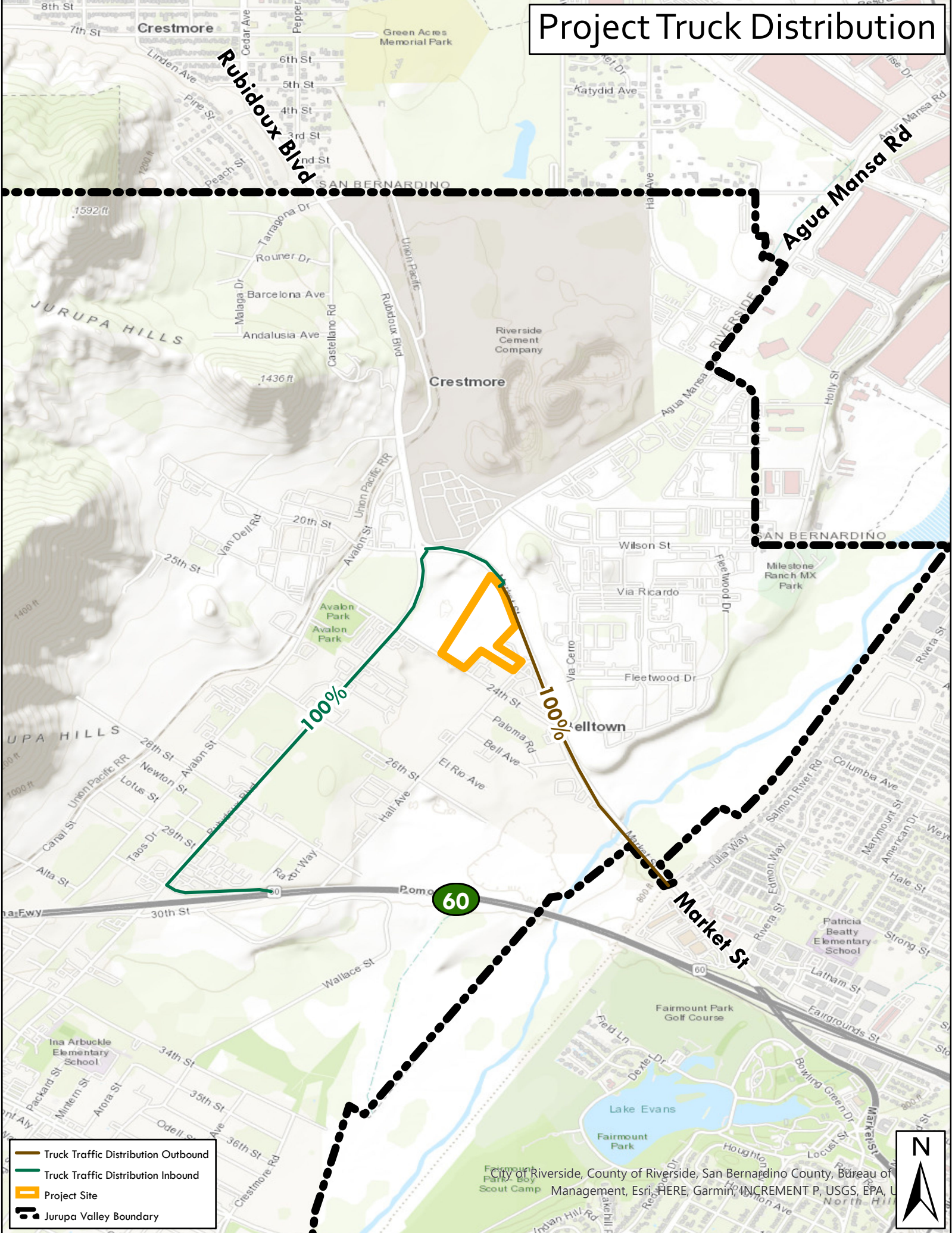
<sup>1</sup> Delay in Seconds<sup>2</sup> Level of Service



# Project Automobile Distribution



# Project Truck Distribution



- Truck Traffic Distribution Outbound
- Truck Traffic Distribution Inbound
- Project Site
- Jurupa Valley Boundary



City of Riverside, County of Riverside, San Bernardino County, Bureau of Management, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, U

## LOS Methodology

Intersection operations are evaluated using Level of Service (LOS), which is a measure of the delay experienced by drivers on a roadway facility. LOS A indicates free-flow traffic conditions and is generally the best operating conditions. LOS F is an extremely congested condition and is the worst operating condition from the driver's perspective. In this report, LOS at signalized and unsignalized intersections is calculated using the Highway Capacity Manual (HCM), 6<sup>th</sup> Edition methodology.

LOS at signalized intersections is defined in terms of the weighted average control delay for the intersection as a whole. Control delay is a measure of the increase in travel time that is experienced due to traffic signal control and is expressed in terms of average control delay per vehicle (in seconds). Control delay is determined based on the intersection geometry and volume, signal cycle length, phasing and coordination along the arterial corridor. The table below shows the relationship between control delay and LOS at a signalized intersection.

Relationship between Control Delay and LOS at a Signalized Intersection

LOS	Delay (Seconds per Vehicle)
A	≤ 10
B	>10 – 20
C	>20 – 35
D	>35 – 55
E	>55 – 80
F	>80

Unsignalized intersections are categorized as either all-way stop control (AWSC) or two-way stop control (TWSC) LOS at AWSC intersections is determined by the weighted average control delay of the overall intersection. The HCM TWSC intersection methodology calculates LOS based on the delay experienced by drivers on the minor (stop-controlled) approaches to the intersection. For TWSC intersections, LOS is determined for each minor-street movement, as well as the major-street left-turns. The relationship between delay and LOS at Unsignalized intersections is shown below.

Relationship between Delay and LOS an Unsignalized Intersection

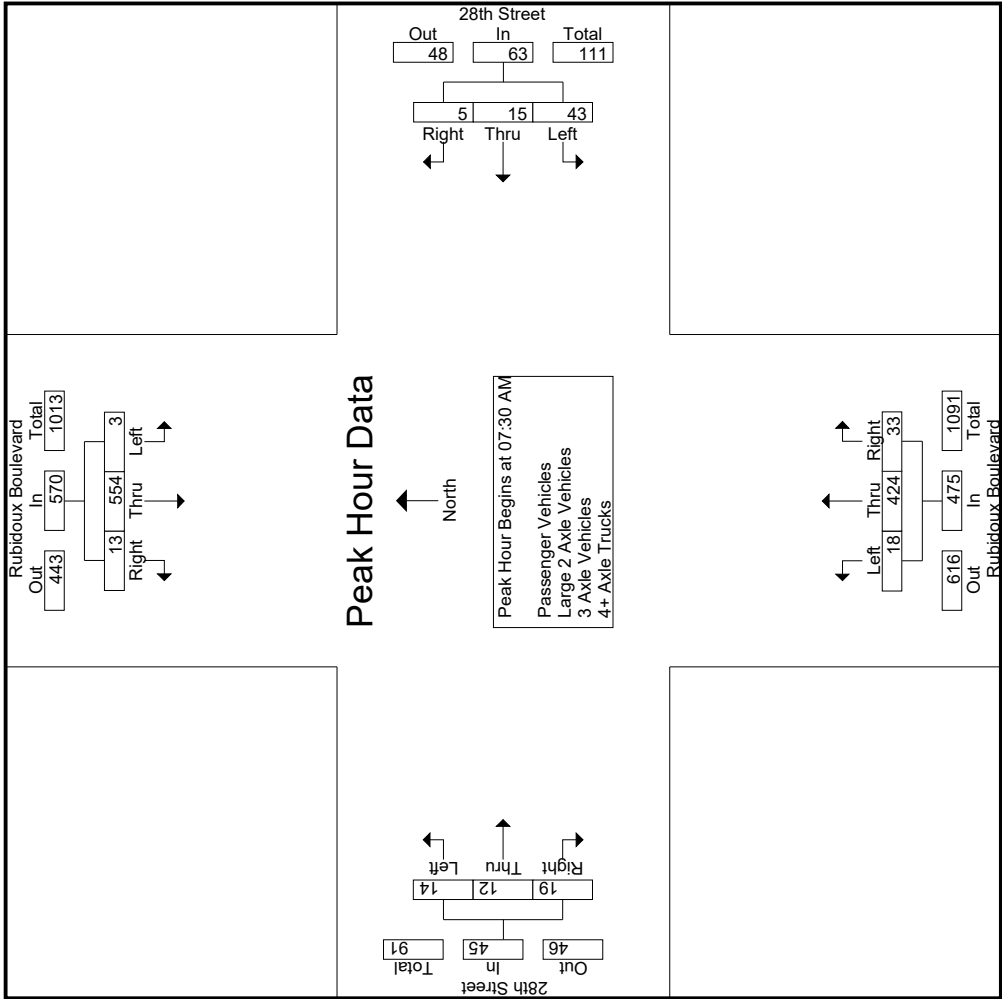
LOS	Delay (seconds)
A	0-10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

## Intersection Counts

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound						Rubidoux Boulevard Northbound						28th Street Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
07:00 AM	3	130	1	0	134		11	3	3	1	17		5	3	5	5	13	
07:15 AM	2	122	5	0	129		14	4	0	0	18		9	2	1	0	12	
07:30 AM	1	167	0	0	168		11	1	0	0	12		6	3	6	2	15	
07:45 AM	0	136	5	1	141		9	7	3	2	19		4	2	6	3	12	
Total	6	555	11	1	572		45	15	6	3	66		24	10	18	10	52	
08:00 AM	0	134	6	0	140		8	2	0	0	10		0	4	5	3	9	
08:15 AM	2	117	2	1	121		15	5	2	1	22		4	3	2	1	9	
08:30 AM	1	109	1	0	111		10	7	0	0	17		4	6	4	1	14	
08:45 AM	0	91	2	0	93		9	5	1	1	15		3	1	1	0	5	
Total	3	451	11	1	465		42	19	3	2	64		11	14	12	5	37	
Grand Total	9	1006	22	2	1037		87	34	9	5	130		35	24	30	15	89	
Apprch %	0.9	97	2.1				66.9	26.2	6.9				39.3	27	33.7			
Total %	0.4	47.1	1		48.6		4.1	1.6	0.4		6.1		1.6	1.1	1.4		4.2	
Passenger Vehicles	8	770	19		798		76	32	9		122		31	22	18		83	
% Passenger Vehicles	88.9	76.5	86.4	50	76.8		87.4	94.1	100	100	90.4		88.6	91.7	60	80	79.8	
Large 2 Axle Vehicles	1	92	2		95		8	2	0	0	10		3	2	5		12	
% Large 2 Axle Vehicles	11.1	9.1	9.1	0	9.1		9.2	5.9	0	0	7.4		8.6	8.3	16.7	13.3	11.5	
3 Axle Vehicles	0	42	1		44		1	0	0	0	1		0	0	1		1	
% 3 Axle Vehicles	0	4.2	4.5	50	4.2		1.1	0	0	0	0.7		0	0	3.3	0	1	
4+ Axle Trucks	0	102	0		102		2	0	0	0	2		1	0	6		8	
% 4+ Axle Trucks	0	10.1	0	0	9.8		2.3	0	0	0	1.5		2.9	0	20	6.7	7.7	

Start Time	Rubidoux Boulevard Southbound						28th Street Westbound						Rubidoux Boulevard Northbound						28th Street Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
07:30 AM	1	167	0		168		11		1	0	12		6	113	7		126		6	3	6		15	
07:45 AM	0	136	5		141		9		7	3	19		3	119	0		122		4	2	6		12	
08:00 AM	0	134	6		140		8		2	0	10		6	109	14		129		0	4	5		9	
08:15 AM	2	117	2		121		15		5	2	22		3	83	12		98		4	3	2		9	
Total Volume	3	554	13		570		43		15	5	63		18	424	33		475		14	12	19		45	
% App. Total	0.5	97.2	2.3				68.3		23.8	7.9			3.8	89.3	6.9				31.1	26.7	42.2			
PHF	.375	.829	.542		.848		.717		.536	.417	.716		.750	.891	.589		.921		.583	.750	.792		.750	



Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
+0 mins.	07:15 AM				07:45 AM				07:30 AM				07:00 AM			
+15 mins.	2	122	5	129	9	7	3	19	6	113	7	126	5	3	5	13
+30 mins.	1	167	0	168	8	2	0	10	3	119	0	122	9	2	1	12
+45 mins.	0	136	5	141	15	5	2	22	6	109	14	129	6	3	6	15
	0	134	6	140	10	7	0	17	3	83	12	98	4	2	6	12
Total Volume	3	559	16	578	42	21	5	68	18	424	33	475	24	10	18	52
% App. Total	0.5	96.7	2.8		61.8	30.9	7.4		3.8	89.3	6.9		46.2	19.2	34.6	
PHF	.375	.837	.667	.860	.700	.750	.417	.773	.750	.891	.589	.921	.667	.833	.750	.867

City of Jurupa Valley  
N/S: Rubidoux Boulevard  
EW: 28th Street  
Weather: Clear

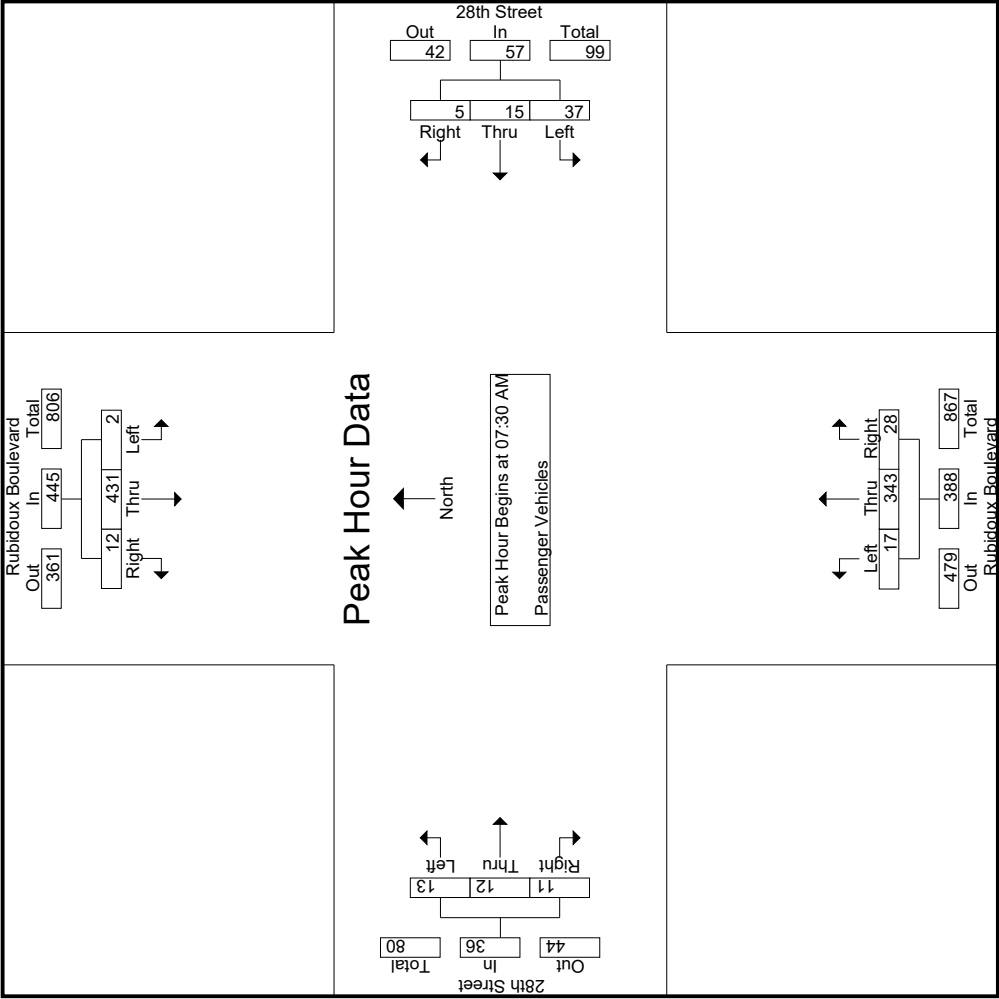
File Name : 19\_JVY\_Rubidoux\_28th AM  
Site Code : 05119339  
Start Date : 5/23/2019  
Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound						28th Street Westbound						Rubidoux Boulevard Northbound						28th Street Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	3	108	1	0	112		11	3	3	1	17		1	66	4	1	71		3	3	3	3	9	5	209	214
07:15 AM	2	98	4	0	104		12	3	0	0	15		0	65	1	0	66		8	2	0	0	10	0	195	195
07:30 AM	0	136	0	0	136		9	1	0	0	10		6	94	7	1	107		6	3	2	1	11	2	264	266
07:45 AM	0	109	4	0	113		8	7	3	2	18		2	100	0	0	102		4	2	5	3	11	5	244	249
Total	5	451	9	0	465		40	14	6	3	60		9	325	12	2	346		21	10	10	7	41	12	912	924
08:00 AM	0	103	6	0	109		6	2	0	0	8		6	87	10	0	103		0	4	3	3	7	3	227	230
08:15 AM	2	83	2	1	87		14	5	2	1	21		3	62	11	1	76		3	3	1	1	7	4	191	195
08:30 AM	1	81	0	0	82		8	7	0	0	15		6	80	3	2	89		4	4	3	1	11	3	197	200
08:45 AM	0	52	2	0	54		8	4	1	1	13		1	73	3	0	77		3	1	1	0	5	1	149	150
Total	3	319	10	1	332		36	18	3	2	57		16	302	27	3	345		10	12	8	5	30	11	764	775
Grand Total	8	770	19	1	797		76	32	9	5	117		25	627	39	5	691		31	22	18	12	71	23	1676	1699
Apprch %	1	96.6	2.4				65	27.4	7.7		7		3.6	90.7	5.6		41.2		43.7	31	25.4		4.2	1.4	98.6	
Total %	0.5	45.9	1.1		47.6		4.5	1.9	0.5				1.5	37.4	2.3				1.8	1.3	1.1					

3.1-424

Start Time	Rubidoux Boulevard Southbound						28th Street Westbound						Rubidoux Boulevard Northbound						28th Street Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:30 AM																								
07:30 AM	0	136	0		136		9	1	0		10		6	94	7		107		6	3	2		11	264
07:45 AM	0	109	4		113		8	7	3		18		2	100	0		102		4	2	5		11	244
08:00 AM	0	103	6		109		6	2	0		8		6	87	10		103		0	4	3		7	227
08:15 AM	2	83	2		87		14	5	2		21		3	62	11		76		3	3	1		7	191
Total Volume	2	431	12		445		37	15	5		57		17	343	28		388		13	12	11		36	926
% App. Total	0.4	96.9	2.7				64.9	26.3	8.8				4.4	88.4	7.2				36.1	33.3	30.6			
PHF	.250	.792	.500		.818		.661	.536	.417		.679		.708	.858	.636		.907		.542	.750	.550		.818	.877



Counts Unlimited  
PO Box 1178  
Corona, CA 92878  
(951) 268-6268

City of Jurupa Valley  
N/S: Rubidoux Boulevard  
E/W: 28th Street  
Weather: Clear

File Name : 19\_JVY\_Rubidoux\_28th AM  
Site Code : 05119339  
Start Date : 5/23/2019  
Page No : 3

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
+0 mins. +15 mins. +30 mins. +45 mins.	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
	0	136	0	136	9	1	0	10	6	94	7	107	6	3	2	11
	0	109	4	113	8	7	3	18	2	100	0	102	4	2	5	11
	0	103	6	109	6	2	0	8	6	87	10	103	0	4	3	7
	2	83	2	87	14	5	2	21	3	62	11	76	3	3	1	7
Total Volume	2	431	12	445	37	15	5	57	17	343	28	388	13	12	11	36
% App. Total	0.4	96.9	2.7		64.9	26.3	8.8		4.4	88.4	7.2		36.1	33.3	30.6	
PHF	.250	.792	.500	.818	.661	.536	.417	.679	.708	.858	.636	.907	.542	.750	.550	.818

City of Jurupa Valley  
N/S: Rubidoux Boulevard  
EW: 28th Street  
Weather: Clear

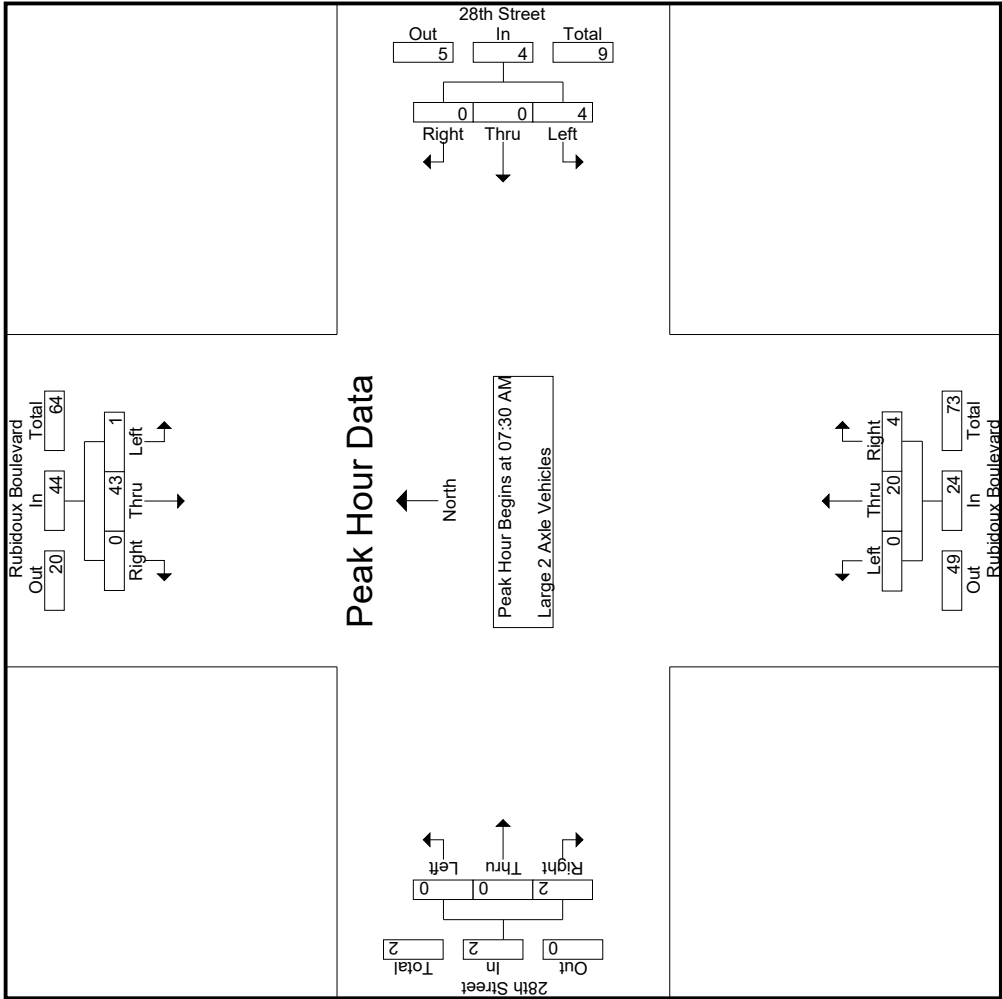
File Name : 19\_JVY\_Rubidoux\_28th AM  
Site Code : 05119339  
Start Date : 5/23/2019  
Page No : 1

Groups Printed- Large 2 Axle Vehicles

Rubidoux Boulevard Southbound						28th Street Westbound						Rubidoux Boulevard Northbound						28th Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
	0	11	0	0	11	0	0	0	0	0	0	4	1	0	5	2	0	2	2	4	2	20	22		
	0	7	1	0	8	1	1	0	0	2	0	4	0	0	4	1	0	1	0	2	0	16	16		
	1	8	0	0	9	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	14	14		
	0	8	0	0	8	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	16	16		
Total						1	34	1	0	36	3	1	0	0	4	0	19	1	0	2	3	2	66	68	
08:00 AM						0	12	0	0	12	1	0	0	0	1	0	4	3	0	2	0	0	22	22	
08:15 AM						0	15	0	0	15	1	0	0	0	1	0	5	1	0	0	0	0	22	22	
08:30 AM						0	10	1	0	11	2	0	0	0	2	0	7	1	0	2	0	2	23	23	
08:45 AM						0	21	0	0	21	1	1	1	0	0	2	1	12	2	1	0	0	1	38	39
Total						0	58	1	0	59	5	1	0	0	6	1	28	7	1	36	0	2	1	105	106
Grand Total						1	92	2	0	95	8	2	0	0	10	1	47	8	1	56	3	2	3	171	174
Apprch %						1.1	96.8	2.1			80	20	0			1.8	83.9	14.3		30	20	50			
Total %						0.6	53.8	1.2		55.6	4.7	1.2	0		5.8	0.6	27.5	4.7		1.8	1.2	2.9	1.7	98.3	

3.1-427

Rubidoux Boulevard Southbound					28th Street Westbound					Rubidoux Boulevard Northbound					28th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:30 AM																			
07:30 AM	1	8	0	9	1	0	0	1	0	4	0	4	0	0	0	0	14		
07:45 AM	0	8	0	8	1	0	0	1	0	7	0	7	0	0	0	0	16		
08:00 AM	0	12	0	12	1	0	0	1	0	0	4	3	7	0	0	2	22		
08:15 AM	0	15	0	15	1	0	0	1	0	5	1	6	0	0	0	0	22		
Total Volume	1	43	0	44	4	0	0	4	0	20	4	24	0	0	2	2	74		
% App. Total	2.3	97.7	0		100	0	0		0	83.3	16.7		0	0	100				
PHF	.250	.717	.000	.733	1.00	.000	.000	1.00	.000	.714	.333	.857	.000	.000	.250	.250	.841		



Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	8	0	9	1	0	0	1	4	0	0	4	0	0	0	0
+15 mins.	0	8	0	8	1	0	0	1	7	0	0	7	0	0	0	0
+30 mins.	0	12	0	12	1	0	0	1	4	3	7	7	0	0	2	2
+45 mins.	0	15	0	15	1	0	0	1	5	1	6	6	0	0	0	0
Total Volume	1	43	0	44	4	0	0	4	20	4	24	24	0	0	2	2
% App. Total	2.3	97.7	0		100	0	0		83.3	16.7			0	0	100	
PHF	.250	.717	.000	.733	1.000	.000	.000	1.000	.714	.333	.857		.000	.000	.250	.250

City of Jurupa Valley  
N/S: Rubidoux Boulevard  
EW: 28th Street  
Weather: Clear

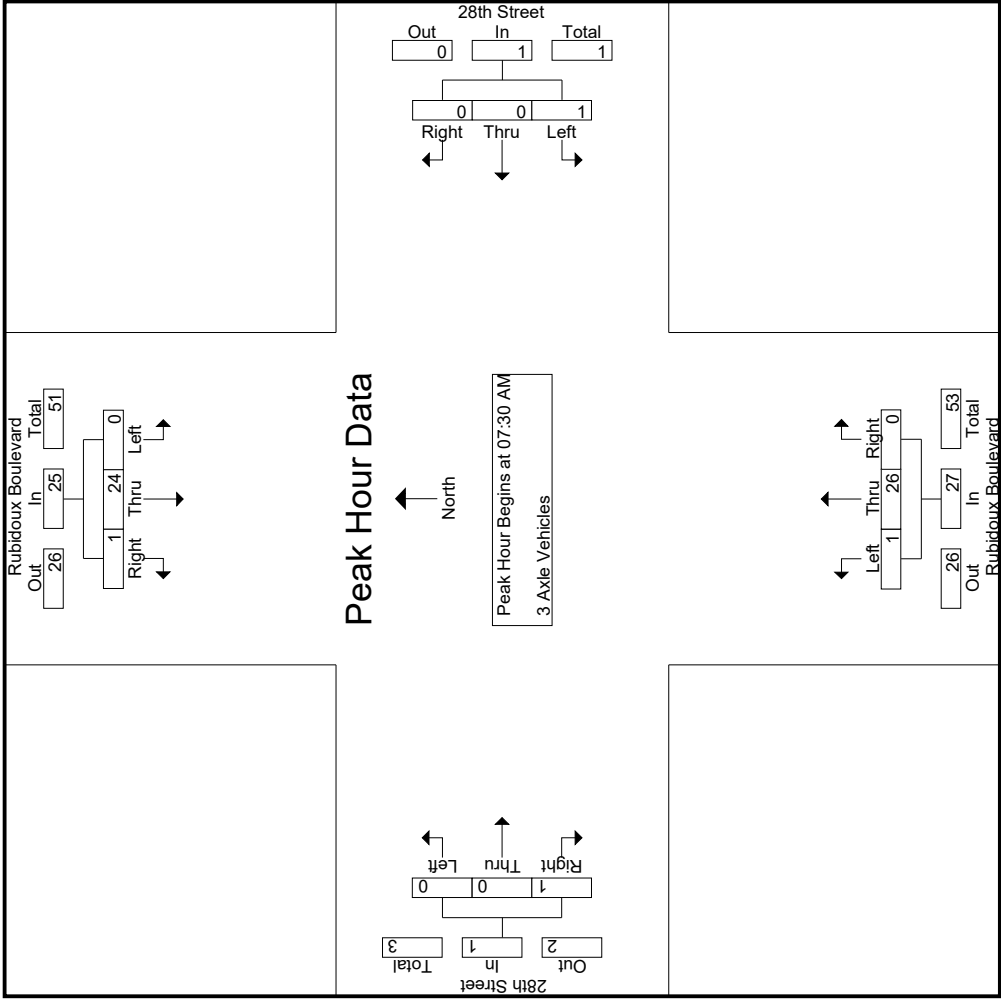
File Name : 19\_JVY\_Rubidoux\_28th AM  
Site Code : 05119339  
Start Date : 5/23/2019  
Page No : 1

Groups Printed- 3 Axle Vehicles

Rubidoux Boulevard Southbound						28th Street Westbound						Rubidoux Boulevard Northbound						28th Street Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total					
	0	4	0	0	4	0	0	0	0	0	0	5	0	0	0	0	9	9					
	0	4	0	0	4	0	0	0	0	0	3	0	0	0	0	0	7	7					
	0	8	0	0	8	1	0	0	0	1	3	0	0	1	0	0	13	13					
	0	7	1	1	8	0	0	0	0	0	5	0	0	0	0	1	14	15					
Total					0	23	1	1	24	1	1	16	0	0	1	0	1	43	44				
08:00 AM					0	3	0	0	3	0	0	8	0	0	0	0	0	11	11				
08:15 AM					0	6	0	0	6	0	0	10	0	0	0	0	16	16					
08:30 AM					0	4	0	0	4	0	0	6	1	0	0	0	11	11					
08:45 AM					0	6	0	0	6	0	0	11	0	0	0	0	17	17					
Total					0	19	0	0	19	0	0	35	1	0	0	0	55	55					
Grand Total					0	42	1	1	43	1	1	51	1	0	1	1	98	99					
Apprch %					0	97.7	2.3			100	0	0	1.9	96.2	1.9	0	100						
Total %					0	42.9	1		43.9	1	1	52	1		54.1	1	99						

3.1-430

Rubidoux Boulevard Southbound					28th Street Westbound					Rubidoux Boulevard Northbound					28th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:30 AM																			
07:30 AM	0	8	0	8	1	0	0	1	0	3	0	3	0	0	1	1	13		
07:45 AM	0	7	1	8	0	0	0	0	1	5	0	6	0	0	0	0	14		
08:00 AM	0	3	0	3	0	0	0	0	0	8	0	8	0	0	0	0	11		
08:15 AM	0	6	0	6	0	0	0	0	0	10	0	10	0	0	0	0	16		
Total Volume	0	24	1	25	1	0	0	1	1	26	0	27	0	0	1	1	54		
% App. Total	0	96	4		100	0	0		3.7	96.3	0		0	0	100				
PHF	.000	.750	.250	.781	.250	.000	.000	.250	.250	.650	.000	.675	.000	.000	.250	.250	.844		



Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
+0 mins.	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+15 mins.	0	8	0	8	1	0	0	1	0	3	0	3	0	0	1	1
+30 mins.	0	7	1	8	0	0	0	0	1	5	0	6	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	8	0	8	0	0	0	0
	0	6	0	6	0	0	0	0	0	10	0	10	0	0	0	0
Total Volume	0	24	1	25	1	0	0	1	1	26	0	27	0	0	1	1
% App. Total	0	96	4		100	0	0		3.7	96.3	0		0	0	100	
PHF	.000	.750	.250	.781	.250	.000	.000	.250	.250	.650	.000	.675	.000	.000	.250	.250

City of Jurupa Valley  
N/S: Rubidoux Boulevard  
EW: 28th Street  
Weather: Clear

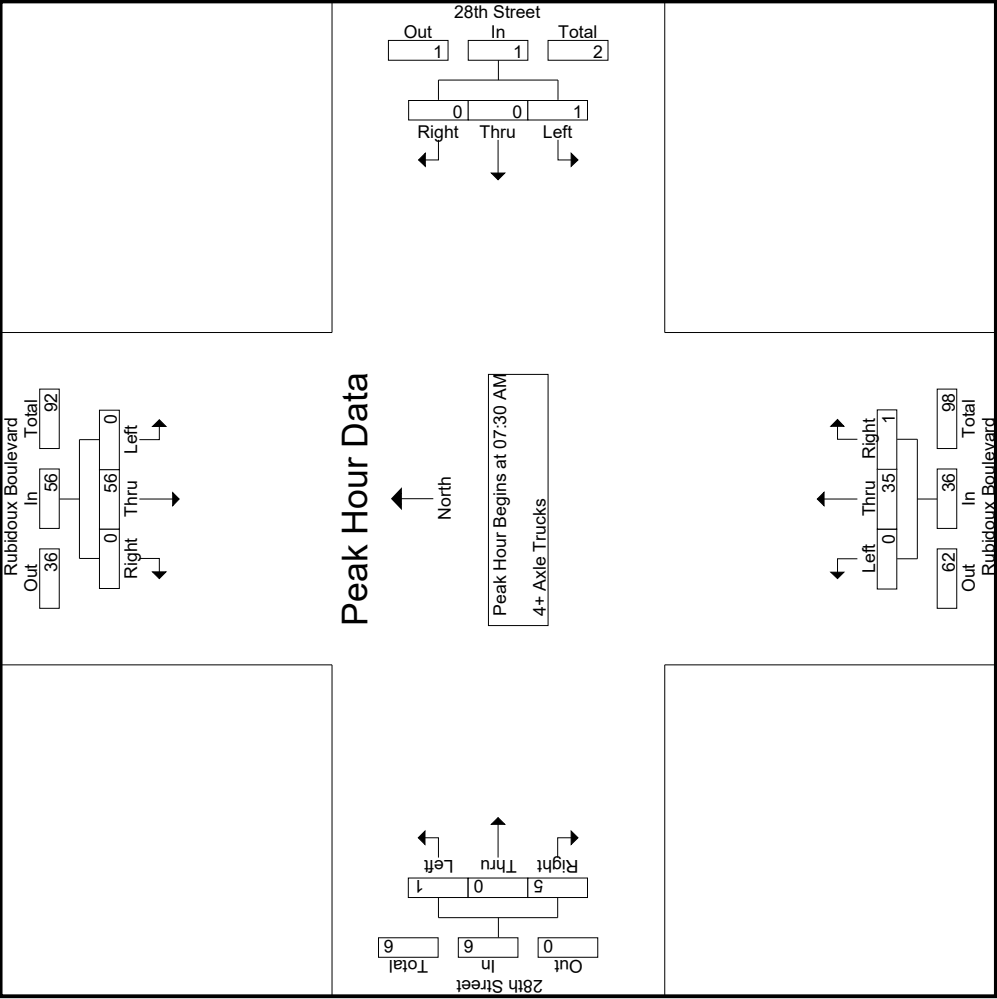
File Name : 19\_JVY\_Rubidoux\_28th AM  
Site Code : 05119339  
Start Date : 5/23/2019  
Page No : 1

Groups Printed- 4+ Axle Trucks

Rubidoux Boulevard Southbound						28th Street Westbound						Rubidoux Boulevard Northbound						28th Street Eastbound						
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	7	0	0	7	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	16	
07:15 AM	0	13	0	0	13	1	0	0	0	1	0	7	0	0	0	7	0	0	0	0	0	21	21	
07:30 AM	0	15	0	0	15	0	0	0	0	0	0	12	0	0	0	12	0	0	3	1	3	30	31	
07:45 AM	0	12	0	0	12	0	0	0	0	0	0	7	0	0	0	7	0	0	1	0	0	20	20	
Total	0	47	0	0	47	1	0	0	0	1	0	35	0	0	0	35	0	0	4	1	4	1	87	88
08:00 AM	0	16	0	0	16	1	0	0	0	1	0	10	1	0	0	11	0	0	0	0	0	0	28	28
08:15 AM	0	13	0	0	13	0	0	0	0	0	0	6	0	0	0	6	1	0	1	0	2	0	21	21
08:30 AM	0	14	0	0	14	0	0	0	0	0	0	9	0	0	0	9	0	0	1	0	1	0	24	24
08:45 AM	0	12	0	0	12	0	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	0	29	29
Total	0	55	0	0	55	1	0	0	0	1	0	42	1	0	0	43	1	0	2	0	3	0	102	102
Grand Total	0	102	0	0	102	2	0	0	0	2	0	77	1	0	0	78	1	0	6	1	7	1	189	190
Apprch %	0	100	0			100	0	0			0	98.7	1.3			14.3	0	85.7						
Total %	0	54	0		54	1.1	0	0		1.1	0	40.7	0.5		41.3	0.5	0	3.2		3.7	0.5	99.5		

3.1-433

Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:30 AM																		
07:30 AM	0	15	0	15	0	0	0	0	0	12	0	12	0	0	0	3	30	
07:45 AM	0	12	0	12	0	0	0	0	0	7	0	7	0	0	0	1	20	
08:00 AM	0	16	0	16	1	0	0	1	0	10	1	11	0	0	0	0	28	
08:15 AM	0	13	0	13	0	0	0	0	0	6	0	6	1	0	1	2	21	
Total Volume	0	56	0	56	1	0	0	1	0	35	1	36	1	0	0	5	6	99
% App. Total	0	100	0		100	0	0		0	97.2	2.8		16.7	0	0	83.3		
PHF	.000	.875	.000	.875	.250	.000	.000	.250	.000	.729	.250	.750	.250	.000	.000	.417	.500	.825



City of Jurupa Valley  
N/S: Rubidoux Boulevard  
E/W: 28th Street  
Weather: Clear

File Name : 19\_JVY\_Rubidoux\_28th AM  
Site Code : 05119339  
Start Date : 5/23/2019  
Page No : 3

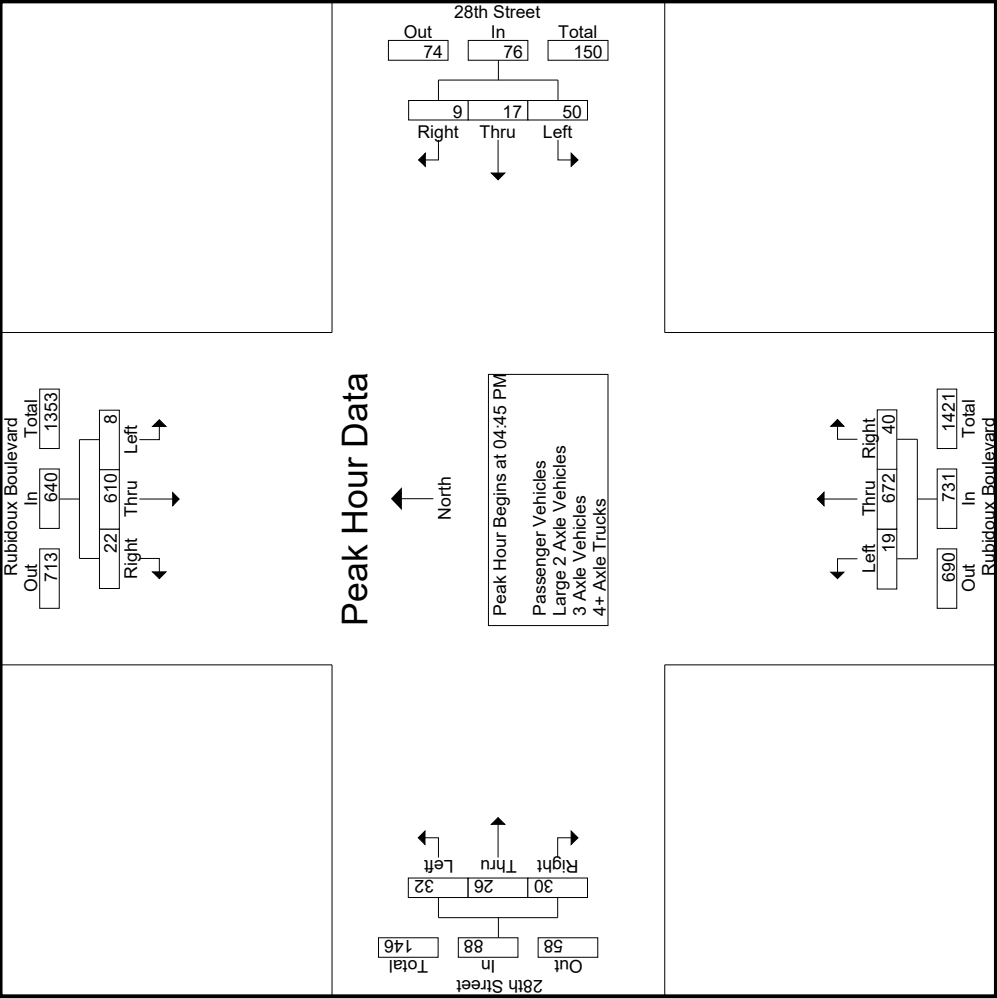
Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
+0 mins.	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+15 mins.	0	15	0	15	0	0	0	0	0	12	0	0	0	0	0	3
+30 mins.	0	12	0	12	0	0	0	0	0	7	0	0	0	0	0	1
+45 mins.	0	16	0	16	1	0	0	1	0	10	1	11	0	0	0	0
Total Volume	0	13	0	13	0	0	0	0	0	6	0	6	1	0	1	2
% App. Total	0	56	0	56	1	0	0	1	0	35	1	36	1	0	5	6
PHF	.000	.875	.000	.875	.250	.000	.000	.250	.000	.972	.250	.750	.250	.000	.417	.500

City of Jurupa Valley  
N/S: Rubidoux Boulevard  
EW: 28th Street  
Weather: Clear

File Name : 19\_JVY\_Rubidoux\_28th PM  
Site Code : 05119339  
Start Date : 5/23/2019  
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Rubidoux Boulevard Southbound										28th Street Westbound						Rubidoux Boulevard Northbound						28th Street Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Indlu. Total	Int. Total				
04:00 PM	2	164	7	0	173	20	4	4	2	28	7	164	10	3	181	8	7	3	3	18	8	400	408				
04:15 PM	1	152	5	0	158	12	3	2	2	17	3	170	8	0	181	5	5	8	6	18	8	374	382				
04:30 PM	3	137	3	0	143	11	5	1	0	17	4	154	7	0	165	8	4	5	3	17	3	342	345				
04:45 PM	0	155	3	0	158	15	8	3	1	26	5	171	12	1	188	2	3	4	2	9	4	381	385				
Total	6	608	18	0	632	58	20	10	5	88	19	659	37	4	715	23	19	20	14	62	23	1497	1520				
05:00 PM	4	153	6	0	163	12	3	2	1	17	4	158	10	2	172	15	7	9	4	31	7	383	390				
05:15 PM	3	167	6	2	176	10	2	3	2	15	5	181	13	0	199	8	8	5	5	21	9	411	420				
05:30 PM	1	135	7	0	143	13	4	1	0	18	5	162	5	0	172	7	8	12	8	27	8	360	368				
05:45 PM	2	137	6	0	145	9	3	2	1	14	11	147	5	0	163	7	5	3	3	15	4	337	341				
Total	10	592	25	2	627	44	12	8	4	64	25	648	33	2	706	37	28	29	20	94	28	1491	1519				
Grand Total	16	1200	43	2	1259	102	32	18	9	152	44	1307	70	6	1421	60	47	49	34	156	51	2988	3039				
Approach %	1.3	95.3	3.4			67.1	21.1	11.8			3.1	92	4.9			38.5	30.1	31.4									
Total %	0.5	40.2	1.4		42.1	3.4	1.1	0.6		5.1	1.5	43.7	2.3		47.6	2	1.6	1.6		5.2	1.7	98.3					
Passenger Vehicles	16	1032	37		1087	101	32	14		155	36	1025	62		1129	58	46	47		184	0	0	2555				
% 2 Axle Vehicles	100	86	86	100	86.2	99	100	77.8	88.9	96.3	81.8	78.4	88.6	100	79.1	96.7	97.9	95.9	97.1	96.8	0	0	84.1				
Large 2 Axle Vehicles	0	49	0	0	49	1	0	1		2	2	80	7		89	0	1	1		3	0	0	143				
% 3 Axle Vehicles	0	4.1	0	0	3.9	1	0	0	0	1.2	4.5	6.1	10	0	6.2	0	2.1	2	2.9	1.6	0	0	4.7				
3 Axle Vehicles	0	34	5		39	0	0	1		1	3	55	0		58	2	0	1		3	0	0	101				
% 4 Axle Vehicles	0	2.8	11.6	0	3.1	0	0	5.6	0	0.6	6.8	4.2	0	0	4.1	3.3	0	2	0	1.6	0	0	3.3				
4+ Axle Trucks	0	85	1		86	0	0	2		3	3	147	1		151	0	0	0		0	0	0	240				
% 4+ Axle Trucks	0	7.1	2.3	0	6.8	0	0	11.1	11.1	1.9	6.8	11.2	1.4	0	10.6	0	0	0	0	0	0	0	7.9				
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 04:45 PM																											
04:45 PM	0	155	3		158	15	8	3		3	26	171	12		188	2	3	4		9			381				
05:00 PM	4	153	6		163	12	3	2		2	17	158	10		172	15	7	9		31			383				
05:15 PM	3	167	6		176	10	2	3		3	15	181	13		199	8	8	5		21			411				
05:30 PM	1	135	7		143	13	4	1		1	18	162	5		172	7	8	12		27			360				
Total Volume	8	610	22		640	50	17	9		9	76	672	40		731	32	26	30		88			1535				
% App. Total	1.2	95.3	3.4			65.8	22.4	11.8			2.6	91.9	5.5			36.4	29.5	34.1									
PHF	.500	.913	.786		.909	.833	.531	.750		.731	.918	.928	.769		.533	.813	.625	.710					.934				



Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
+0 mins.	3	137	3	143	04:00 PM				04:45 PM				05:00 PM			
+15 mins.	0	155	3	158	20	4	4	28	5	171	12	188	15	7	9	31
+30 mins.	4	153	6	163	12	3	2	17	4	158	10	172	8	8	5	21
+45 mins.	3	167	6	176	11	5	1	17	5	181	13	199	7	8	12	27
Total Volume	10	612	18	640	15	8	3	26	5	162	5	172	7	5	3	15
% App. Total	1.6	95.6	2.8		58	20	10	88	19	672	40	731	37	28	29	94
PHF	.625	.916	.750	.909	65.9	22.7	11.4	.786	2.6	91.9	5.5	.918	39.4	29.8	30.9	.758

City of Jurupa Valley  
N/S: Rubidoux Boulevard  
EW: 28th Street  
Weather: Clear

File Name : 19\_JVY\_Rubidoux\_28th PM  
Site Code : 05119339  
Start Date : 5/23/2019  
Page No : 1

Groups Printed- Passenger Vehicles

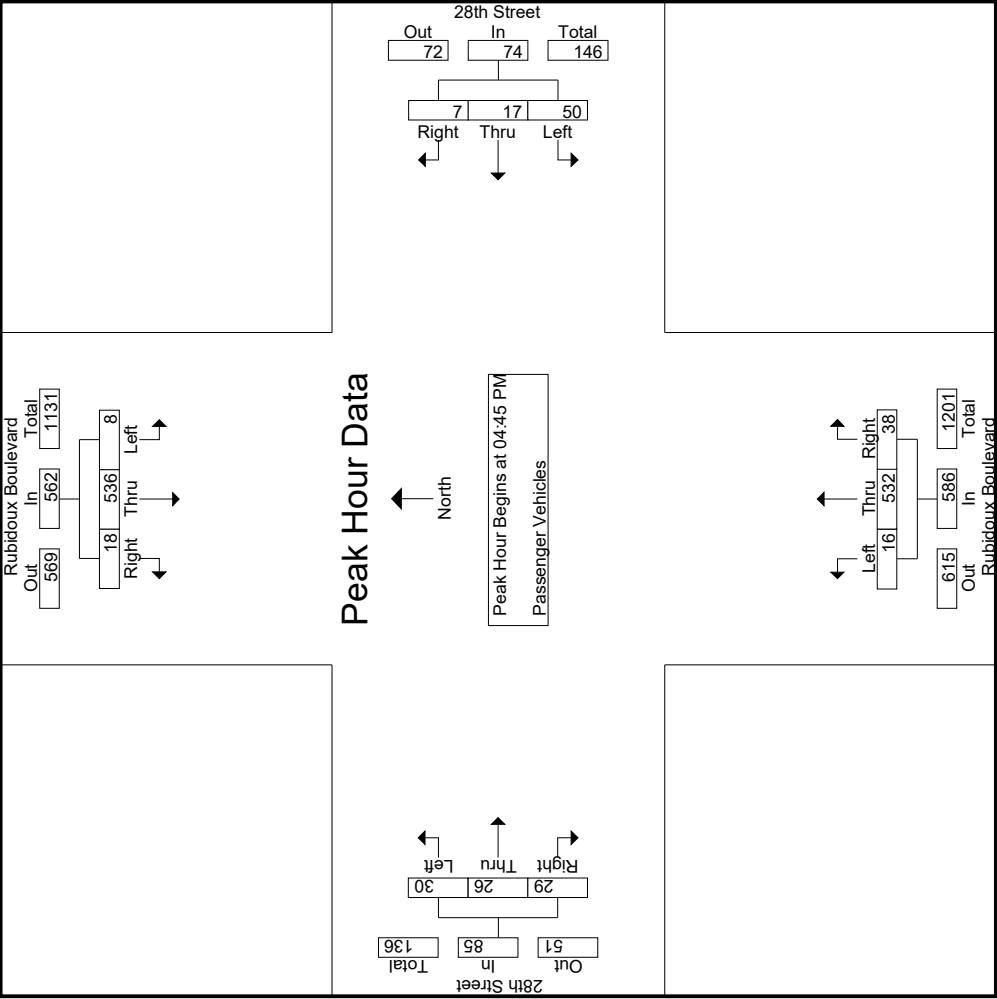
Rubidoux Boulevard Southbound										28th Street Westbound					Rubidoux Boulevard Northbound					28th Street Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	2	137	6	0	145	19	4	3	1	26	6	129	7	3	142	8	7	2	2	17	6	330	336	
04:15 PM	1	122	5	0	128	12	3	2	2	17	3	131	8	0	142	5	5	8	6	18	8	305	313	
04:30 PM	3	114	2	0	119	11	5	0	0	16	3	120	5	0	128	8	4	5	3	17	3	280	283	
04:45 PM	0	135	1	0	136	15	8	2	1	25	3	138	11	1	152	1	3	4	2	8	4	321	325	
Total	6	508	14	0	528	57	20	7	4	84	15	518	31	4	564	22	19	19	13	60	21	1236	1257	
05:00 PM	4	130	4	0	138	12	3	2	1	17	4	120	10	2	134	15	7	8	4	30	7	319	326	
05:15 PM	3	150	6	2	159	10	2	2	2	14	5	145	12	0	162	7	8	5	5	20	9	355	364	
05:30 PM	1	121	7	0	129	13	4	1	0	18	4	129	5	0	138	7	8	12	8	27	8	312	320	
05:45 PM	2	123	6	0	131	9	3	2	1	14	8	113	4	0	125	7	4	3	3	14	4	284	288	
Total	10	524	23	2	557	44	12	7	4	63	21	507	31	2	559	36	27	28	20	91	28	1270	1298	
Grand Total	16	1032	37	2	1085	101	32	14	8	147	36	1025	62	6	1123	58	46	47	33	151	49	2506	2555	
Apprch %	1.5	95.1	3.4			68.7	21.8	9.5		5.9	3.2	91.3	5.5		44.8	38.4	30.5	31.1		6				
Total %	0.6	41.2	1.5		43.3	4	1.3	0.6			1.4	40.9	2.5			2.3	1.8	1.9			1.9	98.1		
3.1-439																								

Rubidoux Boulevard Southbound										28th Street Westbound					Rubidoux Boulevard Northbound					28th Street Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total			
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 04:45 PM																								
04:45 PM	0	135	1		136	15	8	2		25	3	138	11		152	1	3	4		8		321		
05:00 PM	4	130	4		138	12	3	2		17	4	120	10		134	15	7	8		30		319		
05:15 PM	3	150	6		159	10	2	2		14	5	145	12		162	7	8	5		20		355		
05:30 PM	1	121	7		129	13	4	1		18	4	129	5		138	7	8	12		27		312		
Total Volume	8	536	18		562	50	17	7		74	16	532	38		586	30	26	29		85		1307		
% App. Total	1.4	95.4	3.2			67.6	23	9.5			2.7	90.8	6.5			35.3	30.6	34.1						
PHF	.500	.893	.643		.884	.833	.531	.875		.740	.800	.917	.792		.904	.500	.813	.604		.708		.920		

City of Jurupa Valley  
N/S: Rubidoux Boulevard  
E/W: 28th Street  
Weather: Clear

File Name : 19\_JVY\_Rubidoux\_28th PM  
Site Code : 05119339  
Start Date : 5/23/2019  
Page No : 3

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	13	0	13	0	0	0	0	1	20	0	21	0	0	0	0
+15 mins.	0	15	1	16	0	0	0	0	0	16	0	16	0	0	0	0
+30 mins.	0	10	0	10	0	0	0	0	0	21	0	21	0	0	0	0
+45 mins.	0	5	0	5	0	0	0	0	0	22	0	22	0	0	0	0
Total Volume	0	43	1	44	0	0	0	0	1	79	0	80	0	0	0	0
% App. Total	0	97.7	2.3		0	0	0	0	1.2	98.8	0		0	0	0	
PHF	.000	.717	.250	.688	.000	.000	.000	.000	.250	.898	.000	.909	.000	.000	.000	.000



Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
+0 mins.	0	135	1	136	04:45 PM				04:45 PM				04:45 PM			
+15 mins.	4	130	4	138	15	8	2	25	138	11	152	1	3	4	8	30
+30 mins.	3	150	6	159	12	3	2	17	120	10	134	15	7	8	5	20
+45 mins.	1	121	7	129	10	2	2	14	145	12	162	7	8	12	27	85
Total Volume	8	536	18	562	13	4	1	18	129	5	138	7	8	29	34.1	708
% App. Total	1.4	95.4	3.2	562	50	17	7	74	532	38	586	30	26	29	34.1	708
PHF	.500	.893	.643	.884	67.6	23	9.5	740	90.8	6.5	904	35.3	30.6	34.1	.604	.708

City of Jurupa Valley  
N/S: Rubidoux Boulevard  
EW: 28th Street  
Weather: Clear

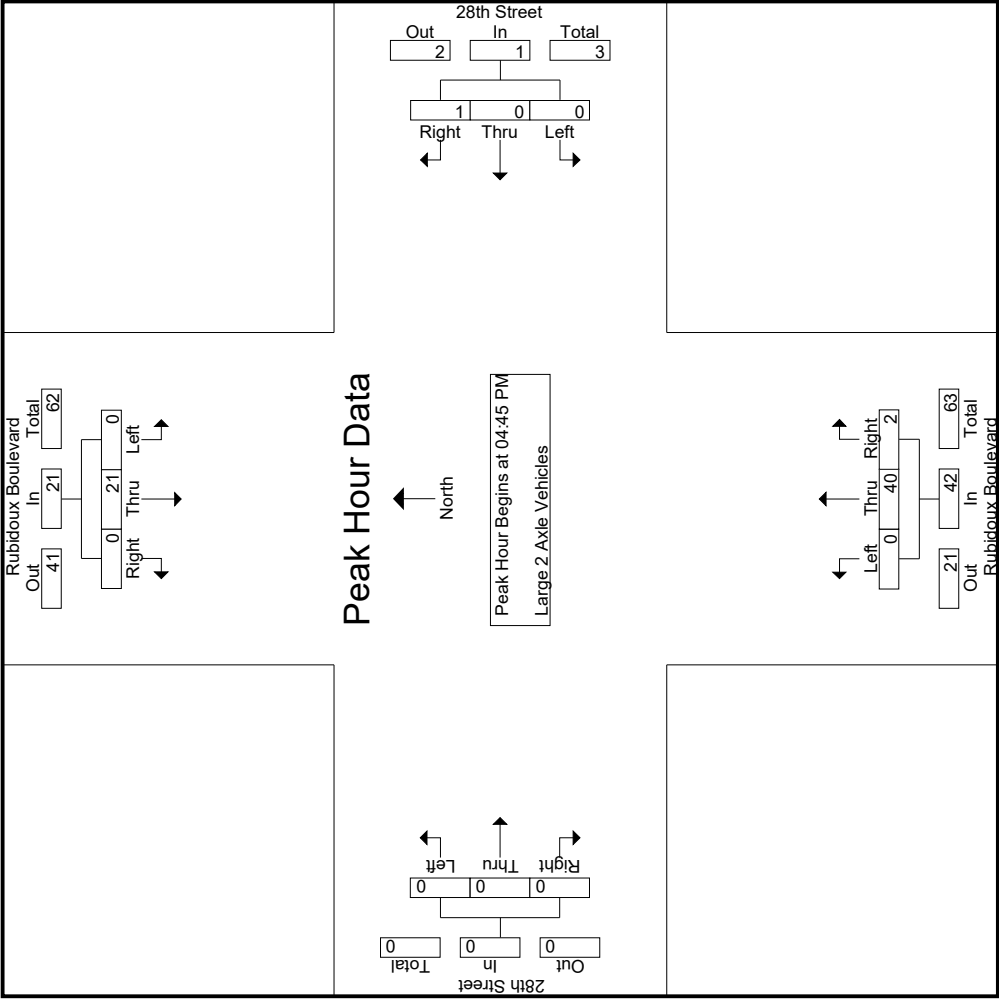
File Name : 19\_JVY\_Rubidoux\_28th PM  
Site Code : 05119339  
Start Date : 5/23/2019  
Page No : 1

Groups Printed- Large 2 Axle Vehicles

Rubidoux Boulevard Southbound						28th Street Westbound						Rubidoux Boulevard Northbound						28th Street Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	6	0	0	6	1	0	0	0	1	0	6	3	0	9	0	0	1	1	1	1	17	18
04:15 PM	0	9	0	0	9	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	27	27
04:30 PM	0	5	0	0	5	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	16	16
04:45 PM	0	4	0	0	4	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	13	13
Total	0	24	0	0	24	1	0	0	0	1	0	42	5	0	47	0	0	1	1	1	1	73	74
05:00 PM	0	5	0	0	5	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	17	17
05:15 PM	0	5	0	0	5	0	0	1	0	1	0	11	1	0	12	0	0	0	0	0	0	18	18
05:30 PM	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	16	16
05:45 PM	0	8	0	0	8	0	0	0	0	0	2	6	1	0	9	0	1	0	0	1	0	18	18
Total	0	25	0	0	25	0	0	1	0	1	2	38	2	0	42	0	1	0	0	0	0	69	69
Grand Total	0	49	0	0	49	1	0	1	0	2	2	80	7	0	89	0	1	1	1	2	1	142	143
Apprch %	0	100	0			50	0	50			2.2	89.9	7.9			0	50	50					
Total %	0	34.5	0		34.5	0.7	0	0.7		1.4	1.4	56.3	4.9		62.7	0	0.7	0.7		1.4	0.7	99.3	

3.1-442

Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	4	0	4	0	0	0	0	0	8	1	9	0	0	0	0	13
05:00 PM	0	5	0	5	0	0	0	0	0	12	0	12	0	0	0	0	17
05:15 PM	0	5	0	5	0	0	1	1	1	11	1	12	0	0	0	0	18
05:30 PM	0	7	0	7	0	0	0	0	0	9	0	9	0	0	0	0	16
Total Volume	0	21	0	21	0	0	1	1	0	40	2	42	0	0	0	0	64
% App. Total	0	100	0		0	0	100		0	95.2	4.8		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.250	.250	.250	.833	.500	.875	.000	.000	.000	.000	.889



Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
+0 mins.	0	4	0	4	0	0	0	0	0	8	1	9	0	0	0	0
+15 mins.	0	5	0	5	0	0	0	0	0	12	0	12	0	0	0	0
+30 mins.	0	5	0	5	0	0	1	1	0	11	1	12	0	0	0	0
+45 mins.	0	7	0	7	0	0	0	0	0	9	0	9	0	0	0	0
Total Volume	0	21	0	21	0	0	1	1	0	40	2	42	0	0	0	0
% App. Total	0	100	0	100	0	0	100	100	0	95.2	4.8	95.2	0	0	0	0
PHF	.000	.750	.000	.750	.000	.000	.250	.250	.000	.833	.500	.875	.000	.000	.000	.000

City of Jurupa Valley  
N/S: Rubidoux Boulevard  
EW: 28th Street  
Weather: Clear

File Name : 19\_JVY\_Rubidoux\_28th PM  
Site Code : 05119339  
Start Date : 5/23/2019  
Page No : 1

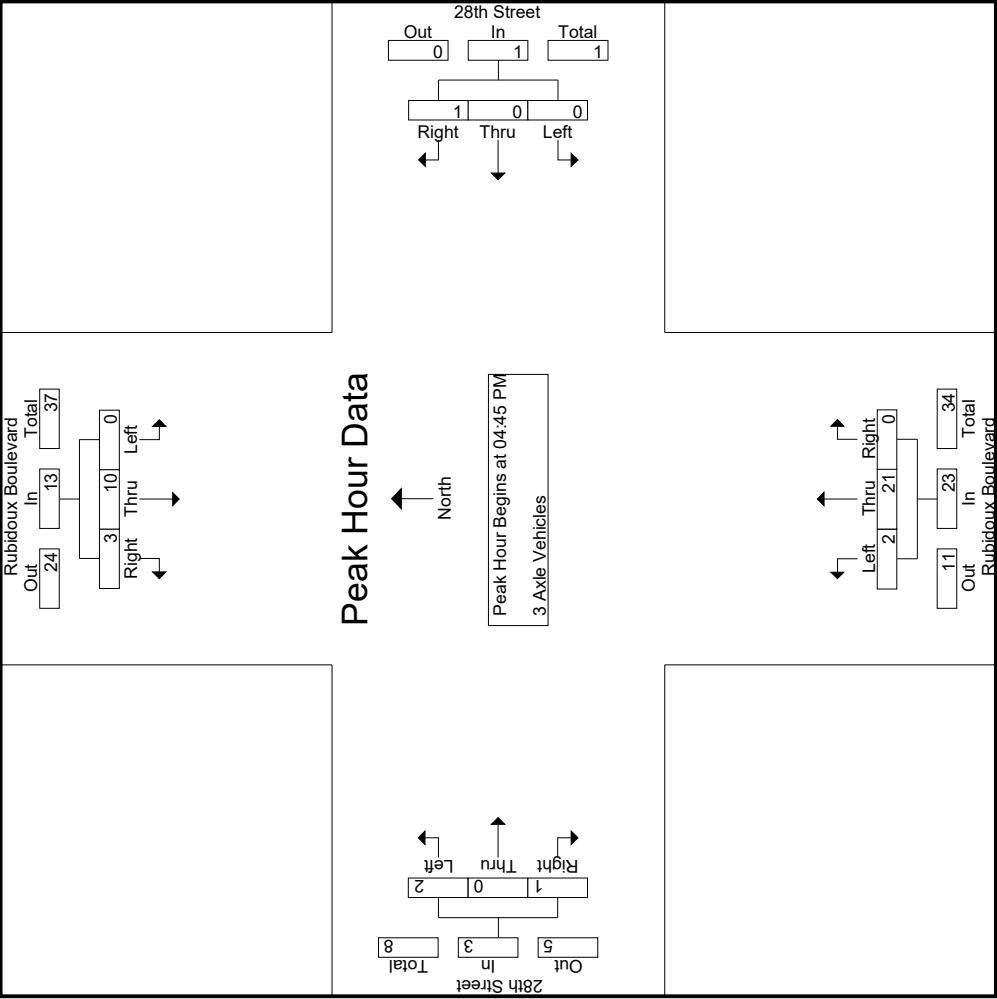
Groups Printed- 3 Axle Vehicles

Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
04:00 PM	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	3	2	0	5	0	0	1	0	1	1	0	0	0	1
Total	0	26	4	0	30	0	0	1	0	1	2	32	0	0	34
05:00 PM	0	3	1	0	4	0	0	0	0	0	0	10	0	1	0
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	1
05:30 PM	0	2	0	0	2	0	0	1	0	0	1	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	7	0	0	0	0
Total	0	8	1	0	9	0	0	1	0	0	1	23	0	1	24
Grand Total	0	34	5	0	39	0	0	1	0	1	3	55	0	0	58
Apprch %	0	87.2	12.8			0	0	100			5.2	94.8	0		
Total %	0	33.7	5		38.6	0	0	1			3	54.5	0		57.4

3.1-445

Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
04:45 PM	0	3	2		5	0	0	1		1	1	0	0		1
05:00 PM	0	3	1		4	0	0	0		0	0	0	1		1
05:15 PM	0	2	0		2	0	0	0		0	1	0	0		1
05:30 PM	0	2	0		2	0	0	1		0	0	0	0		0
Total Volume	0	10	3		13	0	0	1		1	2	21	0		23
% App. Total	0	76.9	23.1			0	0	100			8.7	91.3	0		
PHF	.000	.833	.375		.650	.000	.000	.250		.250	.500	.525	.000		.575
											.500	.000	.250		.750
															.667

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 04:45 PM



Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	3	2	5	0	0	0	1	1	5	0	6	1	0	0	1
+15 mins.	0	3	1	4	0	0	0	0	0	10	0	10	0	0	1	1
+30 mins.	0	2	0	2	0	0	0	0	0	4	0	4	1	0	0	1
+45 mins.	0	2	0	2	0	0	0	0	1	2	0	3	0	0	0	0
Total Volume	0	10	3	13	0	0	0	1	2	21	0	23	2	0	1	3
% App. Total	0	76.9	23.1		0	0	0	100	8.7	91.3	0		66.7	0	33.3	
PHF	.000	.833	.375	.650	.000	.000	.000	.250	.500	.525	.000	.575	.500	.000	.250	.750

City of Jurupa Valley  
N/S: Rubidoux Boulevard  
EW: 28th Street  
Weather: Clear

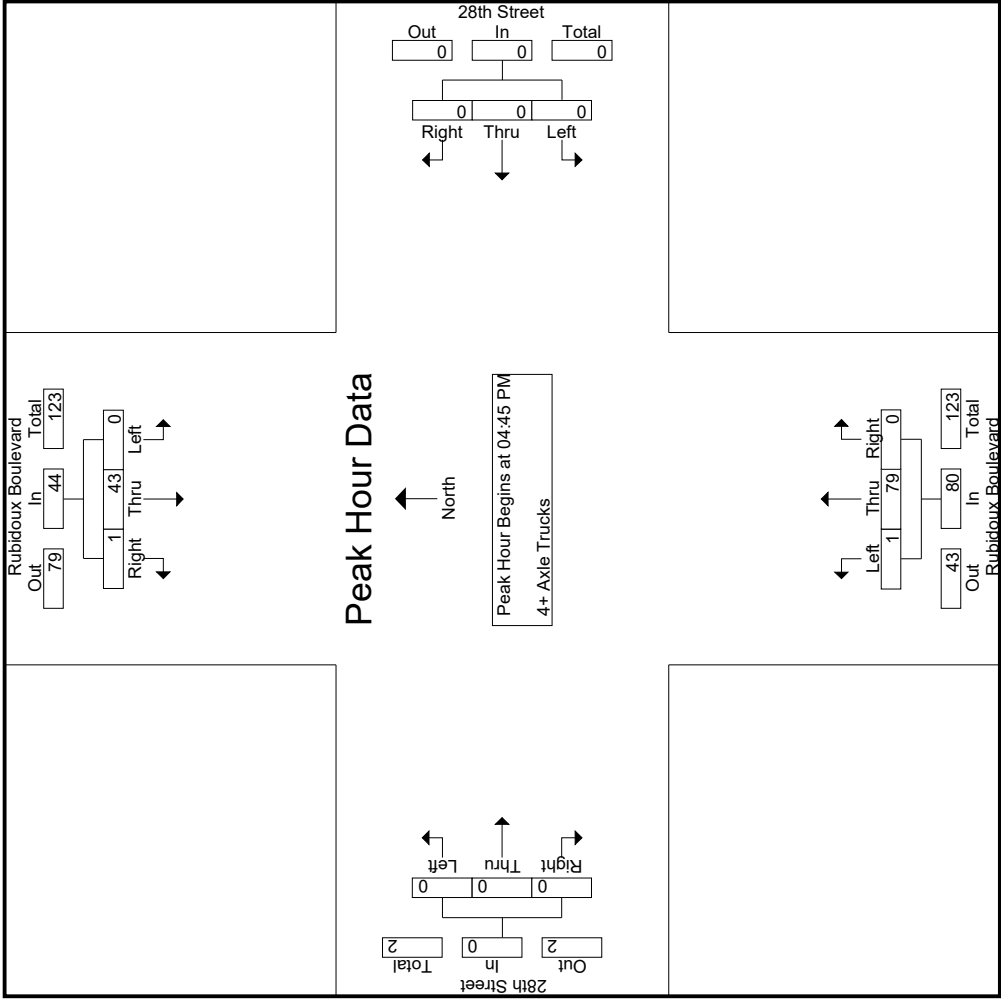
File Name : 19\_JVY\_Rubidoux\_28th PM  
Site Code : 05119339  
Start Date : 5/23/2019  
Page No : 1

Groups Printed- 4+ Axle Trucks

Rubidoux Boulevard Southbound						28th Street Westbound						Rubidoux Boulevard Northbound						28th Street Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	0	14	0	0	14	0	0	0	1	1	1	14	0	0	0	15	0	0	0	0	1	30	31
	0	11	0	0	11	0	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	26	26
	0	12	0	0	12	0	0	0	1	0	1	18	1	0	0	19	0	0	0	0	0	32	32
	0	13	0	0	13	0	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	34	34
Total						0	50	0	0	2	1	2	67	1	0	70	0	0	0	0	1	122	123
05:00 PM						0	15	1	0	16	0	0	0	0	0	16	0	0	0	0	0	32	32
05:15 PM						0	10	0	0	10	0	0	0	0	0	21	0	0	0	0	0	31	31
05:30 PM						0	5	0	0	5	0	0	0	0	0	22	0	0	0	0	0	27	27
05:45 PM						0	5	0	0	5	0	0	0	0	0	22	0	0	0	0	0	27	27
Total						0	35	1	0	36	0	0	0	0	0	81	0	0	0	0	0	117	117
Grand Total						0	85	1	0	86	0	0	2	1	2	151	0	0	0	0	1	239	240
Apprch %						0	98.8	1.2			0	0	100				0	0	0				
Total %						0	35.6	0.4		36	0	0	0.8		0.8	63.2	0	0	0		0.4	99.6	

3.1-448

Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	13	0	13	0	0	0	0	1	20	0	21	0	0	0	0	34
05:00 PM	0	15	1	16	0	0	0	0	0	16	0	16	0	0	0	0	32
05:15 PM	0	10	0	10	0	0	0	0	0	21	0	21	0	0	0	0	31
05:30 PM	0	5	0	5	0	0	0	0	0	22	0	22	0	0	0	0	27
Total Volume	0	43	1	44	0	0	0	0	1	79	0	80	0	0	0	0	124
% App. Total	0	97.7	2.3		0	0	0		1.2	98.8	0		0	0	0		
PHF	.000	.717	.250	.688	.000	.000	.000	.000	.250	.898	.000	.909	.000	.000	.000	.000	.912



Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	13	0	13	0	0	0	0	1	20	0	21	0	0	0	0
+15 mins.	0	15	1	16	0	0	0	0	0	16	0	16	0	0	0	0
+30 mins.	0	10	0	10	0	0	0	0	0	21	0	21	0	0	0	0
+45 mins.	0	5	0	5	0	0	0	0	0	22	0	22	0	0	0	0
Total Volume	0	43	1	44	0	0	0	0	1	79	0	80	0	0	0	0
% App. Total	0	97.7	2.3		0	0	0	0	1.2	98.8	0		0	0	0	
PHF	.000	.717	.250	.688	.000	.000	.000	.000	.250	.898	.000	.909	.000	.000	.000	.000

## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
10/7/20  
WEDNESDAY

Jurupa Valley  
Hall  
26th

PROJECT #: SC  
LOCATION #: 1  
CONTROL: STOP ALL

[illegible]

		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND										
		Hall		Hall		26th		26th		26th		26th		26th										
LANES:	NL	0	0	NR	0	SL	0	ST	1	SR	0	EL	0	ET	1	ER	0	WL	0	WT	1	WR	0	TOTAL
		0	1		0		0		1		0		0		1		0		0		1		0	

U-TURNS				
NB	SB	EB	WB	TTL

[illegible]

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AImTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 9/29/20  
TUESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Bloomington  
Market  
24th

PROJECT #:  
LOCATION #:  
CONTROL:

SC2668  
22  
SIGNAL

NOTES:									
PCE		1		2		3		4	
Class		1		1.5		2		3	
Factor		1		1.5		2		3	

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				U-TURNS			
	Market				Market				24th				24th							
	NL	NT	NR		SL	ST	SR		EL	ET	ER		WL	WT	WR	NB	SB	EB	WB	TTL
	1	1	0		1	1	1		0.5	0.5	1		1	1	0					

AM																					
6:00 AM		8	112	59	3	118	0	1	2	10	16	4	0	331	0	0	0	0	0	0	0
6:15 AM		5	129	25	7	106	0	0	2	8	15	1	0	297	0	0	0	0	0	0	0
6:30 AM		5	138	39	4	134	0	0	9	16	29	7	3	383	0	0	0	0	0	0	0
6:45 AM		2	149	67	6	128	0	0	12	15	25	0	4	406	0	0	0	0	0	0	0
7:00 AM		3	104	30	7	117	0	0	2	5	9	3	9	288	0	0	0	0	0	0	0
7:15 AM		5	117	21	5	122	2	1	2	11	23	1	8	315	0	0	0	0	0	0	0
7:30 AM		10	160	32	5	124	0	0	8	21	18	8	6	389	0	0	0	0	0	0	0
7:45 AM		14	152	67	8	120	0	1	8	17	21	0	2	407	0	0	0	0	0	0	0
8:00 AM		13	144	37	4	131	0	2	4	19	12	1	4	369	0	0	0	0	0	0	0
8:15 AM		8	144	22	6	114	0	0	4	8	29	5	5	344	0	0	0	0	0	0	0
8:30 AM		8	133	29	0	99	0	0	6	12	24	6	6	322	0	0	0	0	0	0	0
8:45 AM		5	137	23	2	113	0	0	8	16	24	3	4	334	0	0	0	0	0	0	0
VOLUMES		83	1,615	449	56	1,423	2	5	66	156	242	39	50	4,182	0	0	0	0	0	0	0
APPROACH %		4%	75%	21%	4%	96%	0%	2%	29%	69%	73%	12%	15%								
APP/DEPART		2,146	/	1,670	1,480	/	1,820	226	/	570	330	/	123	0							
BEGIN PEAK HR		44	599	157	23	488	0	3	23	64	79	13	17	1,509							
VOLUMES		6%	75%	20%	5%	95%	0%	3%	26%	71%	73%	12%	15%								
APPROACH %		6%	75%	20%	5%	95%	0%	3%	26%	71%	73%	12%	15%								
PEAK HR FACTOR		0.862			0.946				0.799		0.711			0.927							
APP/DEPART		800	/	619	511	/	630	90	/	203	108	/	57	0							
03:00 PM		8	173	20	8	125	3	0	9	37	57	12	3	441	0	0	0	0	0	0	0
3:15 PM		10	187	27	6	135	1	2	10	25	42	2	2	448	0	0	0	0	0	0	0
3:30 PM		14	196	26	1	150	2	3	7	45	73	15	12	542	0	0	0	0	0	0	0
3:45 PM		14	195	32	1	146	2	4	7	45	73	15	12	544	0	0	0	0	0	0	0
4:00 PM		13	168	9	3	170	0	0	14	75	59	17	12	538	0	0	0	0	0	0	0
4:15 PM		13	162	9	3	170	0	0	14	75	55	17	12	528	0	0	0	0	0	0	0
4:30 PM		8	158	17	7	139	0	0	3	23	74	12	12	452	0	0	0	0	0	0	0
4:45 PM		3	151	12	4	151	1	2	9	33	33	7	8	413	0	0	0	0	0	0	0
5:00 PM		9	165	6	3	149	1	0	4	38	46	6	7	434	0	0	0	0	0	0	0
5:15 PM		6	144	5	0	150	1	0	1	27	32	2	5	372	0	0	0	0	0	0	0
5:30 PM		15	163	13	1	140	4	0	4	18	20	1	4	382	0	0	0	0	0	0	0
5:45 PM		18	147	14	0	112	0	1	1	13	21	9	6	340	0	0	0	0	0	0	0
VOLUMES		128	2,006	189	36	1,734	15	11	81	443	583	113	95	5,432	0	0	0	0	0	0	0
APPROACH %		6%	86%	8%	2%	97%	1%	2%	15%	83%	74%	14%	12%								
APP/DEPART		2,323	/	2,112	1,785	/	2,759	535	/	306	790	/	256	0							
3:30 PM																					
BEGIN PEAK HR		53	720	75	8	634	4	6	42	239	259	63	48	2,151							
VOLUMES		6%	85%	9%	1%	98%	1%	2%	15%	83%	70%	17%	13%								
APPROACH %		6%	85%	9%	1%	98%	1%	2%	15%	83%	70%	17%	13%								
PEAK HR FACTOR		0.883			0.936				0.811		0.930			0.989							
APP/DEPART		848	/	774	646	/	1,132	287	/	125	370	/	120	0							
PM																					



## LOS Sheets

## Table of Contents

Intersection Analysis Summary .....	2
Intersection Level Of Service Report .....	3
Intersection 1: Rubidoux Blvd/28th St .....	3
Intersection 2: Hall Ave/26th St .....	8
Intersection 3: Market St/24th St .....	10
Turning Movement Volume: Summary .....	15

## Wheeler Jurupa Valley

Vistro File: Z:\...\FTA Wheeler Analysis.vistro

Scenario 1 AM Analysis

Report File: Z:\...\AM Analysis.pdf

10/13/2020

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Rubidoux Blvd/28th St	Signalized	HCM 6th Edition	WB Thru	0.983	61.0	E
2	Hall Ave/26th St	Two-way stop	HCM 6th Edition	WB Thru	0.004	10.2	B
3	Market St/24th St	Signalized	HCM 6th Edition	NB Left	0.613	21.9	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.





### Intersection Level Of Service Report

#### Intersection 1: Rubidoux Blvd/28th St

Control Type: Signalized  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 61.0  
 Level Of Service: E  
 Volume to Capacity (v/c): 0.983

#### Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	195.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	65.00	100.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name												
Base Volume Input [veh/h]	19	541	38	4	726	14	16	12	32	29	350	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	541	38	4	726	14	16	12	32	29	350	29
Peak Hour Factor	0.9210	0.9210	0.9210	0.8480	0.8480	0.8480	0.7500	0.7500	0.7500	0.7160	0.7160	0.7160
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	147	10	1	214	4	5	4	11	10	122	10
Total Analysis Volume [veh/h]	21	587	41	5	856	17	21	16	43	41	489	41
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	9	19	0	9	19	0	0	32	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	20	20	0	19	19	28	28	28	28
g / C, Green / Cycle	0.03	0.33	0.33	0.01	0.31	0.31	0.47	0.47	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.01	0.19	0.19	0.00	0.26	0.26	0.39	0.03	0.71	0.03
s, saturation flow rate [veh/h]	1603	1683	1645	1603	1683	1671	95	1431	747	1431
c, Capacity [veh/h]	43	551	538	14	521	517	138	664	412	664
d1, Uniform Delay [s]	28.87	16.77	16.78	29.65	19.40	19.40	14.62	8.89	17.41	8.88
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.29	0.11	0.50	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.37	4.34	4.46	14.88	15.14	15.23	2.79	0.04	146.77	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.49	0.58	0.58	0.36	0.84	0.84	0.27	0.06	1.29	0.06
d, Delay for Lane Group [s/veh]	37.24	21.11	21.24	44.53	34.54	34.64	17.41	8.93	164.18	8.92
Lane Group LOS	D	C	C	D	C	C	B	A	F	A
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.38	3.93	3.87	0.13	7.31	7.27	0.38	0.28	20.99	0.26
50th-Percentile Queue Length [ft/ln]	9.61	98.16	96.64	3.15	182.74	181.84	9.46	6.88	524.80	6.55
95th-Percentile Queue Length [veh/ln]	0.69	7.07	6.96	0.23	11.74	11.70	0.68	0.50	33.33	0.47
95th-Percentile Queue Length [ft/ln]	17.30	176.69	173.96	5.68	293.59	292.41	17.03	12.38	833.21	11.78

**Movement, Approach, & Intersection Results**

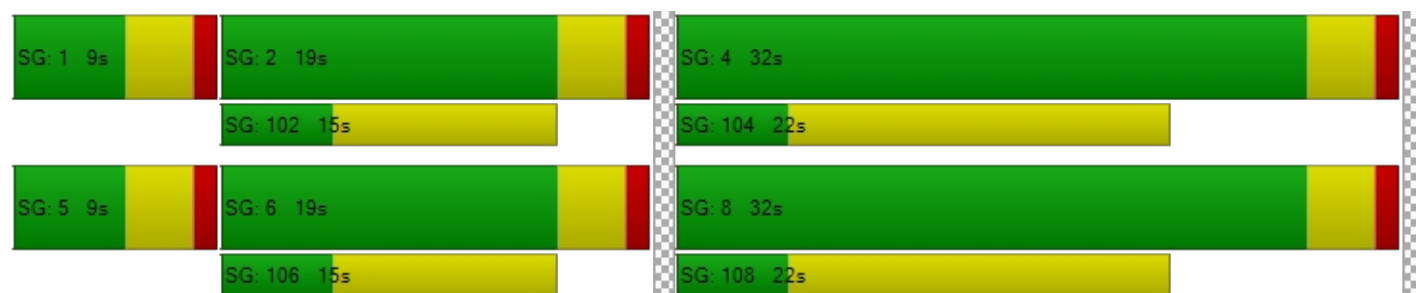
d_M, Delay for Movement [s/veh]	37.24	21.17	21.24	44.53	34.59	34.64	17.41	17.41	8.93	164.18	164.18	8.92
Movement LOS	D	C	C	D	C	C	B	B	A	F	F	A
d_A, Approach Delay [s/veh]	21.69			34.65			12.85			153.03		
Approach LOS	C			C			B			F		
d_I, Intersection Delay [s/veh]	61.02											
Intersection LOS	E											
Intersection V/C	0.983											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	21.68			21.68			21.68			21.68		
I_p,int, Pedestrian LOS Score for Intersection	2.649			2.608			2.118			2.127		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	500			500			933			933		
d_b, Bicycle Delay [s]	16.88			16.88			8.53			8.53		
I_b,int, Bicycle LOS Score for Intersection	2.095			2.284			1.692			2.502		
Bicycle LOS	B			B			A			B		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



### Intersection Level Of Service Report

#### Intersection 2: Hall Ave/26th St

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 10.2  
 Level Of Service: B  
 Volume to Capacity (v/c): 0.004

#### Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

#### Volumes

Name												
Base Volume Input [veh/h]	6	47	7	4	58	7	12	0	8	12	2	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	47	7	4	58	7	12	0	8	12	2	10
Peak Hour Factor	0.8830	0.8830	0.8830	0.8010	0.8010	0.8010	0.7080	0.7080	0.7080	0.6320	0.6320	0.6320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	13	2	1	18	2	4	0	3	5	1	4
Total Analysis Volume [veh/h]	7	53	8	5	72	9	17	0	11	19	3	16
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.01	0.02	0.00	0.02
d_M, Delay for Movement [s/veh]	7.38	0.00	0.00	7.34	0.00	0.00	9.78	10.11	8.80	9.76	10.16	8.76
Movement LOS	A	A	A	A	A	A	A	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.01	0.01	0.01	0.10	0.10	0.10	0.14	0.14	0.14
95th-Percentile Queue Length [ft/ln]	0.35	0.35	0.35	0.24	0.24	0.24	2.56	2.56	2.56	3.46	3.46	3.46
d_A, Approach Delay [s/veh]	0.76			0.43			9.39			9.37		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.22											
Intersection LOS	B											





### Intersection Level Of Service Report

#### Intersection 3: Market St/24th St

Control Type: Signalized  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 21.9  
 Level Of Service: C  
 Volume to Capacity (v/c): 0.613

#### Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	185.00	100.00	75.00	240.00	100.00	125.00	100.00	100.00	60.00	550.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name												
Base Volume Input [veh/h]	48	659	173	25	537	0	3	25	70	86	14	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	659	173	25	537	0	3	25	70	86	14	18
Peak Hour Factor	0.8760	0.8760	0.8760	0.8730	0.8730	0.8730	0.7050	0.7050	0.7050	0.6830	0.6830	0.6830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	188	49	7	154	0	1	9	25	31	5	7
Total Analysis Volume [veh/h]	55	752	197	29	615	0	4	35	99	126	20	26
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	25	0	9	24	0	0	23	0	0	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	C	R	L	C
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	46	46	2	45	45	7	7	8	8
g / C, Green / Cycle	0.04	0.57	0.57	0.03	0.56	0.56	0.09	0.09	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.03	0.45	0.14	0.02	0.37	0.00	0.02	0.07	0.08	0.03
s, saturation flow rate [veh/h]	1603	1683	1431	1603	1683	1431	1674	1431	1603	1530
c, Capacity [veh/h]	72	966	821	49	941	800	155	132	166	158
d1, Uniform Delay [s]	37.84	13.16	8.44	38.34	12.26	0.00	33.77	35.43	34.95	33.20
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.28	6.18	0.69	10.89	3.52	0.00	0.84	8.11	6.99	1.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.76	0.78	0.24	0.59	0.65	0.00	0.25	0.75	0.76	0.29
d, Delay for Lane Group [s/veh]	53.12	19.34	9.13	49.23	15.78	0.00	34.61	43.54	41.93	34.20
Lane Group LOS	D	B	A	D	B	A	C	D	D	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.35	10.59	1.66	0.70	7.60	0.00	0.73	2.14	2.66	0.85
50th-Percentile Queue Length [ft/ln]	33.79	264.76	41.47	17.50	189.99	0.00	18.18	53.47	66.38	21.33
95th-Percentile Queue Length [veh/ln]	2.43	15.93	2.99	1.26	12.12	0.00	1.31	3.85	4.78	1.54
95th-Percentile Queue Length [ft/ln]	60.82	398.19	74.65	31.50	303.02	0.00	32.72	96.24	119.48	38.40

**Movement, Approach, & Intersection Results**

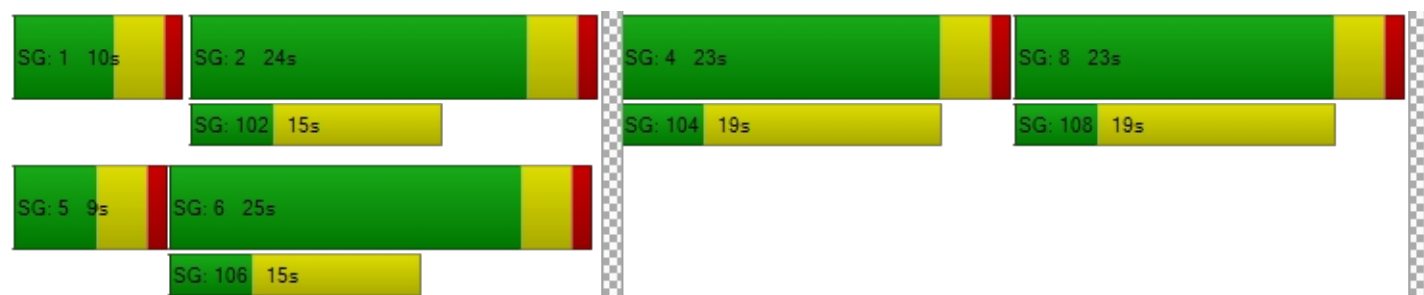
d_M, Delay for Movement [s/veh]	53.12	19.34	9.13	49.23	15.78	0.00	34.61	34.61	43.54	41.93	34.20	34.20
Movement LOS	D	B	A	D	B	A	C	C	D	D	C	C
d_A, Approach Delay [s/veh]	19.19			17.29			41.01			39.87		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	21.92											
Intersection LOS	C											
Intersection V/C	0.613											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	31.51			31.51			31.51			31.51		
I_p,int, Pedestrian LOS Score for Intersection	2.576			2.474			2.005			2.077		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	525			500			475			475		
d_b, Bicycle Delay [s]	21.76			22.50			23.26			23.26		
I_b,int, Bicycle LOS Score for Intersection	3.216			2.622			1.787			1.843		
Bicycle LOS	C			B			A			A		

**Sequence**

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



## Wheeler Jurupa Valley

Vistro File: Z:\...\FTA Wheeler Analysis.vistro

Scenario 1 AM Analysis

Report File: Z:\...\AM Analysis.pdf

10/13/2020

**Turning Movement Volume: Summary**

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Rubidoux Blvd/28th St	19	541	38	4	726	14	16	12	32	29	350	29	1810

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Hall Ave/26th St	6	47	7	4	58	7	12	0	8	12	2	10	173

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Market St/24th St	48	659	173	25	537	0	3	25	70	86	14	18	1658

## Table of Contents

Intersection Analysis Summary .....	2
Intersection Level Of Service Report .....	3
Intersection 1: Rubidoux Blvd/28th St .....	3
Intersection 2: Hall Ave/26th St .....	8
Intersection 3: Market St/24th St .....	10
Turning Movement Volume: Summary .....	15

## Wheeler Jurupa Valley

Vistro File: Z:\...\FTA Wheeler Analysis.vistro

Scenario 2 PM Analysis

Report File: Z:\...\PM Analysis.pdf

10/13/2020

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Rubidoux Blvd/28th St	Signalized	HCM 6th Edition	WB Left	1.794	17.6	B
2	Hall Ave/26th St	Two-way stop	HCM 6th Edition	WB Thru	0.003	10.4	B
3	Market St/24th St	Signalized	HCM 6th Edition	WB Left	0.956	90.0	F





V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

### Intersection Level Of Service Report

#### Intersection 1: Rubidoux Blvd/28th St

Control Type:	Signalized	Delay (sec / veh):	17.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.794

#### Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	195.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	65.00	100.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name												
Base Volume Input [veh/h]	23	888	42	8	731	28	35	27	32	51	17	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	888	42	8	731	28	35	27	32	51	17	11
Peak Hour Factor	0.9180	0.9180	0.9180	0.9090	0.9090	0.9090	0.7100	0.7100	0.7100	0.7310	0.7310	0.7310
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	242	11	2	201	8	12	10	11	17	6	4
Total Analysis Volume [veh/h]	25	967	46	9	804	31	49	38	45	70	23	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	9	24	0	10	25	0	0	26	0	0	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	30	30	1	29	29	18	18	18	18
g / C, Green / Cycle	0.03	0.49	0.49	0.01	0.48	0.48	0.30	0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.02	0.30	0.30	0.01	0.25	0.25	0.59	0.03	1.48	0.01
s, saturation flow rate [veh/h]	1603	1683	1656	1603	1683	1661	148	1431	63	1431
c, Capacity [veh/h]	46	832	818	19	803	793	137	421	124	421
d1, Uniform Delay [s]	28.77	11.02	11.02	29.47	10.92	10.92	21.56	15.43	26.57	15.10
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.50	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.93	3.38	3.43	18.16	2.43	2.46	20.21	0.11	33.93	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.55	0.61	0.61	0.48	0.52	0.52	0.63	0.11	0.75	0.04
d, Delay for Lane Group [s/veh]	38.70	14.40	14.45	47.64	13.35	13.38	41.78	15.54	60.50	15.14
Lane Group LOS	D	B	B	D	B	B	D	B	E	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.46	4.86	4.80	0.22	3.82	3.78	1.97	0.42	2.45	0.14
50th-Percentile Queue Length [ft/ln]	11.59	121.60	119.98	5.42	95.49	94.45	49.25	10.61	61.17	3.45
95th-Percentile Queue Length [veh/ln]	0.83	8.48	8.39	0.39	6.88	6.80	3.55	0.76	4.40	0.25
95th-Percentile Queue Length [ft/ln]	20.86	212.02	209.81	9.76	171.89	170.02	88.64	19.09	110.10	6.22

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	38.70	14.42	14.45	47.64	13.37	13.38	41.78	41.78	15.54	60.50	60.50	15.14
Movement LOS	D	B	B	D	B	B	D	D	B	E	E	B
d_A, Approach Delay [s/veh]	15.01			13.73			32.83			54.20		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	17.60											
Intersection LOS	B											
Intersection V/C	1.794											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	21.68			21.68			21.68			21.68		
I_p,int, Pedestrian LOS Score for Intersection	2.762			2.716			1.989			1.986		
Crosswalk LOS	C			B			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	667			700			733			733		
d_b, Bicycle Delay [s]	13.33			12.68			12.03			12.03		
I_b,int, Bicycle LOS Score for Intersection	2.416			2.256			1.777			1.738		
Bicycle LOS	B			B			A			A		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-







**Intersection Level Of Service Report****Intersection 2: Hall Ave/26th St**

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 10.4  
 Level Of Service: B  
 Volume to Capacity (v/c): 0.003

**Intersection Setup**

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name												
Base Volume Input [veh/h]	2	79	4	7	64	11	13	0	10	6	2	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	79	4	7	64	11	13	0	10	6	2	4
Peak Hour Factor	0.7650	0.7650	0.7650	0.8300	0.8300	0.8300	0.6180	0.6180	0.6180	0.8750	0.8750	0.8750
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	26	1	2	19	3	5	0	4	2	1	1
Total Analysis Volume [veh/h]	3	103	5	8	77	13	21	0	16	7	2	5
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.03	0.00	0.02	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	7.40	0.00	0.00	7.44	0.00	0.00	10.12	10.51	8.90	10.08	10.42	8.88
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.02	0.02	0.02	0.14	0.14	0.14	0.05	0.05	0.05
95th-Percentile Queue Length [ft/ln]	0.15	0.15	0.15	0.41	0.41	0.41	3.54	3.54	3.54	1.37	1.37	1.37
d_A, Approach Delay [s/veh]	0.20			0.61			9.59			9.70		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.20											
Intersection LOS	B											





### Intersection Level Of Service Report

#### Intersection 3: Market St/24th St

Control Type: Signalized  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 90.0  
 Level Of Service: F  
 Volume to Capacity (v/c): 0.956

#### Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	185.00	100.00	75.00	240.00	100.00	125.00	100.00	100.00	60.00	550.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name												
Base Volume Input [veh/h]	58	792	83	9	697	4	7	46	263	285	69	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	792	83	9	697	4	7	46	263	285	69	53
Peak Hour Factor	0.8800	0.8800	0.8800	0.9640	0.9640	0.9640	0.8180	0.8180	0.8180	0.9320	0.9320	0.9320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	225	24	2	181	1	2	14	80	76	19	14
Total Analysis Volume [veh/h]	66	900	94	9	723	4	9	56	322	306	74	57
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	9	51	0	9	51	0	0	27	0	0	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	C	R	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	51	51	1	47	47	23	23	19	19
g / C, Green / Cycle	0.05	0.46	0.46	0.01	0.43	0.43	0.21	0.21	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.04	0.53	0.07	0.01	0.43	0.00	0.04	0.23	0.19	0.08
s, saturation flow rate [veh/h]	1603	1683	1431	1603	1683	1431	1671	1431	1603	1563
c, Capacity [veh/h]	74	779	662	18	721	613	347	297	277	270
d1, Uniform Delay [s]	52.24	29.55	16.99	54.07	31.45	18.02	35.97	43.62	45.51	41.09
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.32	0.23	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	28.60	84.10	0.45	18.76	34.12	0.02	0.26	67.03	68.73	1.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.90	1.16	0.14	0.49	1.00	0.01	0.19	1.09	1.10	0.48
d, Delay for Lane Group [s/veh]	80.84	113.65	17.44	72.83	65.56	18.04	36.23	110.65	114.24	42.44
Lane Group LOS	F	F	B	E	F	B	D	F	F	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.39	37.85	1.45	0.34	25.26	0.06	1.47	13.50	12.79	3.30
50th-Percentile Queue Length [ft/ln]	59.83	946.24	36.13	8.58	631.44	1.55	36.67	337.53	319.77	82.59
95th-Percentile Queue Length [veh/ln]	4.31	53.23	2.60	0.62	33.56	0.11	2.64	20.38	19.57	5.95
95th-Percentile Queue Length [ft/ln]	107.70	1330.7	65.04	15.44	839.09	2.78	66.00	509.54	489.23	148.66

**Movement, Approach, & Intersection Results**

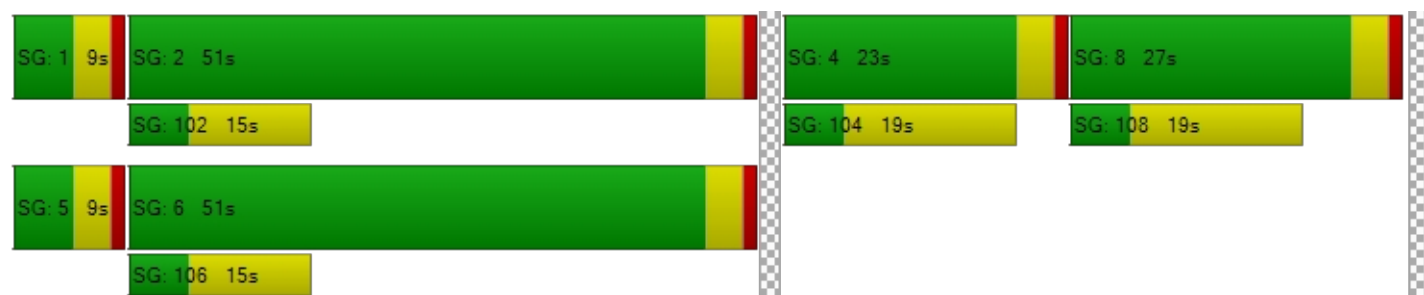
d_M, Delay for Movement [s/veh]	80.84	113.65	17.44	72.83	65.56	18.04	36.23	36.23	110.65	114.24	42.44	42.44
Movement LOS	F	F	B	E	F	B	D	D	F	F	D	D
d_A, Approach Delay [s/veh]	103.08			65.39			98.15			92.72		
Approach LOS	F			E			F			F		
d_I, Intersection Delay [s/veh]	90.03											
Intersection LOS	F											
Intersection V/C	0.956											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
I_p,int, Pedestrian LOS Score for Intersection	2.730	2.557	2.124	2.145
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	855	855	418	345
d_b, Bicycle Delay [s]	18.04	18.04	34.40	37.64
I_b,int, Bicycle LOS Score for Intersection	3.309	2.774	2.198	2.281
Bicycle LOS	C	C	B	B

**Sequence**

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



## Wheeler Jurupa Valley

Vistro File: Z:\...\FTA Wheeler Analysis.vistro

Scenario 2 PM Analysis

Report File: Z:\...\PM Analysis.pdf

10/13/2020

**Turning Movement Volume: Summary**

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Rubidoux Blvd/28th St	23	888	42	8	731	28	35	27	32	51	17	11	1893

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Hall Ave/26th St	2	79	4	7	64	11	13	0	10	6	2	4	202

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Market St/24th St	58	792	83	9	697	4	7	46	263	285	69	53	2366

## Table of Contents

Intersection Analysis Summary .....	2
Intersection Level Of Service Report .....	3
Intersection 1: Rubidoux Blvd/28th St .....	3
Intersection 2: Hall Ave/26th St .....	8
Intersection 3: Market St/24th St .....	10
Turning Movement Volume: Summary .....	15

## Wheeler Jurupa Valley

Vistro File: Z:\...\FTA Wheeler Analysis.vistro

Scenario 3 AM Analysis with Project

Report File: Z:\...\AM Analysis with Project.pdf

10/13/2020

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Rubidoux Blvd/28th St	Signalized	HCM 6th Edition	WB Thru	0.983	61.1	E
2	Hall Ave/26th St	Two-way stop	HCM 6th Edition	WB Thru	0.004	10.3	B
3	Market St/24th St	Signalized	HCM 6th Edition	NB Left	0.626	22.3	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.





### Intersection Level Of Service Report

#### Intersection 1: Rubidoux Blvd/28th St

Control Type: Signalized  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 61.1  
 Level Of Service: E  
 Volume to Capacity (v/c): 0.983

#### Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	195.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	65.00	100.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name												
Base Volume Input [veh/h]	19	541	38	4	726	14	16	12	32	29	350	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	13	7	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	541	51	11	726	14	16	12	32	29	350	29
Peak Hour Factor	0.9210	0.9210	0.9210	0.8480	0.8480	0.8480	0.7500	0.7500	0.7500	0.7160	0.7160	0.7160
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	147	14	3	214	4	5	4	11	10	122	10
Total Analysis Volume [veh/h]	21	587	55	13	856	17	21	16	43	41	489	41
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	9	19	0	9	19	0	0	32	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	19	19	1	19	19	28	28	28	28
g / C, Green / Cycle	0.03	0.32	0.32	0.02	0.31	0.31	0.47	0.47	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.01	0.19	0.19	0.01	0.26	0.26	0.39	0.03	0.71	0.03
s, saturation flow rate [veh/h]	1603	1683	1633	1603	1683	1671	95	1431	747	1431
c, Capacity [veh/h]	43	535	519	29	521	517	138	664	412	664
d1, Uniform Delay [s]	28.87	17.36	17.37	29.23	19.40	19.40	14.62	8.89	17.41	8.88
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.29	0.11	0.50	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.37	5.09	5.28	10.07	15.14	15.23	2.79	0.04	146.77	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.49	0.61	0.61	0.44	0.84	0.84	0.27	0.06	1.29	0.06
d, Delay for Lane Group [s/veh]	37.24	22.45	22.65	39.30	34.54	34.64	17.41	8.93	164.18	8.92
Lane Group LOS	D	C	C	D	C	C	B	A	F	A
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.38	4.19	4.10	0.26	7.31	7.27	0.38	0.28	20.99	0.26
50th-Percentile Queue Length [ft/ln]	9.61	104.68	102.56	6.49	182.75	181.84	9.46	6.88	524.80	6.55
95th-Percentile Queue Length [veh/ln]	0.69	7.54	7.38	0.47	11.74	11.70	0.68	0.50	33.33	0.47
95th-Percentile Queue Length [ft/ln]	17.30	188.42	184.61	11.67	293.60	292.41	17.03	12.38	833.21	11.78

**Movement, Approach, & Intersection Results**

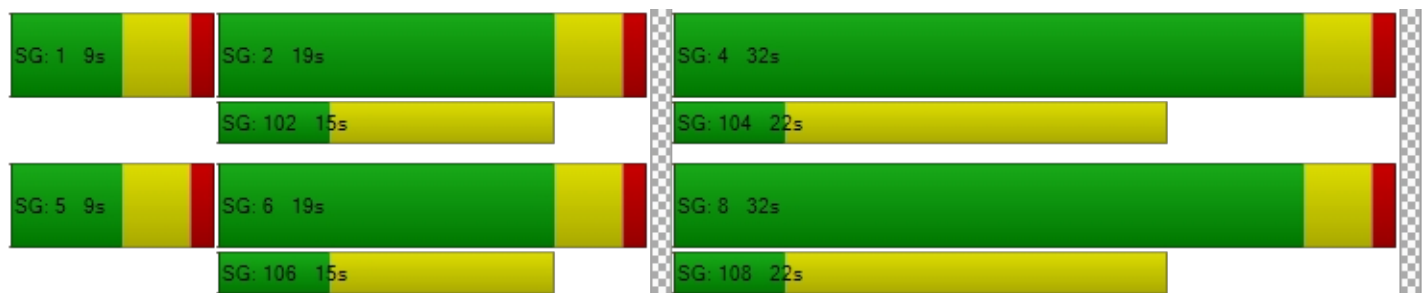
d_M, Delay for Movement [s/veh]	37.24	22.54	22.65	39.30	34.59	34.64	17.41	17.41	8.93	164.18	164.18	8.92
Movement LOS	D	C	C	D	C	C	B	B	A	F	F	A
d_A, Approach Delay [s/veh]	23.01			34.66			12.85			153.03		
Approach LOS	C			C			B			F		
d_I, Intersection Delay [s/veh]	61.08											
Intersection LOS	E											
Intersection V/C	0.983											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	21.68			21.68			21.68			21.68		
I_p,int, Pedestrian LOS Score for Intersection	2.651			2.610			2.118			2.134		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	500			500			933			933		
d_b, Bicycle Delay [s]	16.88			16.88			8.53			8.53		
I_b,int, Bicycle LOS Score for Intersection	2.107			2.291			1.692			2.502		
Bicycle LOS	B			B			A			B		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



### Intersection Level Of Service Report

#### Intersection 2: Hall Ave/26th St

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 10.3  
 Level Of Service: B  
 Volume to Capacity (v/c): 0.004

#### Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

#### Volumes

Name												
Base Volume Input [veh/h]	6	47	7	4	58	7	12	0	8	12	2	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	20	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	67	7	4	58	7	12	0	8	12	2	10
Peak Hour Factor	0.8830	0.8830	0.8830	0.8010	0.8010	0.8010	0.7080	0.7080	0.7080	0.6320	0.6320	0.6320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	19	2	1	18	2	4	0	3	5	1	4
Total Analysis Volume [veh/h]	7	76	8	5	72	9	17	0	11	19	3	16
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.01	0.02	0.00	0.02
d_M, Delay for Movement [s/veh]	7.38	0.00	0.00	7.39	0.00	0.00	9.95	10.27	8.81	9.94	10.32	8.88
Movement LOS	A	A	A	A	A	A	A	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.01	0.01	0.01	0.10	0.10	0.10	0.14	0.14	0.14
95th-Percentile Queue Length [ft/ln]	0.35	0.35	0.35	0.25	0.25	0.25	2.62	2.62	2.62	3.57	3.57	3.57
d_A, Approach Delay [s/veh]	0.57			0.43			9.50			9.52		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.95											
Intersection LOS	B											





### Intersection Level Of Service Report

#### Intersection 3: Market St/24th St

Control Type: Signalized  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 22.3  
 Level Of Service: C  
 Volume to Capacity (v/c): 0.626

#### Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	185.00	100.00	75.00	240.00	100.00	125.00	100.00	100.00	60.00	550.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name												
Base Volume Input [veh/h]	48	659	173	25	537	0	3	25	70	86	14	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	0	0	3	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	678	173	25	540	0	3	25	70	86	14	18
Peak Hour Factor	0.8760	0.8760	0.8760	0.8730	0.8730	0.8730	0.7050	0.7050	0.7050	0.6830	0.6830	0.6830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	193	49	7	155	0	1	9	25	31	5	7
Total Analysis Volume [veh/h]	55	774	197	29	619	0	4	35	99	126	20	26
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	25	0	9	24	0	0	23	0	0	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	C	R	L	C
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	46	46	2	45	45	7	7	8	8
g / C, Green / Cycle	0.04	0.57	0.57	0.03	0.56	0.56	0.09	0.09	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.03	0.46	0.14	0.02	0.37	0.00	0.02	0.07	0.08	0.03
s, saturation flow rate [veh/h]	1603	1683	1431	1603	1683	1431	1674	1431	1603	1530
c, Capacity [veh/h]	72	966	821	49	941	800	155	132	166	158
d1, Uniform Delay [s]	37.84	13.48	8.44	38.34	12.30	0.00	33.77	35.43	34.95	33.20
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.28	6.99	0.69	10.89	3.59	0.00	0.84	8.11	6.99	1.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.76	0.80	0.24	0.59	0.66	0.00	0.25	0.75	0.76	0.29
d, Delay for Lane Group [s/veh]	53.12	20.46	9.13	49.23	15.89	0.00	34.61	43.54	41.93	34.20
Lane Group LOS	D	C	A	D	B	A	C	D	D	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.35	11.29	1.66	0.70	7.69	0.00	0.73	2.14	2.66	0.85
50th-Percentile Queue Length [ft/ln]	33.79	282.26	41.47	17.50	192.13	0.00	18.18	53.47	66.38	21.33
95th-Percentile Queue Length [veh/ln]	2.43	16.80	2.99	1.26	12.23	0.00	1.31	3.85	4.78	1.54
95th-Percentile Queue Length [ft/ln]	60.82	420.02	74.65	31.50	305.79	0.00	32.72	96.24	119.48	38.40

**Movement, Approach, & Intersection Results**

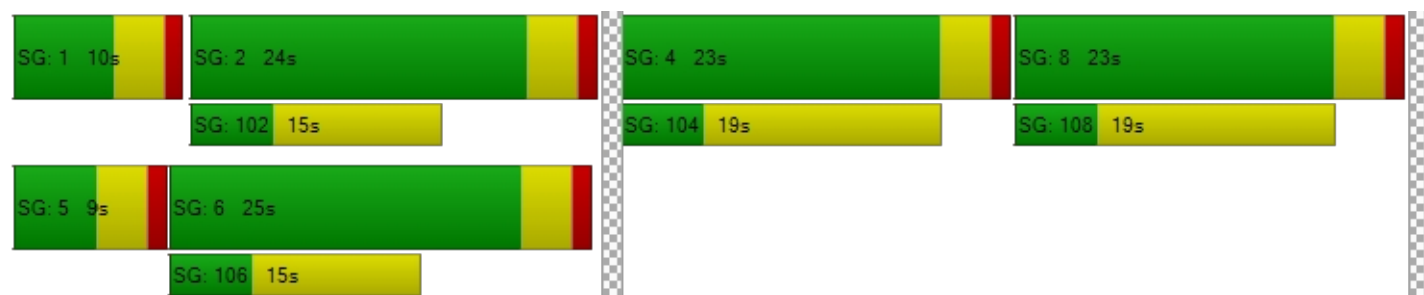
d_M, Delay for Movement [s/veh]	53.12	20.46	9.13	49.23	15.89	0.00	34.61	34.61	43.54	41.93	34.20	34.20
Movement LOS	D	C	A	D	B	A	C	C	D	D	C	C
d_A, Approach Delay [s/veh]	20.04			17.38			41.01			39.87		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	22.35											
Intersection LOS	C											
Intersection V/C	0.626											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	31.51			31.51			31.51			31.51		
I_p,int, Pedestrian LOS Score for Intersection	2.583			2.481			2.005			2.077		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	525			500			475			475		
d_b, Bicycle Delay [s]	21.76			22.50			23.26			23.26		
I_b,int, Bicycle LOS Score for Intersection	3.253			2.629			1.787			1.843		
Bicycle LOS	C			B			A			A		

**Sequence**

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



## Wheeler Jurupa Valley

Vistro File: Z:\...\FTA Wheeler Analysis.vistro

Scenario 3 AM Analysis with Project

Report File: Z:\...\AM Analysis with Project.pdf

10/13/2020

**Turning Movement Volume: Summary**

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Rubidoux Blvd/28th St	19	541	51	11	726	14	16	12	32	29	350	29	1830

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Hall Ave/26th St	6	67	7	4	58	7	12	0	8	12	2	10	193

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Market St/24th St	48	678	173	25	540	0	3	25	70	86	14	18	1680

## Table of Contents

Intersection Analysis Summary .....	2
Intersection Level Of Service Report .....	3
Intersection 1: Rubidoux Blvd/28th St .....	3
Intersection 2: Hall Ave/26th St .....	8
Intersection 3: Market St/24th St .....	10
Turning Movement Volume: Summary .....	15

Wheeler Jurupa Valley

Vistro File: Z:\...\FTA Wheeler Analysis.vistro

Scenario 4 PM Analysis with Project

Report File: Z:\...\PM Analysis with Project.pdf

10/13/2020

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Rubidoux Blvd/28th St	Signalized	HCM 6th Edition	WB Left	2.811	21.2	C
2	Hall Ave/26th St	Two-way stop	HCM 6th Edition	WB Thru	0.003	10.6	B
3	Market St/24th St	Signalized	HCM 6th Edition	NB Thru	0.958	92.3	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.





### Intersection Level Of Service Report

#### Intersection 1: Rubidoux Blvd/28th St

Control Type: Signalized  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 21.2  
 Level Of Service: C  
 Volume to Capacity (v/c): 2.811

#### Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	195.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	65.00	100.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name												
Base Volume Input [veh/h]	23	888	42	8	731	28	35	27	32	51	17	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	14	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	888	42	8	731	28	35	27	32	65	17	18
Peak Hour Factor	0.9180	0.9180	0.9180	0.9090	0.9090	0.9090	0.7100	0.7100	0.7100	0.7310	0.7310	0.7310
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	242	11	2	201	8	12	10	11	22	6	6
Total Analysis Volume [veh/h]	25	967	46	9	804	31	49	38	45	89	23	25
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	9	24	0	10	25	0	0	26	0	0	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	28	28	1	27	27	20	20	20	20
g / C, Green / Cycle	0.03	0.46	0.46	0.01	0.44	0.44	0.33	0.33	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.02	0.30	0.30	0.01	0.25	0.25	0.65	0.03	2.50	0.02
s, saturation flow rate [veh/h]	1603	1683	1656	1603	1683	1661	134	1431	45	1431
c, Capacity [veh/h]	46	779	766	19	751	741	137	466	122	466
d1, Uniform Delay [s]	28.77	12.43	12.43	29.47	12.27	12.27	20.62	14.09	27.51	13.89
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.50	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.88	4.28	4.35	18.02	3.00	3.04	20.18	0.09	61.30	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.55	0.66	0.66	0.48	0.56	0.56	0.63	0.10	0.92	0.05
d, Delay for Lane Group [s/veh]	38.65	16.71	16.78	47.49	15.28	15.32	40.81	14.18	88.81	13.94
Lane Group LOS	D	B	B	D	B	B	D	B	F	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.46	5.39	5.32	0.22	4.19	4.15	1.97	0.40	3.63	0.22
50th-Percentile Queue Length [ft/ln]	11.58	134.72	132.95	5.41	104.83	103.70	49.23	9.97	90.63	5.46
95th-Percentile Queue Length [veh/ln]	0.83	9.20	9.10	0.39	7.55	7.47	3.54	0.72	6.53	0.39
95th-Percentile Queue Length [ft/ln]	20.84	229.89	227.50	9.74	188.70	186.67	88.61	17.95	163.14	9.82

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	38.65	16.74	16.78	47.49	15.30	15.32	40.81	40.81	14.18	88.81	88.81	13.94
Movement LOS	D	B	B	D	B	B	D	D	B	F	F	B
d_A, Approach Delay [s/veh]	17.27			15.64			31.73			75.15		
Approach LOS	B			B			C			E		
d_I, Intersection Delay [s/veh]	21.20											
Intersection LOS	C											
Intersection V/C	2.811											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	21.68			21.68			21.68			21.68		
I_p,int, Pedestrian LOS Score for Intersection	2.792			2.718			1.989			1.996		
Crosswalk LOS	C			B			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	667			700			733			733		
d_b, Bicycle Delay [s]	13.33			12.68			12.03			12.03		
I_b,int, Bicycle LOS Score for Intersection	2.416			2.256			1.777			1.786		
Bicycle LOS	B			B			A			A		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



### Intersection Level Of Service Report

#### Intersection 2: Hall Ave/26th St

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 10.6  
 Level Of Service: B  
 Volume to Capacity (v/c): 0.003

#### Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

#### Volumes

Name												
Base Volume Input [veh/h]	2	79	4	7	64	11	13	0	10	6	2	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	22	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	79	4	7	86	11	13	0	10	6	2	4
Peak Hour Factor	0.7650	0.7650	0.7650	0.8300	0.8300	0.8300	0.6180	0.6180	0.6180	0.8750	0.8750	0.8750
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	26	1	2	26	3	5	0	4	2	1	1
Total Analysis Volume [veh/h]	3	103	5	8	104	13	21	0	16	7	2	5
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.03	0.00	0.02	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	7.45	0.00	0.00	7.44	0.00	0.00	10.35	10.71	9.04	10.30	10.61	8.88
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.02	0.02	0.02	0.15	0.15	0.15	0.06	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.15	0.15	0.15	0.41	0.41	0.41	3.68	3.68	3.68	1.41	1.41	1.41
d_A, Approach Delay [s/veh]	0.20			0.48			9.78			9.84		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.03											
Intersection LOS	B											





### Intersection Level Of Service Report

#### Intersection 3: Market St/24th St

Control Type: Signalized  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 92.3  
 Level Of Service: F  
 Volume to Capacity (v/c): 0.958

#### Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	1	1	0	0
Entry Pocket Length [ft]	185.00	100.00	75.00	240.00	100.00	125.00	100.00	100.00	60.00	550.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name												
Base Volume Input [veh/h]	58	792	83	9	697	4	7	46	263	285	69	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	0	17	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	795	83	9	714	4	7	46	263	285	69	53
Peak Hour Factor	0.8800	0.8800	0.8800	0.9640	0.9640	0.9640	0.8180	0.8180	0.8180	0.9320	0.9320	0.9320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	226	24	2	185	1	2	14	80	76	19	14
Total Analysis Volume [veh/h]	66	903	94	9	741	4	9	56	322	306	74	57
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	9	51	0	9	51	0	0	27	0	0	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	C	R	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	51	51	1	47	47	23	23	19	19
g / C, Green / Cycle	0.05	0.46	0.46	0.01	0.43	0.43	0.21	0.21	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.04	0.54	0.07	0.01	0.44	0.00	0.04	0.23	0.19	0.08
s, saturation flow rate [veh/h]	1603	1683	1431	1603	1683	1431	1671	1431	1603	1563
c, Capacity [veh/h]	74	779	662	18	721	613	347	297	277	270
d1, Uniform Delay [s]	52.24	29.55	16.99	54.07	31.45	18.02	35.97	43.62	45.51	41.09
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.32	0.23	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	28.60	85.62	0.45	18.76	40.70	0.02	0.26	67.03	68.73	1.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.90	1.16	0.14	0.49	1.03	0.01	0.19	1.09	1.10	0.48
d, Delay for Lane Group [s/veh]	80.84	115.18	17.44	72.83	72.15	18.04	36.23	110.65	114.24	42.44
Lane Group LOS	F	F	B	E	F	B	D	F	F	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.39	38.18	1.45	0.34	26.58	0.06	1.47	13.50	12.79	3.30
50th-Percentile Queue Length [ft/ln]	59.83	954.49	36.13	8.58	664.41	1.55	36.67	337.53	319.77	82.59
95th-Percentile Queue Length [veh/ln]	4.31	53.76	2.60	0.62	35.76	0.11	2.64	20.38	19.57	5.95
95th-Percentile Queue Length [ft/ln]	107.70	1344.0	65.04	15.44	893.89	2.78	66.00	509.54	489.23	148.66

**Movement, Approach, & Intersection Results**

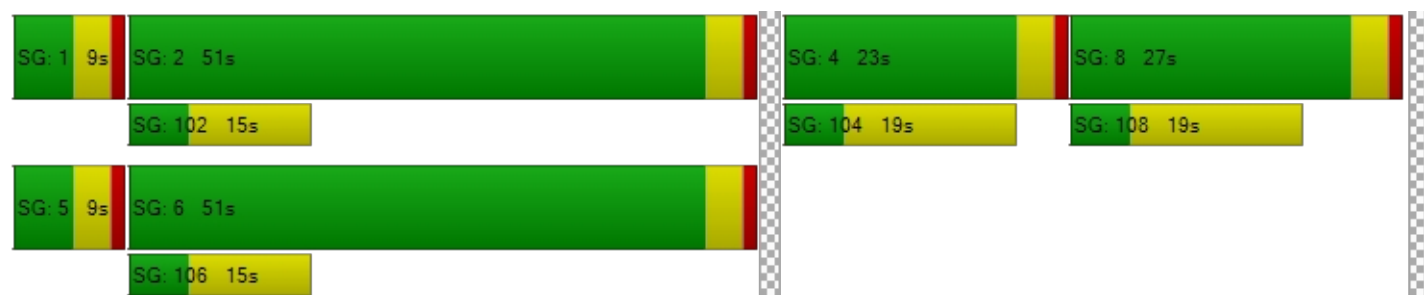
d_M, Delay for Movement [s/veh]	80.84	115.18	17.44	72.83	72.15	18.04	36.23	36.23	110.65	114.24	42.44	42.44
Movement LOS	F	F	B	E	F	B	D	D	F	F	D	D
d_A, Approach Delay [s/veh]	104.40			71.87			98.15			92.72		
Approach LOS	F			E			F			F		
d_I, Intersection Delay [s/veh]	92.26											
Intersection LOS	F											
Intersection V/C	0.958											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
I_p,int, Pedestrian LOS Score for Intersection	2.735	2.562	2.124	2.145
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	855	855	418	345
d_b, Bicycle Delay [s]	18.04	18.04	34.40	37.64
I_b,int, Bicycle LOS Score for Intersection	3.314	2.804	2.198	2.281
Bicycle LOS	C	C	B	B

**Sequence**

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



## Wheeler Jurupa Valley

Vistro File: Z:\...\FTA Wheeler Analysis.vistro

Scenario 4 PM Analysis with Project

Report File: Z:\...\PM Analysis with Project.pdf

10/13/2020

**Turning Movement Volume: Summary**

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Rubidoux Blvd/28th St	23	888	42	8	731	28	35	27	32	65	17	18	1914

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Hall Ave/26th St	2	79	4	7	86	11	13	0	10	6	2	4	224

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Market St/24th St	58	795	83	9	714	4	7	46	263	285	69	53	2386

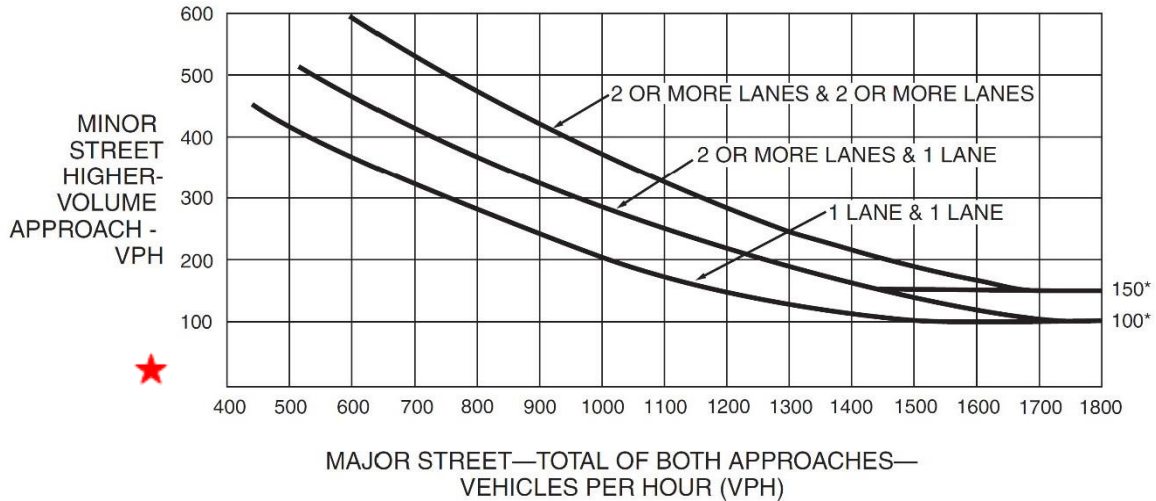
**Signal Warrant Analysis**Hall Avenue/26<sup>th</sup> Street

AM Peak Hour

Minor Street Approach - 24 vehicles

Major Street (Both Approaches) – 129 vehicles

Meets Warrant - No

**Figure 4C-3. Warrant 3, Peak Hour**

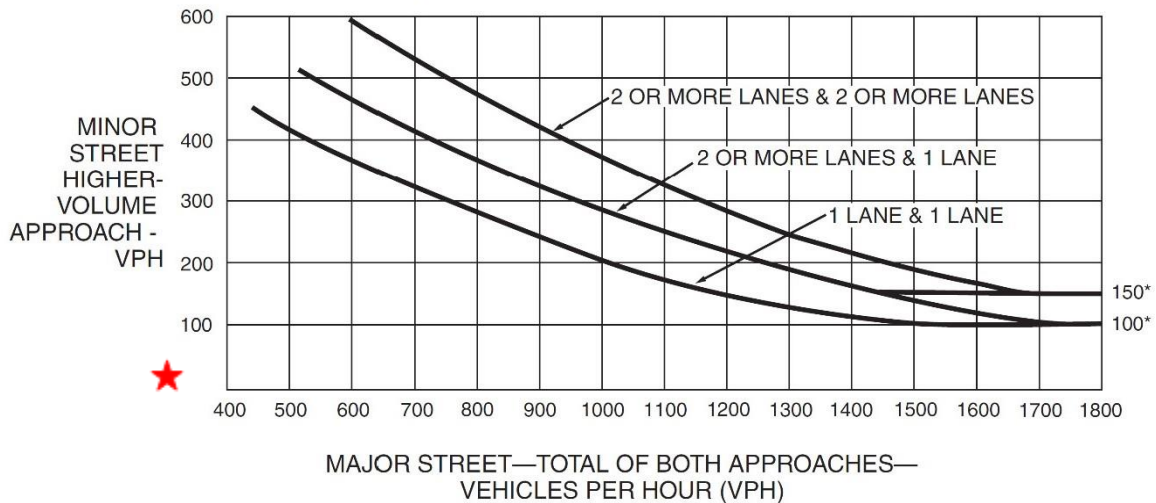
\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PM Peak Hour

Minor Street Approach - 23 vehicles

Major Street (Both Approaches) – 167 vehicles

Meets Warrant - No

**Figure 4C-3. Warrant 3, Peak Hour**

\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**ATTACHMENT NO. 4**

Determination of Use No. 2002

# City of Jurupa Valley

## PLANNING DEPARTMENT

### **DETERMINATION OF USE #2002**

#### **COMMERCIAL VEHICLE CUSTOMIZING**

**OCTOBER 21, 2020**

#### **DETERMINATION**

Commercial Vehicle Customizing, when conducted within a wholly enclosed building, is permitted in the M-SC (Manufacturing-Service Commercial) zone with an approved Site Development Permit (SDP).

#### **BACKGROUND**

This Determination of Use was initiated by a proposal to operate a commercial vehicle customizing business on a vacant property located east of Rubidoux Blvd., south of Market Street and North of 24th Street (APNS: 178-330-018; 024 & 025).

The subject use consists of aftermarket additions to standard model commercial vans and light trucks used for transporting goods. The vehicles are customized to fit a company customer's specification. Unlike traditional vehicle manufacturing, which utilizes large scale equipment including grinders, casting machines, assembly belts, industrial paint and paint stripping machines, vehicle customizing of commercial vehicles consists of less intense operations. It consists of aftermarket additions to base model vehicles, including fender flares and guards, bumper and grill guards, heated mirrors, mounting rear dual tires, roof mounted air deflectors, installation of floor mats and seat covers, as well as other luxury additions. Installation occurs indoors and there is no outside work or storage needed.

#### **ANALYSIS**

Per Section 9.148.020 (9): "Any use that is not specifically listed in subsections (2) and (3) of this section may be considered a permitted or conditionally permitted use provided that the Planning Director finds that the proposed use is substantially the same in character and intensity as those listed in the designated subsections. Such a use is subject to the permit process which governs the category in which it falls."

The Planning Director has determined that Commercial Vehicle Customizing, when conducted within a wholly enclosed building, which is a use not listed in the M-SC zone, is permitted in the M-SC zone with an approved Site Development Permit as similar in character and intensity as "Vehicle and motorcycle repair shops" or "Body and fender shops, and spray painting" (listed in Section 9.148.020 (Permitted Uses), under subsections (2)(b)(ix) & (xi)). Thus, Commercial Vehicle Customizing is consistent with other uses allowed in the M-SC zone in which all operations must be conducted within an enclosed building.

  
Thomas G. Merrell, AICP, Planning Director

Attached

- Chapter 9.148 M-SC zone (Manufacturing-Service Commercial)

**ATTACHMENT NO. 5**

Director's Referral to the PC

# City of Jurupa Valley

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

---

## PLANNING DIRECTOR'S ACTION

TYPE OF ACTION	REFER CASE TO THE PLANNING COMMISSION
DIRECTOR'S DECISION DATE	NOVEMBER 4, 2020
CASE(S)	MA20075 (SDP20039)
APPLICANT	WHEELER'S UPFITTERS
PROJECT ADDRESS	EAST OF RUBIDOUX BLVD., SOUTH OF MARKET ST. AND NORTH OF 24TH ST. (APNS: 178-330-018; 024 & 025)
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)	NEGATIVE DECLARATION

## **PROJECT DESCRIPTION**

MA20075 (Master Application) is for Site Development Permit No. 20039 (SDP) that would allow the establishment of a Vehicle Upfitting facility within a proposed 25,910 square foot, 2-story industrial building to include office and workshop area.

Project operations consist of aftermarket additions to standard (i.e., base model) vans and light trucks to customize the vehicle fit to a specific company's specifications and to add value to a dealership's fleet of vehicles. The vehicles will be brought to the subject site by Wheeler's vehicle carrier trailers to add enhanced accessories. Aftermarket additions provided by Wheeler include, but are not limited to; fender flares and guards, bumper and grill guards, heated mirrors, mounting rear dual tires, roof mounted air deflectors, installation of floor mats and seat covers, as well as other luxury additions. Installation will occur indoors and there is no painting, spraying or vehicle washing proposed.

The workshop area can accommodate up to 16 vehicles at a time and proposed hours of operation are from Monday through Saturday from 7 a.m. to 7 p.m., with 24 to 36 anticipated employees.

## **ANALYSIS**

The proposed facility is located in the M-SC (Manufacturing Service Commercial) zone. The proposed Vehicle Upfitting operations required Determination of Use (DOU) No. 2002 since this type of use is currently not listed as a permitted use within Section 9.148.020 (Permitted Uses) of the M-SC zone. Please refer to DOU2002 for detailed background.

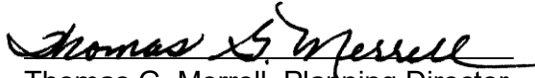
Since the Project site will be developed to accommodate the use and the Applicant proposes up to 10 vehicle transport trailers as part of the operations, an Initial Study (IS) and Mitigated Negative Declaration (MND) were required per the California Environmental Quality Act (CEQA). Staff prepared IS/MND and the document was circulated for a 20-day public review period from October 21, 2020 to November 9, 2020.

## **DIRECTOR'S ACTION**

Pursuant to Section 9.240.330 (Site Development Permits), 4(b) *Site development permits requiring hearing*. The Planning Director shall hold a public hearing on all site development permits for which a negative declaration or an EIR is prepared pursuant to the City of Jurupa Valley Rules Implementing the California Environmental Quality Act. Notice of the time, date and place of the public hearing shall be given as provided in Section 9.240.250(3). The Planning Director may refer review of a site development permit application requiring a public hearing to the planning commission for review, a full hearing and the Planning Commission's approval, conditional approval or disapproval in cases where planning department staff determines the proposed use will have a major significant impact on the community.

The Planning Director has determined that the Project may have a significant impact on the community in that there will be 88 additional vehicle trips, of which 16 are tractor trailer vehicles and 72 are passenger vehicles (employees). Additionally, only 3% of the Project site is proposed to be utilized leaving a majority of the remaining site available for parked vehicles awaiting upfitting or awaiting to be delivered to customers. The Planning Director has therefore decided to refer review of this SDP application to the Planning Commission.

CITY OF JURUPA VALLEY PLANNING DEPARTMENT

  
Thomas G. Merrell, Planning Director

**ATTACHMENT NO. 6**

EJ Informational Notices with Public Hearing Notice

# City of Jurupa Valley

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

---

## **NOTICE OF PLANNING COMMISSION PUBLIC HEARING FOR THE WHEELER'S UPFITTERS FACILITY PROJECT CASE NUMBER: MA20075 (SDP20039)**

**October 19, 2020**

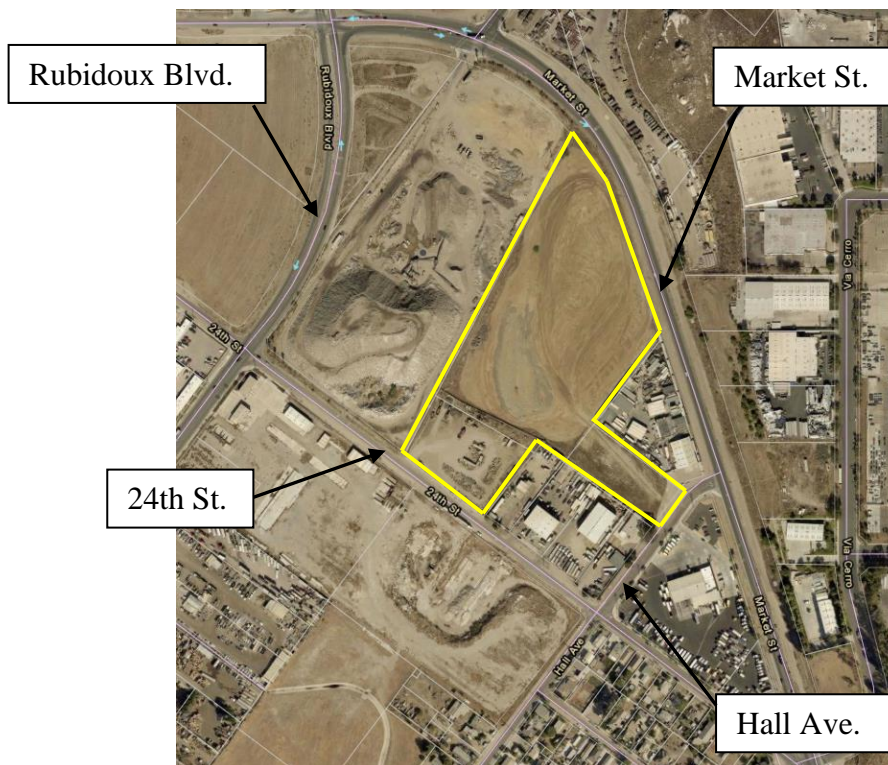
### **INTRODUCTION & PLANNING COMMISSION MEETING**

The City of Jurupa Valley Planning Department invites you and your neighbors to provide comments for a proposed van and light truck outfitting and upgrading facility project in your neighborhood. The Planning Commission will consider this project and hold a public hearing. The public hearing will include a Spanish translator. Attached to this information sheet are special instructions on how to participate online for the public hearing and watch the public hearing from your home.

**Public Hearing:** November 10, 2020 at 7:00 PM

**Live webcast of Public Hearing:** <https://www.jurupavalley.org/422/Meeting-Videos>

### **EXHIBIT A: PROJECT SITE LOCATION (GOOGLE)**



---

8930 Limonite Ave., Jurupa Valley, CA 92509-5183  
Phone: (951) 332-6464, FAX (951) 332-6995  
[www.jurupavalley.org](http://www.jurupavalley.org)

If you have any questions or comments for this project, you may contact the Project Manager, Rocio Lopez, Senior Planner by email: [rlopez@jurupavalley.org](mailto:rlopez@jurupavalley.org) or phone at (951) 332-6464 extension 212. Secondary contact is Grizelda Reed, Planning Secretary. Grizelda's email is [greed@jurupavalley.org](mailto:greed@jurupavalley.org) and phone number (951) 332-6464. Both Rocio and Grizelda speak Spanish.

### **PROPOSED PROJECT**

The City of Jurupa Valley will be asked to approve an application by Wheeler Trucking Inc. for a proposed van and light truck outfitting and upgrading facility to be located on a currently vacant property as shown within Exhibit A. The site consists of three (3) vacant parcels totaling 15.3 acres (APNs: 178-330-018, 024 & 025). The proposed project consists of outfitting and upgrading new vans and new light trucks within a proposed 25,910 square foot, 2-story industrial building. This notice and information sheet includes more details and a proposed site plan in the following pages.

If you have any questions or wish to provide comments, please contact project manager, Rocio Lopez, Senior Planner, or Grizelda Reed, Planning Secretary. Both Rocio Lopez and Grizelda Reed speak Spanish.

### **PROJECT DESCRIPTION**

The 15.3 acre project site will be developed with a 25,910 square foot, 2-story industrial building to include office and workshop area. The building will accommodate proposed van and light truck outfitting and upgrading operations. The business will consist of aftermarket additions to standard (base model) vans and light trucks to customize the vehicle to a specific company's specifications and to add value to a dealership's fleet of vehicles. The workshop area can accommodate up to 16 vehicles at a time; and proposed hours of operation are from Monday through Saturday from 7 a.m. to 7 p.m., with 24 to 36 anticipated employees.

The project includes new public right-of-way improvements (curb and gutter, sidewalk, landscaped parkway), landscaped areas along the street, fencing and paved driveways and drive aisles. There are 143 parking spaces designated for vehicles awaiting upfitting and delivery; 10 trailer loading and unloading parking spaces; and 45 standard parking spaces shown on the site plan. According to the Focused Traffic Analysis (FTA) prepared for this project, operations are expected to generate up to 88 daily vehicle trips, of which 16 are tractor trailer vehicles and 72 are passenger vehicles (employees).

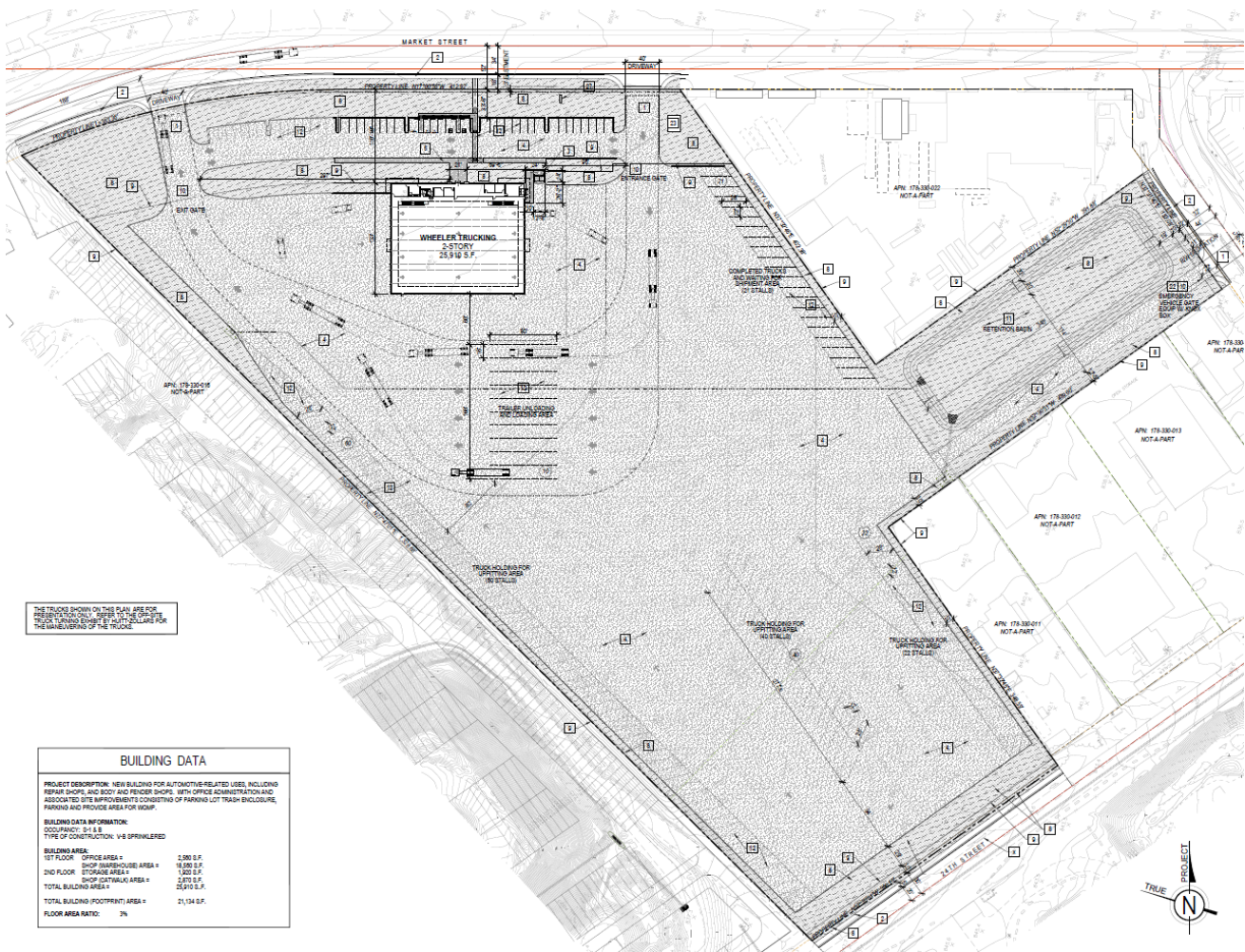
The project will be designed and operated in such a way that would minimize impacts to the neighborhood, in that:

- Primary access into and out of the site are from two proposed driveways located along Market Street. No other driveways are proposed, with the exception of an emergency fire access gate along Hall Avenue.
- The proposed truck route will be from Market Street onto the 60 Freeway for outbound traffic and from the 60 Freeway via Rubidoux Blvd. to the project site for inbound traffic. As such, the project's truck trips are not expected to impact neighboring residential streets.
- The project site and operations will be screened from public view by six (6) foot high fencing and dense landscaping and screen trees, and screened entry gates.
- Upfitting operations of vans and light trucks will be performed within the enclosed building which is to be located toward the northern portion of the property, near Market Street.
- The site will contain security camera and ample lighting.

The Planning Department will recommend the following requirements that will minimize impact to the neighborhood:

- No activities on the project site after 7 pm.
- No truck parking or truck operations not associated with the proposed use will be allowed.
- Prohibit truck routes from residential streets.
- All lighting fixtures shall be shielded so as to not impact adjacent properties or street.
- All walls must have anti-graffiti coating. The applicant must remove graffiti as soon as possible.

## EXHIBIT B: PROJECT DESIGN



## PUBLIC HEARING

This project requires a public hearing by the Planning Commission which will take place on November 10, 2020. At the hearing, the Planning Commission will make the decision to approve, deny or continue this project to a future date.

The City welcomes your comments on this project. Special online participation instructions are included in this notice on the following page.

Property owners and residents whose property is outside of the mailing list area are also welcomed to attend the hearing or submit their comments to the City. You may invite others in your neighborhood who may not have received a notice.

<b>PROJECT INFORMATION &amp; PUBLIC HEARING INFORMATION</b>	
<b>CASE NUMBER(S)</b>	Master Application (MA) No. 20075 (Site Development Permit No. 20039)
<b>APPLICANT</b>	Wheeler Trucking, Inc.
<b>PROJECT LOCATION</b>	East of Rubidoux Blvd., south of Market Street and north of 24th Street (APNs: 178-330-018; 024 & 025 (15.3 combined acres))
<b>PROJECT</b>	<ul style="list-style-type: none"> <li>Proposed van and light truck outfitting and upgrading facility within proposed 25,910 square foot, 2-story industrial building. The land use designation is LI (Light Industrial) and the zoning is M-SC (Manufacturing Service Commercial).</li> <li>Complete site renovation</li> <li>New perimeter fencing, increased landscape setback buffering</li> <li>New public right-of-way improvements (i.e. new sidewalk, curb and gutter and landscaped parkways)</li> </ul>
<b>PRESENCE ON THE SITE OF HAZARDOUS WASTE OR SUBSTANCES</b>	None.
<b>CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)</b>	The City of Jurupa Valley has prepared and intends to adopt a Mitigated Negative Declaration (MND) for the Project. Copies of the MND and supporting documents are available for public review and inspection during the City's normal working hours (Mon. – Fri., 8:00 a.m. to 5:00 p.m., excluding City holidays) by appointment.
<b>MND PUBLIC REVIEW PERIOD</b>	October 21, 2020 to November 9, 2020 - Also available on the City's website at: <a href="https://www.jurupavalley.org/DocumentCenter/Index/68">https://www.jurupavalley.org/DocumentCenter/Index/68</a>
<b>ADDRESS WHERE DOCUMENTS MAY BE VIEWED</b>	City Hall at 8930 Limonite Avenue, Jurupa Valley, California 92509
<b>DATE, TIME AND PLACE OF HEARING</b>	<b>NOVEMBER 10, 2020 at 7:00 p.m. at:</b> City of Jurupa Valley, City Council Chambers 8930 Limonite Avenue, Jurupa Valley, CA 92509

**IMPORTANT NOTICE FOR ONLINE PUBLIC PARTICIPATION  
FOR PLANNING COMMISSION MEETING:**

In response to the COVID-19 pandemic, the City of Jurupa Valley is urging those wishing to attend a Planning Commission 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>. The Planning Commission Agenda can be accessed at this link: <https://www.jurupavalley.org/agendacenter>.

For those wishing to make public comments at Tuesday night's Planning Commission meeting, you are being asked to submit your comments by email to be read aloud at the meeting by the Planning Commission's Recording Secretary.

Public comments may be submitted to the Planning Commission's Recording Secretary at [greed@jurupavalley.org](mailto:greed@jurupavalley.org). Email comments on matters that are not on the Agenda and email comments for matters on the Consent Calendar must be submitted prior to the time the Chair calls the item for Public Comments. Members of the public are encouraged to submit comments prior to 6:00 p.m. Wednesday.

Email comments on other agenda items must be submitted prior to the time the Chair closes public comments on the agenda item or closes the public hearing on the agenda item. All email comments shall be subject to the same rules as would otherwise govern speaker's comments at the Planning Commission Meeting.

The Planning Commission's Recording Secretary shall read all email comments, provided that the reading shall not exceed three (3) minutes, or such other time as the Planning Commission may provide, because this is the time limit for speakers at a Planning Commission Meeting. The email comments submitted shall become part of the record of the Planning Commission Meeting.

Comments on Agenda items during the Planning Commission Meeting can only be submitted to the Planning Commission's Recording Secretary by email. The City cannot accept comments on Agenda items during the Planning Commission Meeting on Facebook, social media or by text.

This is a proactive precaution taken by the City of Jurupa Valley out of an abundance of caution. Any questions should be directed to the Planning Commission's Recording Secretary, Grizelda Reed, at (951) 332-6464.

**AVISO DE AUDIENCIA PÚBLICA DE LA COMISIÓN DE PLANIFICACIÓN  
PARA EL PROYECTO DE WHEELER'S UPFITTERS  
NÚMERO DE CASO (MA20075)**

**19 DE OCTUBRE DEL 2020**

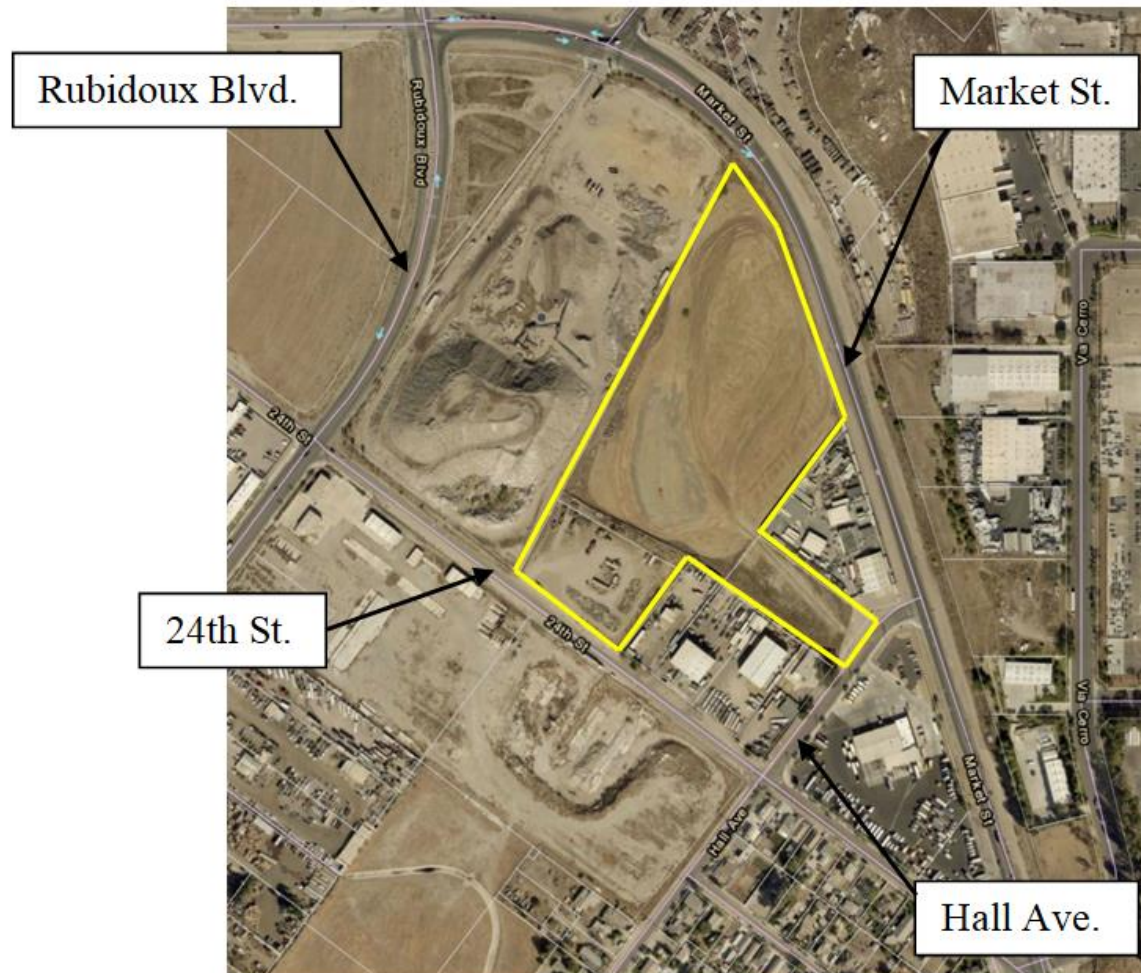
**INTRODUCCIÓN Y REUNIÓN DE LA COMISIÓN DE PLANIFICACIÓN**

El Departamento de Planificación de la Ciudad de Jurupa Valley lo invita a usted y a sus vecinos a proporcionar comentarios para un proyecto de instalación de equipamiento y mejora de furgonetas y camiones ligeros en su vecindario. La Comisión de Planificación considerará este proyecto y celebrará una audiencia pública. La audiencia pública incluirá un traductor al español. Adjunto a esta hoja de información hay instrucciones especiales sobre cómo participar en línea para la audiencia pública y ver la audiencia pública desde su hogar.

**Audiencia pública:** 10 de Noviembre del 2020 a las 7:00 p.m.

**Transmisión en vivo de la audiencia pública:** <https://www.jurupavalley.org/422/Meeting-Videos>

**ANEXO A: UBICACIÓN DEL SITIO DEL PROYECTO (GOOGLE)**



Si tiene alguna pregunta o comentario para este proyecto, puede comunicarse con el Gerente del Proyecto, Rocío López, Planificador Senior por correo electrónico: [rlopez@jurupavalley.org](mailto:rlopez@jurupavalley.org) o por teléfono al (951) 332-6464 extensión 212. El contacto secundario es Grizelda Reed, Secretaria. El correo electrónico de Grizelda es [greed@jurupavalley.org](mailto:greed@jurupavalley.org) y el número de teléfono (951) 332-6464. Tanto Rocío como Grizelda hablan español.

### **PROYECTO PROPUESTO**

Se le pedirá a la ciudad de Jurupa Valley que apruebe una solicitud de Wheeler's Trucking Inc. para la instalación propuesta de equipamiento y mejora de camionetas y camionetas ligeras que se ubicará en una propiedad actualmente vacante como se muestra en el Anexo A. El sitio consta de tres (3) parcelas vacías con un total de 15.3 acres (número de parcelas: 178-330-018, 024 & 025). El proyecto propuesto consiste en equipar y mejorar nuevas camionetas y camionetas livianas dentro de un edificio industrial propuesto de 2 pisos y 25,910 pies cuadrados. Este aviso y la hoja de información incluyen más detalles y un plan de sitio propuesto en las páginas siguientes.

Si tiene alguna pregunta o desea hacer comentarios, comuníquese con la gerente del proyecto, Rocío López, planificadora principal, o con Grizelda Reed, secretaria de planificación. Tanto Rocío López como Grizelda Reed hablan español.

### **DESCRIPCIÓN DEL PROYECTO**

El sitio del proyecto de 15.3 acres se desarrollará con un edificio industrial de 2 pisos de 25,910 pies cuadrados que incluirá el área de oficinas y talleres. El edificio albergará las operaciones de mejora y equipamiento de camionetas y camionetas propuestas. El negocio consistirá en adiciones del mercado de accesorios a camionetas y camiones ligeros estándar (modelo base) para personalizar el vehículo según las especificaciones de una empresa específica y para agregar valor a la flota de vehículos de un concesionario. El área del taller puede acomodar hasta 16 vehículos a la vez; y el horario de operación propuesto es de lunes a sábado de 7 a.m. a 7 p.m., con 24 a 36 empleados anticipados.

El proyecto incluye nuevas mejoras en el derecho de paso público (acera y cuneta, acera, avenida ajardinada), áreas ajardinadas a lo largo de la calle, cercas y caminos pavimentados y pasillos para vehículos. Hay 143 estacionamientos designados para vehículos en espera de acondicionamiento y entrega; 10 plazas de aparcamiento para carga y descarga de remolques; y 45 espacios de estacionamiento estándar que se muestran en el plano del sitio. Según el Análisis de Tráfico Enfocado (FTA) elaborado para este proyecto, se espera que las operaciones generen hasta 88 viajes diarios de vehículos, de los cuales 16 son vehículos con remolque y 72 son vehículos de pasajeros (empleados).

El proyecto se diseñará y operará de tal manera que minimice los impactos en el vecindario:

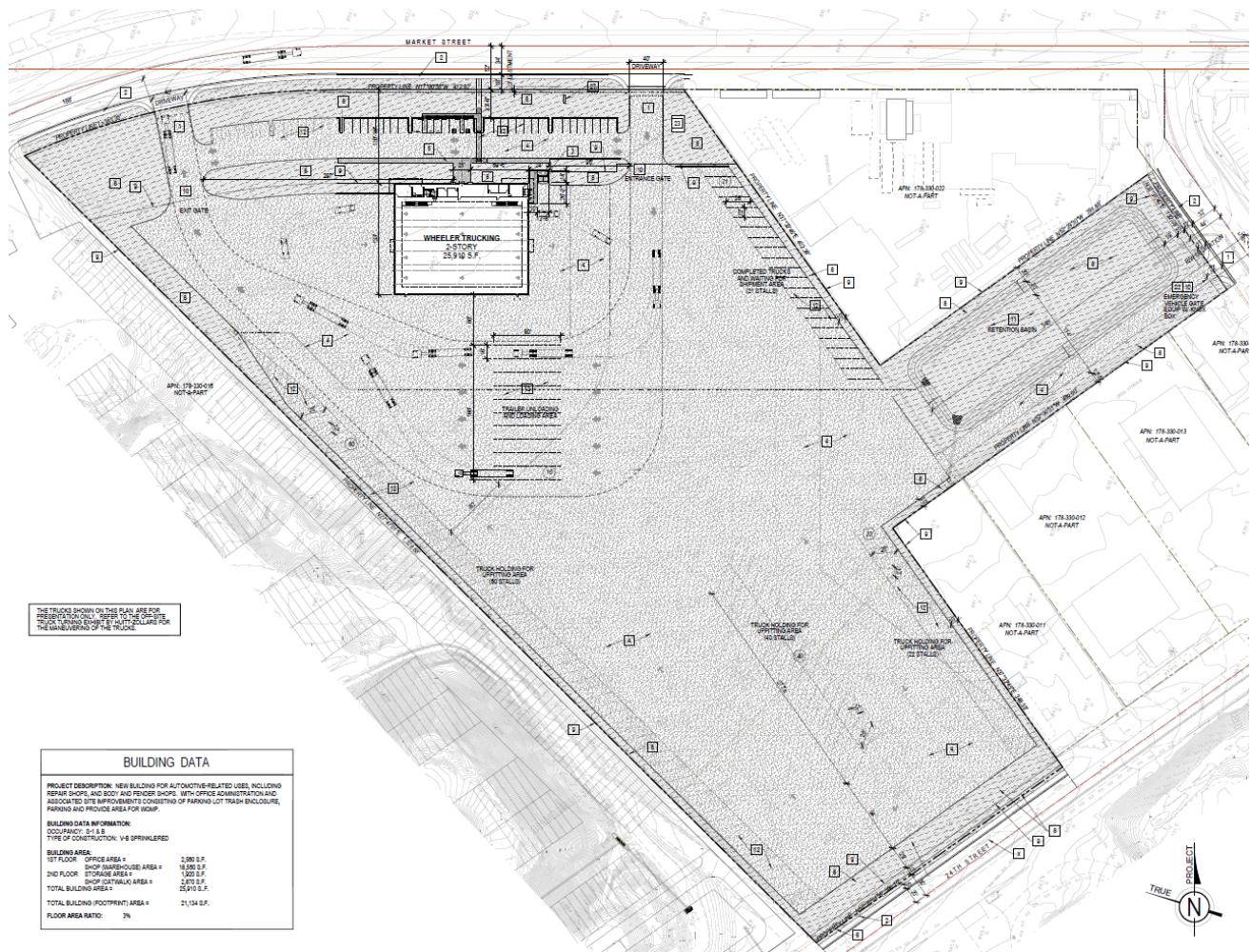
- El acceso principal dentro y fuera del sitio es desde dos entradas propuestas ubicadas a lo largo de Market Street. No se proponen otras entradas, con la excepción de una puerta de acceso de emergencia para incendios a lo largo de Hall Avenue.
- La ruta propuesta para camiones será desde Market Street hacia la autopista 60 para el tráfico saliente y desde la autopista 60 por la calle Rubidoux Blvd. al sitio del proyecto para el tráfico entrante. Como tal, no se espera que los viajes en camión del proyecto afecten las calles residenciales vecinas.
- El sitio del proyecto y las operaciones estarán protegidas de la vista del público por cercos de seis (6) pies de altura y jardines densos y árboles de pantalla, y puertas de entrada protegidas.
- Las operaciones de acondicionamiento de camionetas y camionetas se realizarán dentro del edificio cerrado que se ubicará hacia la parte norte de la propiedad, cerca de Market Street.

- El sitio contendrá cámaras de seguridad y habra amplia iluminación.

El Departamento de Planeación recomienda los siguientes requisitos que minimizarán el impacto a la comunidad:

- No habrá actividades en el sitio del proyecto después de las 7 pm.
- No se permitirá el estacionamiento de camiones ni operaciones de camiones que no estén asociadas con el uso propuesto.
- Prohibir las rutas de camiones desde las calles residenciales.
- Todos los accesorios de iluminación deben estar protegidos para que no impacten las propiedades adyacentes o la calle.
- Todas las paredes deben tener un revestimiento anti-graffiti. El solicitante debe eliminar el graffiti lo antes posible.

## EXHIBICIÓN B: DISEÑO DEL PROYECTO



## **AUDIENCIA PÚBLICA**

Este proyecto requiere una audiencia pública por parte de la Comisión de Planificación que tendrá lugar el 10 de Noviembre del 2020. En la audiencia, la Comisión de Planificación tomará la decisión de aprobar, negar o continuar este proyecto en una fecha futura. La ciudad agradece sus comentarios sobre este proyecto. Las instrucciones especiales de participación en línea se incluyen en este aviso en la página siguiente.

Los propietarios y residentes cuya propiedad está fuera del área de la lista de correo también son bienvenidos a asistir a la audiencia o enviar sus comentarios a la Ciudad. Puede invitar a otras personas en su vecindario que no hayan recibido un aviso.

<b>INFOMACIÓN DEL PROYECTO Y INFORMACIÓN SOBRE LA AUDIENCIA PÚBLICA</b>	
<b>NÚMERO DE CASO(S)</b>	Aplicación Maestra (MA) No. MA20075 /Permiso de Desarrollo del Sitio No. 20039)
<b>SOLICITANTE</b>	Wheeler's Trucking, Inc.
<b>UBICACIÓN DEL PROYECTO(S)</b>	Este de Rubidoux Blvd., sur de Market Street y norte de 24th Street (Numero de Parcelas: 178-330-018; 024 & 025 (15.3 acres)
<b>PROPUESTA</b>	<ul style="list-style-type: none"><li>• Propiedad zonificada M-SC (Manufactura, Servicio Comercial)</li><li>• Propiedad dentro del uso del suelo LI (Light Industrial)</li><li>• Instalación propuesta de equipamiento y mejora de camionetas y camionetas ligeras dentro del edificio industrial propuesto de 2 pisos y 25,910 pies cuadrados.</li><li>• Renovación completa del sitio.</li><li>• Nuevos cercos perimetrales, aumento de la amortiguación del retroceso del paisaje.</li><li>• Nuevas mejoras públicas en los derechos de paso (es decir, nuevas aceras, aceras y cunetas y avenidas ajardinadas).</li></ul>
<b>PRESENCIA EN EL SITIO DE RESIDUOS PELIGROSOS</b>	Ninguno.
<b>LEY DE CALIDAD AMBIENTAL DE CALIFORNIA (CEQA)</b>	La Ciudad de Jurupa Valley ha preparado y tiene la intención de adoptar una Declaración Negativa Mitigada (MND) para el Proyecto. Las copias de la MND y los documentos de respaldo están disponibles para su revisión e inspección pública durante las horas normales de trabajo de la Ciudad (lunes a viernes). 8:00 am a 5:00 pm, excluyendo los días festivos de la ciudad).
<b>PERÍODO DE REVISIÓN PÚBLICA DEL MND</b>	21 de Octubre al 9 de Noviembre del 2020 - También disponible en el sitio web de la Ciudad en: <a href="https://www.jurupavalley.org/DocumentCenter/Index/68">https://www.jurupavalley.org/DocumentCenter/Index/68</a>
<b>DIRECCIÓN DONDE DOCUMENTOS PUEDEN SER VISTOS</b>	Ciudad de Jurupa Valley en 8930 Limonite Avenue, Jurupa Valley, California 92509
<b>FECHA, HORA Y LUGAR DE LA AUDIENCIA</b>	<b>10 DE NOVIEMBRE DEL 2020 a las 7:00 de la tarde en:</b> Ciudad de Jurupa Valley, Cámara del Consejo 8930 Limonite Avenue, Jurupa Valley, CA 92509

**AVISO IMPORTANTE PARA LA PARTICIPACIÓN PÚBLICA EN LÍNEA  
PARA LA REUNIÓN DE LA COMISIÓN DE PLANIFICACIÓN:**

En respuesta a la pandemia de COVID-19, la ciudad de Jurupa Valley le urge a aquellos que desean atender una junta de la Comisión de Planificación, que eviten atender la junta y el lugar ver la junta en el webcast en vivo que puede ser accedido en este vínculo: <https://www.jurupavalley.org/422/Meeting-Videos>. La agenda de la Comisión de Planificación puede ser accedido en este vínculo: <https://www.jurupavalley.org/agendacenter>.

Para ellos que quieran hacer comentarios públicos en la junta del Martes, se les pide que sometan sus comentarios por correo electrónico para que sean leídos en voz alta en la junta por la Secretaria de Grabación de la Comisión de Planificación.

Comentarios públicos pueden ser sometidos a la Secretaria de Grabación de la Comisión de Planificación a [greed@jurupavalley.org](mailto:greed@jurupavalley.org). Correos electrónicos sobre asuntos que no están en la agenda y correos electrónicos sobre asuntos que aparecen en el calendario de consentimiento deben ser sometidos antes del tiempo en cuando el presidente de la Comisión de Planificación llame el artículo para comentarios públicos. Miembros del público deberían someter comentarios antes de las 6:00 p.m. el miércoles.

Correos electrónicos sobre otros artículos de la agenda tienen que ser sometidos antes del tiempo en que se cierran los comentarios públicos en ese artículo de la agenda o cuando se cierre la audiencia pública sobre ese artículo de la agenda. Todos los comentarios por correo electrónico serán tratados por las mismas reglas que han sido establecidas para juntas de Comisión de Planificación.

La Secretaria de Grabación de la Comisión de Planificación leerá todos los comentarios recibidos por correo electrónico siempre y cuando la lectura del comentario no exceda tres (3) minutos o cualquier otro periodo de tiempo que la Comisión de Planificación indique. Este periodo de tiempo es el mismo que se permite en juntas de la Comisión de Planificación. Los comentarios leídos en la junta serán grabados como parte de la junta de Comisión de Planificación.

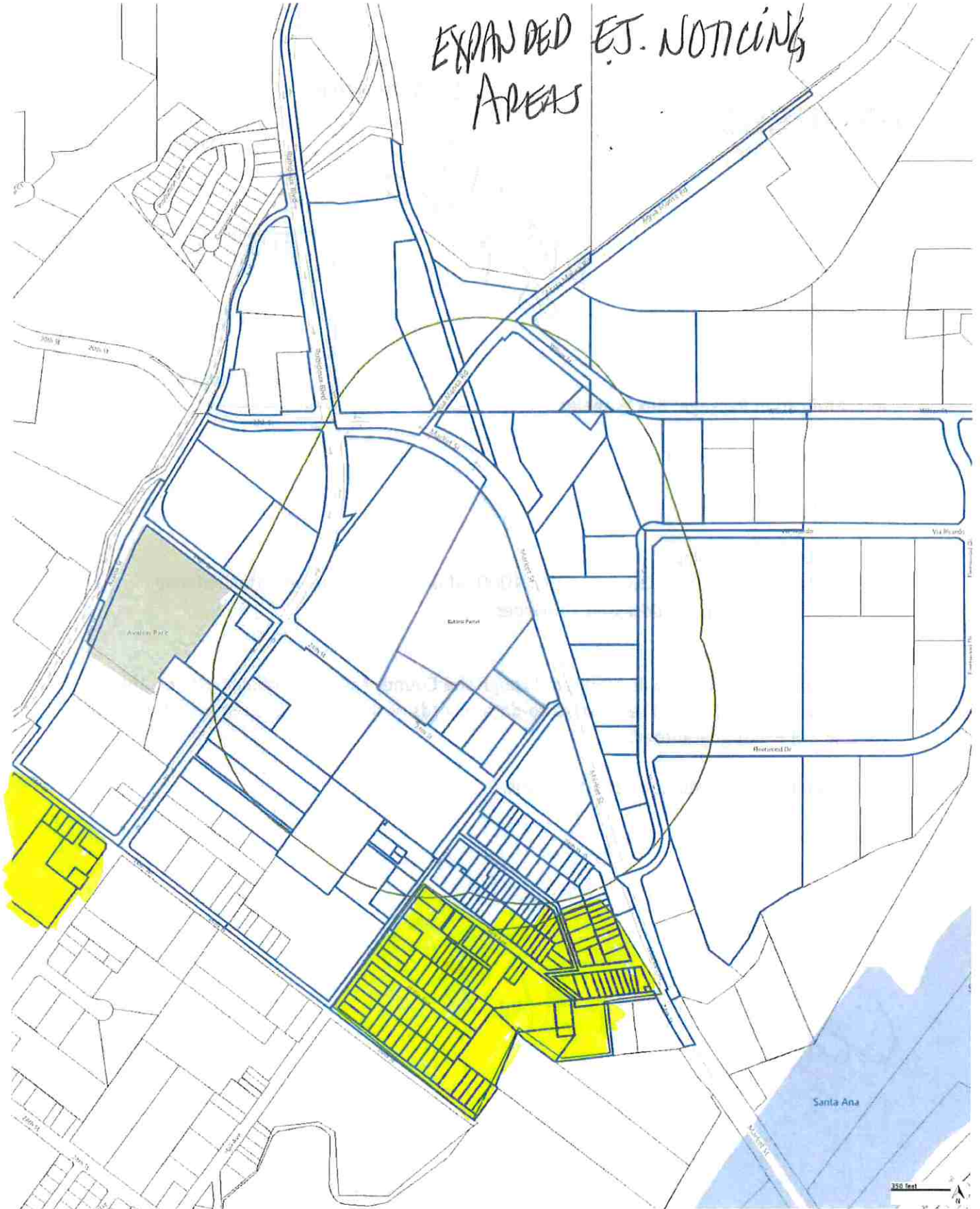
Durante la junta de la Comisión de Planificación, comentarios sobre artículos de la agenda solo pueden ser sometidos a la Secretaria de Grabación de la Comisión de Planificación por correo electrónico. La ciudad no puede aceptar comentarios sobre artículos de la agenda durante la junta de Comisión de Planificación por Facebook, redes sociales, o por mensajes de texto.

Esto es una precaución proactiva que se tomó acabo por la ciudad de Jurupa Valley por precaución. Preguntas pueden ser dirigidas a la Secretaria de Grabación de la Comisión de Planificación, Grizelda Reed, al (951) 332-6464.

**ATTACHMENT NO. 7**

1,000-foot radius map with extended areas

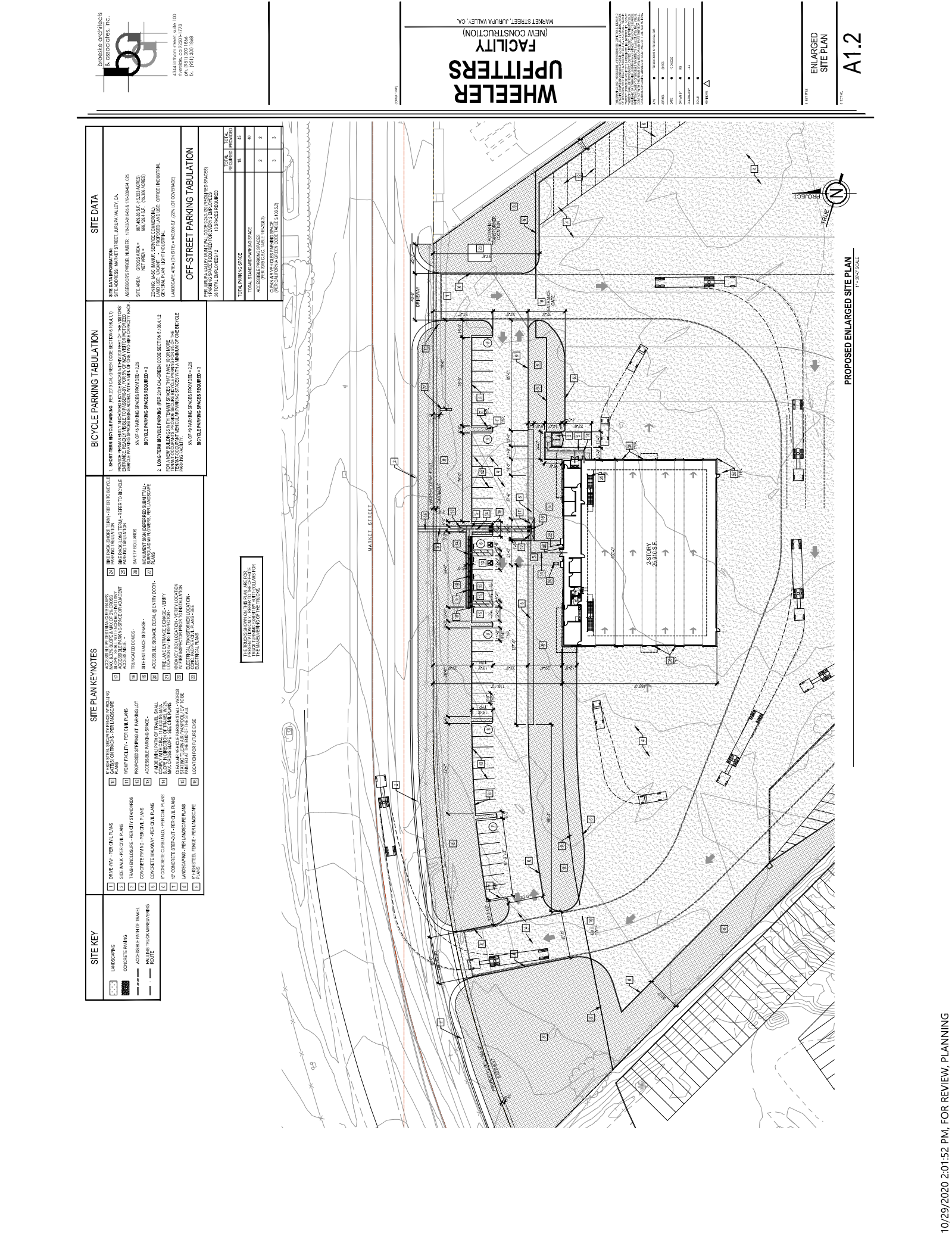
# EXPANDED E.J. NOTICING AREAS



**ATTACHMENT NO. 8**

Project Plans  
(Architectural Set; Civil Set and Concept Landscape Plan Set)





SITE KEY		SITE PLAN KEYNOTES		BICYCLE PARKING TABULATION		SITE DATA	
<div><div></div>LANDSCAPING</div> <div><div></div>CONCRETE PAVING</div> <div><div></div>ASPHALT PAVING</div> <div><div></div>ADJACENT PATH OF TRAVEL</div> <div><div></div>PAVED</div>							





CONTRACT

# WHEELER UPFITTERS FACILITY (NEW CONSTRUCTION)

MARKET STREET, JURUPA VALLEY, CA

THIS DRAWING AND ALL INFORMATION CONTAINED HEREIN ARE THE PROPERTY OF BROOKS ARCHITECTS & ASSOCIATES, INC. (BROOKS). BROOKS IS NOT RESPONSIBLE FOR ANY REVISIONS OR CHANGES TO THIS DRAWING MADE BY ANY OTHER PARTY. BROOKS ACCEPTS NO LIABILITY FOR ANY DAMAGE, LOSS, OR INJURY, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING OUT OF OR FROM THE USE OF THIS DRAWING, WHETHER SUCH DAMAGE, LOSS, OR INJURY IS CAUSED IN WHOLE OR IN PART BY NEGLIGENCE OR OTHERWISE. BROOKS' LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE PROJECT DESCRIBED IN THIS DRAWING. BROOKS' LIABILITY DOES NOT EXTEND TO ANY OTHER PROJECTS OR TO ANY OTHER INFORMATION CONTAINED IN THIS DRAWING.

DATE	1/18/2020
BY	DAVID B.
CHECKED BY	DAVID B.
SCALE	AS SHOWN

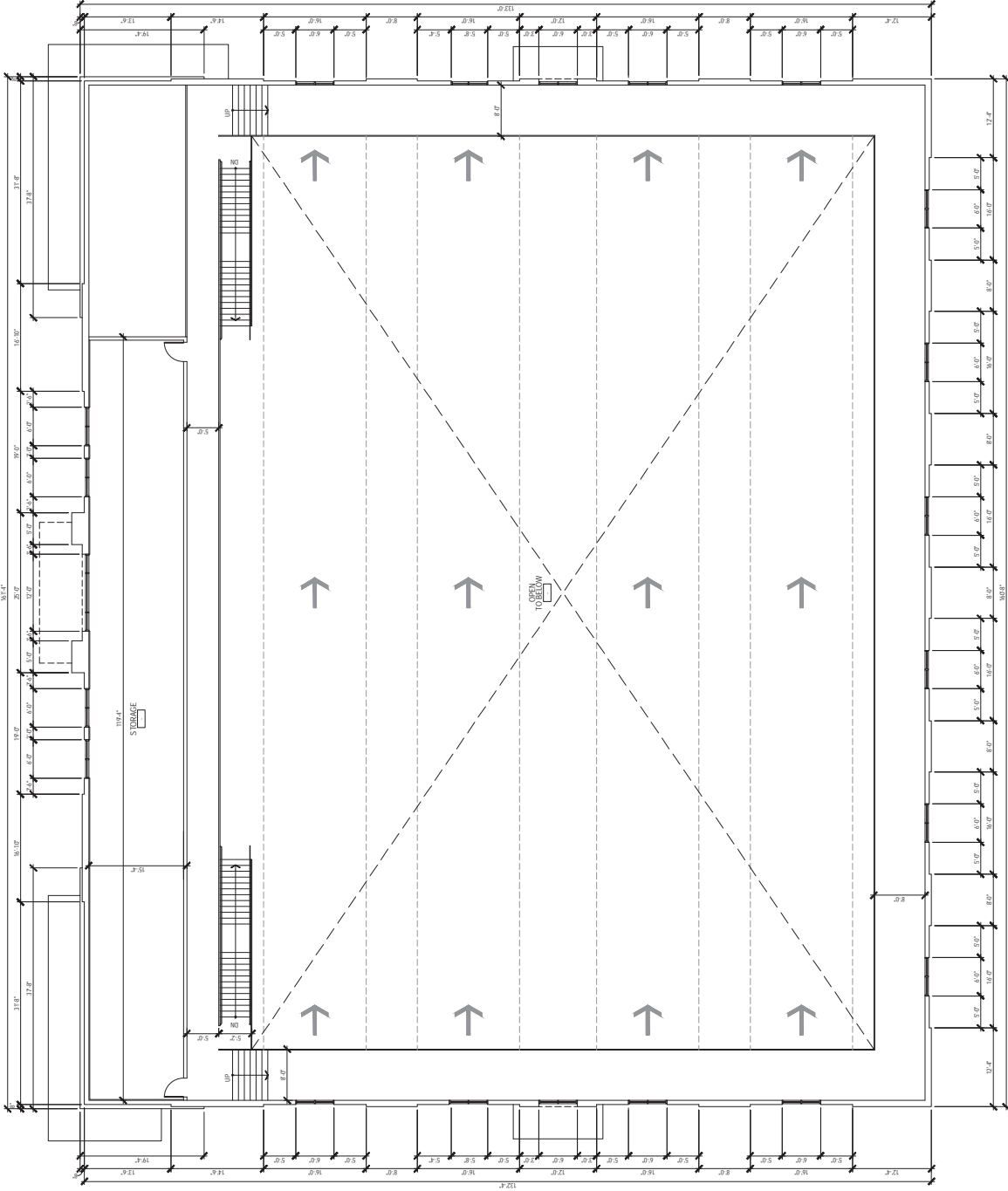
REVISIONS

PROPOSED  
SECOND FLOOR PLAN

A2.2

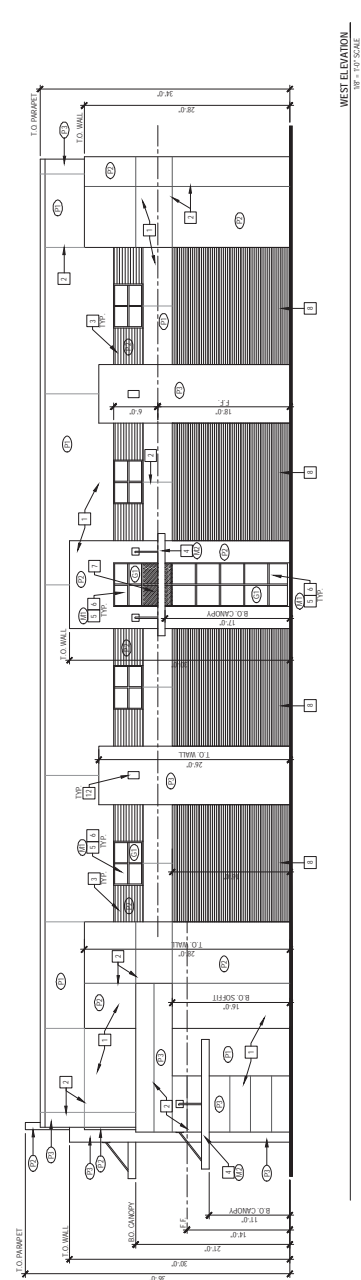
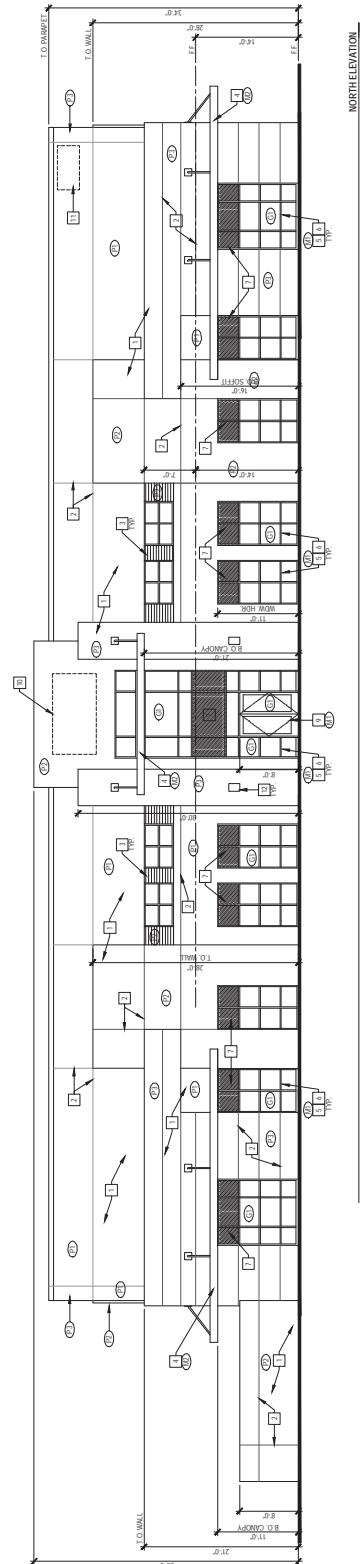
PROPOSED SECOND FLOOR PLAN

1/8" = 1'-0" SCALE



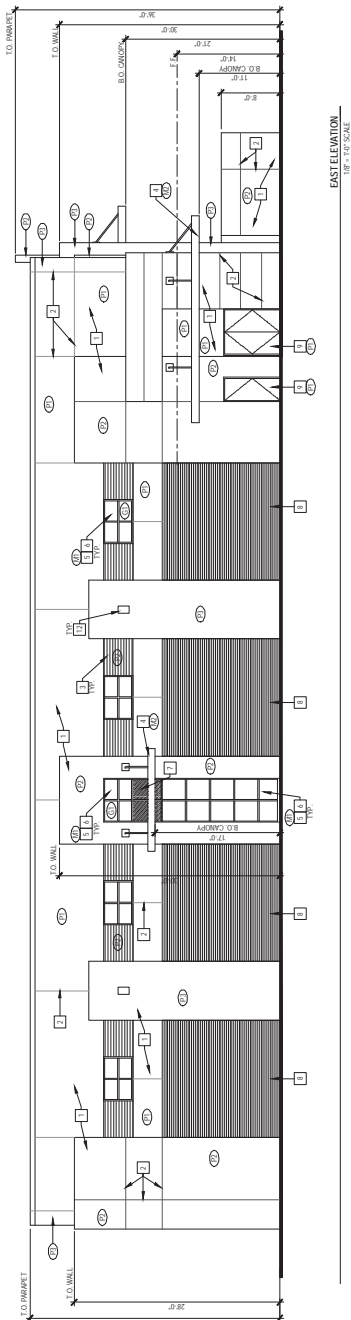
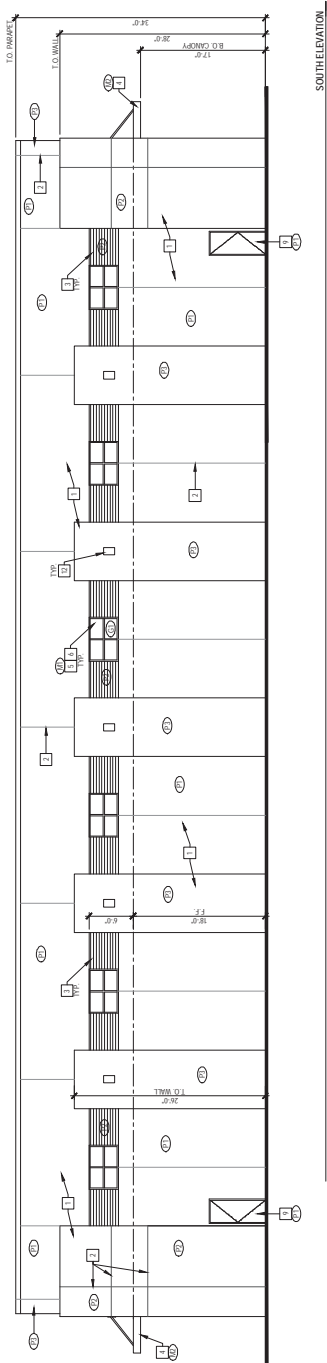
PROPOSED EXTERIOR ELEVATIONS KEYNOTES	
1	TELTUP CONCRETE WALL. SEE STRUCTURAL.
2	1"x4" HORIZONTAL
3	3"x4" HORIZONTAL
4	3"x4" HORIZONTAL
5	3"x4" HORIZONTAL
6	3"x4" HORIZONTAL
7	3"x4" HORIZONTAL
8	3"x4" HORIZONTAL
9	3"x4" HORIZONTAL
10	3"x4" HORIZONTAL
11	3"x4" HORIZONTAL
12	3"x4" HORIZONTAL
13	3"x4" HORIZONTAL
14	3"x4" HORIZONTAL
15	3"x4" HORIZONTAL
16	3"x4" HORIZONTAL
17	3"x4" HORIZONTAL
18	3"x4" HORIZONTAL
19	3"x4" HORIZONTAL
20	3"x4" HORIZONTAL
21	3"x4" HORIZONTAL
22	3"x4" HORIZONTAL
23	3"x4" HORIZONTAL
24	3"x4" HORIZONTAL
25	3"x4" HORIZONTAL
26	3"x4" HORIZONTAL
27	3"x4" HORIZONTAL
28	3"x4" HORIZONTAL
29	3"x4" HORIZONTAL
30	3"x4" HORIZONTAL
31	3"x4" HORIZONTAL
32	3"x4" HORIZONTAL
33	3"x4" HORIZONTAL
34	3"x4" HORIZONTAL
35	3"x4" HORIZONTAL
36	3"x4" HORIZONTAL
37	3"x4" HORIZONTAL
38	3"x4" HORIZONTAL
39	3"x4" HORIZONTAL
40	3"x4" HORIZONTAL
41	3"x4" HORIZONTAL
42	3"x4" HORIZONTAL
43	3"x4" HORIZONTAL
44	3"x4" HORIZONTAL
45	3"x4" HORIZONTAL
46	3"x4" HORIZONTAL
47	3"x4" HORIZONTAL
48	3"x4" HORIZONTAL
49	3"x4" HORIZONTAL
50	3"x4" HORIZONTAL
51	3"x4" HORIZONTAL
52	3"x4" HORIZONTAL
53	3"x4" HORIZONTAL
54	3"x4" HORIZONTAL
55	3"x4" HORIZONTAL
56	3"x4" HORIZONTAL
57	3"x4" HORIZONTAL
58	3"x4" HORIZONTAL
59	3"x4" HORIZONTAL
60	3"x4" HORIZONTAL
61	3"x4" HORIZONTAL
62	3"x4" HORIZONTAL
63	3"x4" HORIZONTAL
64	3"x4" HORIZONTAL
65	3"x4" HORIZONTAL
66	3"x4" HORIZONTAL
67	3"x4" HORIZONTAL
68	3"x4" HORIZONTAL
69	3"x4" HORIZONTAL
70	3"x4" HORIZONTAL
71	3"x4" HORIZONTAL
72	3"x4" HORIZONTAL
73	3"x4" HORIZONTAL
74	3"x4" HORIZONTAL
75	3"x4" HORIZONTAL
76	3"x4" HORIZONTAL
77	3"x4" HORIZONTAL
78	3"x4" HORIZONTAL
79	3"x4" HORIZONTAL
80	3"x4" HORIZONTAL
81	3"x4" HORIZONTAL
82	3"x4" HORIZONTAL
83	3"x4" HORIZONTAL
84	3"x4" HORIZONTAL
85	3"x4" HORIZONTAL
86	3"x4" HORIZONTAL
87	3"x4" HORIZONTAL
88	3"x4" HORIZONTAL
89	3"x4" HORIZONTAL
90	3"x4" HORIZONTAL
91	3"x4" HORIZONTAL
92	3"x4" HORIZONTAL
93	3"x4" HORIZONTAL
94	3"x4" HORIZONTAL
95	3"x4" HORIZONTAL
96	3"x4" HORIZONTAL
97	3"x4" HORIZONTAL
98	3"x4" HORIZONTAL
99	3"x4" HORIZONTAL
100	3"x4" HORIZONTAL

EXTERIOR ELEVATION COLOR LEGEND	
1	WINDOW FRAME
2	WINDOW FRAME
3	WINDOW FRAME
4	WINDOW FRAME
5	WINDOW FRAME
6	WINDOW FRAME
7	WINDOW FRAME
8	WINDOW FRAME
9	WINDOW FRAME
10	WINDOW FRAME
11	WINDOW FRAME
12	WINDOW FRAME
13	WINDOW FRAME
14	WINDOW FRAME
15	WINDOW FRAME
16	WINDOW FRAME
17	WINDOW FRAME
18	WINDOW FRAME
19	WINDOW FRAME
20	WINDOW FRAME
21	WINDOW FRAME
22	WINDOW FRAME
23	WINDOW FRAME
24	WINDOW FRAME
25	WINDOW FRAME
26	WINDOW FRAME
27	WINDOW FRAME
28	WINDOW FRAME
29	WINDOW FRAME
30	WINDOW FRAME
31	WINDOW FRAME
32	WINDOW FRAME
33	WINDOW FRAME
34	WINDOW FRAME
35	WINDOW FRAME
36	WINDOW FRAME
37	WINDOW FRAME
38	WINDOW FRAME
39	WINDOW FRAME
40	WINDOW FRAME
41	WINDOW FRAME
42	WINDOW FRAME
43	WINDOW FRAME
44	WINDOW FRAME
45	WINDOW FRAME
46	WINDOW FRAME
47	WINDOW FRAME
48	WINDOW FRAME
49	WINDOW FRAME
50	WINDOW FRAME
51	WINDOW FRAME
52	WINDOW FRAME
53	WINDOW FRAME
54	WINDOW FRAME
55	WINDOW FRAME
56	WINDOW FRAME
57	WINDOW FRAME
58	WINDOW FRAME
59	WINDOW FRAME
60	WINDOW FRAME
61	WINDOW FRAME
62	WINDOW FRAME
63	WINDOW FRAME
64	WINDOW FRAME
65	WINDOW FRAME
66	WINDOW FRAME
67	WINDOW FRAME
68	WINDOW FRAME
69	WINDOW FRAME
70	WINDOW FRAME
71	WINDOW FRAME
72	WINDOW FRAME
73	WINDOW FRAME
74	WINDOW FRAME
75	WINDOW FRAME
76	WINDOW FRAME
77	WINDOW FRAME
78	WINDOW FRAME
79	WINDOW FRAME
80	WINDOW FRAME
81	WINDOW FRAME
82	WINDOW FRAME
83	WINDOW FRAME
84	WINDOW FRAME
85	WINDOW FRAME
86	WINDOW FRAME
87	WINDOW FRAME
88	WINDOW FRAME
89	WINDOW FRAME
90	WINDOW FRAME
91	WINDOW FRAME
92	WINDOW FRAME
93	WINDOW FRAME
94	WINDOW FRAME
95	WINDOW FRAME
96	WINDOW FRAME
97	WINDOW FRAME
98	WINDOW FRAME
99	WINDOW FRAME
100	WINDOW FRAME



[illegible]

PROPOSED EXTERIOR ELEVATIONS KEYNOTES	
1	ILLUSTRATION SHALL BE STRUCTURAL
2	1-1/4" HORIZONTAL
3	1-1/4" VERTICAL
4	1-1/4" HORIZONTAL
5	1-1/4" VERTICAL
6	1-1/4" HORIZONTAL
7	1-1/4" VERTICAL
8	1-1/4" HORIZONTAL
9	1-1/4" VERTICAL
10	1-1/4" HORIZONTAL
11	1-1/4" VERTICAL
12	1-1/4" HORIZONTAL
13	1-1/4" VERTICAL
14	1-1/4" HORIZONTAL
15	1-1/4" VERTICAL
16	1-1/4" HORIZONTAL
17	1-1/4" VERTICAL
18	1-1/4" HORIZONTAL
19	1-1/4" VERTICAL
20	1-1/4" HORIZONTAL
21	1-1/4" VERTICAL
22	1-1/4" HORIZONTAL
23	1-1/4" VERTICAL
24	1-1/4" HORIZONTAL
25	1-1/4" VERTICAL
26	1-1/4" HORIZONTAL
27	1-1/4" VERTICAL
28	1-1/4" HORIZONTAL
29	1-1/4" VERTICAL
30	1-1/4" HORIZONTAL
31	1-1/4" VERTICAL
32	1-1/4" HORIZONTAL
33	1-1/4" VERTICAL
34	1-1/4" HORIZONTAL
35	1-1/4" VERTICAL
36	1-1/4" HORIZONTAL
37	1-1/4" VERTICAL
38	1-1/4" HORIZONTAL
39	1-1/4" VERTICAL
40	1-1/4" HORIZONTAL
41	1-1/4" VERTICAL
42	1-1/4" HORIZONTAL
43	1-1/4" VERTICAL
44	1-1/4" HORIZONTAL
45	1-1/4" VERTICAL
46	1-1/4" HORIZONTAL
47	1-1/4" VERTICAL
48	1-1/4" HORIZONTAL
49	1-1/4" VERTICAL
50	1-1/4" HORIZONTAL
51	1-1/4" VERTICAL
52	1-1/4" HORIZONTAL
53	1-1/4" VERTICAL
54	1-1/4" HORIZONTAL
55	1-1/4" VERTICAL
56	1-1/4" HORIZONTAL
57	1-1/4" VERTICAL
58	1-1/4" HORIZONTAL
59	1-1/4" VERTICAL
60	1-1/4" HORIZONTAL
61	1-1/4" VERTICAL
62	1-1/4" HORIZONTAL
63	1-1/4" VERTICAL
64	1-1/4" HORIZONTAL
65	1-1/4" VERTICAL
66	1-1/4" HORIZONTAL
67	1-1/4" VERTICAL
68	1-1/4" HORIZONTAL
69	1-1/4" VERTICAL
70	1-1/4" HORIZONTAL
71	1-1/4" VERTICAL
72	1-1/4" HORIZONTAL
73	1-1/4" VERTICAL
74	1-1/4" HORIZONTAL
75	1-1/4" VERTICAL
76	1-1/4" HORIZONTAL
77	1-1/4" VERTICAL
78	1-1/4" HORIZONTAL
79	1-1/4" VERTICAL
80	1-1/4" HORIZONTAL
81	1-1/4" VERTICAL
82	1-1/4" HORIZONTAL
83	1-1/4" VERTICAL
84	1-1/4" HORIZONTAL
85	1-1/4" VERTICAL
86	1-1/4" HORIZONTAL
87	1-1/4" VERTICAL
88	1-1/4" HORIZONTAL
89	1-1/4" VERTICAL
90	1-1/4" HORIZONTAL
91	1-1/4" VERTICAL
92	1-1/4" HORIZONTAL
93	1-1/4" VERTICAL
94	1-1/4" HORIZONTAL
95	1-1/4" VERTICAL
96	1-1/4" HORIZONTAL
97	1-1/4" VERTICAL
98	1-1/4" HORIZONTAL
99	1-1/4" VERTICAL
100	1-1/4" HORIZONTAL
101	1-1/4" VERTICAL
102	1-1/4" HORIZONTAL
103	1-1/4" VERTICAL
104	1-1/4" HORIZONTAL
105	1-1/4" VERTICAL
106	1-1/4" HORIZONTAL
107	1-1/4" VERTICAL
108	1-1/4" HORIZONTAL
109	1-1/4" VERTICAL
110	1-1/4" HORIZONTAL
111	1-1/4" VERTICAL
112	1-1/4" HORIZONTAL
113	1-1/4" VERTICAL
114	1-1/4" HORIZONTAL
115	1-1/4" VERTICAL
116	1-1/4" HORIZONTAL
117	1-1/4" VERTICAL
118	1-1/4" HORIZONTAL
119	1-1/4" VERTICAL
120	1-1/4" HORIZONTAL
121	1-1/4" VERTICAL
122	1-1/4" HORIZONTAL
123	1-1/4" VERTICAL
124	1-1/4" HORIZONTAL
125	1-1/4" VERTICAL
126	1-1/4" HORIZONTAL
127	1-1/4" VERTICAL
128	1-1/4" HORIZONTAL
129	1-1/4" VERTICAL
130	1-1/4" HORIZONTAL
131	1-1/4" VERTICAL
132	1-1/4" HORIZONTAL
133	1-1/4" VERTICAL
134	1-1/4" HORIZONTAL
135	1-1/4" VERTICAL
136	1-1/4" HORIZONTAL
137	1-1/4" VERTICAL
138	1-1/4" HORIZONTAL
139	1-1/4"

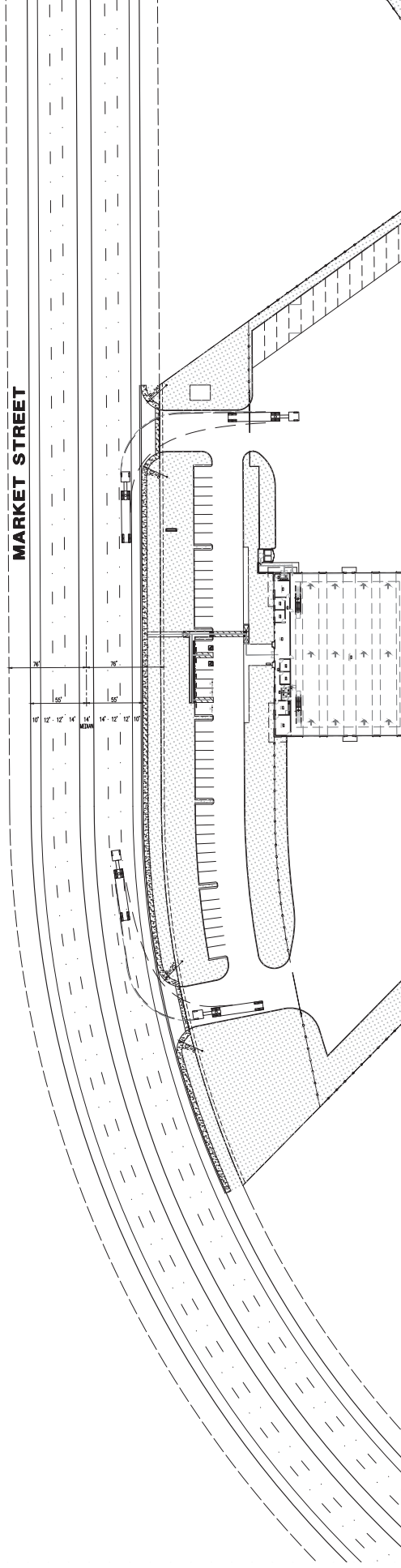


[illegible]

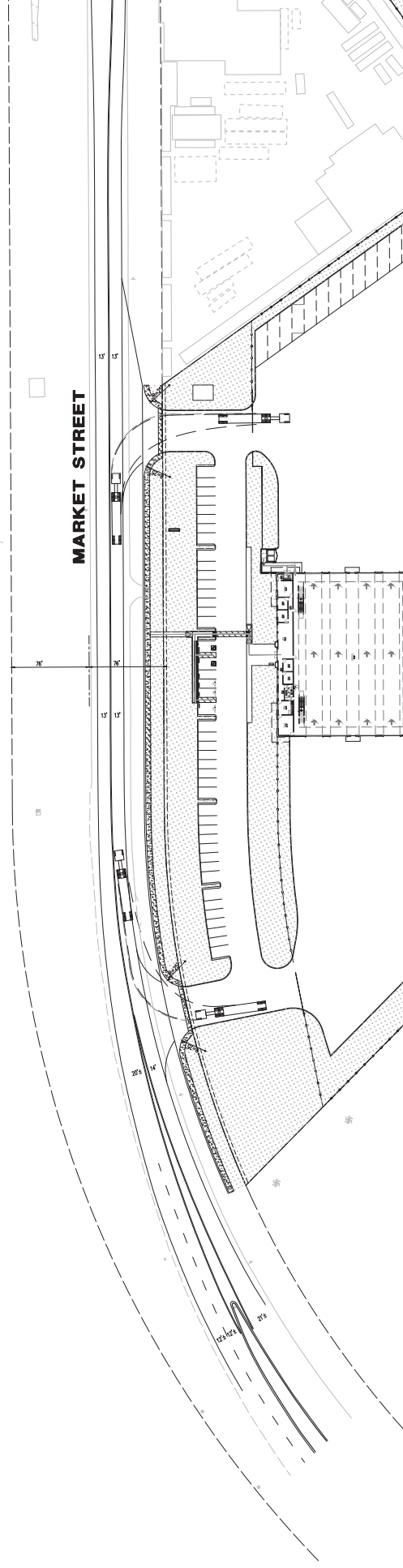




ULTIMATE CONDITION

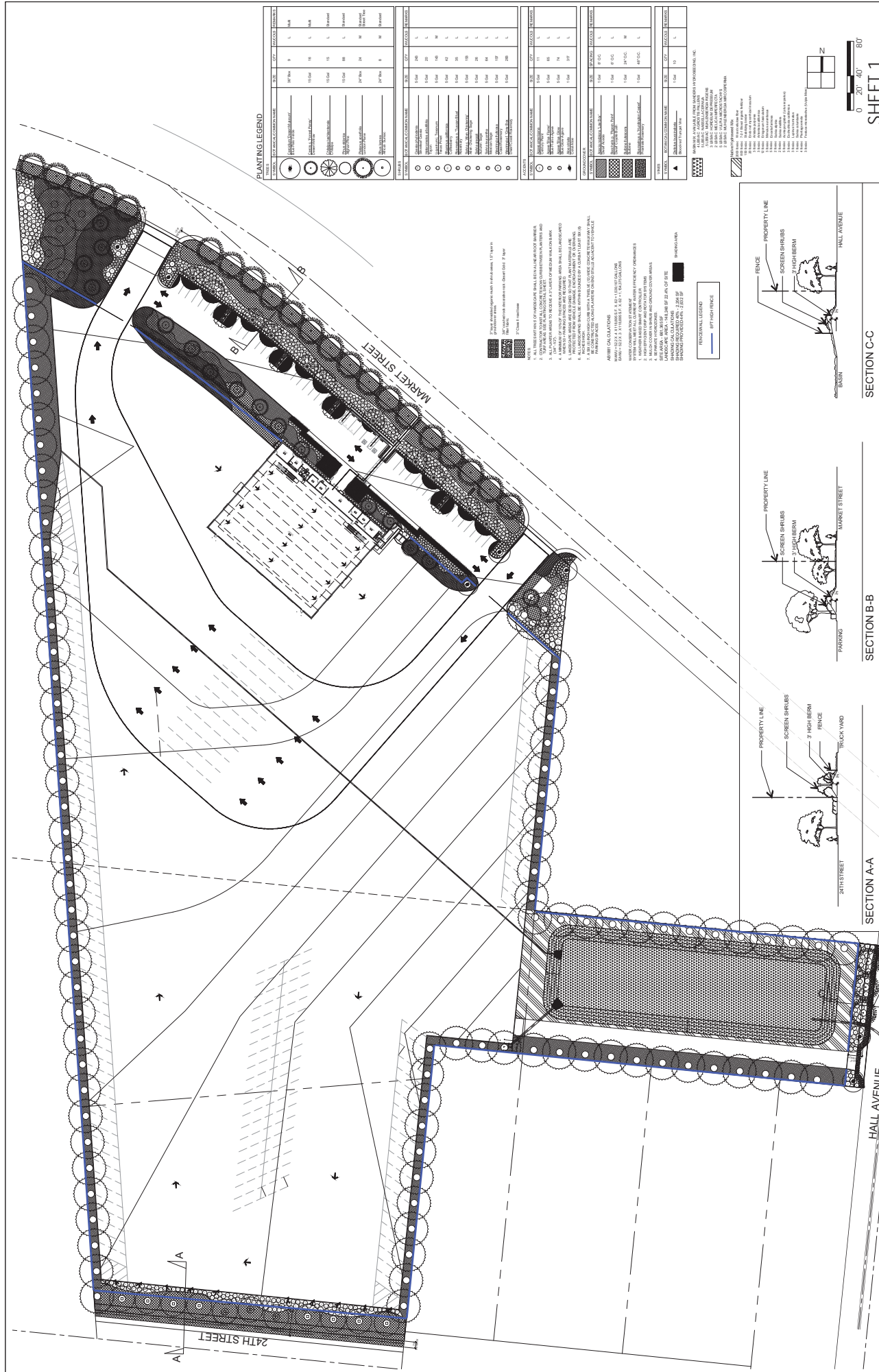


INTERIM CONDITION



**HUNT-ZOLARS**  
Hunt-Zolars, Inc.  
Ontario  
3000 COUNCIL BLVD. SUITE 200 • KANSAS, MISSOURI 64523-1779  
PREPARED UNDER THE SUPERVISION OF:  
\_\_\_\_\_  
\_\_\_\_\_  
P.E. NO. 87181 E.O.V. 6/20/21

**CITY OF JURUPA VALLEY**  
**OFF-SITE TRUCK TURNING EXHIBIT**  
**EPD - MARKET AT HALL**  
**MARKET STREET, 24TH STREET,**  
**& HALL AVENUE**



# Market Street

20.03.20  
05.06.20  
06.30.20  
08.03.20



EXISTING SITE ALONG 24TH STREET



EXISTING SITE ALONG MARKET STREET



EXISTING SITE ALONG HALL AVENUE



24TH STREET



MARKET STREET



HALL AVENUE

# City of Jurupa Valley

## **RETURN TO AGENDA**

## **STAFF REPORT**

**DATE:** NOVEMBER 10, 2020  
**TO:** CHAIR PRUITT AND MEMBERS OF THE PLANNING COMMISSION  
**FROM:** THOMAS G. MERRELL, AICP, PLANNING DIRECTOR  
**BY:** ANDREA HOFF, ASSOCIATE PLANNER  
**SUBJECT:** AGENDA ITEM NO. 6.2  
MASTER APPLICATION (MA) NO. 20036: CONDITIONAL USE PERMIT (CUP) NO. 20002 FOR A PROPOSED 122,000 SF COLD STORAGE FACILITY ON 6.9 ACRES OF VACANT LAND  
LOCATION: VACANT LAND BETWEEN RUBIDOUX BOULEVARD AND AVALON STREET SOUTH OF 26<sup>TH</sup> STREET APNS: 178-140-010; 178-140-018)  
APPLICANT: WEST COAST COLD STORAGE

---

### **RECOMMENDATION**

By motion, adopt Planning Commission Resolution No. 2020-11-10-02 1) adopting a Mitigated Negative Declaration and Mitigation Monitoring Reporting Program and 2) approving Conditional Use Permit No. 20002 with a waiver for the requirement for undergrounding of all utilities except electrical lines rated at thirty-three (33) kV or greater on Avalon Street in order the construction of a 122,000 square-foot cold storage facility, with parking, landscaping, and street improvements on 6.9 acres of vacant land.

### **PROJECT DESCRIPTION**

Per the Conditional Use Permit No. 20002, the applicant proposes to construct a 122,000 square-foot cold storage facility. The facility would store mostly food products from meat, cheese, produce, general ingredients and the finished food products until grocery stores need to restock their refrigerated/frozen food isles. The facility includes refrigerated warehouse with offices and cold dock on 6.9 acres of undeveloped land between Rubidoux Boulevard and Avalon Street south of 26<sup>th</sup> Street. See Exhibit 1 for project location. The project includes street improvements on Avalon Street and Rubidoux Boulevard, parking areas, employee amenities, landscaping, lighting, walls, fences, and on-site utility undergrounding.

### ***Separate Entitlements***

The applicant has submitted a separate Lot Line Adjustment (LLA20001) and a Certificate of Compliance (COC20004) to be processed separately from the Conditional Use Permit. The LLA is to adjust the lot lines of four parcels on and near the project site and the COC is being processed concurrently for two parcels in compliance with Title 7 of the Municipal Code. The proposed end result of the LLA is reflected on the proposed site plan.

## LOCATION

The project site consists of vacant land located in the northeastern portion of the city in the Rubidoux Community north of the State Route (SR)60 freeway. The site is bordered by Avalon Street to the northwest, 26<sup>th</sup> Street and residences to the northeast, Rubidoux Boulevard to the southeast, and a truck dealership to the southwest.

The area is characterized by manufacturing and industrial development. Additionally, there are a few non-conforming residential uses located northeast of the project site along 26<sup>th</sup> Street. The properties are industrially zoned with legal nonconforming residential uses. An existing residential neighborhood is located further south of 28<sup>th</sup> Street between Canal Street and Rubidoux Boulevard.

### EXHIBIT 1: PROJECT SITE



Table 1 presents the general information on the project site.

TABLE 1: GENERAL PROJECT INFORMATION	
GENERAL PLAN LAND USE DESIGNATION	Light Industrial (LI)
ZONING CLASSIFICATION	Manufacturing Service Commercial (M-SC)

## ANALYSIS

**A. GENERAL PLAN.** This project is consistent with the General Plan and its policies.

### 1. Light Industrial Land Use Designation.

The General Plan designates this site Light Industrial (LI), which includes “industrial, service-commercial, and related uses including warehousing/distribution, research and development, assembly and light manufacturing, repair facilities, and supporting retail uses” (p. 2-18 of the General Plan). This project, proposed cold storage, is consistent with the land use designation as it is an industrial use. Additionally, the Light Industrial Land Use designation is consistent with the Manufacturing-Service Commercial (M-SC) zone.

Policy LUE 3.16 Employee Facilities states: “encourage the inclusion of daycare, on-site lunch areas, showers, meeting rooms, and other employee-oriented facilities for new industrial and business park development” (p. 2-41 of the General Plan). This project is consistent with this policy. To address employee needs, the project includes break rooms, meeting space, and landscaped employees lunch area on-site.

### 2. Commercial Truck Traffic

The General Plan contains various policies limiting commercial truck traffic in residential areas and mitigating negative impacts of truck traffic. The project is consistent with those policies including the following:

- Policy LUE 3.13 Commercial Trucks states: “Manage commercial truck traffic, access, loading, and parking to minimize potential impacts on adjacent residential and commercial properties” (p. 2-40 of the General Plan). The proposed facility will generate minimal truck traffic (4-8 trips per day and less than 1% of truck traffic in the area) in part because of infrequent visits and longer storage periods at the facility. It will only occur Monday through Friday between 7 am to 4 pm. The staff is recommending a condition to require all trucks to enter and exit onto Rubidoux Boulevard. The condition would also prohibit any truck access onto Avalon Street where there are residential properties further south on Avalon Street. Additionally, this prevents any truck travels from Avalon Street to 28<sup>th</sup> Street where the legal nonconforming residential homes are located. The applicant has agreed to this recommended condition. Attachment 2 presents the proposed truck route map.

Furthermore, the applicant has proposed to minimize truck impacts by implementing the following features:

- Provide include charging stations for electric trucks, vehicles, and bikes.
- Plant dense evergreen trees to improve air quality.
- Provide street improvements along Rubidoux Boulevard (half width along project frontage) and Avalon Street (full width including opposite side of project frontage, which goes beyond city standard). New paving and streetscape improvements will add longevity to these roads.

- Policy LUE 3.15 requires that industrial uses to be located in such a manner that “avoids siting such uses close to residentially zoned neighborhoods or where truck traffic be routed through residential neighborhoods” (pp. 2-40 - 2-41 of the General Plan). This project is proposed on an industrially zoned site that is not close to residentially zoned neighborhood although it is abutting legal nonconforming residential uses. With the recommended conditions, the truck traffic will not be routed through residential neighborhoods. All truck traffic will be accessing the site only on Rubidoux Boulevard.

### **3. Noise**

The General Plan Noise Element specifies requirements regarding projects near noise-sensitive receptors. In particular, Policy NE 3.1 Noise Analysis states “require that a noise analysis be conducted by an acoustical specialist for all proposed development projects that have the potential to generate significant noise near a noise-sensitive land use and ensure that recommended mitigation measures are implemented” (p. 7-18 of the General Plan).

Although a cold storage use is not expected to generate significant noise compared to heavy industrial uses, the applicant has prepared a noise analysis conducted by an acoustical specialist for this project. The result was that the project’s potential noise impacts will not exceed the General Plan’s noise standards, noise ordinance, or applicable standards of other agencies in terms of ambient noise levels in the vicinity of the project.

### **4. Environmental Justice**

The General Plan Environmental Justice Element describes how some community members have experienced excessive adverse impacts related to land use and transportation, air pollution, and respiratory health. The project is consistent with environmental justice goals policies, including those focused on expanding communication with vulnerable communities through public noticing, translation services, and communication techniques. Noticing for this project was expanded beyond the city standard to include neighboring residences and bilingual explanatory information.

Project design elements were included to buffer the project from adjacent residences, including distancing truck operations from existing residences, a block wall with clinging vines and dense evergreen trees to help screen the facility and filter air pollutants, and restricting access to the site from Avalon Street. The truck restriction will keep trucks on an Urban Arterial (Rubidoux Boulevard) that was designed to accommodate large vehicles and routes vehicles away from residential neighborhoods.

**B. TITLE 9 – ZONING ORDINANCE.** This project is in compliance with the zoning ordinance subject to the attached conditions.

#### **1. Manufacturing-Service Commercial (M-SC) Zone.**

- a. Permitted Use.** A “cold storage facility” is a conditionally permitted use in the M-SC zone. The applicant has applied for a conditional use permit.

- b. Development Standards.** The project meets all development standards of the M-SC zone, except for off-site utility undergrounding, for which the applicant is requesting a waiver in accordance with Section 9.148.050 (Attachment 4). Table 2 summarizes project information regarding applicable M-SC development standards.

<b>TABLE 2: M-SC APPLICABLE DEVELOPMENT STANDARDS</b>		
<b>STANDARD</b>	<b>REQUIREMENT</b>	<b>DOES THE PROJECT COMPLY?</b>
<b>Setbacks (front/side/rear)</b>	Front: 25' No setback for side or rear	<b>Yes.</b>
<b>Height</b>	50' max.	<b>Yes</b> , the building is at 46' at highest point
<b>Landscaping</b>	<ul style="list-style-type: none"> <li>Min. 10% of project site must be landscaped and irrigated;</li> <li>Min. 10' landscape strip next to streets</li> </ul>	<b>Yes.</b> Twenty-three percent (23%) of the project site will be landscaped; additionally, 10'-20' landscaped areas surrounding site including up to two rows of evergreen trees
<b>Parking areas</b>	25 parking spaces per 50 employees	<b>Yes.</b> 87 spaces provided
<b>Trash Collection Areas</b>	Screened by landscaping or architectural elements	<b>Yes.</b> Trash enclosures screened with vines and architectural enclosures
<b>Outside Storage/ Service Areas</b>	Screened by structures or landscaping	<b>Yes.</b> No outside storage on-site
<b>Utilities</b>	Undergrounding of all utilities except electric lines rated at thirty-three (33) kV or greater	<b>Yes.</b> Undergrounding of all on-site utilities with request to waive off-site undergrounding per section 9.148.050 (Attachment 4)
<b>Mechanical equipment</b>	Screened from public view	<b>Yes.</b> Rooftop equipment set back and screened with parapets
<b>Lighting</b>	Directed away from adjacent properties	<b>Yes.</b> Lighting features designed to prevent glare and spillover onto adjacent properties

- c. Waiver of off-site utility undergrounding.** Section 9.148.040(9) Utilities states "utilities shall be installed underground except electrical lines rated at thirty-three (33) kV or greater." This provision would require that the applicant place all on-site utilities underground and off-site utility poles underground on two street frontages.

The applicant intends to underground all on-site utilities. The project site abuts Avalon Street to the west and Rubidoux Boulevard to the east. Both of these streets have existing overhead utilities, which

include lines that are below 33 kV, that are required to be undergrounded.

However, the applicant has formally requested that the requirement to underground these *off-site utilities* be waived per section 9.148.050. Refer to Attachment No. 4 for the request.

In the applicant's letter, the applicant stated the following reasons to support their request for a waiver of undergrounding off-site utilities:

1. Estimated cost of \$928,250.00 (almost 1/3 of their purchase price of the property)
2. Project site abuts Rubidoux Boulevard and Avalon Street that have existing overhead utilities that must be undergrounded. These overhead utilities provide power to structures on properties across the street from the project site. Due to this situation, the applicant states that as part of the undergrounding process, new poles would have to be installed on the other side of the street to continue providing power to the neighbors.
3. The surrounding area has existing overhead utilities and this project site would be the only one with undergrounded utilities. There is no redevelopment on neighboring properties in the foreseeable future to underground the other existing overhead utilities.

After review of the request, staff recommends the requirement to underground off-site overhead utilities along Rubidoux Boulevard but waives the requirement to underground off-site overhead utilities for Avalon Street.

It is important to continue the beautification of Rubidoux Boulevard as it is the main arterial road in this area.

Staff agrees that it will take time for future development on Avalon Street and supports a waiver of undergrounding overhead existing utilities. Staff recommends Engineering Condition No. 1.10:

***Engineering Condition No. 1.10.*** Applicant is required to underground utilities along the frontages on Avalon Street and Rubidoux Boulevard per the City's Municipal Code, Section 9.148.040(9). A fee may be paid in lieu of undergrounding existing overhead utility lines on Avalon Street. The in-lieu fee shall be based on a cost estimate provided for review and approval of the City Engineer and Director of Community Development. If approved, the in-lieu fee shall be paid to the City prior to the approval of the building permit.

## **2. Off-Street Vehicle Parking**

Section 9.240.120 provides regulations for off-street vehicle parking for different land use types. Industrial developments are required to provide one parking space for every two employees if the number of workers is known. The code also requires one parking space for persons with disabilities for every 25 required parking spaces. This project will have 50 employees and

require 25 parking spaces and one parking space for persons with disabilities. The project meets these standards by proposing 87 parking spaces, two spaces for persons with disabilities, and 5 electric vehicle parking spaces.

## **C. PROJECT DESIGN**

### **1. Site Plan**

The proposal is to construct and establish a cold storage facility. The proposed business will create 50 new full-time jobs for people in with approximately \$2,150,000 in payroll. The operation of the site is designed to provide flexible storage space to hold refrigerated food products like meat, cheese, and produce until grocery stores restock their isles.

The hours of operations will be from 7:00 am until 5:00 pm Monday through Friday.

The site plan is designed to maximize building square footage while minimizing impacts to surrounding properties, including nearby residences along the northern boundary. The proposal includes 122,000 square feet of refrigerated warehouse, offices, and cold dock. The proposed building is setback approximately 169 feet away from Rubidoux Boulevard and approximately 79 feet from the northern boundary line.

The building is surrounded by parking areas, dense landscaping, decorative walls, and iron fencing. The project provides a buffer between the project and the four legal nonconforming residential homes to the north by providing a combination of an 8-foot high decorative block wall, clinging vines on the wall, and dense row of evergreen trees along the northeastern boundary line. The evergreen trees filter air pollutants and screen on-site activities from residential neighbors.

The site plan includes sustainable design features to improve air quality and reduce emissions. The project contains three electric truck charging stations, five electric vehicle charging spaces, one electric bike charging station, and bicycle racks. A bioswale on the site will help capture and filter rain water and reduce urban heat island effect.

The docks are located at the rear of the building and screened from the public by two rows of trees.

### **2. Access and Circulation**

The site has two access points. The main access is on Rubidoux Boulevard at the southeast corner of the site. All vehicles, employee vehicles and trucks, must use this main access point on Rubidoux Boulevard. Eighty percent of the truck trips travel to and from Interstate 10 freeway and twenty percent of the truck trips travel to and from State Route 60. Attachment 2 shows truck routes to and from the site. The second driveway is located on Avalon Street and is designed to be used for emergency access only. The driveway will remain closed with control gate and guard.

### 3. Architecture

The building has modern, contemporary architecture. Building materials include insulated metal paneling, tinted insulated glazing on windows, and sandstone stucco finish. The building has a painted blue strip and prefinished metal gutter and downspouts that articulate the solid stucco façade. Exhibit 2 shows a rendering of the proposed facility.

#### EXHIBIT 2: PROJECT RENDERING



#### D. FINDINGS FOR APPROVAL OF A CONDITIONAL USE PERMIT (CUP)

Per Section 9.240.280 (4), “a Conditional Use Permit shall not be granted unless the applicant demonstrates that the proposed use will not be detrimental to the health, safety or general welfare of the community. Any permit that is granted shall be subject to such conditions as shall be necessary to protect the health, safety or general welfare of the community.” Staff has reviewed the project and determined that the proposed use meets the following required findings:

**1. Finding: “The proposed use will not be detrimental to the health, safety or general welfare of the community.”**

The proposed use will not be detrimental to the health, safety or general welfare of the community because the adopted mitigation measures and conditions of approval would minimize potential environmental impacts. The proposed use will generate significant employment in the community (50 full time jobs) and improve the adjacent streetscape through landscaping, curb and gutter, sidewalks, resurfacing, and traffic safety improvements. The project will generate minimal truck traffic (less than 1% of truck traffic and 4-8 truck trips per day). As evidenced by the applicant’s completed Inland Empire Cold Storage project approved by the city in 2016, staff believes that the applicant has successfully worked with community members and the city to be a partner in generating high quality development.

**2. Finding: “The proposed use will not adversely affect any residential neighborhood or property in regards to aesthetics, solar access, privacy, noise, fumes, odors or lights.”**

The project includes enhanced screening around the site in the form of walls, fencing, and landscaping in order to ensure privacy for neighbors. Two adjacent neighbors (the neighbors on the northeast corner of the site)

have worked with the applicant to reach consensus on the privacy screen design proposed between their property and the project.

With regard to aesthetics, the architecture reflects contemporary style and professionalism reflective of high quality industrial service development that is a cornerstone of the local and regional economy.

The acoustical assessment completed for this project resulted in the finding that the project's potential noise impacts will not exceed the General Plan's noise standards, noise ordinance, or applicable standards of other agencies in terms of ambient noise levels in the vicinity of the project.

The project design will minimize potential fumes or odors from trucks accessing the site by providing distancing and landscape buffers, including evergreen trees, block walls, and truck restriction on Avalon Street.

Lighting standards will be designed to prevent glare or spillover onto adjacent properties.

**3. Finding: *"The proposed use will not impact traffic on local or collector streets."***

The project traffic analysis indicates that traffic impacts resulting from the project will be less than significant. Rubidoux Boulevard is classified as an Urban Arterial and Avalon is a local street per the General Plan. No vehicles would be allowed on Avalon Street, a local street, unless there is an emergency. Thus, there will be very minimal, if any, impacts on Avalon Street.

**4. Finding: *"The proposed use is adequately buffered from sensitive uses in the vicinity that may include, but not be limited to, churches, child care facilities, schools, parks and recreation facilities."***

The nearby residences are existing legal nonconforming uses and significant buffering from these homes has been achieved through the proposed project design and recommended conditions of approval: truck access only from Rubidoux Boulevard, dense evergreen trees and landscaping (filter air pollutants and provides screening), and 8 foot high decorative block wall. Avalon Park is located one block north of the project site on Avalon Street. No trucks will be allowed on Avalon street and truck access to the site will be limited to Rubidoux Boulevard. As a result, the park use will not be impacted.

One church operates several properties to the south of the project site. The Riverside Tongan Fellowship operates out of a small building near the corner of Rubidoux Boulevard and 28<sup>th</sup> Street. The facility is set back from the street, reducing the potential for negative impacts relating to trucks on Rubidoux. Additionally, the main entrance to the parcel with the church operations is off 28<sup>th</sup> Street, on which trucks would not use because of the Avalon truck restriction.

**5. Finding: *"The proposed use does not pose a hazard or potential to subject the properties in the vicinity to potential blight or crime."***

With the construction of this project, it will reduce any potential blight or crime in the vicinity. The project will improve security in the area through provision of security lighting, security guard on-site, increased presence of

employees near the site, improving visibility and eyes on the street. Interagency review comments by the Sheriff's Department for this project focused on crime prevention and have been incorporated into the project design, including clinging vines on block walls to deter graffiti, security lights working in consort with landscaping to reduce hiding places for criminals, security cameras, and no exterior ladders for roof access.

#### **E. ENVIRONMENTAL REVIEW.**

The City of Jurupa Valley has prepared and intends to adopt a Mitigated Negative Declaration (MND) for the Project. See Attachment 1 (Exhibit A). The proposed Mitigated Negative Declaration is supported by an Initial Study that 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 proposed Mitigated Negative Declaration determines that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made or agreed to by the Applicant. Staff has recommended a condition which requires that all mitigation measures of the Mitigation Monitoring and Reporting Program (MMRP) be incorporated into the Conditions of Approval.

**Public Review Period.** The public comment period for the MND began on October 15, 2020 and ended on November 4, 2020. To date, two clarifying questions have been received and no other comments have been received. The Mitigated Negative Declaration and MMRP were made available at Jurupa Valley City Hall and on the City's website starting from the beginning of the public review period.

#### **CONCLUSION**


The project represents high quality, job creating, and environmentally sound development that is consistent with the General Plan, Municipal Code, and applicable city standards. In summary, based on the findings and evidence presented above, staff recommends 1) adopting a Mitigated Negative Declaration and Mitigation Monitoring Reporting Program and 2) approving Conditional Use Permit No. 20002 with a waiver for the requirement for undergrounding of all utilities except electrical lines rated at thirty-three (33) kV or greater for the construction of a 122,000 square-foot cold storage facility, with parking, landscaping, and street improvements on 6.9 acres of vacant land.

Prepared by:



Andrea Hoff, MCP  
Associate Planner

Submitted by:



Thomas G. Merrell, AICP  
Planning Director

Reviewed by:

//s// Serita Young  
Serita Young  
Deputy City Attorney

**ATTACHMENTS:**

1. Resolution No. 2020-11-10-02
  - a. Exhibit A. "Initial Study Checklist / Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program"
  - b. Exhibit B. Recommended Conditions of Approval
2. Exhibits / Plans
  - a. Architectural Plans
  - b. Conceptual Grading Plan
  - c. Conceptual Landscape Plan
  - d. Truck Route Map
3. Radius Map
  - a. 1000' radius map
  - b. Additional noticing map for Environmental Justice Element
4. Request for waiver of off-site utility undergrounding
  - a. Letter Request
  - b. Utility Diagram

**ATTACHMENT NO. 1**

**RESOLUTION 2020-11-10-02 AND EXHIBITS A AND B**

**RESOLUTION NO. 2020-11-10-02**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF JURUPA VALLEY ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM, WAIVING A REQUIREMENT FOR UNDERGROUNDING CERTAIN UTILITIES, AND APPROVING CONDITIONAL USE PERMIT NO. 20002 TO PERMIT A COLD STORAGE FACILITY ON APPROXIMATELY 6.9 ACRES OF REAL PROPERTY LOCATED AT SOUTH OF 26TH STREET BETWEEN RUBIDOUX BOULEVARD AND AVALON STREET (APNS: 178-140-010, -018) IN THE MANUFACTURING-SERVICE COMMERCIAL (M-SC) ZONE**

**THE PLANNING COMMISSION OF THE CITY OF JURUPA VALLEY DOES RESOLVE AS FOLLOWS:**

Section 1.     **Project.**     Kevin Sacalas of West Coast Cold Storage (the “Applicant”) has applied for a waiver of the development standard to underground certain utilities and approval of Conditional Use Permit No. 20002 (Master Application No. 20036 or MA No. 20036) to permit a 122,000 square foot cold storage facility on approximately 6.9 acres of real property located south of 26<sup>th</sup> Street between Rubidoux Boulevard and Avalon Street (APNs: 178-140-010, -018) in the Manufacturing-Service Commercial (M-SC) Zone and designated Light Industrial (LI) (the “Project”).

Section 2.     **Waiver of Development Standard.**

(a)     The Applicant is seeking approval of a waiver of the development standard to underground all off-site utilities, except electrical lines rated at thirty-three (33) kV or greater.

(b)     Section 9.148.040.(9) of the Jurupa Valley Municipal Code provides that the following development standards shall apply in the M-SC Zone: ... (9) *Utilities*. Utilities shall be installed underground except electrical lines rated at thirty-three (33) kV or greater.

(c)     Section 9.148.050 of the Jurupa Valley Municipal Code provides that the development standards contained in Chapter 9.148, except lot size, setbacks and height, may be waived or modified as part of the site development permit or conditional use permit process if it is determined that the standard is inappropriate for the proposed use, and that the waiver or modification of the standard will not be contrary to the public health and safety.

Section 3.     **Conditional Use Permit.**

(a)     The Applicant is seeking approval of Conditional Use Permit No. 20002 to permit a 122,000 square foot cold storage facility on approximately 6.9 acres of real property

located south of 26<sup>th</sup> Street between Rubidoux Boulevard and Avalon Street (APN: 178-140-010, -018) in the Manufacturing-Service Commercial (M-SC) Zone.

(b) Section 9.148.020.(3)(v) of the Jurupa Valley Municipal Code provides that cold storage plant uses may be located in the M-SC Zone provided a conditional use permit has been granted pursuant to Section 9.240.280 of the Jurupa Valley Municipal Code.

(c) Section 9.240.280.(3) of the Jurupa Valley Municipal Code provides that a public hearing shall be held on the application for a conditional use permit in accordance with the provisions of Section 9.240.250, all of the procedural requirements and rights of appeal as set forth therein shall govern the hearing, and the hearing body in Section 9.240.250 shall be defined as the Planning Commission of the City of Jurupa Valley.

(d) Section 9.240.250(5) of the Jurupa Valley Municipal Code provides that the hearing body shall hear relevant testimony from interested persons and make its decision within a reasonable time after the close of the public hearing. Notice of the decision shall be filed by the Planning Director with the City Clerk, together with a report of the proceedings, not more than ten (10) days after the decision. A copy of the notice of decision shall be mailed to the applicant and to any person who has made a written request for a copy of the decision. If the hearing body is unable to make a decision, that fact shall be filed with the City Clerk in the same manner for reporting decisions and shall be considered as a notice of denial of the application by the hearing body.

(e) Section 9.240.280.(4) of the Jurupa Valley Municipal Code provides that a conditional use permit shall not be granted unless the applicant demonstrates that the proposed use will not be detrimental to the health, safety, or general welfare of the community. Any permit that is granted shall be subject to such conditions as shall be necessary to protect the health, safety, or general welfare of the community.

(f) Section 9.148.020(4) of the Jurupa Valley Municipal Code provides that a conditional use permit required for the uses listed in Section 9.148.020.(3)(v) shall not be granted unless the applicant demonstrates that the proposed use meets the general welfare standard articulated in Section 9.240.280(4) and meets all of the following additional findings:

1) The proposed use will not adversely affect any residential neighborhood or property in regards to aesthetics, solar access, privacy, noise, fumes, odors or lights.

2) The proposed use will not impact traffic on local or collector streets.

3) The proposed use is adequately buffered from sensitive uses in the vicinity that may include, but not be limited to, churches, child care facilities, schools, parks and recreation facilities.

4) The proposed use does not pose a hazard or potential to subject other properties in the vicinity to potential blight or crime.

(g) Section 9.240.250(6) of the Jurupa Valley Municipal Code provides that for any decision where the hearing body is the Planning Commission and it has rendered a final decision rather than a recommendation to the City Council, an appeal of that decision shall be filed and processed pursuant to the provisions of Section 9.05.100 and subject to the provisions of Section 9.05.110.

(h) Section 9.05.100.A. of the Jurupa Valley Municipal Code provides that for any quasi-judicial decision of the Planning Commission in which it has rendered a final decision, rather than a recommendation to the City Council, that decision shall be considered final unless a written appeal, with the required appeal fee, is filed with the City Clerk within ten (10) calendar days after the date of the decision and the appeal shall be processed and resolved in accordance with the provisions of this section. In the event the tenth day falls on a Saturday, Sunday or city holiday, the appeal and the applicable appeal fee shall be filed with the City Clerk on or before the close of business on the next city business day thereafter. The written appeal and appeal fee shall be filed on or before the close of business on the last day of the appeal period.

(i) Section 9.05.100.B. of the Jurupa Valley Municipal Code provides that an appeal may be filed by the applicant for a land use entitlement, the owner of the property subject to the application, a person who presented oral or written comments to the Planning Commission, or any other interested person. An appeal may be filed by an individual Council Member or by the City Council, provided, however, that any such appeal shall be solely on the basis that the issues related to the application are important to the city and should be decided by the entire City Council, and, provided further, that an appeal by an individual Council Member or the Council shall not mean, nor shall it be construed to mean, that the individual Council Member or the City Council is expressing a view in favor of or in opposition to the application. Except for appeals by an individual Council Member or the City Council, the appeal shall be accompanied by the appeal fee set forth in Chapter 3.65 or resolution of the City Council. Any appeal filed by an individual Council Member or by a majority vote of the Council does not require the payment of a fee. The Director of Planning shall prepare appeal forms for these appeals.

(j) Section 9.05.100.C. of the Jurupa Valley Municipal Code provides that upon the filing of an appeal, the decision of the Planning Commission appealed from shall be suspended until such time as the appeal is decided by the City Council or is otherwise resolved as provided in Section 9.05.100 of the Jurupa Valley Municipal Code.

Section 4.     **Procedural Findings.** The Planning Commission of the City of Jurupa Valley does hereby find, determine and declare that:

(a) The application for MA No. 20036 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 November 10, 2020, the Planning Commission of the City of Jurupa Valley held a public hearing on MA No. 20036, 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 5. California Environmental Quality Act Findings for Adoption of Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.** The Planning Commission of the City of Jurupa Valley does hereby make the following environmental findings and determinations in connection with the approval of the Project:

(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 as described in the Initial Study. Based upon the findings contained in that Study, City staff determined that, with the incorporation of mitigation measures, there was no substantial evidence that the Project could have a significant effect on the environment and an MND was prepared by the City in full compliance with CEQA.

(b) Thereafter, City staff provided public notice of the public comment period and of the intent to adopt the MND as required by law. The public comment period commenced on October 15, 2020, and expired on November 4, 2020. Copies of the documents have been available for public review and inspection at City Hall, 8930 Limonite Avenue, Jurupa Valley, California 92509. The City did not receive any comments during the public review period, but did receive two clarifying questions.

(c) The Planning Commission has reviewed the MND and the Mitigation Monitoring and Reporting Program (“MMRP”), attached as Exhibit “A,” and all comments received regarding the MND and, based on the whole record before it, finds that:

- 1) The MND was prepared in compliance with CEQA;
- 2) With the incorporation of mitigation measures, there is no substantial evidence that the Project will have a significant effect on the environment; and
- 3) The MND reflects the independent judgment and analysis of the Planning Commission.

(d) Based on the findings set forth in this Resolution, the Planning Commission hereby adopts the MND and MMRP for the Project.

(e) The Planning Director is authorized and directed to file a Notice of Determination in accordance with CEQA.

**Section 6. Findings for Approval of Waiver of Development Standard.** The Planning Commission of the City of Jurupa Valley does hereby find, determine, and declare that the utility undergrounding development standard set forth in Section 9.148.040.(9) of the Jurupa Valley Municipal Code should be waived for all off-site utilities, except electrical lines rated at thirty-three (33) kV or greater, as part of CUP No. 20002 because:

(a) The standard is inappropriate to be applied for Avalon Street because it would be more beneficial for the community when there is sufficient funding to underground utilities for multiple properties on Avalon Street; and

(b) The waiver of the standard will not be contrary to the public health and safety in that existing overhead utility lines are not unsafe for residents and currently service nearby residences, and an in lieu fee will contribute to undergrounding efforts in the city.

**Section 7. Findings for Approval of Conditional Use Permit.** The Planning Commission of the City of Jurupa Valley does hereby find, determine, and declare that the proposed Conditional Use Permit No. 20002 should be granted because the proposed semi-trailer sales and rental facility with ancillary service and repairs:

(a) Will not be detrimental to the health, safety, or general welfare of the community because the proposed Mitigation Measures and Conditions of Approval would minimize potential environmental impacts. The proposed Project will generate significant employment in the community (50 full time jobs) and improve the adjacent streetscape through landscaping, curb and gutter, sidewalks, resurfacing, and traffic safety improvements. The proposed Project will generate minimal truck traffic (less than 1% of truck traffic and 4-8 truck trips per day). As evidenced by the Applicant's completed Inland Empire Cold Storage project approved by the City in 2016, staff believes that the Applicant has successfully worked with community members and the City to be a partner in generating high quality development..

(b) Will not adversely affect any residential neighborhood or property in regards to aesthetics, solar access, privacy, noise, fumes, odors or lights. The proposed Project includes enhanced screening around the subject site in the form of walls, fencing, and landscaping in order to ensure privacy for neighbors. Two adjacent neighbors (the neighbors on the northeast corner of the site) have worked with the Applicant to reach consensus on the privacy screen design proposed between their property and the Project. With regard to aesthetics, the architecture reflects contemporary style and professionalism reflective of high quality industrial service development that is a cornerstone of the local and regional economy. The acoustical assessment completed for the proposed Project resulted in the finding that the Project's potential noise impacts will not exceed the General Plan's noise standards, the City's Noise Ordinance, or applicable standards of other agencies in terms of ambient noise levels in the vicinity of the proposed Project. The proposed Project design will minimize potential fumes or odors from trucks accessing the subject site by providing distancing and landscape buffers, including evergreen trees, block walls, and truck restriction on Avalon Street. Lighting standards will be designed to prevent glare or spillover onto adjacent properties.

(c) Will not impact traffic on local or collector streets. The proposed Project traffic analysis indicates that traffic impacts resulting from the Project will be less than significant. Rubidoux Boulevard is classified as an urban arterial and Avalon Street is a local street per the 2017 General Plan. No vehicles would be allowed on Avalon Street, a local street, unless there is an emergency. Thus, there will be very minimal, if any, impacts on Avalon Street.

(d) Is adequately buffered from sensitive uses in the vicinity that may include, but not be limited to, churches, child care facilities, schools, parks and recreation facilities. The nearby residences are existing legal nonconforming uses and significant buffering from these homes has been achieved through the proposed Project design and recommended conditions of approval: truck access only from Rubidoux Boulevard, dense evergreen trees and landscaping (filter air pollutants and provides screening), and eight (8) foot high decorative block wall. Avalon Park is located one block north of the Project site on Avalon Street. No trucks will be allowed on Avalon Street and truck access to the subject site will be limited to Rubidoux Boulevard. As a result, the park use will not be impacted. One church operates several properties to the south of the Project site. The Riverside Tongan Fellowship operates out of a small building near the corner of Rubidoux Boulevard and 28<sup>th</sup> Street. The facility is set back from the street, reducing the potential for negative impacts relating to trucks on Rubidoux. Additionally, the main entrance to the parcel with the church operations is off 28<sup>th</sup> Street, on which trucks would not use because of the Avalon Street truck restriction.

(e) Does not pose a hazard or potential to subject other properties in the vicinity to potential blight or crime. With the construction of the proposed Project, it will reduce any potential blight or crime in the vicinity. The proposed Project will improve security in the area through provision of security lighting, security guard on-site, increased presence of employees near the site, improving visibility and eyes on the street. Interagency review comments by the Sheriff's Department for the proposed Project focused on crime prevention and have been incorporated into the Project design, including clinging vines on block walls to deter graffiti, security lights working in consort with landscaping to reduce hiding places for criminals, security cameras, and no exterior ladders for roof access.

Section 8.     **Approval of Master Application No. 20036 with Conditions.** Based on the foregoing, the Planning Commission of the City of Jurupa Valley hereby approves Conditional Use Permit No. 20002 (Master Application No. 20036 or MA No. 20036) to permit a 122,000 square foot cold storage facility on approximately 6.9 acres of real property located south of 26<sup>th</sup> Street between Rubidoux Boulevard and Avalon Street (APNs: 178-140-010, -018) in the Manufacturing-Service Commercial (M-SC) Zone and designated Light Industrial (LI), all subject to the recommended conditions of approval attached hereto as Exhibit "B".

Section 9.     **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 10<sup>th</sup> day of November, 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 G. Merrell, Planning Director of the City of Jurupa Valley, do hereby certify that the foregoing Resolution No. 2020-11-10-02 was duly adopted and passed at a meeting of the Planning Commission of the City of Jurupa Valley on the 10<sup>th</sup> day of November, 2020, by the following vote, to wit:

AYES:               COMMISSION MEMBERS:

NOES:               COMMISSION MEMBERS:

ABSENT:            COMMISSION MEMBERS:

ABSTAIN:           COMMISSION MEMBERS:

---

THOMAS G. MERRELL  
PLANNING DIRECTOR

# California Environmental Quality Act (CEQA) Initial Study Ice Box Cold Storage Project

City of Jurupa Valley Master Application MA 20036

*Conditional Use Permit No. 20002*



City of Jurupa Valley  
8930 Limonite Avenue  
Jurupa Valley, CA 92509  
Contact: Andrea Hoff , Associate Planner  
(951) 332-6464  
[ahoff@jurupavalley.org](mailto:ahoff@jurupavalley.org)

**Applicant:**

Ice Box Development, LLC  
7954 Choi Drive  
Riverside, CA 92506

**October 14, 2020**

## Table of Contents

<b>1.0 FINDING .....</b>	<b>1</b>
<b>2.0 INTRODUCTION .....</b>	<b>2</b>
2.1 Purpose of the Initial Study/Mitigated Negative Declaration .....	2
2.2 Environmental Impacts Requiring Mitigation.....	2
2.3 Public Review of the Document .....	2
<b>3.0 PROJECT DESCRIPTION/ENVIRONMENTAL SETTING.....</b>	<b>3</b>
3.1 Project Location .....	3
3.2 Project Description .....	4
3.3 Proposed Improvements .....	4
3.4 Operational Characteristics .....	4
3.5 Environmental Setting .....	8
<b>4.0 ENVIRONMENTAL ANALYSIS .....</b>	<b>9</b>
4.1 Aesthetics.....	10
4.2 Agriculture Resources .....	14
4.3 Air Quality .....	16
4.4 Biological Resources .....	29
4.5 Cultural Resources .....	36
4.6 Energy .....	43
4.7 Geology and Soils.....	46
4.8 Greenhouse Gas Emissions .....	54
4.9 Hazards and Hazardous Materials .....	58
4.10 Hydrology and Water Quality .....	64
4.11 Land Use and Planning.....	71
4.12 Mineral Resources .....	73
4.13 Noise .....	74
4.14 Population and Housing.....	84
4.15 Public Services .....	85
4.16 Recreation.....	90
4.17 Transportation .....	92
4.18 Tribal Cultural Resources.....	95
4.19 Utilities and Service Systems .....	100
4.20 Wildfire .....	108
4.21 Mandatory Findings of Significance.....	110
<b>5.0 MITIGATION MONITORING AND REPORTING PROGRAM.....</b>	<b>M-1</b>

## Figures

3-1 Vicinity Map/Aerial Photo .....	4
3-2 Site Plan .....	5
3-3 Architectural Rendering .....	7
4.3-1 Modeled Emission Sources.....	25
4.3-2 Modeled Receptor Locations .....	26
4.5-1 Location of Historic Age Garage .....	38
4.5-2 Historic Age Garage Photo .....	39
4.13-1 Noise Receiver Locations.....	75
4.13-2 Operational Noise Levels.....	79

## Tables

2.1 Environmental Impacts Requiring Mitigation .....	6
3.1 Land Uses/General Plan Designations/ Zoning Classifications .....	8
4.3-1 South Coast Air Quality Management District Regional Significance Thresholds .....	17
4.3-2 Attainment Status Of Criteria Pollutants in the South Coast Air Basin .....	17
4.3-3 Summary of Peak Construction Emissions .....	21
4.3-4 Summary of Peak Operational Air Emissions .....	22
4.3-5 Maximum Daily Localized Emissions Thresholds.....	23
4.3-6 Summary of Localized Significance Construction Emissions .....	24
4.3-7 Summary Localized Significance Operational Emissions .....	24
4.6.1 Construction Energy Usage Estimates.....	44
4.8-1 Annual Greenhouse Gas Emissions .....	55
4.8-2 Consistency with GHG Emission Plans, Policies, Regulations .....	56
4.13.1 24-Hour Ambient Noise Levels at Receiver Locations.....	76
4.13-2 Typical Construction Equipment Noise Levels .....	77
4.13.3 Operational Noise Levels (Night & Day) .....	80
4.13-4 Increase in Operational On-Site Noise Levels .....	81
4.13-5 Vibration Levels for Construction Equipment.....	82
4.13-6 Project Construction Vibration Levels.....	83
4.19-1 Capacity of Landfills Serving Jurupa Valley .....	106
4.19-2 Project Waste Generation Compared to Landfill Daily Throughput .....	106

---

## Appendices (Under Separate Cover or on Compact Disk)

- Appendix A:** *Air Quality Impact Analysis*, Urban Crossroads Inc., August 3, 2020.
- Appendix B:** *Diesel Health Risk Assessment*, Urban Crossroads Inc., August 3, 2020.
- Appendix C:** *Western Riverside County Multiple Species Habitat Conservation Plan Compliance Analysis*, Cadre Environmental, July 6, 2020.
- Appendix D:** *Western Riverside County Multiple Species Habitat Conservation Focused Burrowing Owl Surveys*, Cadre Environmental, July 23, 2020.
- Appendix E:** *Cultural Resources Study*, Brian F. Smith and Associates, Inc., July 23, 2020.
- Appendix F:** *Energy Analysis*, Urban Crossroads Inc., August 3, 2020.
- Appendix G:** *Preliminary Soils Investigation Report*, GeoMat Testing Laboratories Inc., December 9, 2020.
- Appendix H:** *Greenhouse Gas Analysis*, Urban Crossroads Inc., August 3, 2020.
- Appendix I:** *Phase I Environmental Site Assessment*, HEI Corporation, August 28, 2020.
- Appendix J:** *Preliminary Drainage Study*, Encompass Associates, Inc., February 25, 2020.
- Appendix K:** *Preliminary Water Quality Management Plan*, Encompass Associates, Inc., February 24, 2020.
- Appendix L:** *Noise Impact Analysis*, Urban Crossroads, Inc., July 31, 2019.
- Appendix M:** *Vehicle Miles Traveled (VMT) Screening Evaluation*, Urban Crossroads Inc., June 9, 2020.
- Appendix N:** *Focused Traffic Analysis*, Urban Crossroads Inc., October 1, 2020.
- Appendix O:** *Water and Sewer Will Serve Letter*, Rubidoux Community Services District, April 1, 2020.

## 1.0 Finding

Based on this initial evaluation:

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

☐

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

☒

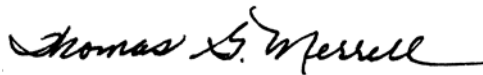
I find that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐

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

☐

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

☐

Signature

Thomas G. Merrell, AICP, Planning Director

Printed Name/Title

City of Jurupa Valley

Agency

October 14, 2020

Date

## 2.0-Introduction

### 2.1-Purpose of the Initial Study/Mitigated Negative Declaration

The purpose of this Initial Study is to provide a preliminary analysis of a proposed action to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report should be prepared for a project. A Mitigated Negative Declaration is a written statement by the City of Jurupa Valley that the Initial Study identified potentially significant environmental effects of the Project but the Project is revised or mitigation measures are required to eliminate or mitigate impacts to less than significant levels.

### 2.2- Environmental Impacts Requiring Mitigation

Table 2-1 identifies the environmental impacts that require mitigation. All other topics either have No Impact or a Less than Significant Impact.

**Table 2.1 Environmental Impacts Requiring Mitigation**

Aesthetics	Mineral Resources
Agriculture Resources	Noise <b>(MITIGATION REQUIRED)</b>
Air Quality	Population & Housing
Biological Resources <b>(MITIGATION REQUIRED)</b>	Public Services
Cultural Resources <b>(MITIGATION REQUIRED)</b>	Recreation
Energy	Transportation
Geology & Soils <b>(MITIGATION REQUIRED)</b>	Tribal Cultural Resources <b>(MITIGATION REQUIRED)</b>
Greenhouse Gas Emissions	Utilities and Service Systems <b>(MITIGATION REQUIRED)</b>
Hazards & Hazardous Materials	Wildfire
Hydrology & Water Quality	Mandatory Findings of Significance <b>(MITIGATION REQUIRED)</b>
Land Use & Planning <b>(MITIGATION REQUIRED)</b>	

### 2-3 -Public Review of the Document

This Initial Study/Mitigated Negative Declaration and a Notice of Intent to adopt the Mitigated Negative Declaration was distributed to the following entities for a 20-day public review period:

- 1) Organizations and individuals who have previously requested such notice in writing to the City of Jurupa Valley;
- 2) Responsible and trustee agencies (public agencies that have a level of discretionary approval over some component of the proposed Project); and
- 3) The Riverside County Clerk.

The Notice of Intent also was noticed to the general public in the *Riverside Press-Enterprise*, which is a primary newspaper of circulation in the areas affected by the Project.

As required by California Environmental Quality Act (CEQA) Section 15105, the public review period for this Initial Study/Mitigated Negative Declaration will commence on **October 15, 2020** and end at **5:00pm on November 4, 2020**.

According to CEQA Guidelines Section 15204 (b), in reviewing this Initial Study/Mitigated Negative Declaration, persons and public agencies should focus on the proposed finding that the Project will not have a significant effect on the environment. If persons and public agencies believe that the Project may have a significant effect, they should: (1) Identify the specific effect, (2) Explain why they believe the effect would occur, and (3) Explain why they believe the effect would be significant.

Comments are to be submitted to:

City of Jurupa Valley  
8930 Limonite Avenue  
Jurupa Valley, CA 92509  
Contact: Andrea Hoff, Associate Planner  
(951) 332-6464  
[ahoff@jurupavalley.org](mailto:ahoff@jurupavalley.org)

## 3.0-Project Description/Environmental Setting

### 3.1 – Project Location

The Project site is located between Rubidoux Boulevard and Avalon Street, south of 26<sup>th</sup> Street. The Project site is identified by the following Assessor Parcel Number: APN:178-140-018, 010. (See Figure 3.1-Regional Location Map and Figure 3.2-Vicinity Location Map and Aerial Photo, pps.3-4 and 3-5).

### 3.2 -Project Description

The Project is proposed to consist of up to approximately 122,000 square feet (sf) of cold storage warehousing use within a single building.

### 3.3-Proposed Improvements

#### *Street Improvements and Access*

Avalon Street is a paved, City-maintained road with curb and gutter. Avalon Street is identified as a local road on the City's General Plan. Full width pavement improvements will be required. Street improvements along the project frontage will be required to provide, but not limited to, landscaped parkway, 5-foot sidewalk, AC berm. The Applicant will be required to provide Bike Lane (Class III) path along Avalon Street; as identified on the City's Circulation Master Plan for Bicyclists & Pedestrians.

Rubidoux Boulevard is a paved, City-maintained street with curb and gutter. Half-width street improvements along the project frontage are required in conformance with County of Riverside Transportation Department Standard Drawing No. 93 (38ft/59ft).

#### *Water and Sewer Improvements*

The Project will connect to the existing water line in Rubidoux Boulevard and the existing sewer line in Avalon Street.

#### *Drainage Improvements*

Proposed drainage is overland and by sheet flow generally in a southwesterly direction. The Project is subject to off-site run-on from the existing residences to the northeast. Runoff from these properties will be allowed to enter and pass through the Project via openings in the proposed property line block wall. In the developed condition, runoff is mostly being re-directed to either two (2) on-site infiltration basins or one (1) infiltration trench before discharging to Rubidoux Boulevard and Avalon Street.

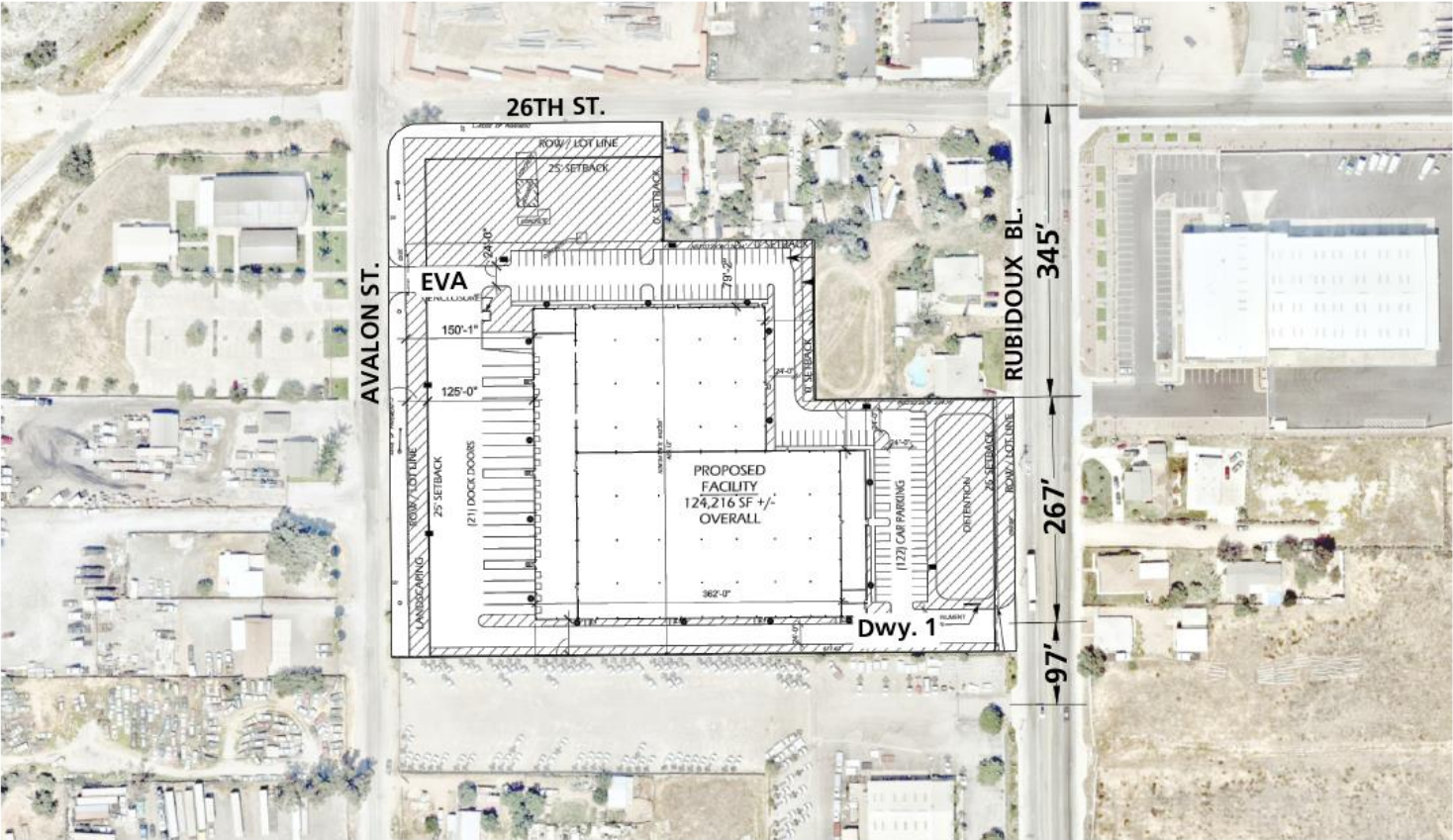
### 3-4- Operational Characteristics

The Project will provide short-term and long-term storage for food products requiring refrigeration. It is estimated that the facility will generate 36 truck trips weekly. The estimated number of employees is 51 who will work a shift from 7:00am to 5:00pm.

Figure 3.1- Vicinity Location Map/Aerial Photo



Figure 3.2-Site Plan



**LEGEND:**  
EVA = EMERGENCY VEHICLE ACCESS ONLY  
NOTE: DRIVEWAY 1 IS TO BE FULL ACCESS.

**Figure 3.3- Architectural Rendering**



### 3.5-Environmental Setting

CEQA Guidelines §15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as “...the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation is published, or if no Notice of Preparation is published, at the time the environmental analysis is commenced...” (CEQA Guidelines §15125[a]). Because a Notice of Preparation was not required, the environmental setting for the Project is July 12, 2020, which is the date that the Project’s environmental analysis commenced.

The Project Site is flat and characterized as disturbed/ruderal as a result of historic soil disturbance and use as a staging and storage site. No native vegetation is located within or adjacent to the Project Site. The Project Site vegetation is characterized as disturbed/ruderal. A small, vacant structure, as well as a semi-truck, a mobile office and two truck trailers, were located on the site. Onsite and adjacent land uses, General Plan land use designations, and zoning classifications are shown in Table 3.1.

**Table 3.1: Land Uses, General Plan Land Use Designations, and Zoning Classifications**

Location	Current Land Use	General Plan Land Use Designation	Zoning
Site	Vacant land and vacant structure	Light Industrial (LI)	Manufacturing- Service Commercial (M-SC)
Northeast	Sierra Pacific Electric, single-family residences	Light Industrial (LI)	Manufacturing- Service Commercial (M-SC) Industrial Park (I-P)
Northwest	Church, roofing company	Light Industrial (LI)	Manufacturing- Service Commercial (M-SC)
Southeast	Construction business, single-family residential	Light Industrial (LI)	Manufacturing- Service Commercial (M-SC)
Southwest	Vacant land and car and truck parking	Light Industrial (LI)	Manufacturing- Service Commercial (M-SC)

Source: Field inspection, City of Jurupa Valley-General Plan Land Use Map August 2020, Google Earth Pro.

## 4.0-Environmental Analysis

The Project is evaluated based on its potential effect on twenty-one (21) environmental topics. Each of the above environmental topics are analyzed by responding to a series of questions pertaining to the impact of the Project on the particular topic. Based on the results of the Impact Analysis, the effects of the Project are then placed in one of the following four categories, which are each followed by a summary to substantiate the factual reasons why the impact was placed in a certain category.

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

Throughout the impact analysis in this Initial Study, reference is made to the following:

- **Plans, Policies, 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. If applicable, they will be identified in the Analysis section for each topic.
- **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 to reduce impacts to less than significant levels in accordance with the requirements of CEQA.

If applicable to the analysis for a certain environmental topic, Plans, Policies, or Programs (PPP) 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. Both types of measures described above will be required to be implemented as part of the Project if so, indicated in the analysis.

## 4.1 Aesthetics

Threshold 4.1 (a). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
Have a substantial adverse effect on a scenic vista?			■	
<i>Significance Criteria: If the Project is located adjacent to a scenic corridor as identified by General Plan Figure 4-23, would the project substantially block views of a scenic vista that is visible from public places (e.g. parks, plazas, the grounds of civic buildings, streets and roads, and publicly accessible open space)?</i>				

### Impact Analysis

#### Plans, Policies, and Programs

The following applies to the Project and would reduce impacts related to blocking scenic vistas. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance.

PPP 4.1.1 As required by Municipal Code Section 9.148 (3) (b), no building or structure shall exceed fifty (50) feet in height, unless a greater height is approved pursuant to Section 9.240.370. In no event, however, shall a building or structure exceed seventy-five (75) feet in height, unless a variance is approved pursuant to Section 9.240.270.

PPP 4.1-2 As required by the General Plan Land Use Element Table 2.4, the Floor Area Ratio (FAR) shall not exceed 0.20 - 0.35.

According to the General Plan<sup>1</sup>, scenic vistas are points or corridors that are accessible to the public and that provide a view of scenic areas and/or landscapes. As it pertains to the Project, the Rattlesnake Mountain located approximately 1 mile west of the Project site is considered to be a scenic vista. Public views of Rattlesnake Mountain are primarily from motorists, pedestrians, and bicyclists traveling north bound on Rubidoux Boulevard.

The proposed Project will construct one (1) building on the site with a building coverage of 36% of the site. The height of the building is a maximum height of 46-feet.

The Project may partially block some views of Rattlesnake Mountain from motorists, pedestrians, and bicyclists traveling north bound on Rubidoux Boulevard. However, blocked views would be

<sup>1</sup>City of Jurupa Valley, *General Plan Conservation and Open Space Element*, 2017 . P-4-43.

limited to the lower portions of the mountain and because the building only covers 36% of the site, unobstructed view corridors of the mountain will still be available.

Based on the analysis above, no public views of a scenic vista would be significantly or permanently blocked with implementation of PPP 4.1.1 and 4.1.2.

**Level of Significance:** Less than significant.

Threshold 4.1 (b). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				■
<p><i>Screening Criteria:</i> If the project is not located adjacent to a roadway identified in General Plan Figure 4-23, it may be presumed to have no impact absent substantial evidence to the contrary.</p> <p><i>Significance Criteria:</i> The project is located within a state scenic highway corridor pursuant to the Streets and Highways Code, Sections 260 through 263 and the project will damage trees, rock outcroppings, and historic buildings.</p>				

### Impact Analysis

According to the California Department of Transportation, State Route 60 adjacent to the Project site is not located designated as a State Scenic Highway<sup>2</sup>. As such, there is no impact. In addition, according to the General Plan, the Project site is not located within or adjacent to a scenic corridor or roadway<sup>3</sup>.

**Level of Significance:** No impact.

<sup>2</sup>California Department of Transportation, State Scenic Highway Program, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed August 15, 2020.

<sup>3</sup>City of Jurupa Valley, *General Plan Conservation and Open Space Element, Figure 4-23: Jurupa Valley scenic corridors and roadways*

Threshold 4.1 (c). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
If located in an Urbanized Area, conflict with applicable zoning and other regulations governing scenic quality?			■	
<i>Significance Criteria: As determined by the Planning Department, is the project consistent with General Plan Policy LUE 11 – Project Design and any applicable zoning requirements related to scenic quality?</i>				

### Impact Analysis

According to Census 2010, the Project site is in the Riverside-San Bernardino, CA Urbanized Area<sup>4</sup>. As such, the Project is subject to following General Plan and Municipal Code requirements:

- General Plan Policy COS-9.3 which requires that urban development implement the aesthetic principles for design context, utilities and signs, streetscapes, and major roadways;
- General Plan Policy LUE-11 which requires new developments to be located and designed to visually enhance and not degrade the character of the surrounding community; and

Municipal Code Section 9.148.040-Development Standards for the M-SC zone which requires that trash collection areas be screened by landscaping or architectural features in such a manner as not to be visible from a public street or from any adjacent residential area; outside storage and service areas be screened by structures or landscaping; utilities shall be installed underground except electrical lines rated at thirty-three (33) kV or greater; roof-mounted accessory equipment be required to be screened from view.

The Planning Department has determined that all applicable design and development standards have been met as evidenced by the site plan, building elevations and landscaping plan submitted for the Project.

**Level of Significance:** Less than significant.

<sup>4</sup> United States Census Bureau, 2010 Census Urban Area Reference Maps, <https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html>, accessed August 12, 2020.

Threshold 4.1 (d). Would the project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			■	
<i>Significance Criteria. Is the project consistent with General Plan Policies COS 10.1 and 10.4?</i>				

## Impact Analysis

### *Plans, Policies, or Programs (PPP)*

The following apply to the Project and would help reduce impacts related to light and glare. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 4.1-3 All outdoor lighting shall be designed and installed to comply with California Green Building Standard Code Section 5.106 or with a local ordinance lawfully enacted pursuant to California Green Building Standard Code Section 101.7, whichever is more stringent.

### *Outdoor Lighting and Glare*

The Project would increase the amount of light in the area above what is being generated by the vacant site by directly adding new sources of illumination including security and decorative lighting for the proposed buildings and parking lot lighting. With implementation of PPP 4.1-3, impacts relating to light and glare are less than significant.

### *Building Material Glare*

The primary exterior of the proposed building will consist of non-reflective materials including insulated metal panels, stucco, and tinted glazed windows

***Level of Significance:* Less than significant.**

## 4.2 Agriculture Resources

Threshold 4.2 (a) Would the project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				■
<i>Significance Criteria: Convert land identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on General Plan Figure 4.13, Farmland in Jurupa Valley to non-agricultural use?</i>				

### Impact Analysis

The Project site is designated as “Other Land” by the State Department of Conservation<sup>5</sup>. As such, the Project 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.

**Level of Significance:** No impact.

Threshold 4.2 (b) Would the project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with existing zoning for agricultural use, or a Williamson Act contract?			■	
<i>Screening Criteria (Zoning): If the project is not located within the A-P (Light Agriculture with Poultry); A-2 (Heavy Agriculture); or A-D (Agriculture-Dairy) zone, it may be presumed to no impact absent substantial evidence to the contrary.</i>				
<i>Significance Criteria (Williamson Act): If the site is under a Williamson Act contract, would the project conflict with Riverside County Ordinance No. 509 relating to Agricultural Preserves?</i>				

<sup>5</sup>California Department of Conservation, Farmland Mapping and Monitoring Program, <https://databasin.org/datasets/b83ea1952fea44ac9fc62c60dd57fe48>, accessed August 15, 2020.

## Impact Analysis

### Agricultural Zoning

The current zoning classification for the site is M-SC (Manufacturing-Service Commercial) which is intended to promote and attract industrial and manufacturing activities. As such, the M-SC Zone is not considered a primary agricultural zone. Therefore, the Project would not conflict with existing zoning for agricultural use.

### Williamson Act

A Williamson Act Contract enables private landowners to voluntarily enter contracts with local governments for the purpose of establishing agricultural preserves. According to the County of Riverside, the site is not within an agricultural preserve.<sup>6</sup>

**Level of Significance: No impact.**

Threshold 4.2 (c) Would the project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				■
Significance Criteria: Is the project is located on "Farmland of Local Importance" as shown on General Plan Figure 4.13, Farmland in Jurupa Valley <b>and</b> is the project is inconsistent with General Plan Policy COS 4.2 Agricultural Land Conversion which states: "Discourage the conversion of productive agricultural lands to urban uses unless the property owner can demonstrate overarching Community-wide benefits or need for conversion."?				

## Impact Analysis

The Project site located in an area largely characterized by a mix of residential, commercial , and development. There is no land being used primarily for agricultural purposes in the vicinity of the site.

**Level of Significance: No impact.**

<sup>6</sup> Riverside County Mapping Portal, Agricultural Preserves, <https://gisopendata-countyofriverside.opendata.arcgis.com/datasets/agricultural-preserves?geometry=-117.637%2C33.927%2> , accessed August 15, 2020.

## 4.3 Air Quality

### Background

#### *Air Pollutants*

Air Pollutants are the amounts of foreign and/or natural substances occurring in the atmosphere that may result in adverse effects to humans, animals, vegetation and/or materials. The Air Pollutants regulated by the SCAQMD are described below.<sup>7</sup>

Carbon Monoxide (CO). A colorless, odorless gas resulting from the incomplete combustion of hydrocarbon fuels. Over 80 percent of the CO emitted in urban areas is contributed by motor vehicles.

Nitrogen Dioxide (NO<sub>2</sub>). Nitrogen dioxide (NO<sub>2</sub>) is a byproduct of fuel combustion. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts quickly to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub> commonly called NO<sub>x</sub>.

Particulate Matter (PM<sub>2.5</sub> and PM<sub>10</sub>): One type of particulate matter is the soot seen in vehicle exhaust. Fine particles — less than one-tenth the diameter of a human hair — pose a serious threat to human health, as they can penetrate deep into the lungs. PM can be a primary pollutant or a secondary pollutant from hydrocarbons, nitrogen oxides, and sulfur dioxides. Diesel exhaust is a major contributor to PM pollution.

Sulfur Dioxide (SO<sub>2</sub>). A strong smelling, colorless gas that is formed by the combustion of fossil fuels. Power plants, which may use coal or oil high in sulfur content, can be major sources of SO<sub>2</sub>.

Ozone: Ozone is formed when several gaseous pollutants react in the presence of sunlight. Most of these gases are emitted from vehicle tailpipe emissions.

Volatile Organic Compounds (VOCs): VOCs contribute to the formation of smog and/or may themselves be toxic. VOCs often have an odor and some examples include gasoline, alcohol and the solvents used in paints.

#### *Federal and State Air Quality Standards*

Under the federal Clean Air Act, the Environmental Protection Agency (EPA) establishes health-based air quality standards for the above described air pollutants that all states must achieve. The California Clean Air Act also establishes requirements for cities and counties to meet.

#### *South Coast Air Quality Management District*

---

<sup>7</sup> <http://www.aqmd.gov/home/air-quality>

South Coast AQMD was created by the state legislature to facilitate compliance with the federal Clean Air Act and to implement the state air quality program. Toward that end, South Coast AQMD develops regulations designed to achieve these public health standards by reducing emissions from business and industry. The City of Jurupa Valley is located within the South Coast Air Basin which is under the jurisdiction of the South Coast AQMD. Table 4.3-1 describes the regional significance thresholds established by the South Coast AQMD to meet national and state air quality standards.

**Table 4.3-1: South Coast Air Quality Management District Regional Significance Thresholds**

Pollutant	Emissions (Construction) (pounds/day)	Emissions (Operational) (pounds/day)
NOx	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
SOx	150	150
CO	550	550

Source: South Coast Air Quality Management District CEQA Air Quality Significance Thresholds, March 2015.

### Attainment Designation

An “attainment” designation for an area signifies that criteria pollutant concentrations did not exceed the established standard. In contrast to attainment, a “nonattainment” designation indicates that a criteria pollutant concentration has exceeded the established standard. Table 4.3-2 shows the attainment status of criteria pollutants in the South Coast Air Basin (SCAB).

**Table 4.3-2- Attainment Status of Criteria Pollutants in the South Coast Air Basin**

Criteria Pollutant	State Designation	Federal Designation
Ozone – 1-hour standard	Nonattainment	No Standard
Ozone – 8-hour standard	Nonattainment	Nonattainment
Respirable Particulate Matter (PM10)	Nonattainment	Attainment
Fine Particulate Matter (PM2.5)	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen Dioxide (NOx)	Attainment	Unclassified/Attainment
Sulfur Dioxide (SO2)	Unclassified /Attainment	Unclassified/Attainment
Lead	Attainment	Attainment

Source: California Air Resources Board, 2015.

The following analysis is based in part on a technical report titled, *West Coast Cold Storage Air Quality Impact Analysis, City of Jurupa Valley*, Urban Crossroads Inc., which is dated August 3, 2020 and is included as Technical Appendix A to this Initial Study and *West Coast Cold Storage Diesel Health Risk Assessment, City of Jurupa Valley*, Urban Crossroads Inc., which is dated August 3, 2020 and is included as Technical Appendix B to this Initial Study.

Threshold 5.3 (a). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with or obstruct implementation of the applicable air quality plan?			■	
<i>Significance Criteria:</i> Does the project exceed SCAQMD regional or localized air emission thresholds or significantly exceed the growth assumptions used to prepare the current SCAQMD Air Quality Management Plan Air Quality Management Plan?				

### *Plans, Policies, or Programs (PPP)*

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

### **Impact Analysis**

The South Coast Air Quality Management District is required to produce air quality management plans directing how the South Coast Air Basin's air quality will be brought into attainment with the national and state ambient air quality standards. The most recent air quality management plan is *2016 Air Quality Management Plan*<sup>8</sup> and it is applicable to City of Jurupa Valley. The purpose of the plan is to achieve and maintain both the national and state ambient air quality standards described above.

In order to determine if a project is consistent with the *2016 Air Quality Management Plan*, the South Coast Air Quality Management District has established consistency criterion which are defined in Chapter 12, Sections 12.2 and 12.3 of the South Coast Air Quality Management District's *CEQA Air Quality Handbook* and are discussed below.

---

***Consistency Criterion No. 1:*** *The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the 2012 Air Quality Management Plan.*

---

Consistency Criterion No. 1 refers to violations of the California Ambient Air Quality Standards and National Ambient Air Quality Standards. As evaluated under Issues 4.3.3 (b) below, the

---

<sup>8</sup> <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

Project would not exceed regional or localized significance thresholds for any criteria pollutant during construction or during long-term operation. Accordingly, the Project is determined to be consistent with the first criterion.

---

**Consistency Criterion No. 2:** *The proposed project will not exceed the assumptions in the 2016 Air Quality Management Plan.*

---

The 2016 Air Quality Management Plan demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP.

The General Plan Land Use Designation currently assigned to the Project is Light industrial (LI). The future emission forecasts contained in the 2016 Air Quality Management Plan are primarily based on demographic and economic growth projections provided by the Southern California Association of Governments. The Project was planned for industrial development at the time the plan was adopted. Therefore, the Project will not exceed the growth forecast estimates used in the plan. Accordingly, the Project is determined to be consistent with the second criterion.

**Level of Significance:** Less than significant.

Threshold 4.3 (b). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			■	
<i>Significance Criteria:</i> Would the project's air emissions exceed the applicable regional significance thresholds established by the SCAQMD?				

## Regional Air Quality Impacts

### Construction Related Impacts

### Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to construction related air quality impacts. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 4.3-1 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, *"Fugitive Dust."* 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.
- PPP 4.3-2 The Project is required to comply with the provisions of South Coast Air Quality District Rule 431.2, *"Sulphur Content and Liquid Fuels."* The purpose of this rule is to limit the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particulates during combustion and to enable the use of add-on control devices for diesel fueled internal combustion engines.
- PPP 4.3-3 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.
- PPP 4.3-4 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.

### Impact Analysis

The Project has the potential to generate pollutant concentrations during both construction activities and long-term operation. 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.

Construction activities associated with the Project will result in emissions of VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Construction related emissions are expected from the following construction activities:

- Demolition
- Site Preparation

- Grading
- Building Construction
- Paving
- Architectural Coating

Construction is expected to last approximately 6 months. Table 4.3-3 below summarizes the construction emissions considering the application of PPP 4.3-1 through 4.3-4.

**Table 4.3-3: Summary of Peak Construction Emissions**

Year	Emissions (lbs/day)					
	VOC	NOX	CO	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>
2020	4.20	18.19	10.96	0.08	4.02	1.39
2021	32.29	38.94	23.72	0.06	3.50	1.65
<b>Maximum Daily Emissions</b>	<b>32.29</b>	<b>63.84</b>	<b>24.69</b>	<b>0.07</b>	<b>12.10</b>	<b>6.72</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: Air Quality Impact Analysis (Appendix A).

As shown in Table 4.3-3, emissions resulting from the Project construction will not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant.

**Level of Significance:** Less than significant.

#### *Long-Term Regional Operation Related Impacts*

Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile, truck, and other vehicle sources associated with daily trips to and from the Project site. Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed commercial facility. Energy demand emissions result from use of electricity and natural gas. The results of the CalEEMod model for operation of the Project site are summarized in Table 4.3-4.

**Table 4.3-4: Summary of Peak Operational Emissions**

Source	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source	2.92	2.80E-04	0.03	0.00	1.10E-04	1.10E-04
Energy Source	0.19	1.73	1.46	0.01	0.13	0.13
Mobile Source (Passenger Cars)	0.44	0.37	5.18	0.01	1.58	0.42
Mobile Source (Trucks)	0.51	14.55	3.52	0.05	2.26	0.79
On-Site Equipment	0.14	1.55	0.77	3.11E-03	0.05	0.05
<b>Total Maximum Daily Emissions</b>	<b>4.20</b>	<b>18.19</b>	<b>10.96</b>	<b>0.08</b>	<b>4.02</b>	<b>1.39</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: Air Quality Impact Analysis (Appendix A).

As shown in Tables 4.3-4, Project related air emissions do not exceed SCAQMD regional thresholds.

**Level of Significance:** Less than significant.

Threshold 4.3 (d). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Expose sensitive receptors to substantial pollutant concentrations?			■	
<b>Significance Criteria:</b> 1) Do air emissions exceed the SCAQMD Localized Significance Thresholds (LST)? 2) If the project required the preparation of a Health Risk Assessment, would toxic air emissions exceed a Maximum Incremental Cancer Risk: of 10 in 1 million at the nearest sensitive receptor or off-site worker; or a Hazard Index (project increment) 1.0 or greater at the nearest sensitive receptor or off-site worker?				

## Impact Analysis

### Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to a cumulatively considerable net increase of any criteria pollutant. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

(Refer to PPP 4.3.1 through PPP 4.3-4 under Issue 4.3(b) above).

### *Localized Air Quality Impacts*

The South Coast Air Quality Management District has established Localized Significance Thresholds (LST) which are used to determine whether or not a project may generate significant adverse localized air quality impacts within 1,640 feet of the Project site for both construction and on-site operations. Receptor locations include residential, commercial, and industrial land use areas; and any other areas where persons can be situated for an hour or longer at a time. These other areas include parks, bus stops, and sidewalks for example. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as residence, hospital, convalescent facility where it is possible that an individual could remain for 24 hours. If the calculated emissions for the proposed construction or operational activities are below the LST emission thresholds then the proposed construction or operation activity is not significant for air quality. (SCAQMD)

Table 4.3-5 identifies the maximum daily localized emissions thresholds that are applicable to the Project.

**Table 4.3-5 Maximum Daily Localized Emissions Thresholds**

Pollutant	Construction	Operations
	Localized Thresholds	
NO <sub>x</sub>	337 lbs/day	337 lbs/day
CO	2,044 lbs/day	2,044 lbs/day
PM <sub>10</sub>	17 lbs/day	5 lbs/day
PM <sub>2.5</sub>	11 lbs/day	3 lbs/day

*Source: Localized Thresholds presented in this table are based on the SCAQMD Final Localized Significance Threshold Methodology, July 2008.*

### *Localized Construction Emissions*

Construction is expected to last approximately 6 months. Table 4.3-6 summarizes the localized construction emissions considering the application of PPP 4.3-1 through 4.3-4.

**Table 4.3-6: Summary of Localized Significance Construction Emissions**

Grading Emissions	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	63.79	22.39	11.90	6.66
SCAQMD Localized Threshold	337	2,044	17	11
Threshold Exceeded?	NO	NO	NO	NO

Source: Air Quality Impact Analysis (Appendix A).

As shown in Table 4.3-6, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions for construction activities.

**Level of Significance:** Less than significant.

#### *Localized On-Site Operational Emissions*

Typical operational activities include on-site sources such as energy use, vehicle trips, and on-site cargo handling equipment. As shown on Table 4.3-7, operational emissions will not exceed the LST thresholds for the nearest sensitive receptor. Thus, a less than significant impact would occur for Project-related operational-source emissions and no mitigation is required.

**Table 4.3-7: Summary of Localized Significance Operational Emissions**

Operational Activity	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	2.45	1.66	0.24	0.17
SCAQMD Localized Threshold	337	2,044	5	3
Threshold Exceeded?	NO	NO	NO	NO

Source: Air Quality Impact Analysis (Appendix A).

**Level of Significance:** Less than significant.

#### *Diesel Truck Emissions Analysis*

The following analysis evaluates the health risk impacts as a result of exposure to diesel particulate matter (DPM) emitted from heavy-duty diesel trucks accessing the site.

The modeled truck travel routes and on-site truck operation locations are shown in Figure 4.3-1 on page 26 and the modeled sensitive receptor locations are shown on Figure 4.3-2 on page 25.

Figure 4-3-1 Modeled Emission Sources

**LEGEND:**

Site Boundary    On-Site Idling    On-Site Travel and Off-Site Travel

Figure 4-3-2 Modeled Receptor Locations



*Residential Exposure Scenario:*

The residential land use with the greatest potential exposure to Project diesel particulate matter source emissions is Location R1 as shown on Figure 4.3-2 on page 27, which represents the existing residence at 5640 26th Street approximately 24 feet east of the Project site. R1 is placed at the private outdoor living area (backyard) facing the Project site. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 6.29 in one million, which is less than the South Coast Air Quality Management District's (SCAQMD's) significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.002, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance than the MEIR analyzed herein, and DPM generally dissipates with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer risk to nearby residences.

*Worker Exposure Scenario:*

The worker receptor land use with the greatest potential exposure to Project diesel particulate matter source emissions is Location R4 as shown on Figure 4.3-2 on page 27, which represents an existing church building located at 2625 Avalon Street, approximately 131 feet northwest of the Project site. R4 is placed at the building façade where a worker could remain for a typical workday. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact is 0.39 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be 0.001, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the MEIW analyze herein, and diesel particulate matter dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent workers.

*CO Hot Spot Analysis*

CO Hot Spots are typically associated with idling vehicles at extremely busy intersections (i.e., intersections with an excess of 100,000 vehicle trips per day). There are no intersections in the vicinity of the Project site which exceed the 100,000 vehicle per day threshold typically associated with CO Hot Spots. In addition, the South Coast Air Basin has been designated as an attainment area for CO since 2007. Therefore, Project-related vehicular emissions would not create a Hot Spot and would not substantially contribute to an existing or projected CO Hot Spot.

***Level of Significance:* Less than significant.**

Threshold 4.3 (d). Would the Project	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			■	
<i>Significance Criteria:</i> If the project is <b>not</b> any of the following, it may be presumed to have a less than significant impact absent substantial evidence to the contrary: agricultural uses (livestock and farming); wastewater treatment plants; food processing plants; chemical plants; composting operations; refineries; landfills; dairies; and fiberglass molding facilities.				

### Plans, Policies, or Programs (PPP)

The following applies to the Project and would reduce impacts related to objectionable odors. These measures will be included in the Project's Mitigation Monitoring and Reporting Program:

PPP 4.3-5      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.

### Impact Analysis

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 does not propose any of the above described uses.

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 PPP 3.3-4 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

**Level of Significance:** Less than significant.

## 4.4 Biological Resources

The following analysis is based in part on a technical report titled: *Western Riverside County Multiple Species Habitat Conservation Plan Compliance Analysis*, Cadre Environmental, which is dated July 6, 2020 and is included as Technical Appendix C to this Initial Study and a technical report titled: *Western Riverside County Multiple Species Habitat Conservation Plan Focused Burrowing Owl Surveys*, Cadre Environmental, which is dated July 23, 2020 and is included as Technical Appendix D to this Initial Study.

Threshold 4.4 (a) Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			■	

### Impact Analysis

#### *Plans, Policies, or Programs (PPP)*

The following applies to the Project and would reduce impacts related to objectionable odors. These measures will be included in the Project's Mitigation Monitoring and Reporting Program:

- PPP 4.4-1      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.

#### *Existing Conditions*

The Project Site is flat and characterized as disturbed/ruderal as a result of historic soil disturbance and use as a staging and storage site. No native vegetation is located within or adjacent to the Project Site.

#### *Sensitive Plant Communities/Species*

No sensitive plant communities were documented onsite. The Proposed project would result in a total of 7.0 acres of impacts to disturbed/ruderal vegetation. The Project Site occurs almost completely within a Western Riverside County Multiple Species Habitat Conservation Plan

(MSHCP) predetermined survey area for three (3) MSHCP narrow endemic plant species including San Diego ambrosia, San Miguel savory, and Brand's phacelia. No suitable undisturbed soil and native vegetative conditions were documented onsite for the three (3) sensitive plant species.

### *Sensitive Wildlife Species*

General wildlife species documented on site or within the vicinity of the Project Site include red-tailed hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), Anna's hummingbird (*Calypte anna*), mourning dove (*Zenaidura macroura*), black phoebe (*Sayornis nigricans*), Say's phoebe (*Sayornis saya*), American crow (*Corvus brachyrhynchos*), bushtit (*Psaltirparus minimus*), wrentit (*Chamaea fasciata*), California towhee (*Pipilo crissalis*), white crowned sparrow (*Zonotrichia leucophrys*), western meadowlark (*Sturnella neglecta*), lesser goldfinch (*Spinus psaltria*), house finch (*Haemorhous mexicanus*), desert cottontail rabbit (*Sylvilagus audubonii*), and California ground squirrel (*Otospermophilus beecheyi*). None of these species are classified as candidate, sensitive, or special status species.

Based on the extensive level of historic as well as current disturbed conditions documented onsite and the lack of Delhi soils, no suitable habitat for the Delhi sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*) occurs onsite.

The majority of the Project Site occurs within a predetermined Survey Area for the burrowing owl (*Athene cunicularia*). Several suitable burrowing owl burrows potentially utilized for refugia and/or nesting were documented within the central and southeastern region of the property including foraging habitat documented throughout the Project Site.

Four (4) focused burrowing owl surveys were conducted on July 3rd, 9th, 16th and 21st, 2020. No burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the Project Site during the surveys. However, because burrowing owl habitat exists on the site, burrowing owls potentially could occupy the site in the future, the following mitigation measure is required:

### **Mitigation Measure**

***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.*

**Level of Significance:** With implementation of PPP 4.4-1 and Mitigation Measure BIO-1, impacts related to candidate, sensitive, or special status species are **less than significant**.

Threshold 4.4 (b). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 US Fish and Wildlife Service?				■

### Impact Analysis

No riparian, riverine or vernal pool resources are present within or adjacent to the Project Site. Based on a lack of suitable soils, sign of inundation (vernal pool, seasonal depression, road ruts) and/or characteristic vernal pool plant species, no suitable habitat for fairy shrimp is present within or adjacent to the Project Site. No suitable habitat (riparian scrub, forest, or woodlands) for the least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*) or western yellow-billed cuckoo (*Coccyzus americanus*) was detected within or adjacent to the Project Site.

**Level of Significance:** No impact.

Threshold 4.4 (c) Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				■

### Impact Analysis

No jurisdictional resources regulated by the US Army Corps of Engineers, Regional Water Quality Control Board or California Department of Fish and Wildlife are located within or adjacent to the Project Site. A formal jurisdictional delineation and regulatory permits/certifications are not required.

**Level of Significance:** No impact.

Threshold 4.4 (d). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		■		

### Impact Analysis

Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. Corridors effectively act as links between different populations of a species. The Project Site does not represent a wildlife travel route, crossing or regional movement corridor between large open space habitats. The Project Site is bordered by existing roads, residential and commercial development. As such, the Project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors.

The vegetation communities documented within and adjacent (ornamental trees) represent potential nesting habitat for common bird species. Raptors and all migratory bird species, whether listed or not, also receive protection under the Migratory Bird Treaty Act (MBTA) of

1918<sup>9</sup>. The MBTA prohibits individuals to kill, take, possess, or sell any migratory bird, bird parts (including nests and eggs) except per regulations prescribed by the Secretary of the Department (16 U. S. Code 7034).

Therefore, if vegetation is to be removed during the nesting season, a pre-construction nesting bird survey shall be conducted, and avoidance measures taken to ensure that no take of birds or their nests will occur per Mitigation Measure BIO-2.

### Mitigation Measure

***Mitigation Measure BIO21- Nesting Bird Survey.** As a condition of approval for all grading permits, vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (February 1 through October 1), unless a migratory bird nesting survey is completed in accordance with the following requirements:*

- 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.*

**Level of Significance:** With implementation of Mitigation Measure BIO-2, impacts would be **less than significant**.

---

<sup>9</sup> United States Fish and Wildlife Service, Migratory Bird Treaty Act, August 8, 2017, Available at: <https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php>

Threshold 4.4 (e) Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			■	
<i>Significance Criteria: Is the project consistent with General Plan Policies COS 1.2 -Protection of Significant Trees and COS 1.3 - Other Significant Vegetation?</i>				

### Impact Analysis

According to the General Plan, significant trees are those trees that make substantial contributions to natural habitat or to the urban landscape due to their species, size, or rarity. In particular, California native trees should be protected.<sup>10</sup> There are several eucalyptus trees located on the site. These trees do not meet the definition of a significant tree because the species is typically found in Jurupa Valley and their size is not unique.

According to the General Plan, other significant vegetation includes agricultural wind screen plantings, street trees, stands of mature native and non-native trees, and other features of ecological, aesthetic, and conservation value<sup>11</sup>. The eucalyptus trees on the site do not represent an agricultural wind row and are not examples of superior vegetation (i.e. size, height).

**Level of Significance:** Less than significant.

Threshold 4.4 (f) Would the project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		■		
<i>Significance Criteria: Is the project in conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)?</i>				

<sup>10</sup> City of Jurupa Valley, *General Plan Conservation and Open Space Element*, Policy COS-1.2.

<sup>11</sup>City of Jurupa Valley, *General Plan Conservation and Open Space Element*, Policy COS-1.3.

## Impact Analysis

The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan.<sup>12</sup> The plan 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, MSHCP Consistency Analysis, and Burrowing Owl Survey (Appendix B)*, prepared for the Project:

- The Project site does not contain MSHCP riparian/riverine areas or vernal pools.
- The Project site does not will 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.
- Although, the site has been disturbed, the presence of Burrowing Owl cannot be ruled out because Burrowing Owls have been known to occupy disturbed sites. Therefore, Mitigation Measure BIO-1 is required.

**Level of Significance:** With implementation of PPP 4.4-1 and Mitigation Measure BIO-1, impacts related to conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan are **less than significant**.

---

<sup>12</sup> Regional Conservation Authority, Western Riverside County, *Multiple Species Habitat Conservation Plan*, June 17, 2003.

## 4.5 Cultural Resources

The analysis in this section is based in part on a technical report titled: *Cultural Resources Study for The West Coast Cold Storage Project City of Jurupa Valley, County of Riverside*, Brian F. Smith and Associates, inc., which is dated July 23, 2020 and is included as Technical Appendix E to this Initial Study.

Threshold 4.5 (a)	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?			■	

### Impact Analysis

#### *Plans, Policies, or Programs (PPP)*

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

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

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

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

The entire property appears to have been previously graded and is partially paved. The field survey resulted in the identification of a previously unrecorded historic garage at 5692 26th Street. (See Figures 4.5-1 and 4.5-2 on pages 39-40. No other cultural resources were observed during the survey.

The garage was constructed between 1963 and 1967 as a detached garage for a single-family residence. However, the residence was demolished or removed from the property between 2006 and 2007 and the garage no longer retains its original context. A description and significance evaluation for the historic resource are provided below.

Figure 4.5-1- Location of Historic Age Garage



**Figure 4.5-2- Historic Age Garage Photo**



The garage has been evaluated as not significant. While the structure is historic in age, it was not designed by an architect of importance, does not possess any architecturally important elements, it was not associated with any significant historic events, and the owners and occupants are not historically significant to the community. Based upon the conclusions reached during the evaluation, no mitigation measures or preservation are recommended for the historic structure recorded as Temp-1. No impacts to significant historic resources are associated with the proposed development of the property

**Level of Significance:** Less than significant.

Threshold 4.5 (b)	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?		■		

## Impact Analysis

### Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

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

Although the historic garage was evaluated as not CEQA-significant, the potential exists that unidentified significant historic or archaeological deposits may be present that are related to the occupation of this location since the 1900s and earlier. Because of this potential to encounter buried cultural deposits, the following mitigation measure is required:

### Mitigation Measure(s)

***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 to make an evaluation of the find. If the resource is significant, Mitigation Measure CR-2 shall apply.

**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.*

**Level of Significance:** With implementation of Mitigation Measures CR-1 and CR-2, impacts are less than significant.

Threshold 4.5 (c) Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Disturb any human remains, including those interred outside of formal cemeteries?			■	

## Impact Analysis

### *Plans, Policies, or Programs (PPP)*

The following applies to the Project and would reduce impacts relating to disturbing human remains. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.5-1      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.

The Project site does not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity. If 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.

***Level of Significance:*** With implementation of PPP 4.4-1, impacts are **less than significant**.

## 4.6 Energy

The following analysis is based in part on a technical report titled, “*The West Coast Cold Storage – Energy Analysis*, Urban Crossroads, which is dated August 3, 2020 and is included as Technical Appendix f to this Initial Study.

Threshold 4.6 (a) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			■	
<p><i>Significance Criteria: The project may have a significant impact if it:</i></p> <ol style="list-style-type: none"> <li>1) Does not meet state or federal energy standards.</li> <li>2) Causes wasteful, inefficient, or unnecessary consumption of energy during construction or operation.</li> <li>3) Results in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</li> <li>4) Does not utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills.</li> <li>5) Does not include features that 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.</li> </ol>				

### Impact Analysis

#### Construction Energy Analysis

Construction of the Project would require the use of fuel and electric powered equipment and vehicles for construction activities. The majority of activities would use fuel powered equipment and vehicles that would consume gasoline or diesel fuel. Heavy construction equipment (e.g. dozers, graders, backhoes, dump trucks) would be diesel powered, while smaller construction vehicles, such as pick-up trucks and personal vehicles used by workers would be gasoline powered. The majority of electricity use would be from power tools. The anticipated construction schedule assumes the Project would be built in approximately eight months. Table 4.6.1 on page 44 provides a summary of all construction energy sources for Project construction.

**Table 4.6.1: Construction Energy Usage Estimates**

Energy Source	Unit of Measurement	Total Amount of Energy Used
Electricity	Kilo-Watt Hours (kWh)	30,266 (kWh)
Construction Equipment	Gallons of Diesel Fuel	30,500 gallons
Construction Worker Vehicle Trips	Gallons of Gasoline	6,874 gallons
Construction Vendor Vehicle Trips	Gallons of Gasoline	4,368 gallons

Source: Energy Analysis, (Appendix F).

Electric power may be obtained from generators or from Southern California Edison (SCE). SCE's general service rate schedule were used to determine the Project's electrical usage. Electricity consumed during construction is estimated to be 0.001% of the available electricity supply in Riverside County and would be temporary in nature and would not represent a significant demand on available supplies.<sup>13</sup> There are no unusual characteristics that would necessitate the use of electricity that would be less energy efficient than at comparable construction sites in the region or State.

Starting in 2014, the California Air Resources Board (CARB) adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turnover the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. As such, the equipment used for Project construction would conform to CARB regulations and California emissions standards as fuel efficiencies gradually rise. It should also be noted that there are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

In addition, as required by state law<sup>14</sup>, idling times of construction vehicles is limited to no more than five minutes, thereby minimizing, or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

<sup>13</sup> Appendix F, Energy Analysis, p.39.

<sup>14</sup> California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling.

### Operation Energy Analysis

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by passenger car and truck vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

#### *Transportation Energy Demands*

Energy that would be consumed by Project-generated traffic is a function of total vehicles miles traveled (VMT) and estimated vehicle fuel economies of vehicles accessing the Project site including both employee trips and industrial trucks. The Project will result in 1,594,293 annual VMT and an estimated annual fuel consumption of 115,818 gallons of fuel.<sup>15</sup>

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The Project would implement sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with the California Green Building Standards Code, the Project would promote the use of bicycles as an alternative mean of transportation by providing short-term and/or long-term bicycle parking accommodations. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

#### *Facility Operational Energy Demands*

Project building operations and site maintenance activities would result in the consumption of natural gas and electricity. Project facility operational energy demands are estimated at: 6,450,330 kBTU/year of natural gas; and 4,942,840 kWh/year of electricity.<sup>16</sup> Natural gas would be supplied to the Project by SoCalGas; electricity would be supplied by SCE. The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other industrial land use projects of similar scale and configuration. Lastly, the Project will comply with the applicable Title 24 standards. Compliance itself with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary.

---

<sup>15</sup> Appendix F, *Energy Analysis*, p.37.

In summary, as supported by the preceding analyses, neither construction nor operation of the Project would result in wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources.

**Level of Significance:** Less than significant.

Threshold 4.6(b). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			■	

### Impact Analysis

The California Energy Commission provides oversight for the preparation of rules and regulations the conservation of energy such as Appliance Energy Efficiency, Building Energy Efficiency, Energy Supplier Reporting, and State Energy Management. The regulations directly applicable to the Project are *Building Energy Efficiency Standards*, Title 24, Part 6, and *CALGreen* Title 24, Part 11. These regulations include, but are not limited to the use of water conserving plumbing, installation of bicycle racks, the use of LED lighting, and water-efficient irrigation systems. The Project is required to demonstrate compliance with these regulations as part of the building permit and inspection process.

**Level of Significance:** Less than significant.

## 4.7 Geology And Soils

The following analysis is based in part on the following technical report:

- *Preliminary Soils Investigation Report, Proposed Cold Storage Commercial Building APNS: 178-140-010 & 178-140-018, Jurupa Valley, California*, GeoMat, and is included as Appendix G to this Initial Study.
- *West Coast Cold Storage, Preliminary Water Quality Management Plan*, Encompass Associates, Inc., and is included as Appendix K to this Initial Study.

Threshold 4.7(a1). Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Strong seismic ground shaking?			■	
<i>Significance Criteria:</i> If the project site is not located within a seismic hazard area as identified by the <i>State of California, Department of Conservation, Earthquake Zones and Required Investigations Map</i> it is presumed to have a less than significant impact with mandatory compliance with the California Building Code absent substantial evidence to the contrary.				

## Impact Analysis

### *Plans, Policies, or Programs (PPP)*

The following apply to the Project and would reduce impacts relating to seismic ground shaking. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 4.7-1 As required by Municipal Code Section 8.05.010, the Project shall comply with the most recent edition of the *California Building Code* which requires the Project to comply with the approved recommended seismic design requirements contained in the *Preliminary Soils Investigation Report, Proposed Cold Storage Commercial Building APNS: 178-140-010 & 178-140-018, Jurupa Valley, California, GeoMat* and be incorporated in the construction of each structure, to preclude significant adverse effects associated with seismic hazards.

The Project site is 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 approved recommendations included in the Preliminary Soils Investigation prepared for the Project. (Appendix G).

***Level of Significance:* Less than significant.**

Threshold 4.7(a2). Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Seismic-related ground failure, including liquefaction?			■	
<i>Significance Criteria: If the project is not located within an area susceptible to liquefaction as shown on General Plan Figure 8-5- Liquefaction Susceptibility in Jurupa Valley or identified as being susceptible to liquefaction based on a project specific geotechnical report, it is presumed to have no impact absent substantial evidence to the contrary.</i>				

## Impact Analysis

### Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to seismic ground shaking. These measures will be included in the Project's Mitigation Monitoring and Reporting Program:

PPP 4.7-1 shall apply.

According to General Plan<sup>17</sup> the Project site has a moderate potential for liquefaction. Based on the Preliminary Soils Investigation (Appendix G) , a potential for loss of bearing capacity due to liquefaction is not expected at the site since there is not an upper potentially liquefiable layer at a depth shallower than the estimated depth where the induced vertical stress in the soil is 10% of the bearing pressure imposed by the proposed foundation systems. Furthermore, tied foundation systems are designed to dissipate structural loads. Therefore, no loss of bearing capacity is expected for grade beams or lightly loaded slabs-on-grade.

**Level of Significance:** Less than significant.

Threshold 4.7(a3). Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Landslides?				■
<i>Screening Criteria: If the project is not located within the High or Very High zone per General Plan Figure 8-6: Landslide Susceptibility in Jurupa Valley, it is presumed to have no impact absent substantial evidence to the contrary.</i>				

<sup>17</sup> City of Jurupa Valley, General Plan Safety Element, Figure 8-5: Liquefaction Susceptibility in Jurupa Valley.

## Impact Analysis

The site is relatively flat and is not adjacent top any slopes or hillsides that could be potentially susceptible to landslides.

**Level of Significance: No Impact.**

Threshold 4.7(b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in substantial soil erosion or the loss of topsoil?			■	
<i>Significance Criteria: The project is inconsistent with Municipal Code Chapter 6.05 - Storm Water/Urban Runoff Management and Discharge Controls.</i>				

## Impact Analysis

### Construction

Grading and construction activities would expose and loosen topsoil, which could be eroded by wind or water. The Municipal Code requires the preparation of a Stormwater Pollution Prevention Plan to address site-specific conditions related to these activities<sup>18</sup>. The plan will identify potential sources of erosion and sedimentation loss of topsoil during construction, and identify erosion control measures to reduce or eliminate the erosion and loss of topsoil, such as use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding.

Through compliance with the Municipal Code, construction impacts related to erosion and loss of topsoil would be less than significant.

### Operation

The proposed Project includes installation of landscaping throughout the Project site and areas of loose topsoil that could erode by wind or water would not exist upon operation of the Project. Runoff will be allowed to pass through openings in the proposed block wall along the common property line. On-site flows will be directed to infiltration basins which are proposed along the frontages of Rubidoux Boulevard and Avalon Street. An infiltration trench is also proposed along the south/southwest property line. These basins will reduce the potential for stormwater to erode topsoil downstream.

**Level of Significance: Less than significant.**

<sup>18</sup> City of Jurupa Valley, Municipal Code, Chapter 6.05.010, *Storm Water/Urban Runoff Management and Discharge Controls*.

Threshold 4.7(c). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Be located on a geologic unit or soil that is unstable, or that would become unstable because of the Project, and potentially result in on-site or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?			■	

## Impact Analysis

### *Plans, Policies, or Programs (PPP)*

The following apply to the Project and would reduce impacts relating to an unstable geologic unit. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.7-1 shall apply.

### *Landslide/Lateral Spreading*

As noted in the response to Issue 4.7 (a) (4) above, the site is relatively flat and contains no slopes that may be subject to landslides. Based on the Preliminary Soils Investigation (Appendix G) no lateral spreading due to liquefaction is expected at this site due to the following reasons: Alluvial subsurface soils are essentially horizontally layered; there is not a free-face, onsite, toward which liquefied soils could move laterally; and there are no saturated liquefiable sand with values of N1(60).

### *Liquefaction/ Subsidence/Collapse*

According to the General Plan,<sup>19</sup> the Project site has a moderate potential for liquefaction, subsidence, or collapse to occur. Based on the Preliminary Soils Investigation (Appendix G) , a potential for loss of bearing capacity due to liquefaction, subsidence, or collapse is not expected at the site since there is not an upper potentially liquefiable layer at a depth shallower than the estimated depth where the induced vertical stress in the soil is 10% of the bearing pressure imposed by the proposed foundation systems. Furthermore, tied foundation systems are designed to dissipate structural loads. Therefore, no loss of bearing capacity is expected for grade beams or lightly loaded slabs-on-grade.

***Level of Significance:* Less than significant.**

<sup>19</sup> City of Jurupa Valley, *General Plan Safety Element, Figure 8-5: Liquefaction Susceptibility in Jurupa Valley*.

Threshold 4.7(d) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Be located on expansive soil, as defined in the Uniform Building Code, creating substantial risks to life or property?			■	
<i>Significance Criteria: The project site is located on soil that has an EI Expansion Potential &gt;91 according to the results of the laboratory testing performed in accordance with ASTM D 4829.</i>				

## Impact Analysis

### Plans, Policies, and Programs

The following apply to the Project and would reduce impacts relating to expansive soils. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.7-1 shall apply.

Expansive soils are characterized by their ability to undergo significant volume changes (shrink or swell) due to variations in moisture content. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may result in unacceptable settlement or heave of structures or concrete slabs supported on grade.

Based on laboratory testing, the materials present near the ground surface have an Expansion Index of 43 which is less than an Expansion Index of greater than 91 which is used to determine if soils are expansive. Risks from expansive soils are considered to be low. In any event, the Project would be required to construct the proposed structures in accordance with the approved recommendations included in Preliminary Soils Investigation (Appendix G).

**Level of Significance:** Less than significant.

Threshold 4.7(e) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				■
<i>Significance Criteria: The project's proposed septic tanks or alternative wastewater disposal system do not meet the regulatory requirement of the Local Agency Management Program (LAMP) applicable to Jurupa Valley.</i>				

### Impact Analysis

The Project does not propose the use of septic tanks or alternative wastewater disposal systems. The Project would install domestic sewer infrastructure and connect to the Jurupa Community Service District's existing sewer conveyance and treatment system.

**Level of Significance:** No impact.

Threshold 4.7(f) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		■		
<i>Significance Criteria (Paleontology): The project is identified as "HIGH SENSITIVITY (HIGH A) for paleontological resources in the Parcel Report available on the Riverside County Map My County website.</i>				
<i>Significance Criteria (Unique Geologic Feature): A geologic feature is unique if it is a geologic formation that is exclusive locally or regionally.</i>				

### Impact Analysis

#### Paleontological Resources

General Plan Figure 4-18- Paleontological Sensitivity, indicates that the site has a high sensitivity (HA) designation for finding paleontological resources<sup>20</sup>. Therefore, the following mitigation measures are required.

<sup>20</sup> City of Jurupa Valley, General Plan, Conservation and Open Space Element, Figure 4-18, Paleontological Sensitivity.

## Mitigation Measures

**GEO-1: 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 to make an evaluation of the find. If the resource is significant, Mitigation Measure GEO-2 shall apply.*

**GEO-2: 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.*

### *Unique Geologic Feature*

The Project site is relatively flat. The site soils generally consist of firm to hard sandy silt and silt with sand (USCS “ML”), very firm lean clay with sand (USCS “CL”), and medium dense to very dense sand with silt (USCS “SW-SM”). Some artificial fill was noted around the center section of the site consisting of gravel (slag). These features are common in the area. As such, the Project does not contain a geologic feature that is unique or exclusive locally or regionally.

***Level of Significance:*** With implementation of Mitigation Measures GEO-1 and GEO-2, impacts are **less than significant**.

## 4.8 Greenhouse Gas Emissions

The following analysis is based in part on a technical report titled, “*West Coast Cold Storage, Greenhouse Gas Analysis*”, *Urban Crossroads Inc.*, which is dated August 3, 2020 and is included as Appendix H to this Initial Study.

<b>Threshold 4.8 (a-b) Would the Project:</b>	<b>Potentially Significant or Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			■	

### Impact Analysis

#### *Plans, Policies, or Programs (PPP)*

The following apply to the Project and would reduce impacts relating to greenhouse gas emissions. These measures will be included in the Project’s Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 4.8-1 As required by Municipal Code Section 8.05.010, *California Energy Code*, 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.
- PPP 4.8-2 As required by Municipal Code Section 9.283.010, *Water Efficient Landscape Design Requirements*, prior to the approval of landscaping plans, the Project proponent shall prepare and submit landscape plans that demonstrate compliance with this section.
- PPP 4.8-3 As required by Municipal Code Section 8.05.010 (8), prior to issuance of a building permit, the Project proponent shall submit plans in compliance with the *California Green Building Standards*.

No single land use project could generate enough greenhouse gas (GHG) emissions to noticeably change the global average temperature. Cumulative GHG emissions, however, contribute to global climate change and its significant adverse environmental impacts. Thus, the primary goal in adopting GHG significance thresholds, analytical methodologies, and mitigation measures is to ensure new land use development provides its fair share of the GHG reductions needed to address cumulative environmental impacts from those emissions.

### Threshold of Significance

A final numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin has not been established by the South Coast Air Quality Management District. General Plan Policy AQ 9.5 requires the City to utilize the SCAQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP). The City has determined that the SCAQMD's draft threshold of 3,000 MTCO<sub>2</sub>e per year is appropriate for industrial and warehouse land use development projects. The 3,000 MTCO<sub>2</sub>e threshold is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans ("SCAQMD Interim GHG Threshold"). The SCAQMD Interim GHG Threshold identifies a screening threshold to determine whether additional analysis is required. This threshold is also consistent with the SCAQMD's draft interim threshold Tier 3.

A summary of the projected annual operational greenhouse gas emissions, including amortized construction-related emissions associated with the development of the Project is provided in Table 4.8-1.

**Table 4.8-1: Annual Greenhouse Gas Emissions**

Emission Source	Emissions (MT/yr)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> E
Annual construction-related emissions amortized over 30 years	13.41	0.18	0.00	13.48
Area Source	0.01	2.00E-05	0.00	0.01
Energy Source	877.28	0.04	0.01	880.42
Mobile Source (Passenger Car)	230.22	0.01	0.00	230.38
Mobile Source (Truck)	928.50	0.02	0.00	928.88
On-Site Equipment	50.84	0.02	0.00	51.25
Waste	24.23	1.43	0.00	60.04
Water Usage	131.16	0.96	0.02	162.26
<b>Total CO<sub>2</sub>E (All Sources)</b>	<b>2,063.67</b>			
<b>Screening Threshold (CO<sub>2</sub>E)</b>	<b>3,000</b>			
<b>Threshold Exceeded</b>	<b>NO</b>			

Source: Greenhouse Gas Analysis (Appendix H).

As shown on Table 4.8-1, the Project has the potential to generate a total of approximately 2,326.71 MTCO<sub>2</sub>e per year. As such, the Project would not exceed the City's screening threshold of 3,000 MTCO<sub>2</sub>e. Thus, Project-related emissions would not have a significant direct or indirect impact on greenhouse gas emissions that could impact climate change and no mitigation or further analysis is required.

**Level of Significance:** Less than significant.

<b>Threshold 4.8 (a-b) Would the Project:</b>	<b>Potentially Significant or Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			■	

## Impact Analysis

### Plans, Policies, and Programs

PPP's 4.8-1 through 4.8-3 above apply the Project.

The City is in the process of preparing a Climate Action Plan (CAP) in conjunction with WRCOG which will identify specific policies and regulations that are directed at the project level. Until such time that the City adopts a CAP, the Project is evaluated for consistency with the following plans, policies, or regulations to reduce greenhouse gas (GHG) emissions.

**Table 4.8-2.Consistency with GHG Emission Plans, Policies, Regulations**

<b>Plan, Policy. or Regulation</b>	<b>Project Consistency</b>
California Air Resources Board 2017 Scoping Plan	<b>Consistent.</b> The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. As demonstrated by the compliance with the plans, policies, or regulations identified below, the Project will not conflict with any of the provisions of the Scoping Plan.
Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies (Senate Bill (SB) 375).	<b>Consistent.</b> The 2016-2040 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The Plan charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. As demonstrated by the compliance with the plans, policies, or regulations identified below, the Project will not conflict with any of the provisions of the 2016-2040 RTP/SCS.
Vehicle Miles Traveled (SB375)	<b>Consistent.</b> the Project is located within a low VMT generating TAZ (3,413) as compared to the City baseline level (e.g., Project TAZ 2012 daily total VMT per service population = 28.60, which is lower than the

Plan, Policy, or Regulation	Project Consistency
	jurisdictional average 2012 daily total VMT per service population of 29.84).
CalGreen Building Code	<b>Consistent.</b> The Project will implement energy efficient designs and operational programs meeting or surpassing CCR Title 24 Building Standards, including but not limited to compliance with or betterment of energy conservation requirements identified at CCR Title 24, Part 6, Energy Code. Energy efficient designs and programs implemented by the Project reduce resources consumption with correlating reductions in stationary source emissions.
California Water Conservation in Landscaping Act of 2006 (AB 1881).	The project includes water efficient landscaping and complies with the maximum applied water allowance and the City's water conservation regulations
Solid Waste Reduction	<b>Consistent.</b> As required by PPP 4.19-1, the Project shall comply with Section 4.408 of the <i>2013 California Green Building Code Standards</i> , which requires new development projects to submit and implement a construction waste management plan.
General Plan Policy AQ 6.9: Support new mixed-use land use patterns with employment centers and community centers, which encourage community self-sufficiency and containment, promote efficient modes of travel, and help reduce automobile dependency.	<b>Consistent.</b> The Project site is providing employment opportunities to Jurupa Valley and the surrounding area.
General Plan Policy AQ 7.2: Encourage employee rideshare and transit incentives for employers with more than 25 employees at a single location and coordination with City incentives programs.	Consistent. The Project site is located proximate to existing and proposed major roadways, acting to generally reduce vehicle trip lengths, thereby reducing mobile source emissions.

Based on Table 4.8-2, the Project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases

**Level of Significance:** Less than significant.

## 4.9 - Hazards And Hazardous Materials

The following analysis is based in part on the following technical reports:

- *Phase I Environmental Site Assessment, 7.92 Acre Parcel of Land, 5692 26<sup>th</sup> Street, Jurupa Valley*, HEI Corporation, August 28, 2020 and is included as Appendix I to this Initial Study;

Threshold 5.9(a) (b)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			■	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			■	
<i>Significance Criteria:</i> 1) The project handles a hazardous material or mixture containing a hazardous material (see definitions above) that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq. 2) The project handles or store hazardous materials in a quantity equal or greater to the amounts specified by Health and Safety Code §25507 <b>and</b> is located within designated 100- or 500-year flood zones.				

### Impact Analysis

#### *Plans, Policies, and Programs*

The following applies to the Project and would reduce impacts relating to the routine transport, use, or disposal of hazardous materials. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 4.9-1 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).

#### *Existing Hazardous Materials*

The Subject Property is a mostly undeveloped 7.92-acre parcel of land. A small, vacant structure, as well as a semi-truck, a mobile office and two truck trailers, were located on the site.

Additionally, it appeared that horses has grazed on the site recently. The following summarizes the results of the site inspection relative to hazardous materials:

- No use or storage of hazardous materials was observed on the property.
- There is no indication that polychlorinated biphenyls (PCBs) were used or stored at the property related to transformers.
- Hazardous wastes were not observed on the property. There is no documentation to indicate that hazardous wastes were generated on the property in the past.
- There is one structure on the property which is of concrete block construction. It appeared to have been a garage, and there were no improvements containing asbestos.
- There is no indication that the soil or groundwater on the property has been impacted. There is one Leaking Underground Storage Tank (LUST) site within 0.25 miles of the property. On the adjoining property to the northeast, at 2542 Avalon Street, only the soil was affected by an unauthorized release of gasoline. This LUST case was closed in 2001. Therefore, it is unlikely that vapor intrusion or vapor encroachment would be of concern for the subject property.

In summary, the Project does not contain existing hazardous materials that could be released during construction.

### *Construction Activities*

Heavy equipment that would be used during construction of the proposed Project would be fueled and maintained by substances such as oil, diesel fuel, gasoline, hydraulic fluid, and other liquid materials that would be considered hazardous if improperly stored or handled. In addition, materials such as paints, roofing materials, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. The potential for accidental releases and spills of hazardous materials during construction is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with future development that would be a reasonable consequence of the proposed Project than would occur on any other similar construction site.

Construction contractors are required to comply with 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. As such, impacts due to construction activities would not cause a significant hazard to the

public or the environment through the routine transport, use, or disposal of hazardous materials. A less than significant impact would occur.

### *Operational Activities*

The Project will provide short-term and long-term storage for food products requiring refrigeration. Because of the amount of refrigerant that will be used the site, a Hazardous Materials Business Emergency Plan may be required by the Riverside County Department of Environmental Health. The plan will contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of by the cold storage facility.

**Level of Significance:** Less than significant.

Threshold 4.9 (c) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			■	
<i>Significance Criteria: The project site is located within ¼th mile of an existing public or private school <b>and</b> the project handles a hazardous material or mixture containing a hazardous material (see definitions above) that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq.</i>				

### **Impact Analysis**

#### *Plans, Policies, or Programs (PPP)*

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

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 Fremont Elementary School located approximately 2 miles southeast of the Project site. In addition, as discussed in the responses to issues 4.9 (b) and 4.9 (c) above, all hazardous or potentially hazardous materials would comply with all applicable federal, State, and local agencies and regulations with respect to hazardous materials.

Threshold 4.9 (d) Would the Project	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				■
<i>Significance Criteria: The project site is identified on any of the following: 1) List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database; List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database; List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit.; List of "active" CDO and CAO from Water Board; or 5) List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.</i>				

### Impact Analysis

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State and local agencies to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites pursuant to Government Code Section 65962.5. Below are the data resources that provide information regarding the facilities or sites identified as meeting the Cortese List requirements.

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database.
- List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database.
- List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit.
- List of "active" CDO and CAO from Water Board.
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

Based on a review of the Cortese List maintained by the California Environmental Protection Agency the Project site is not identified on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.<sup>21</sup>

<sup>21</sup> California Environmental Protection Agency, Cortese List Data Resources, <https://calepa.ca.gov/sitecleanup/corteselist/>, accessed August 20, 2020.

**Level of Significance: No impact.**

Threshold 4.9 (e) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 or excessive noise for people residing or working in the Project area?				■
<i>Significance Criteria: The project is located within a compatibility zone of the Flabob Airport, Riverside Municipal Airport and does not meet the Compatibility Criteria for Land Use Actions identified in the applicable Airport Land Use Compatibility Plan for the airport.</i>				

### Impact Analysis

The nearest airport is Flabob Airport located approximately 1.5 miles southwest of the Project site. According to *Map FL-1, Flabob Airport Land Use Compatibility Plan*, the Project site is not located within an airport compatibility zone.<sup>22</sup>

**Level of Significance: No impact.**

Threshold 4.9 (f) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			■	
<i>Significance Criteria: The project may have a significant impact if: 1) The project is inconsistent with the City of Jurupa Valley Local Hazard Mitigation Plan and the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan; any required street improvements do not meet General Plan and/or City standards; or 3) the project has less than two (2) routes for emergency egress and regress (unless otherwise allowed by the Fire Department)</i>				

### Impact Analysis

Access to the Project site is proposed from Rubidoux Boulevard with a secondary emergency vehicle access from Avalon Street. The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation,

<sup>22</sup> Riverside County Airport Land Use Commission, *Flabob Airport Land Use Compatibility Plan*, December 2004. Available at: <http://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/14-%20Vol.%201%20Flabob.pdf>

the Project would be required to maintain adequate emergency access for emergency vehicles from Rubidoux Boulevard and Avalon Street.

The following roadway improvements are proposed:

- Rubidoux Boulevard is a paved, City-maintained street with curb and gutter. Half-width street improvements along the project frontage are required in conformance with County of Riverside Transportation Department Standard Drawing No. 93 (38ft/59ft).
- Avalon Street is a paved, City-maintained road with curb and gutter. Avalon Street is identified as a local road on the City's General Plan. Full width pavement improvements will be required. Street improvements along the project frontage will be required to provide, but not limited to, landscaped parkway, 5-foot sidewalk, AC berm. The Applicant will be required to provide Bike Lane (Class III) path along Avalon Street; as identified on the City's Circulation Master Plan for Bicyclists & Pedestrians.

The above described improvements will 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.

**Level of Significance:** Less than significant.

Threshold 4.9 (g) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				■
<i>Significance Criteria: The project is located within a "High" fire hazard zone per General Plan Figure 8-11: Wildfire Severity Zones in Jurupa Valley.</i>				

## Impact Analysis

According to the General Plan<sup>23</sup>, the Project site is not located within a high wildfire hazard area. (Also refer to analysis under Issue 4.20, Wildfire.

**Level of Significance:** No impact.

<sup>23</sup> City of Jurupa Valley, General Plan Safety Element, Figure 8-10: Wildfire Severity Zones in Jurupa Valley.

## 4.10 Hydrology And Water Quality

The following analysis is based in part on the following technical reports:

- *West Coast Cold Storage, Preliminary Drainage Study*, Encompass Associates, Inc., dated February 25, 2020 and included as Appendix J to this Initial Study.
- *West Coast Cold Storage, Preliminary Water Quality Management Plan*, Encompass Associates, Inc., dated February 24, 2020 and included as Appendix K to this Initial Study.
- *Water and Sewer Will Serve Letter*, Rubidoux Community Services District, dated April 1, 2020 and is included at Appendix N to this Initial Study.

Threshold 4.10 (a) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		■		
<p><i>Significance Criteria (Water Quality Standards): The project is inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.</i></p> <p><i>Significance Criteria (Waste Discharge Requirements for onsite system): The project is inconsistent with Municipal Code Chapter 6.65. – Sewage Discharges.</i></p> <p><i>Significance Criteria (Waste Discharge Requirements): The project is inconsistent with any applicable Pre-Treatment Ordinance required by the water agency that serves the project.</i></p>				

### Impact Analysis

#### *Plans, Policies, or Programs (PPP)*

The following apply to the Project and would reduce impacts relating water quality and waste discharge requirements. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 4.10-1 As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls, Section B (1)*, 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.

- PPP 4.10-2 As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls, Section B (2)*, 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.
- PPP 4.10-3 As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls, Section C*, 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.
- PPP 4.10-4 As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls, Section E*, 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.

### Water Quality Standards

The Porter-Cologne Water Quality Control Act<sup>24</sup> defines water quality objectives (i.e. standards) as “...the limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses of water or the prevention of nuisance within a specific area”[(§13050 (h))].<sup>25</sup>

### *Construction Impacts (Water Quality Standards)*

---

<sup>24</sup>

California Water Boards, *Porter-Cologne Water Quality Control Act*, January 2019. Available at: [https://www.waterboards.ca.gov/laws\\_regulations/docs/portercologne.pdf](https://www.waterboards.ca.gov/laws_regulations/docs/portercologne.pdf)

Construction of the Project would involve clearing, grading, paving, utility installation, building construction, and the installation of landscaping, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction activities in the absence of any protective or avoidance measures.

The Municipal Code requires the Project to obtain a National Pollutant Discharge Elimination System Municipal Stormwater Permit for construction activities<sup>26</sup>. The permit is required for all Projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area.

Compliance with the permit requires the preparation and implementation of a Storm Water Pollution Prevention Plan for construction-related activities, including grading. The plan would specify the measures that would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the site.

#### *Operational Impacts (Water Quality Requirements)*

Storm water pollutants commonly associated with the type of land uses that could occupy the proposed buildings include sediment/turbidity, nutrients, trash and debris, oxygen-demanding substances, organic compounds, bacteria and viruses, oil and grease, and pesticides.

Pursuant to the requirements of the Municipal Code<sup>27</sup>, a Water Quality Management Plan (WQMP) is required for managing the quality of storm water or urban runoff that flows from a developed site after construction is completed and the facilities or structures are occupied and/or operational. The Plan prepared for the Project (Appendix K), proposes to divert surface runoff to underground infiltration systems.

#### Waste Discharge Requirements

Waste Discharge Requirements are issued by the Santa Ana Regional Board under the provisions of the California Water Code, Division 7 “Water Quality,” Article 4 “Waste Discharge Requirements.”<sup>28</sup> These requirements regulate the discharge of wastes which are not made to surface waters, but which may impact the region’s water quality by affecting underlying groundwater basins. Discharge requirements are issued for Publicly Owned Treatment Works’

---

<sup>26</sup> City of Jurupa Valley, *Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls*. Available at:

[https://library.municode.com/ca/jurupa\\_valley/codes/code\\_of\\_ordinances?nodeId=TIT6HESA\\_CH6.05STWAURRUMADICO](https://library.municode.com/ca/jurupa_valley/codes/code_of_ordinances?nodeId=TIT6HESA_CH6.05STWAURRUMADICO)

<sup>27</sup> Ibid.

<sup>28</sup> California Water Boards, *Waste Discharge Requirements Program*, July 3, 2020. Available at:

[https://www.waterboards.ca.gov/water\\_issues/programs/waste\\_discharge\\_requirements/](https://www.waterboards.ca.gov/water_issues/programs/waste_discharge_requirements/)

wastewater reclamation operations, discharges of wastes from industries, subsurface waste discharges such as septic systems, sanitary landfills, dairies, and a variety of other activities which can affect water quality.

### *Operational Impacts (Waste Discharge Requirements)*

The Rubidoux Community Services District has implemented a Pretreatment Program.<sup>29</sup> Pretreatment is a process in which certain dischargers are monitored and required to use proven pollution control techniques to remove pollutants from their sewage before discharging into the sewer collection system. With mandatory compliance with the Pretreatment Program, impacts related to waste discharge requirements are less than significant.

**Level of Significance:** With implementation of PPP 4.10-1 through 4.10-4, impacts are **less than significant**.

Threshold 4.10 (b) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			■	
<i>Significance Criteria: If the project's water supply comes from an adjudicated basin and the basin is not classified as "high" or "medium priority" by the Sustainable Groundwater Management Act, impacts are presumed to be less than significant absent substantial evidence to the contrary.</i>				

## Impact Analysis

### *Groundwater Supplies*

Water service would be provided to the Project site by the Rubidoux Community Services District ("District"). According to the District's *Draft 2015 Urban Water Management Plan*, the sole source of potable water supply for the District and for all water users in the Rubidoux Community is groundwater extracted from the southern portion of the Riverside-Arlington Subbasin (also referred to herein as the Riverside Basin) of the Upper Santa Ana Valley Groundwater Basin. The Basin encompasses the District's entire service area. The District expects that groundwater extracted from the Basin by six potable and six non-potable (irrigation only) groundwater wells will continue to be its primary (and possibly only) source of water through the year 2040, and possibly beyond.

<sup>29</sup> <https://www.rcsd.org/pretreatment>

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."

### *Sustainable Groundwater Management*

The Sustainable Groundwater Management Act requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. The act requires the prioritization of basins and subbasins based on a variety of factors such as population and number of water wells in a basin. Basins are ranked from very-low to high-priority. Basins ranking high- or medium-priority are required to form Groundwater Sustainability Agencies to manage basins sustainably and requires those agencies to adopt Groundwater Sustainability Plans.

According to the SGMA Prioritization Dashboard the Upper Santa Ana Valley- Chino Groundwater Basin has a prioritization classification of Very Low<sup>30</sup>. Therefore, the basin is not subject to a Sustainable Groundwater Water Management program and will not substantially impede sustainable groundwater management of the basin

### *Level of Significance. Less than significant.*

Threshold 4.10 (c). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
(i) Result in substantial erosion or siltation on- or off-site?			■	
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			■	

<sup>30</sup> Department of Water Resources, *SGMA Basin Prioritization Dashboard*, <https://gis.water.ca.gov/app/bp-dashboard/final/>, accessed August 30, 2020.

Threshold 4.10 (c). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			■	
(iv) Impede or redirect flood flows?			■	

## Impact Analysis

### Existing Condition

The existing condition for the property includes about 3 acres of off-site run-on, for a total of 11 acres, all of which sheet flows to the southwest to the existing business south of the Project site. The 100-year runoff in the existing condition is approximately 23 cfs.

### Proposed Condition

Proposed drainage is overland and by sheet flow generally in a southwesterly direction. The Project is subject to off-site run-on from the existing residences to the northeast. Runoff from these properties will be allowed to enter and pass through the Project via openings in the proposed property line block wall. In the developed condition, runoff is mostly being re-directed to either two (2) on-site infiltration basins or one (1) infiltration trench before discharging to Rubidoux Boulevard and Avalon Street. During construction, the Project is also required to implement a Stormwater Pollution Control Plan per PPP 4.10-1.

As proposed, the design of the storm drain system will not result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows.

**Level of Significance.** With implementation of PPP 4.10-1 through 4.10-2, impacts are **less than significant**.

Threshold 4.10 (d). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				■
<i>Significance Criteria: If the project is not located within a flood hazard zone, tsunami inundation zone or near a water body capable of producing a seiche, the project is presumed to have no impact absent substantial evidence to the contrary.</i>				

### Impact Analysis

According to the General Plan<sup>31</sup>, the Project site is not located within a flood hazard zone. According to the California Department of Conservation, California Official Tsunami Inundation Maps<sup>32</sup>, the site is not located within a tsunami inundation zone. In addition, the Project would not be at risk from seiche because there is no water body in the area of the Project site capable of producing as seiche.

**Level of Significance: No impact.**

Threshold 4.10 (e) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			■	
<i>Significance Criteria (Water Quality Plan): Would the project obstruct implementation of the Santa Ana Region Basin Plan?</i>				
<i>Significance Criteria (Groundwater Management Plan): If the project's water supply comes from an adjudicated basin and the basin is not classified as "high" or "medium priority" by the Sustainable Groundwater Management Act, impacts are presumed to be less than significant absent substantial evidence to the contrary.</i>				

<sup>31</sup> City of Jurupa Valley, General Plan Figure 8-9: Flood Insurance Rate Map (FIRM).

<sup>32</sup> California Department of Conservation, California Official Tsunami Inundation Maps, <https://www.conservation.ca.gov/cgs/tsunami/maps#:~:text=Coordinated%20by%20Cal%20OES%2C%20California,considered%20tsunamis%20for%20each%20area.,> accessed August 30, 2020.

## Impact Analysis

As discussed under Threshold 4.10 (a) and 4.10 (c), with implementation of the drainage system improvements and features as described, the Project will not conflict with or obstruct implementation of a water quality control plan.

As discussed under Threshold 4.10 (b) on p. 72, the Project site is not subject to a Sustainable Groundwater Water Management program and will not substantially impede sustainable groundwater management of the basin

**Level of Significance:** Less than significant.

## 4.11 Land Use And Planning

Threshold 4.11 (a)	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide a community?				■
<i>Significance Criteria: The project involves the construction of a new a new freeway, highway, or roadway or proposes the construction of any physical feature that would serve to impede the connectivity between parts of a cohesive neighborhood or community.</i>				

## Impact Analysis

An example of a Project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. The Project is in an area largely characterized by residential and industrial development. The Project site is approximately 7.92 acres in size and is in an area largely characterized by industrial development and residential development. To the northeast is Sierra Pacific Electric and single-family residences; to the northwest is a church and a roofing company; to the southeast is a construction business and single-family residential; and to the southwest is vacant land and car and truck parking. As such, the Project will not divide an established community.

**Level of Significance:** No impact.

Threshold 4.11 (b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?		■		
<i>Significance Criteria:: If the analysis in the Initial Study demonstrates that there are no significant environmental impacts, then the project is consistent with the General Plan, South Coast Air Quality Management District's Final 2016 Air Quality Management Plan, California Air Resources Board Scoping Plan, Western Riverside County Multiple Species Habitat Conservation Plan, Santa Ana Regional Water Quality Control Board's Santa Ana Region Basin Plan, and any other applicable plan whose purposes is to avoid or mitigate an environmental effect. Impacts are presumed to be less than significant absent substantial evidence to the contrary.</i>				

## Impact Analysis

### *Plans, Policies, or Programs (PPP)*

The applicable plans and policies relating to a 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, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect are described in the analysis below.

As demonstrated throughout this Initial Study/Mitigated Negative Declaration, the Project would not conflict with any applicable land use plan, policy, or regulation, including but not limited to, *General Plan, South Coast Air Quality Management District, Final 2016 Air Quality Management Plan, Western Riverside County Multiple Species Habitat Conservation Plan*, or the *Santa Ana Regional Water Quality Control Board's Santa Ana River Basin Water Quality Control Program* with implementation of the PPP's and Mitigation Measures throughout this Initial Study.

***Level of Significance:* Less than significant.**

## 4.12 Mineral Resources

Threshold 4.12 (a). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				■
<i>Significance Criteria:</i> The project is located within Mineral Resource Zone (MRZ) MRZ-1 or MRZ-2 as shown on General Plan Figure 4-16-Jurupa Valley Mineral Resources.				

### Impact Analysis

According to the General Plan<sup>33</sup> the Project site is located within Mineral Resource Zone (MRZ) 3, which is defined as “Areas containing known or inferred mineral occurrences of undetermined mineral resources significance.” However, no mineral resource extraction activity is known to have ever occurred on the Project site. Accordingly, 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.

**Level of Significance:** No impact. This issue **WILL NOT** be evaluated further in the EIR.

Threshold 4.12 (b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				■
<i>Significance Criteria:</i> The project site is located on land designated as Open Space, Mineral Resources (OS-MIN) by the General Plan.				

### Impact Analysis

The General Plan Open Space, Mineral Resources (OS-MIN) land use designation is intended for mineral extraction and processing and includes areas held in reserve for future mineral extraction and processing.<sup>34</sup> The Project site is delineated as Light Industrial (LI). Therefore, the Project is

<sup>33</sup> City of Jurupa Valley, *General Plan Figure 4-16: Jurupa Valley Mineral Resources*.

<sup>34</sup> City of Jurupa Valley, *General Plan Land Use Element*, p.2-28.

not delineated on the General Plan, a specific plan, or other land use plan as a locally important mineral resource recovery site.

**Level of Significance:** No impact.

## 4.13 Noise

The following analysis is based in part on the following technical reports:

- *West Coast Cold Storage, Noise Impact Analysis*, Urban Crossroads Inc., dated July 31, 2019 and included as Appendix L to this Initial Study.

Threshold 4.13 (a). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project more than standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			■	
<p><i>Significance Criteria: The project may have a significant impact if:</i></p> <p><i>Construction: 1) The project is inconsistent with General Plan Policy NE 3.5: Construction Noise; and 2) Construction noise levels exceed the levels identified in the latest version of the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual.</i></p> <p><i>Operational Noise (Stationary): The project is inconsistent with General Plan Policy NE 1.3 New or Modified Stationary Noise Sources.</i></p> <p><i>Operational Noise (Transportation): Traffic generated by the project would result in a noticeable increase in roadway noise in the immediate vicinity of the subject property in areas where exterior noise is already in excess of City standards. A noticeable increase in roadway noise would occur in traffic noise increased by 3 dBA or more.</i></p>				

### Impact Analysis

#### Existing Ambient Noise Levels

Four ten-minute (10) ambient noise measurement was conducted at the Project site. The daytime ambient noise levels range from 49.2 dBA to 72.8 dBA. The nighttime ambient noise levels range from 46.6 dBA to 70.1 dBA.

#### Noise Receiver Locations

To describe the potential off-site Project noise levels, four receiver locations in the vicinity of the Project site were identified. (See Figure 4.13-1 on page 75).

Figure 4.13- 1: Noise Receiver Locations



The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated with Rubidoux Boulevard and Avalon Street. The 24-hour existing noise level measurement results are presented in Table 4.13-1 below.

**Table 4.13-1: 24-Hour Ambient Noise Levels at Receiver Locations**

Location	Description	Average Noise Level (dBA Leq)		CNEL
		Daytime	Nighttime	
L1	Located northeast of the Project site on 26th Street near existing single-family residential home at 5640 26th Street.	49.2	46.6	53.7
L2	Located east of the Project site on Rubidoux Boulevard across from existing single-family residential home at 2609 Rubidoux Boulevard.	72.8	70.1	77.3
L3	Located southwest of the Project site on Avalon Street near existing single-family residential home at 2764 Avalon Street.	62.3	58.8	66.3
L4	Located northwest of the Project site on Avalon Street across from existing church at 2625 Avalon Street.	62.1	60.0	67.1

Source: Noise Impact Analysis (Appendix L).

### Construction Noise Impact Analysis

The degree of construction noise may vary for different areas of the Project site and also vary depending on the construction activities. Noise levels associated with the construction will vary with the different phases of construction. The City relies upon data provided by Environmental Protection Agency regarding the noise generated characteristics of typical construction activities<sup>35</sup>. The data is presented in Table 4.13-3 on page 81.

<sup>35</sup> Federal Transit Agency, *Transit Noise and Vibration Assessment Manual*, September, 2018, [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf).

**Table 4.13-2: Typical Construction Equipment Noise Levels**

Type	Lmax (dBA) at 50 Feet
Backhoe	80
Grader, Dozer, Excavator, Scraper	85
Truck	88
Concrete Mixer	85
Pneumatic Tool	85
Pump	76
Saw, Electric	76
Air Compressor	81
Generator	81
Paver	89
Roller	74

Source: FTA Transit Noise and Vibration Impact Assessment Manual.

The City's criteria for determining if construction noise results in a significant CEQA impact is as follows:

1) *The project is inconsistent with General Plan Policy NE 3.5: Construction Noise which states: "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."*

Portions of the Project site are located within 200 feet of residential uses located to the north and east of the Project site. Therefore, the Project contractors must limit construction activities during the days and times required by Mitigation Measure NOI-1 on page 78.

2) *Construction noise levels exceed the levels identified in the latest version of the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual.*

Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the Project vicinity. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels will be loudest during grading phase. The construction noise levels are expected to range from 54.8 to 72.6 dBA Leq, and the highest construction levels are expected to range from 64.9 to 72.6 dBA Leq at the nearby receiver locations. The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA Leq significance threshold established by the *Federal*

*Transit Administration Transit Noise and Vibration Impact Assessment Manual*. Although construction noise levels do not exceed the noise thresholds, sensitive receptors adjacent to the Project site will be exposed to high noise levels. To reduce impacts to these sensitive receptors to the maximum extent feasible, the following mitigation measure is required.

### Mitigation Measure(s)

*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 be 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.*

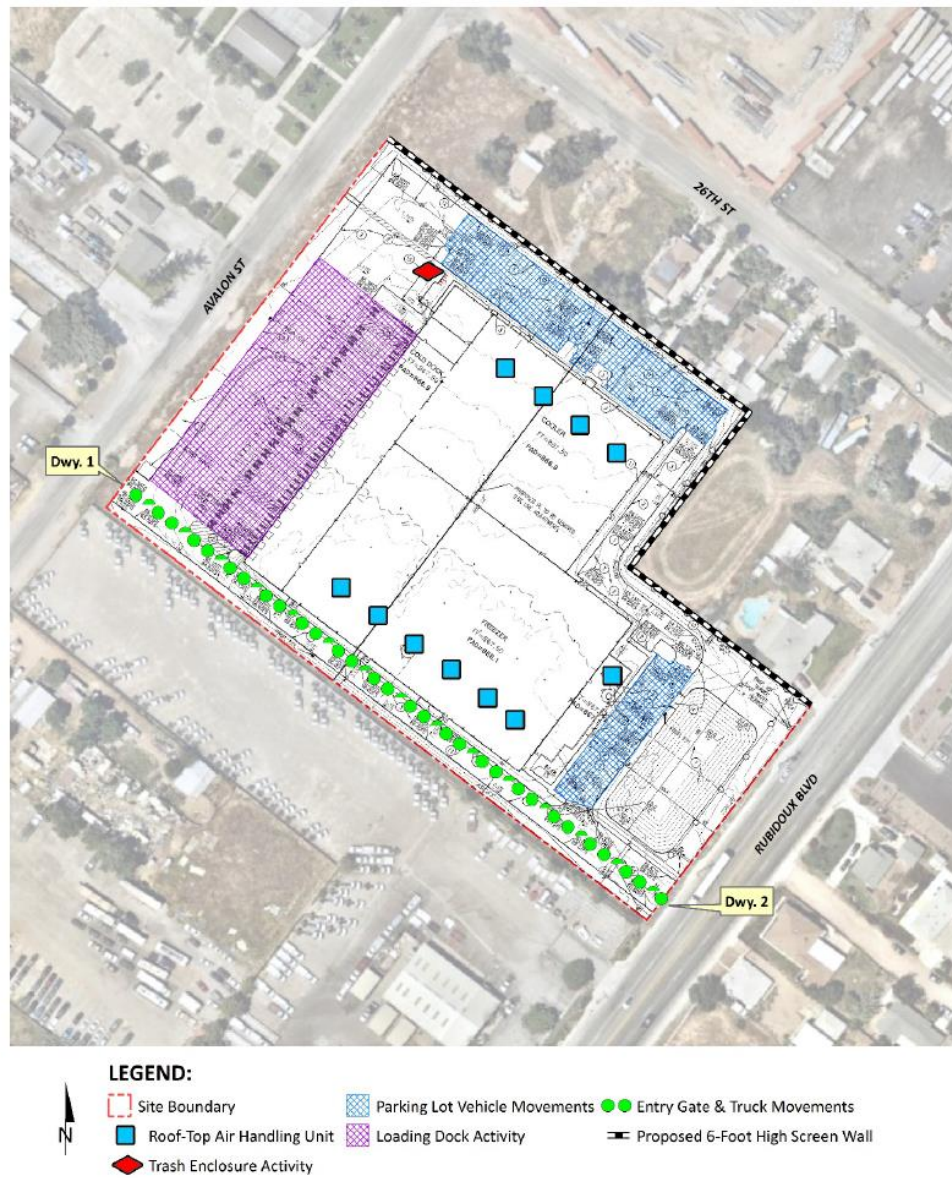
*c) All stationary construction equipment shall be placed in such a manner so that emitted noise is directed away from any sensitive receptors adjacent to the Project site.*

*d) Construction equipment staging areas shall be located the greatest distance between the staging area and the nearest sensitive receptors.”*

### *On-Site Operational Noise Impacts*

This operational noise analysis is intended to describe noise level impacts associated with the expected typical of daytime and nighttime activities at the Project site. The Project business operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The on-site Project-related noise sources are expected to include loading dock activity, entry gate & truck movements, roof-top air handling units, parking lot vehicle movements, and trash enclosure activity. The proposed hours of operation for the facility is 7 AM/8AM to 4 PM/5 PM, Monday through Saturday. Therefore, most of the Project related operational noise source activity will be limited to the daytime hours. Operational noise level locations are shown on Figure 4.13-2 on page 79.

Figure 4.13-2: Operational Noise Levels Leq (h)



Using the reference noise levels to represent the proposed Project operations that include loading dock activity, entry gate & truck movements, roof-top air handling units, parking lot vehicle movements, and trash enclosure activity, the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. Tables 4.13-3 shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. and the nighttime hours.

**Table 4.13-3: Operational Noise Levels (Night and Day)**

Noise Source	Day			
	Operational Noise Levels by Receiver Location (dBA Leq)			
	R1	R2	R3	R4
Loading Dock Activity	32.8	26.9	53.7	54.5
Entry Gate & Truck Movements	14.6	31.8	41.2	30.8
Roof-Top Air Conditioning Units	41.0	42.5	38.2	35.4
Parking Lot Vehicle Movements	34.6	30.2	14.8	25.0
Trash Enclosure Activity	27.2	2.9	23.3	30.9
<b>Total Day (All Noise Sources)</b>	<b>42.5</b>	<b>43.2</b>	<b>54.1</b>	<b>54.6</b>
Noise Source	Night			
	Operational Noise Levels by Receiver Location (dBA Leq)			
	R1	R2	R3	R4
Loading Dock Activity	0.0	0.0	0.0	0.0
Entry Gate & Truck Movements	0.0	0.0	0.0	0.0
Roof-Top Air Conditioning Units	38.6	40.1	35.8	33.0
Parking Lot Vehicle Movements	0.0	0.0	0.0	0.0
Trash Enclosure Activity	0.0	0.0	0.0	0.0
<b>Total Night (All Noise Sources)</b>	<b>38.6</b>	<b>40.1</b>	<b>35.8</b>	<b>33.0</b>

Source: Noise Impact Analysis (Appendix L).

As shown on Table 4.13-4, the daytime hourly noise levels at the off-site receiver locations are expected to range from 42.5 to 54.6 dBA Leq and the nighttime hourly noise levels are expected to range from 33.0 to 40.1 dBA Leq.

General Plan Policy NE 1.3 states: *New or Modified Stationary Noise Sources. Noise created by new stationary noise sources, or by existing stationary noise sources that undergo modifications that may increase noise levels, shall be mitigated so as not exceed the noise level standards of Figure 7 - 3. This policy does not apply to noise levels associated with agricultural operations existing in 2017.*

As it applies to the Project, Figure 7-3 of the General Plan considers noise levels up to 60 dBA to be normally acceptable. Because the Project's operational noise levels do not exceed 60 dBA, impacts are less than significant.

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Project operational noise sources. Project-related operational noise level increases will satisfy the operational noise level increase significance criteria presented on Table 4-13-4.

**Table 4.13-4. Increase in On-Site Operational Noise**

Receiver Location	Reference Ambient Noise Levels	Combined Project & Ambient Noise Level	Project Increase	Threshold	Significant?
R1	49.2	50.0	0.8	3 dBA	No
R2	72.8	72.8	0.0	3 dBA	No
R3	62.3	62.9	0.6	3 dBA	No
R4	62.1	62.8	0.7	3 dBA	No

Source: Noise Impact Analysis (Appendix L).

### *Off-Site Operational Traffic Noise Impacts*

According to Caltrans, the human ear is able to begin to detect sound level increases of 3 decibels (dB) in typical noisy environments.<sup>36</sup> A doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dBA increase in sound, would generally be barely detectable.

Existing average daily traffic volumes traffic volumes along Rubidoux Boulevard adjacent to the Project site is 24,300 vehicles. The Project is anticipated to generate a total of 390 vehicle trip-ends per day. As such, the Project will not double the traffic volumes on Rubidoux Boulevard.

### **Conclusion**

With implementation of Mitigation Measure NOI-1 and PPP 4.13-1, the Project's noise impacts will not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project more than standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

***Level of Significance:* Less than significant.**

<sup>36</sup> Caltrans, Traffic Noise Analysis Protocol, April 2020, p.7-1.

Threshold 4.13 (b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Generation of excessive ground borne vibration or groundborne noise levels?			■	
<i>Significance Criteria: The project may have a significant impact if it creates construction or operational vibration in excess of 0.20 PPV inch/second adjacent to or within one-quarter mile of sensitive receptors.</i>				

## Impact Analysis

This analysis focuses on the potential ground-borne vibration associated with vehicular traffic and construction activities. Ground-borne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity.

However, while vehicular traffic is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used. Ground vibration levels associated with various types of construction equipment are summarized on Table 4.13-5.

**Table 4.13-5: Vibration Source Levels for Construction Equipment**

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089

*Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.*

Table 4.13-6 on page 83 presents the expected typical construction equipment vibration levels at the nearest receiver locations. At distances ranging from 23 feet to 189 feet from typical Project construction activities (at the Project site boundary), construction vibration velocity levels are estimated to range from 0.004 to 0.101 PPV (in/sec). Based on the City of Jurupa Valley vibration standards, the unmitigated Project construction vibration levels will satisfy the 0.2 PPV (in/sec) threshold at all the nearby sensitive receiver locations.

Therefore, the vibration impacts due to Project construction are considered less than significant. Further, vibration levels at the site of the closest sensitive receiver are unlikely to be sustained

during the entire construction period but will occur rather only during the times that heavy construction equipment is operating simultaneously adjacent to the Project site perimeter. Moreover, construction at the Project site will be restricted to daytime hours consistent with City requirements thereby eliminating potential vibration impacts during the sensitive nighttime hours.

**Table 4.13-6: Project Construction Vibration Levels**

Receiver	Distance to Const. Activity (Feet)	Receiver PPV Levels (in/sec)					Threshold (PPV)	Threshold Exceeded?
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
R1	24'	0.003	0.037	0.081	0.095	0.095	0.2	No
R2	23'	0.003	0.040	0.086	0.101	0.101	0.2	No
R3	189'	0.000	0.002	0.004	0.004	0.004	0.2	No
R4	131'	0.000	0.003	0.006	0.007	0.007	0.2	No

Source: Noise Impact Analysis (Appendix I).

**Level of Significance:** Less than significant.

Threshold 4.13 (c). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
For a project located within the vicinity of a private airstrip or 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?			■	

## Impact Analysis

The Project is a cold storage warehouse and will not expose people to aircraft noise. In addition, the nearest airport is Flabob Airport located approximately 1.5 miles southeast of the Project site. According to *Map FL-1, Flabob Airport Land Use Compatibility Plan*, the Project site is not located within a designated Noise Impact Zone, so there is no existing aircraft noise impacts affecting the site that would be exacerbated and thereby expose workers to excessive noise levels.<sup>37</sup>

**Level of Significance:** Less than significant impact.

<sup>37</sup> Riverside County Airport Land Use Commission, *Flabob Airport Land Use Compatibility Plan, Noise Compatibility Contours*, December, 2004. Available at: <http://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/14-%20Vol.%201%20Flabob.pdf>

## 4.14 Population And Housing

Threshold 4.14 (a). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Induce substantial unplanned 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)?			■	
<i>Significance Criteria: The project is in an area that is currently undeveloped or unserved by major infrastructure, and the project would introduce unplanned infrastructure that was not previously evaluated in the General Plan.</i>				

### Impact Analysis

The Project would not directly result in population growth because it does not propose any residential dwelling units.

According to the General Plan, the City is a net exporter of jobs, with more residents working outside the City than non-residents working inside the City.<sup>38</sup> (General Plan p. 11-3.). Thus, it is anticipated that new employees generated by the Project would be within commuting distance and would not generate needs for any housing.

Typically, 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 Jurupa Community Services District. No additional water or sewer infrastructure will be needed to serve the Project other than connection to the existing water and sewer lines in the immediate vicinity of the Project site.

In addition, the analysis in Section 4.14, *Public Services*, of this 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.

**Level of Significance:** Less than significant.

<sup>38</sup> City of Jurupa Valley, *General Plan Economic Sustainability Element*, p.11-3.

Threshold 4.14 (b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				■

### Impact Analysis

The Project site contains does not contain any residential units. Therefore, implementation of the Project would not displace a substantial number of existing housing, nor would it necessitate the construction of replacement housing elsewhere.

**Level of Significance:** No impact.

## 4.15 Public Services

Threshold 4.15 (a). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No 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 any of the public services:				
1) Fire protection?			■	
2) Police protection?			■	
3) Schools?			■	
4) Parks?			■	
5) Other public facilities?			■	
Significance Criteria:				
<u>1) Fire:</u> The project substantially affects Fire-Rescue response times (i.e., increase the existing response times in the project area) to the degree that new or altered fire facilities are required to meet the response times as listed in the				

Threshold 4.15 (a). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>County Fire Protection Master Plan or similar performance standard document adopted by the Riverside County Fire Department.</p> <p>2) <u>Police</u>: The project cannot be served by existing Sheriff Department resources and new or altered sheriff facilities are required to serve the project.</p> <p>3) <u>Schools</u>: As required by §65995 of the Government Code, a project is required to pay any applicable school district fee following protocol for impact fee collection required by that district. The payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services.</p> <p>4) <u>Parks</u>: The project will result in creating park deficiencies in the area resulting in the need for new or altered park facilities that are not off-set by the payment of development impact fees or the dedication of parkland.</p> <p>5) <u>Other Public Facilities</u>: The project will result in creating deficiencies to other public facilities the area that are not off-set by the payment of development impact fees.</p>				

## FIRE PROTECTION

### Impact Analysis

#### *Plans, Policies, or Programs (PPP)*

The following apply to the Project and would reduce impacts relating to fire protection. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 4.15-1 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.
- PPP 4.15-2 As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee that the City can use to improve public facilities and/or, to offset the incremental increase in the demand for public services that would be created by the Project.

The Riverside County Fire Department provides fire protection services to the Project area. The Project would be primarily served by the Rubidoux Fire Station No. 18 located approximately 1.9 roadway miles southwest of the Project site at 5721 Mission Boulevard.

Development of the Project would impact fire protection services by placing an additional demand on existing fire protection 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.

In addition, as required by the City's Inter-Agency Project Review Request process, the Project plans were routed to the Fire Department for review and comment on the impacts to providing fire protection services. The Fire Department did not indicate that the Project would result in the need for new or physically altered fire facilities in order to maintain acceptable service ratios, response times or other performance objectives.

Furthermore, the Municipal Code requires payment of the Development Impact Fee to assist the City in providing for fire protection services.<sup>39</sup> 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.

Based on the above analysis, with implementation of PPP 4.14-1 and PPP 4.14-2, impacts related to fire protection are less than significant.

***Level of Significance:* Less than significant.**

## **POLICE PROTECTION**

### **Impact Analysis**

#### *Plans, Policies, or Programs (PPP)*

The following applies to the Project and would reduce impacts relating to police protection. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 4.15-2      As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee that the City can use to improve public facilities and/or, to offset the incremental increase in the demand for public services that would be created by the Project.

---

<sup>39</sup> City of Jurupa Valley, *Municipal Code Chapter 3.75, Development Impact Fee*, June 10, 2020. Available at: <https://www.jurupavalley.org/168/Municipal-Code>

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, CA. The Project would increase the demand for police protection services. The Municipal Code requires payment of the Development Impact Fee to assist the City in providing for public services, including police protection services<sup>40</sup>. 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.

In addition, as required by the City's Inter-Agency Project Review Request process, the Project plans were routed to the Sheriff's Department for review and comment on the impacts to providing police protection services. The Sheriff's Department did not indicate that the Project would result in the need for new or physically altered sheriff facilities in order to maintain acceptable service ratios, response times or other performance objectives.

Based on the above analysis, with implementation of PPP 4.15-2, impacts related to police protection are less than significant.

***Level of Significance:* Less than significant.**

## **SCHOOLS**

### **Impact Analysis**

#### *Plans, Policies, or Programs (PPP)*

The following applies to the Project and would reduce impacts relating to schools. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.15-3      Prior to the issuance of building permits, the Project Applicant shall pay required development impact fees to the Jurupa Unified School District following protocol for impact fee collection.

The Project does not propose any housing and would not directly create 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.

---

<sup>40</sup> Ibid.

Based on the above analysis, with implementation of PPP 5.15-3, impacts related to schools are less than significant.

***Level of Significance:*** Less than significant.

## **PARKS**

### **Impact Analysis**

#### *Plans, Policies, or Programs (PPP)*

The following applies to the Project and would reduce impacts relating to parks. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.15-4 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.

The Project will not create an additional need for housing thus directly increasing the overall population of the City and generating additional need for parkland. The payment of development impact fees will reduce any indirect Project impacts related to parks.

Based on the above analysis, with implementation of PPP 4.15-4, impacts related to parks are less than significant.

***Level of Significance:*** Less than significant.

## **OTHER PUBLIC FACILITIES**

### **Impact Analysis**

#### *Plans, Policies, or Programs (PPP)*

The following apply to the Project and would reduce impacts relating to parks. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.15-2 above is applicable to the Project.

As noted in the response to Issue 4.14(a), *Population and Housing*, of this Initial Study, development of the Project would not result in a direct increase in the population of the Project

area and 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 Municipal Code requires payment of the Development Impact Fee to assist the City in providing for public services. Payment of the Development Impact Fee would ensure that the Project provides fair share of funds for additional public services. These funds may be applied to the acquisition and/or construction of public services and/or equipment.<sup>41</sup>

Based on the above analysis, with implementation of PPP 4.14-2 above, impacts related to other public facilities are less than significant.

**Level of Significance:** Less than significant.

## 4.16 Recreation

Threshold 4.16 (a). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No 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?				■
<i>Significance Criteria: The project proposes a General Plan Amendment which could result in an increase in population over that projected in the adopted General Plan and the project will result in an increase in the of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.</i>				

### Impact Analysis

#### *Plans, Policies, or Programs (PPP)*

The following applies to the Project and would reduce impacts relating to other public facilities. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.16-1 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.

<sup>41</sup> Ibid.

The Project would not cause a substantial physical deterioration of any recreational facilities or would accelerate the physical deterioration of any recreational facilities because the Project does not propose residential dwelling units which would increase the population that would use parks and other recreational facilities. The payment of Development Impact Fees will reduce any indirect Project impacts related to recreational facilities.

**Level of Significance:** No impact.

Threshold 4.16 (b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				■
<p><i>Screening Criteria: If the project is a non-residential project and does not include on-site or off-site recreational facilities it may be presumed to have no impact absent substantial evidence to the contrary.</i></p> <p><i>Significance Criteria: If a project includes recreational facilities or requires the construction or expansion of recreational facilities, significant impacts may occur if any of the Significance Thresholds identified in these Guidelines are exceeded.</i></p>				

### Impact Analysis

As noted in the response to Issue 4.16(a) above, the Project does not propose any recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment. In addition, no offsite parks or recreational improvements are proposed or required as part of the Project.

**Level of Significance:** No impact.

## 4.17 Transportation

The following analysis is based in part on a technical reports titled:

- “*West Coast Cold Storage VMT Screening Evaluation*, Urban Crossroads Inc., which is dated June 9, 2020 and is included as Technical Appendix M to this Initial Study.
- “*West Coast Cold Storage Focused Traffic Analysis*, Urban Crossroads Inc., which is dated October 1, 2020 and is included as Technical Appendix N to this Initial Study.

Threshold 4.17(a). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			■	
<i>Significance Criteria: A project that is inconsistent with the General Plan Mobility Element policies pertaining to the roadway network (except for LOS), pedestrian and bicycle facilities, equestrian and multi-purpose trails network, and public transit may have a significant impact.</i>				

### Impact Analysis

The Project site is served by transit service by the Riverside Transit Agency (RTA) Routes 29 which runs along Rubidoux Boulevard. The Project is not proposing any improvements on Rubidoux Boulevard adjacent to the Project site that would interfere with current transit service.

Through the City’s project review process, policies, plans, and/or programs supporting alternative transportation would be reviewed and incorporated as applicable. Consequently, Project impacts related to non-vehicular traffic (i.e., transit service) will be less than significant, and no mitigation is required. The proposed Project will provide adequate pedestrian facilities, including upgrading the existing sidewalks along public streets abutting the site, as necessary. The Municipal Code also requires the Project to provide bicycle parking facilities<sup>42</sup>.

**Level of Significance:** Less than significant.

<sup>42</sup> City of Jurupa Valley, *Municipal Code Section 17.188.060*, June 10, 2020. Available at: <https://www.jurupavalley.org/168/Municipal-Code>

Threshold 4.17(b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			■	

### Impact Analysis

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt Vehicle Miles Traveled (VMT) as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate took effect July 1, 2020. Impacts related to LOS will be evaluated through the City's development review process apart from CEQA.

The *City of Jurupa Valley's Traffic Study Guidelines* provides details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than significant impact without conducting a more detailed analysis. The *Traffic Study Guidelines* describe a three-step screening procedure:

- Transit Priority Area (TPA) or High-Quality Transit Area (HQTa) Screening
- Low VMT Area Screening
- Project Type Screening

A land use project need only to meet one of the above screening thresholds to result in a less-than significant impact.

The Western Riverside Council of Governments (WRCOG), with support from the Southern California Association of Governments (SCAG), developed implementation guidance and a VMT impact screening tool. The Screening Tool uses the sub-regional travel demand model Riverside County Transportation Analysis Model (RIVTAM) to measure VMT performance within individual traffic analysis zones (TAZ's) within the region. The Project's physical location based on assessor's parcel number (APN) is input into the Screening Tool to determine project-generated VMT as compared to the City average. Based on the Screening Tool results, the Project is located within a low VMT generating TAZ (3,413) as compared to the City baseline level (e.g., Project TAZ 2012 daily total VMT per service population = 28.60, which is lower than the jurisdictional average 2012 daily total VMT per service population of 29.84).

As the Project meets the Low VMT Area Screening threshold, and need only meet this threshold to be presumed to have a less than significant transportation impact, no additional project-level VMT assessment is required.

**Level of Significance:** Less than significant.

Threshold 4.17( b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			■	
<p><i>Significance Criteria (Geometric Design Feature): A project that is inconsistent with the Improvement Standard Drawings for Road Standards maintained by the Public Works Department, may have a significant impact.</i></p> <p><i>Significance Criteria (Incompatible Use): The Project would be incompatible with existing development in the surrounding area to the extent that it would create a transportation hazard.</i></p>				

### Impact Analysis

Access to the site is already in place from the roadways abutting the Project site. The Project is proposing the following street improvements that will meet City standards:

- Rubidoux Boulevard is a paved, City-maintained street with curb and gutter. Half-width street improvements along the project frontage are required in conformance with County of Riverside Transportation Department Standard Drawing No. 93 (38ft/59ft).
- Avalon Street is a paved, City-maintained road with curb and gutter. Avalon Street is identified as a local road on the City's General Plan. Full width pavement improvements will be required. Street improvements along the project frontage will be required to provide, but not limited to, landscaped parkway, 5-foot sidewalk, AC berm. The Applicant will be required to provide Bike Lane (Class III) path along Avalon Street; as identified on the City's Circulation Master Plan for Bicyclists & Pedestrians.

In addition, the Project is located in an industrial area with some residential uses. The Project would not be incompatible with existing development in the surrounding area to the extent that it would create a transportation hazard because of an incompatible use.

**Level of Significance:** Less than significant.

Threshold 4.17(b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in inadequate emergency access?		■		
<i>Significance Criteria: 1) The project blocks roadways that provide emergency vehicle access during construction; or 2) The project does not provide adequate ingress and egress for emergency vehicles from adjacent roadways during operation.</i>				

### Impact Analysis

The Project would take access from Rubidoux Boulevard via proposed Driveway 1. There is a driveway on Avalon Street, however, this driveway is proposed to be gated and would serve as emergency vehicle access only. 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 Department, and County Sheriff's Department to ensure that adequate access to and from the site would be provided for emergency vehicles.

**Level of Significance:** Less than significant.

## 4.18 Tribal Cultural Resources

The following analysis is based in part on a technical report titled, "*Cultural Resources Study for The West Coast Cold Storage Project*", Brian F. Smith and Associates, Inc. which is dated July 23, 2020 and is included as Technical Appendix E to this Initial Study.

Threshold 4.18 (a) 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:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?				■

## Impact Analysis

The entire property appears to have been previously graded and is partially paved. The field survey resulted in the identification of a previously unrecorded historic garage at 5692 26th Street. (See Figures 4.5-1 and 4.5-2 on pages 38-39) No other surface cultural resources were observed during the survey.

The garage has been evaluated as not significant. While the structure is historic in age, it was not designed by an architect of importance, does not possess any architecturally important elements, it was not associated with any significant historic events, and the owners and occupants are not historically significant to the community. Based upon the conclusions reached during the evaluation, no mitigation measures or preservation are recommended for the historic structure recorded as Temp-1. No impacts to significant surface historic tribal cultural resources are present on the property. However, given the presence of Native American prehistoric sites recorded within one mile of the property, Mitigation Measure TCR-1 through TCR-5 are required.

**Level of Significance:** With implementation of Mitigation Measure TCR-1 through TCR-6, impacts are **less than significant**.

Threshold 5.18 (b) 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:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		■		

Tribal Cultural Resources consist of the following:

*1. A tribal cultural resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.*

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

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

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

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

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

The Planning Department notified the following California Native American Tribes per the requirements of AB52:

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

The Gabrieleño Band of Mission Indians – Kizh Nation, Soboba Band Luiseño Indians and the San Manuel Band of Mission Indians requested consultation and indicated that tribal cultural resources could be present on the site. As a result, the AB52 consultation process, the following mitigation measures are required:

### **Mitigation Measure(s)**

*TCR-1: Retain Registered Professional Archaeologist: Prior to the issuance of a grading permit, the Project Applicant shall retain a Registered Professional Archaeologist ("Project Archaeologist") to be on-call during all mass grading and trenching activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction.*

*TCR-2: Cultural Resources Management Plan: Prior to the issuance of a grading permit, the Project Archaeologist, in consultation with the Gabrieleño Band of Mission Indians – Kizh Nation, Soboba Band Luiseño Indians, and San Manuel Band of Mission Indians, the Project Applicant, and the City, shall develop a Cultural Resources Management Plan (CRMP), to address the implementation of the City's Tribal Cultural Resource Mitigation Measures TCR-3 through TCR6, including but limited to, timing, procedures and considerations for Tribal Cultural Resources*

during the course of ground disturbing activities that will occur on the project site. The CRMP shall also include the following measures:

1) A requirement to conduct a meter deep (or until a sterile layer) shovel test every 30m/100' spaced 30m/100' apart from each archaeologist walking in a straight line. The end result would create a grid pattern and 70 shovel tests. The CRMP shall be subject to final approval by the City of Jurupa Planning Department.

2) As requested by the Gabrieleño Band of Mission Indians – Kizh Nation, the Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources.

Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes.

If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]).

If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.

Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the

material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

TCR-3: Tribal Monitoring: Prior to the issuance of a grading permit, the Project Applicant shall provide the City of Jurupa Valley evidence of agreements with the consulting tribe(s), for tribal monitoring. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. The Project Applicant is also required to provide a minimum of 30 days advance notice to the tribes of all ground disturbing activities.

TCR-4: Treatment and Disposition of Inadvertently Discovered Tribal Cultural Resources: In the event that buried archaeological resources/Tribal Cultural Resources are uncovered during the course of ground disturbing activity associated with the project, all work must be halted in the vicinity of the discovery and the Project Archaeologist shall visit the site of discovery and assess the significance and origin of the archaeological resource in coordination with the consulting tribe(s). The following procedures will be carried out for treatment and disposition of the discoveries:

1) *Temporary Curation and Storage:* During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and

2) *Treatment and Final Disposition:* The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Jurupa Valley Department with evidence of same:

a) *Preservation-In-Place* of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources. This will require revisions to the grading plan, denoting the location and avoidance of the resource.

b) *Accommodate the process for onsite reburial* of the discovered items with the consulting 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; location information regarding the reburial location shall be included into the final report required under TCR-4. Copies of the report shall be provided to the City for their records, the Consulting Tribe(s), and the Eastern Informational Center.

c) *Curation. 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:*

*TCR-5: Final Reporting: In the event significant tribal cultural resources as defined by subdivision (c) of Public Resources Code Section 5024.1, or Tribal Cultural Resources as defined by Pub. Resources Code, § 21074 (a), are discovered on the Project site, prior to the issuance of an occupancy permit, the Project Proponent shall submit a Phase IV Cultural Resources Monitoring Report that complies with the County of Riverside Cultural Resources (Archaeological) Investigations Standard Scopes of Work for review and approval to the City of Jurupa Valley Planning Department. Once the report is determined to be adequate, the Project Proponent shall provide (1) copy to the City of Jurupa Valley Planning Department, and provide the City of Jurupa Valley, evidence that two (2) copies have been submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy has been submitted to the Consulting Tribe(s) Cultural Resources Department(s). TCR-6: Discovery of Human Remains: In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).*

*TCR-6: Discovery of Human Remains: In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).*

**Level of Significance:** With implementation of Mitigation Measures TCR-1 through TCR-6, impacts are **less than significant**.

## 4.19 Utilities And Service Systems

The following analysis is based in part on a technical report titled, “Water and Sewer Will Serve Letter, Rubidoux Community Services District, which is dated April 1, 2020 and is included as Technical Appendix O to this Initial Study.

Threshold 4.19 (a). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?		■		
<i>Significance Criteria: A significant impact may occur if the if the installation of water, wastewater treatment, storm water drainage, electric power, natural gas, telecommunication facilities impacts any of the environmental topics in this Initial Study to a degree that impacts cannot be mitigated to less than significant levels.</i>				

## Impact Analysis

### *Plans, Policies, or Programs (PPP)*

There are no Plans, Policies, or Programs applicable to the Project relating to this issue

### *Water Facilities*

A water main pipeline will be connected to the existing water main in Rubidoux Boulevard.

### *Wastewater Treatment Facilities*

A sewer lateral pipeline will be connected to the existing sewer main in Avalon Street.

### *Storm Drainage Facilities*

Proposed drainage is overland and by sheet flow generally in a southwesterly direction. The Project is subject to off-site run-on from the existing residences to the northeast. Runoff from these properties will be allowed to enter and pass through the Project via openings in the proposed property line block wall. In the developed condition, runoff is mostly being re-directed to either two (2) on-site infiltration basins or one (1) infiltration trench before discharging to Rubidoux Boulevard and Avalon Street. During construction, the Project is also required to implement a Stormwater Pollution Control Plan per PPP 4.10-1.

### *Electric Power Facilities*

The Project will connect to the existing Southern California Edison electrical distribution facilities available in the vicinity of the Project site.

### Natural Gas Facilities

The Project will connect to the existing Southern California Gas natural gas distribution facilities available in the vicinity of the Project site.

### Telecommunication Facilities

Telecommunication facilities include a fixed, mobile, or transportable structure, including, all installed electrical and electronic wiring, cabling, and equipment, all supporting structures, such as utility, ground network, and electrical supporting structures, and a transmission pathway and associated equipment in order to provide cable TV, internet, telephone, and wireless telephone services to the Project site. Services that are not provided via satellite will connect to existing facilities maintained by the various service providers.

In summary, the installation of the facilities at the locations as described above are evaluated throughout this Initial Study. In instances where impacts have been identified, Plans, Policies, Programs (PPP) or Mitigation Measures (MM) are required to reduce impacts to less-than-significant levels. Accordingly, additional measures beyond those identified throughout this Initial Study would not be required.

**Level of Significance:** With the implementation the mitigation measures identified throughout this Initial Study, impacts are **less than significant**.

Threshold 4.19 (b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple years?			■	
<i>Significance Criteria: A significant impact may occur if the project results in the water purveyor (e.g. Jurupa Community Services District, Rubidoux Community Services District, Santa Ana Water Company) not being able to supply sufficient water for the project during normal, single-dry, and multiple-dry years over the next 25 years as described in their respective Urban Water Management Plans.</i>				

### Impact Analysis

Water use for the Project was estimated by using The California Emissions Estimator Model (CalEEMod). The model can be used to estimate water usage for analysis in CEQA documents. The Project is estimated to have a water demand of 29 million gallons per year (or 79,452 gallons per day).

Water service would be provided to the Project site by the Rubidoux Community Services District ("District"). According to the District's *Draft 2015 Urban Water Management Plan*, the sole source of potable water supply for the District and for all water users in the Rubidoux Community is groundwater extracted from the southern portion of the Riverside-Arlington Subbasin 1 (also referred to herein as the Riverside Basin) of the Upper Santa Ana Valley Groundwater Basin. The Basin encompasses the District's entire service area. The District expects that groundwater extracted from the Basin by six potable and six non-potables (irrigation only) groundwater wells will continue to be its primary (and possibly only) source of water through the year 2040, and possibly beyond.

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."

The District does not have an immediate concern with water supply reliability. Because the District's water supply is groundwater, which has historically not been impacted by seasonal or year-to-year climatic change, the District is not subject to short-term water shortages resulting from temporary dry weather conditions. In the foreseeable future, the District will continue to be reliant on local groundwater supplies. The District will develop additional groundwater extraction and groundwater treatment facilities as needed to ensure a continuous and adequate water supply for its service area.

The District issued a "Will Serve" letter dated April 1, 2020 (Appendix O). The Will Serve letter does not guarantee that the District will provide water to serve the Project, but rather is an indicator that the District has the potential to provide water provided that fees are paid and water improvements are constructed per the District's standards.

**Level of Significance:** Less than significant.

Threshold 4.19 (c). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			■	

Threshold 4.19 (c). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Significance Criteria: A significant impact may occur if the project results in the City of Riverside Water Quality Control Plant (RWQCP), which provides wastewater treatment services to the Jurupa Community Services District and the Rubidoux Community Services District, to exceed its capacity for wastewater treatment.</i>				

## Impact Analysis

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.

According to the *City of Riverside Wastewater Collection and Treatment Facilities Integrated Master Plan, February 2008*, the historic average flow treated at the Riverside Water Quality Control Plant is 96.6 gallons per capita per day<sup>43</sup>. Assuming 51 employees, the estimated wastewater flow generated by the Project is 4,928 gallons per day.

The current capacity of the RWQCP is 40 million gallons per day (approximately 123 acre-feet per day). As such, the Project represents 0.01% of the daily flow treated at the plant. The District 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 at the plant 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.

Sewer service is available to serve the Project by connecting to the existing sewer main pipeline in Avalon Street. The District issued a “Will Serve” letter dated April 1, 2020. The Will Serve letter does not guarantee that the District will provide sewer service for the Project, but rather is an indicator that the District has the potential to provide sewer service provided that fees are paid and sewer improvements are constructed per the District’s standards.

**Level of Significance:** Less than significant.

<sup>43</sup> <https://riversideca.gov/pworks/pdf/masterplan-wastewater/Vol%20-%20Ch%2003%20-%20Population%20and%20Flow%20Projections.pdf>. P 3-5.

Threshold 4.19 (d). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Generate solid waste more than State or local standards, or more than the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			■	
<p>Significance Criteria: A project may have a significant impact if it does not participate in programs intended to meet waste diversion requirements of the General Plan as stated below:</p> <ul style="list-style-type: none"> <li>CSSF 2.67 <u>Waste Diversion</u>. Achieve at least the minimum construction and demolition waste diversion requirement of 75%.</li> <li>State legislation (AB 341) mandates businesses and public entities generating four (4) cubic yards or more of waste per week and multifamily residential dwellings with five (5) units or more to recycle.</li> </ul>				

## Impact Analysis

### *Plans, Policies, or Programs (PPP)*

The following apply to the Project and would reduce impacts relating to landfill capacity. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 4.19-1 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.

Solid waste from Jurupa Valley is transported to the Robert A. Nelson Transfer Station and Material Recovery Facility at 1830 Agua Mansa Road. From there, recyclable materials are transferred to third-party providers, and waste materials are transported to various landfills in Riverside County. Solid waste generated during long-term operation of the Project would primarily be disposed at the Badlands Sanitary Landfill and/or El Sobrante Landfill. Table 4.19-1 on page 106 describes the capacity and remaining capacity of these landfills.

**Table 4.19-1. Capacity of Landfills Serving Jurupa Valley**

Landfill	Capacity (cubic yards)	Remaining Capacity (cubic yards)	Closure Date
Badlands Sanitary Landfill	34,400,000	15,748,789	1/1/2022
El Sobrante Landfill	209,910,000	143,977,170	1/1/2051

Source: CalRecycle, SWIS Facility/Site Activity Details website, July 2020.

### Construction Related Impacts

The California Green Building Standards Code ("CAL Green"), requires all newly constructed buildings to prepare a Waste Management Plan and divert construction waste through recycling and source reduction methods. The City of Jurupa Valley Building and Safety Department reviews and approves all new construction projects required to submit a Waste Management Plan. Mandatory compliance with CAL Green solid waste requirements as required by PPP 4.19-1 will ensure that construction waste impacts are less than significant.

In addition, as shown in Table 4.19-1 above, the landfills serving the Project site receive well below their maximum permitted daily disposal volume and demolition and construction waste generated by the Project is not anticipated to cause these landfills to exceed their maximum permitted daily disposal volume. Furthermore, none of these regional landfill facilities are expected to reach their total maximum permitted disposal capacities during the Project's construction period. As such, these regional landfill facilities would have sufficient daily capacity to accept construction solid waste generated by the Project.

### Operational Related Impacts

Based on solid waste generation usage obtained from the Project's *Air Quality and Greenhouse Gas Impact Study* (Appendix A), , the Project would generate approximately 119 tons of solid waste per year or 0.32 tons per day.

Table 4.19-2 compares the Project's waste generation against the remaining landfill capacity

**Table 4.19-2: Project Waste Generation Compared to Landfill Daily Throughput**

Landfill	Landfill Daily Throughput (tons per day)	Project Waste (tons per day)	Project Percentage of Daily Throughput
Badlands Sanitary Landfill	4,800	0.32	0.0006%
El Sobrante Landfill	16,054	0.32	0.0001%

Source: Cal Recycle, SWIS Facility/Site Activity Search, October 3, 2020.

As shown on Table 4.19-3, the Project's solid waste generation will add a minimal amount of additional solid waste of the remaining capacity of the Badlands Sanitary Landfill or the El Sobrante Sanitary Landfill. As such, the Project is not anticipated to cause these landfills to exceed their remaining capacities .

In addition, the Municipal Code 6.77.015. - *Mandatory Commercial Recycling*, requires commercial businesses to arrange for recycling services, consistent with state and local laws, rules, regulations, and requirements to reduce the amount of solid waste processed at landfills<sup>44</sup>.

**Level of Significance:** Less than significant.

Threshold 4.19 (e). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			■	
<i>Significance Criteria: A project may have a significant impact if it does not participate in individual programs (i.e. solid waste pickup, recycling) identified the Countywide Integrated Waste Management Plan (CIWMP) which was prepared in accordance with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939).</i>				

## Impact Analysis

### Plans, Policies, or Programs (PPP)

The following applies to the Project and would reduce impacts relating to solid waste. This measure will be included in the Project's Mitigation Monitoring and Reporting Program:

- PPP 4.19-1 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.

<sup>44</sup> City of Jurupa Valley, *Municipal Code Chapter 6.76, Construction and Demolition Waste Management*. Available at: [https://library.municode.com/ca/jurupa\\_valley/codes/code\\_of\\_ordinances?nodeId=TIT6HESA\\_CH6.76CODEWAMA](https://library.municode.com/ca/jurupa_valley/codes/code_of_ordinances?nodeId=TIT6HESA_CH6.76CODEWAMA)

The City compels its waste hauler to comply with Assembly Bill 341 (Chapter 476, Statutes of 2011), as amended by Senate Bill 1018, which became effective July 1, 2012 by providing the necessary education, outreach and monitoring programs and by processing the solid waste from the City's industrial customers through its waste hauler's material recovery facility. The Project 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.

**Level of Significance:** Less than significant.

## 4.20 Wildfire

Threshold 4.20 (e). Wildfire.	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Is the project located in or near state responsibility areas or lands classified as very high fire hazard severity zones?				■
<i>Screening Criteria: If the project site is <b>not</b> located in or near state responsibility area as shown on the State Responsibility Area Viewer maintained by the Board of Forestry and Fire Protection or within a High Fire Hazard Severity Zone as shown in General Plan Figure 8-11: Wildfire Severity Zones in Jurupa Valley, it may be presumed to have no impact absent substantial evidence to the contrary.</i>				

### Impact Analysis

A wildfire is a nonstructural fire that occurs in vegetative fuels, excluding prescribed fire. Wildfires can occur in undeveloped areas and spread to urban areas where the landscape and structures are not designed and maintained to be ignition resistant. As stated in the State of California's General Plan Guidelines: "California's increasing population and expansion of development into previously undeveloped areas is creating more 'wildland-urban interface' issues with a corresponding increased risk of loss to human life, natural resources, and economic assets associated with wildland fires." To address this issue, the state passed Senate Bill 1241 to require that General Plan Safety Elements address the fire severity risks in State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs). As shown in General Plan Figure 8-11, Jurupa Valley contains several areas within Very High and High fire severity zones that are located in an SRA. SRAs are those areas of the state in which the responsibility of preventing and suppressing fires is primarily that of the Department of Forestry and Fire Protection, also known as CAL FIRE.

According to General Plan Figure 8-11, *Wildfire Severity Zones in Jurupa Valley*, the Project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. As such, Thresholds 4.20 (a) through 4.20 (d) below require no response.

**Level of Significance:** Less than significant.

Threshold 5.20 (a)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantially impair an adopted emergency response plan or emergency evacuation plan?	N/A	N/A	N/A	N/A

Threshold 5.20 (b)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	N/A	N/A	N/A	N/A

Threshold 5.19 (c)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	N/A	N/A	N/A	N/A

Threshold 5.20 (d)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Expose people or structures to significant risks, including downslope or downstream flooding or landslides, because of runoff, post-fire slope instability, or drainage changes?				

## 4.21 Mandatory Findings Of Significance

Threshold 4.21(a) Does the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		■		

### Impact Analysis

As indicated in this Initial Study, biological resources, cultural resources, and tribal cultural resources may be adversely impacted by Project development. The following mitigation measures are required to reduce impacts to less than significant levels: BIO-1: Pre-Construction Burrowing Owl Survey; BIO-2- Nesting Bird Survey; CR-1: Archaeological Monitoring; CR-2: Archeological Treatment Plan; GEO-1: Paleontological Monitoring; GEO-2: Paleontological Treatment Plan; TCR-1: Retain Registered Professional Archaeologist; TCR-2: Cultural Resources Management Plan; TCR-3: Tribal Monitoring; TCR-4: Treatment and Disposition of Inadvertently Discovered Tribal Cultural Resources; and TCR-5: Final Reporting

**Level of Significance:** With implementation of the above described mitigation measures impacts are **less than significant**.

Threshold 4.21 (b) Does the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a Project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		■		

In instances where impacts have been identified, the Plans, Policies, or Programs were applied to the Project based on the basis of federal, state, or local law currently in place which effectively

reduces environmental impacts, or Mitigation Measures are required to reduce impacts to less than significant levels. Therefore, potential adverse environmental impacts of the Project, in combination with the impacts of other past, present, and future projects, would not contribute to cumulatively significant effects.

**Level of Significance:** Less than significant.

Threshold 4.21 (c) Does the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		■		

As indicated by this Initial Study, the Project may cause or result in certain potentially significant environmental impacts that directly affect human beings for construction noise. The following mitigation measures are required to reduce impacts to less than significant levels: NOI-1-Construction Noise Mitigation Plan.

**Level of Significance:** With implementation of Mitigation Measure NOI-1, impacts are **less than significant**.

## 5.0 MITIGATION MONITORING REPORTING PROGRAM

**PROJECT NAME:** MA 20036. West Coast Cold Storage

**DATE:** October 14, 2020

**PROJECT MANAGER:** Andrea Hoff, Associate Planner

**PROJECT DESCRIPTION:** Five new speculative concrete tilt-up buildings for industrial uses totaling 190,005 square feet.

**PROJECT LOCATION:** The Project is located on the eastside of Rubidoux Boulevard between 26<sup>th</sup> Street and 28<sup>th</sup> Street. The Project site is also identified as Assessor Parcel Numbers 178-150-011 to 178-150-017.

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.
- **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.

Any applicable Plans, Policies, or Programs (PPP) 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.

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)		RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<b>AESTHETICS</b>				
<b>PPP 4.1.1</b> As required by Municipal Code Section 9.148 (3) (b), no building or structure shall exceed fifty (50) feet in height, unless a greater height is approved pursuant to Section 9.240.370. In no event, however, shall a building or structure exceed seventy-five (75) feet in height, unless a variance is approved pursuant to Section 9.240.270.		Planning Department	Prior to the issuance of building permits	
<b>PPP 4.1-2</b> As required by the General Plan Land Use Element Table 2.4, the Floor Area Ratio (FAR) shall not exceed 0.20 - 0.35.		Planning Department	Prior to the issuance of building permits	
<b>PPP 4.1-3</b> All outdoor lighting shall be designed and installed to comply with California Green Building Standard Code Section 5.106 or with a local ordinance lawfully enacted pursuant to California Green Building Standard Code Section 101.7, whichever is more stringent.		Planning Department	Prior to the issuance of building permits	
<b>AIR QUALITY</b>				
<b>PPP 4.3-1</b> The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust." 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.		Public Works and Engineering Department	During grading	
<b>PPP 4.3-2</b> 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.		Building & Safety Department	During construction	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<b>PPP 4.3-3</b> 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.	Building & Safety Department Engineering Department Planning Department	During construction and on-going	
<b>PPP 4.3-4</b> 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.	Planning Department	On-going	
<b>PPP 4.3-5</b> 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.			
<b>BIOLOGICAL RESOURCES</b>			
<b>PPP 4.4-1</b> 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><b>MM BIO-1: Pre-Construction Burrowing Owl Survey.</b> Within 30 calendar days prior to the issuance of a grading permit, a qualified biologist shall conduct a survey of the proposed impact footprint and decide 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> <ol style="list-style-type: none"> <li>In the event that the pre-construction survey identifies no burrowing owls in the impact area, a grading permit may be issued without restriction.</li> <li>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</li> </ol>	Planning Department	Prior to the issuance of a grading permit	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<p>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.</p>			
<p><b>MM-BIO-2- Nesting Bird Survey.</b> Prior to the issuance of a grading permit, the City of Jurupa Valley Planning Department shall ensure vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (February 1 through September 15), unless a migratory bird nesting survey is completed in accordance with the following requirements:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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 active 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 as determined by a qualified biologist, shall be subject to review and approval by the Planning Department. 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</li> </ol>	Planning Department	Prior to the issuance of a grading permit	
<b>CULTURAL RESOURCES</b>			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<b>MM- CR-1: Archaeological Monitoring.</b> 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 to make an evaluation of the find. If the resource is significant, Mitigation Measure CR-2 shall apply.	Planning Department	Prior to the issuance of a grading permit	
<b>MM- CR-2: Archeological Treatment Plan.</b> 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.	Public Works and Engineering Department Planning Department	During grading and in the event of discovery of resources during grading	
<b>GEOLOGY AND SOILS</b>			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<b>PPP 4.7-1</b> 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	
<b>PPP's 4.10-1 through PPP 3.10-4</b> 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	
<b>MM-GEO-1: Paleontological Monitoring.</b> 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 to make an evaluation of the find. If the resource is significant, Mitigation Measure GEO-2 shall apply.	Panning Department	Prior to the issuance of a grading permit.	
<b>MM-GEO-2: Paleontological Treatment Plan.</b> 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.	Public Works and Engineering Department Planning Department	During grading and in the event of discovery of resources during grading	
<b>GREENHOUSE GAS EMISSIONS</b>			
<b>PPP 4.8-1</b> 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 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	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<b>PPP 4.8-2</b> As required by Municipal Code Section 9.283.010, <i>Water Efficient Landscape Design Requirements</i> , prior to the approval of landscaping plans, the Project proponent shall prepare and submit landscape plans that demonstrate compliance with this section.	Building & Safety Department	Prior to the issuance of building permits	
MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<b>PPP 5.8-3</b> As required by Municipal Code Section 8.05.010 (8), the Project proponent shall comply with the California Green Building Standards	Building & Safety Department	Prior to the issuance of building permits	
<b>HAZARDS AND HAZARDOUS MATERIALS</b>			
<b>PPP 4.9-1</b> As required by Health and Safety Code Section 25507, if a future 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), 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, aid business shall obtain approval from the Riverside County Department of Environmental Health prior to occupancy.	Planning Department	Planning Department to confirm if Riverside County Department of Environmental Health requires a Business Plan prior to occupancy	
<b>HYDROLOGY AND WATER QUALITY</b>			
<b>PPP 4.10-1</b> 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.	Public Works and Engineering Department	Prior to the issuance of grading permits	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<b>PPP 4.10-2</b> 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.	Public Works and Engineering Department	Prior to the issuance of grading permits and during construction	
<b>PPP 4.10-3</b> 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:  (1) Increase permeable areas by leaving highly porous soil and low-lying area undisturbed by:  (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.	Public Works and Engineering Department	Prior to the issuance of grading permits and during operation	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<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> <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><b>PPP 4.10-4</b> 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>	Public Works and Engineering Department	During operation	
<b>NOISE</b>			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<p><b>Mitigation Measure NOI-1-Construction Noise Mitigation Plan.</b> Prior to the issuance of a grading permit for Conditional Use Permit No. 17004, 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 be 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> <p>“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.</p> <p>b) Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers’ standards.</p> <p>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.</p> <p>d) Construction equipment staging areas shall be located the greatest distance between the staging area and the nearest sensitive receptors.”</p>	Planning Department	Prior to the issuance of a grading permit	
<b>PUBLIC SERVICES</b>			
<b>PPP 4.15-1</b> 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 as determined by the Fire Department	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<b>PPP 4.15-2</b> As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee that the City can use to improve public facilities and/or, to offset the incremental increase in the demand for public services that would be created by the Project.	Building & Safety Department	Per Municipal Code Chapter 3.75	
<b>PPP45.15-3</b> Prior to the issuance of any building permit, the Project Applicant shall pay required development impact fees to the Jurupa Unified School District following protocol for impact fee collection.	Building & Safety Department	Prior to the issuance of building permits	
<b>PPP 4.15-4</b> 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	
<b>TRIBAL CULTURAL RESOURCES</b>			
<b>TCR-1: Retain Registered Professional Archaeologist:</b> Prior to the issuance of a grading permit, the Project Applicant shall retain a Registered Professional Archaeologist ("Project Archaeologist") to be on-call during all mass grading and trenching activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction.	Planning Department	Prior to the issuance of a grading permit	
<b>TCR-2: Cultural Resources Management Plan:</b> Prior to the issuance of a grading permit, the Project Archaeologist, in consultation with the Gabrieleño Band of Mission Indians – Kizh Nation, Soboba Band Luiseño Indians, and San Manuel Band of Mission Indians, the Project Applicant, and the City, shall develop a Cultural Resources Management Plan (CRMP), to address the implementation of the City's Tribal Cultural Resource Mitigation Measures TCR-3 through TCR6, including but limited to, timing, procedures and considerations for Tribal Cultural Resources during the course of ground disturbing activities that will occur on the project site. The CRMP shall also include the following measures:	Planning Department Engineering Department	Prior to the issuance of a grading permit	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<p>1) A requirement to conduct a meter deep (or until a sterile layer) shovel test every 30m/100' spaced 30m/100' apart from each archaeologist walking in a straight line. The end result would create a grid pattern and 70 shovel tests. The CRMP shall be subject to final approval by the City of Jurupa Planning Department.</p> <p>2) As requested by the Gabrieleño Band of Mission Indians – Kizh Nation, the Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources.</p> <p>Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes.</p> <p>If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health &amp; Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]).</p> <p>If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the</p>			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<p>resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.</p> <p>Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.</p>			
<p><b>TCR-3: Tribal Monitoring:</b> Prior to the issuance of a grading permit, the Project Applicant shall provide the City of Jurupa Valley evidence of agreements with the consulting tribe(s), for tribal monitoring. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. The Project Applicant is also required to provide a minimum of 30 days advance notice to the tribes of all ground disturbing activities.</p>	Planning Department	Prior to the issuance of a grading permit	
<p><b>TCR-4: Treatment and Disposition of Inadvertently Discovered Tribal Cultural Resources:</b> In the event that buried archaeological resources/Tribal Cultural Resources are uncovered during the course of ground disturbing activity associated with the project, all work must be halted in the vicinity of the discovery and the Project Archaeologist shall visit the site of discovery and assess the significance and origin of the archaeological resource in coordination with the consulting tribe(s). The following procedures will be carried out for treatment and disposition of the discoveries:</p>	Planning Department Engineering Department	During grading	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<p>1) Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and</p> <p>2) Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Jurupa Valley Department with evidence of same:</p> <p>a) Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources. This will require revisions to the grading plan, denoting the location and avoidance of the resource.</p> <p>b) Accommodate the process for onsite reburial of the discovered items with the consulting 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; location information regarding the reburial location shall be included into the final report required under TCR-4. Copies of the report shall be provided to the City for their records, the Consulting Tribe(s), and the Eastern Informational Center.</p> <p>c) Curation. 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.</p>			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP) PROJECT DESIGN FEATURES (PDF)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<b>TCR-5: Final Reporting:</b> In the event significant tribal cultural resources as defined by subdivision (c) of Public Resources Code Section 5024.1, or Tribal Cultural Resources as defined by Pub. Resources Code, § 21074 (a), are discovered on the Project site, prior to the issuance of an occupancy permit, the Project Proponent shall submit a Phase IV Cultural Resources Monitoring Report that complies with the County of Riverside Cultural Resources (Archaeological) Investigations Standard Scopes of Work for review and approval to the City of Jurupa Valley Planning Department. Once the report is determined to be adequate, the Project Proponent shall provide (1) copy to the City of Jurupa Valley Planning Department, and provide the City of Jurupa Valley, evidence that two (2) copies have been submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy has been submitted to the Consulting Tribe(s) Cultural Resources Department(s).	Planning Department Engineering Department	Prior to the issuance of an occupancy permit	
<b>TCR-6: Discovery of Human Remains:</b> In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b)	Planning Department Engineering Department	During grading	
<b>UTILITY AND SERVICE SYSTEMS</b>			
<b>PPP 4.19-1</b> 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	



**EXHIBIT B**

**PLANNING DEPARTMENT**

1. **PROJECT PERMITTED.** MA20036 (CUP20002) is an approval for construction of a 122,000 cold storage facility located on vacant land between Avalon Street and Rubidoux Boulevard south of 26<sup>th</sup> Street.
2. **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. **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. **FEES.** The approval of MA20036 (CUP20002) shall not become effective until all planning fees have been paid in full.
5. **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 Planning Commission Resolution No. 2020-11-10-02 in connection with the adoption of a Mitigated Negative Declaration prepared for the project.
6. **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. **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”, it shall mean 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 one (1) year 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 three (3) years of the approval date this permit, it shall become null and void.
8. **CONFORMANCE TO APPROVED EXHIBITS.** The project shall be in conformance to the approved plans (listed below) with any changes in accordance to these conditions of approval:
  - a. Site Plan (dated: September 29, 2020)
  - b. Conceptual Landscape Plan (dated: November 2, 2020)
  - c. Conceptual Grading Plan (dated: June 1, 2020)
  - d. Elevations (dated: July 17, 2020)
9. **MAINTENANCE OF PROPERTY.** The applicant shall maintain the facility 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.
10. **LANDSCAPE MAINTENANCE.** All landscaped areas shall be maintained as approved on the final landscape plans in an orderly, attractive and healthy condition. This shall include proper pruning, mowing of turf areas, weeding, removal of litter, fertilization, replacement of plants when necessary, and the regular application of appropriate quantities of water to all landscaped areas. Irrigation systems shall be maintained as approved on the final landscape plans in proper operating condition. Waterline breaks, head/emitter ruptures, overspray or runoff conditions and other irrigation system failures shall be repaired immediately. The applicant shall maintain canopy trees in a manner that they provide the required shade coverage and encourages the canopy to grow to provide shade. Avoid topping trees or pruning the trees in a manner that the trees do not achieve mature height and form.
11. **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.
12. **LOT LINE ADJUSTMENT.** The cold storage facility is proposed on a lot line. A lot line adjustment shall be recorded prior to the issuance of any building permit to eliminate any lot lines on the approved building site.
13. **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) for the review of the final landscape, irrigation, and shading plans.
  - b. Initial deposit for PROS application.

- c. The total cost estimate of landscaping, irrigation, labor, and one-year maintenance.
- d. Completed "City Faithful Performance Bond for Landscape Improvements" form with original signatures after the City provides the applicant with the required amount of bond. This bond is for landscaping not within publicly maintained areas. A performance bond shall be posted at 110% of the total cost estimate of landscaping, irrigation, labor, and one-year maintenance. The Planning Director may consider a cash bond if appropriate.
- e. Completed City Agreement for Landscape Improvements
- f. Three (3) sets of final on-site landscape, irrigation plans, shading plan with digital copies in 8.5" x 11" on a CD that shall address **all of the following requirements**:
  1. Compliance with Chapter 9.283 Water Efficient Landscape Design Requirements
  2. Consistent with the approved conceptual plans

**Prior to the issuance of the Certificate of Occupancy for MA20036 (CUP20002)** the following events shall be satisfied in the order it is listed:

1. **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 has deemed the installation is in conformance to the approved plans.
2. **City Inspection**: The City landscape architect shall conduct an inspection of the installation to confirm the landscape and irrigation plan was constructed in accordance to the approved plans.

**14. GRAFFITI PROTECTION FOR WALLS.** Plans that 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.

**15. 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.**

**16. SIGNS PROHIBITING TRUCKS FROM USING AVALON DRIVEWAY.** In accordance with Engineering Condition No. 1.18, Avalon Street driveway shall be restricted to emergency vehicles and passenger vehicles only. Signage prohibiting truck use of driveway shall be provided.

- a. Detailed plans for the required signage shall be approved by the Planning Director **prior to the issuance of any building permit**. The applicant shall submit the plans with an application for a Professional Services application.
  - b. The signs shall be installed in accordance with the approved plans **prior to the issuance of a Certificate of Occupancy**.
17. **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. A photometric plan and exhibits of lighting fixtures shall be approved by the Planning Director **prior to the issuance of any building permit**.
18. **ROOFTOP EQUIPMENT**. All rooftop equipment shall be screened from public view.
19. **IMPACT FEES**. The applicant shall pay the following impact fees (unless exempt) in accordance to 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.

## ENGINEERING CONDITIONS

### 1. GENERAL REQUIREMENTS

- 1.1. The use hereby conditioned is for Conditional Use Permit (CUP20002); being the development of a portion of parcels 1 and 2 of Block 23, of West Riverside, in Book 9, Page 34 of Maps, Records of San Bernardino County, California. Exhibits titled Preliminary Site Plan, prepared by GMA Architects, dated September 29, 2020; and Focused Traffic Analysis, prepared by Urban Crossroads, dated September 15, 2020 are hereby referenced.
- 1.2. Applicant is processing an application for lot line adjustments (LLA20001) that have a direct impact on the proposed development. Adjustment of the lot lines is required prior to grading permit clearance of work within the parcels affected by the LLA. If in the course of the lot line adjustment review, it is determined by the City Engineer or the City Surveyor that additional applications are required, i.e. Certificate of Compliance, then such application(s) shall be completed prior to Engineering sign-off of on building permits.
- 1.3. 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.

- 1.4. All stormwater and water quality management post-construction facilities and features (BMPs) will require maintenance by a public agency or–Property Owner’s Association (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.
- 1.5. The project shall be annexed to Jurupa Valley L&LMD 89-1-C for street lighting and maintenance of landscape/irrigation, as applicable, within the public right-of- way unless provided by a different public agency.
- 1.6. Applicant shall provide mechanism to allow for cross-lot drainage. An easement will be required among parcel(s) as applicable and opportune.
- 1.7. Applicant shall provide mechanism for reciprocal access; an easement will be required among parcel(s) as applicable and opportune.
- 1.8. Avalon Street driveway shall be restricted to emergency vehicles and passenger vehicles only. Signage prohibiting truck use of driveway shall be provided.
- 1.9. The applicant provided a Focus Traffic Analysis (FTA), prepared by Urban Crossroads, dated September 15, 2020. The purpose of the analysis was to determine the development impacts on the intersections of Rubidoux Boulevard with 26<sup>th</sup> Street and Rubidoux Boulevard with 28<sup>th</sup> Street (traffic signal controlled). The Engineering Department has reviewed the findings of the report and finds them acceptable. Since there is no traffic signal planned nor warranted for the intersection of Rubidoux Boulevard and 26<sup>th</sup> street and the LOS deficiency at this intersection pre-dates the development, no fair share for any improvements at the intersection are being required.
- 1.10. Applicant is required to underground utilities along the frontages on Avalon Street and Rubidoux Boulevard per the City’s Municipal Code, Section 9.148.040(9). A fee may be paid in lieu of undergrounding existing overhead utility lines on Avalon Street. The in-lieu fee shall be based on a cost estimate provided for review and approval of the City Engineer and Director of Community Development. If approved, the in-lieu fee shall be paid to the City prior to the approval of the building permit.

## **2. PRIOR TO GRADING PERMIT**

- 2.1. No grading permit, including mass, rough, and/or precise, shall be issued until the associated Planning application(s) and pertinent permits are approved and in effect.
- 2.2. Prior to issuance of grading permit, grading plans shall be approved and securities in place.
- 2.3. 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.
  - 2.3.1. A project related preliminary soils evaluation report was previously prepared; report prepared by Geomat Testing Laboratories, Inc., dated June 1, 2020. 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 (reference Interoffice Memorandum dated July 20, 2020).

- 2.3.2. Final Geotechnical report shall reference final/updated plans for the project.
- 2.4. 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. Please refer to comments on preliminary report on Interoffice Memorandum dated July 20, 2020.
  - 2.4.1. Final hydrology report shall be for entire project site and consider any run-on and run-off to/from the site.
  - 2.4.2. Final hydrology report shall verify protection of adjacent properties against site runoff. Runoff will not be allowed to cross to property at south.
  - 2.4.3. Applicant is proposing to take runoff to Avalon Street. Report must include information as to infrastructure that will accept runoff and will eventually mitigate flow.
  - 2.4.4. Applicant is proposing to take runoff to Rubidoux Boulevard; report must determine capacity of existing infrastructure to adequately mitigate flow. If existing infrastructure is not able to take additional flow, and/or adequacy can't be proven, applicant will be required to resize existing facilities – at the discretion of the City Engineer.
- 2.5. 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.
- 2.6. 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, if any, 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.
- 2.7. 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.
- 2.8. 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. 'No Dumping' stencils are required at catch basins per current City standards.

- 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.
- 2.11. The Applicant shall provide streetlight plans for review and approval of the City Engineer.
- 2.12. Rubidoux Boulevard is a paved, City-maintained street and shall be improved in accordance with modified Riverside County Transportation Department Standard Drawing No. 93 (38ft./59ft.). The Applicant shall provide plans for approval of the city engineer for all public improvements on Rubidoux Boulevard for review and approval of the City Engineer. Improvements generally include:
  - a) Half width ultimate right-of-way of 59-feet, dedication may be required.
  - b) Standard is modified to keep flow line location consistent with existing improvements. The curb face shall align with adjacent improvements.
  - c) Prior to grading permit, the applicant will be required to prepare a cost estimate for future relocation of improvements see (b), to the ultimate location, for review and approval of the City Engineer. A cash-in-lieu of construction of those improvements will be required prior to Building permit sign-off.
  - d) New streetlights at site frontage; if existing streetlights are not per current standards, applicant will be responsible for updating to current LED standards.
  - e) Parkway improvements include curb & gutter, 6-foot curb adjacent sidewalk, and landscaped parkway. ADA clearances shall be verified at technical plan review.
  - f) Separate landscape plans for landscape and irrigation within the public right-of-way is required.
  - g) All driveways shall be per Riverside County standard 207A.
  - h) No on street parking will be allowed along Rubidoux Boulevard.
  - i) Truck access onto site shall be via Rubidoux Boulevard driveway.
  - j) Entrance on Rubidoux Boulevard shall allow for vehicles/trucks stacking to enter site. Gate setback shall be at least 60-feet from the property line, be rolling gates and/or open towards the inside of the development.
  - k) Project Proponent shall submit Signing & Striping plans for review and approval by the City Engineer, street section shall include:
    - 12-ft painted median,

- two northbound lanes,
  - two south bound lanes,
  - striped median on Rubidoux Blvd. – applicant may need to coordinate with neighboring project (east side of Rubidoux Blvd.) for improvements,
  - curb and gutter,
  - 6-ft sidewalk and landscape within parkway.
  - Applicant will be required to coordinate work with neighboring projects if under construction simultaneously.
- 2.13. Avalon Street is a paved, City-maintained street and shall be improved as a local road, as identified on the City's General Plan. The Applicant shall provide plans for approval of the city engineer for all public improvements on Avalon Street for review and approval of the City Engineer. Improvements generally include:
- a) Half width ultimate right-of-way of 33-feet from centerline to property line.
  - b) New streetlights at site frontage; if existing streetlights are not per current standards, applicant will be responsible for updating to current LED standards.
  - c) Parkway improvements such as, but not limited to, AC berm, 5-foot sidewalk, landscaped parkway.
  - d) All driveways shall be per Riverside County standard 207A.
  - e) Separate landscape plans for landscape and irrigation within the public right-of-way is required – one set for all landscape and irrigation within the public right-of-way.
  - f) Avalon Street is identified on the City's adopted Circulation Master Plan for Bicyclists & Pedestrians (CMPBP). Applicant is required to provide Bike Lane (Class III) path along Avalon Street.
- 2.14. Prior to precise grading permit, the Applicant shall provide plans for landscape and irrigation improvements within the public right-of-way for review and approval of the City Engineer. Plans shall conform to current City standards, Riverside County Ordinance 461 and 859, and requirements for landscape and irrigation improvements and per the City's L&LMD preparation guidelines.
- 2.14.1. Applicant is required to annex into Jurupa Valley Landscape & Lighting Maintenance District 89-1-C for maintenance of improvements within the public right-of-way. Prior to precise grading permit issuance, the Applicant shall start the annexation process.
- 2.14.2. The annexation shall be in a manner approved by the City Engineer and City Attorney.
- 2.14.3. Improvements to be included in the annexed zone include, but are not limited to, the maintenance of the following:
- a) Parkway tree trimming– if applicable and as determined by the City Engineer at the time of final plans review;
  - b) Streetlight maintenance (if not by different public agency);
  - c) Graffiti abatement.

**3. PRIOR TO ISSUANCE OF BUILDING PERMIT**

- 3.1. Rough grading must be completed as shown on the conceptual grading plans.
- 3.2. 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.
- 3.3. 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 site shall be placed underground unless otherwise specified or allowed by these Conditions of Approval.
- 3.4. All offsite improvement plans shall be approved per these conditions of approval.
- 3.5. Developer shall submit cost estimates for all (if any) cash in-lieu of construction payments, for review and approval of the City Engineer.
- 3.6. Offsite improvement bonds shall be in place and/or improvements installed and accepted by the City Engineer.
- 3.7. Right-of-way dedications, if any, shall be offered via the appropriate application process with the Engineering Department and accepted by the City Council.
- 3.8. The lot lines adjustments related to this project shall be reviewed, approved, and recorded.

**4. PRIOR TO BUILDING PERMIT FINAL INSPECTION/ CERTIFICATE OF OCCUPANCY**

- 4.1. The Applicant is responsible for the completion of all grading within the corresponding parcel for which occupancy is requested.
- 4.2. Prior to certificate of occupancy sign-off from Engineering, all improvements within the public right-of-way shall be completed and accepted by the City.
- 4.3. All cash in-lieu of construction payments (if any) must be paid
- 4.4. Prior to completion and acceptance of improvements or prior to the final building inspection, whichever occurs first and as determined by the City Engineer, assurance of maintenance is required by completing annexation to Jurupa Valley L&LMD 89-1-C for landscaping and irrigation as applicable, and streetlights unless otherwise maintained by a different public agency. In case another public agency will be maintaining the improvements, proof of the annexation and completion of the process will be required to be submitted to the Engineering department.
- 4.5. 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.

**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.**

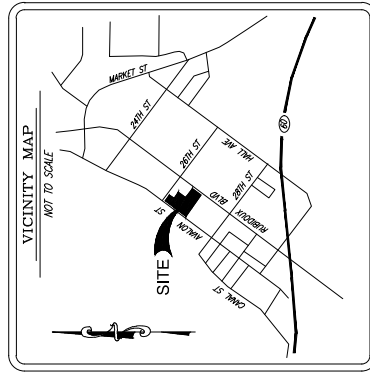
Applicant's name (Print Form): \_\_\_\_\_

Applicant's name (Signature): \_\_\_\_\_

Date: \_\_\_\_\_

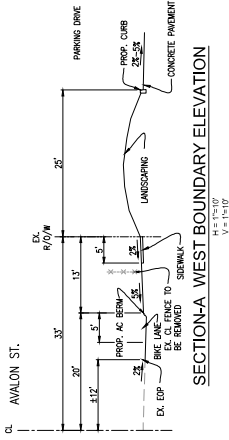
**ATTACHMENT NO. 2**

**EXHIBITS/PLANS**

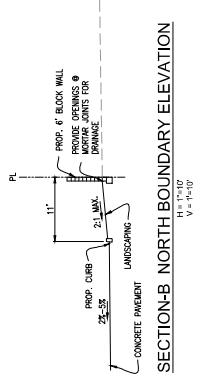




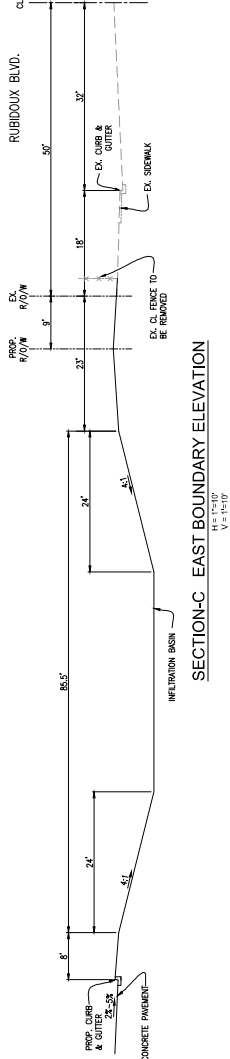




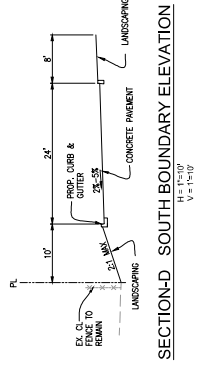
SECTION-A WEST BOUNDARY ELEVATION



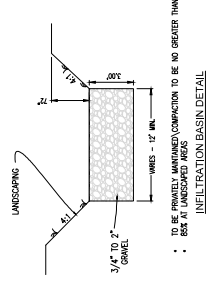
SECTION-B NORTH BOUNDARY ELEVATION



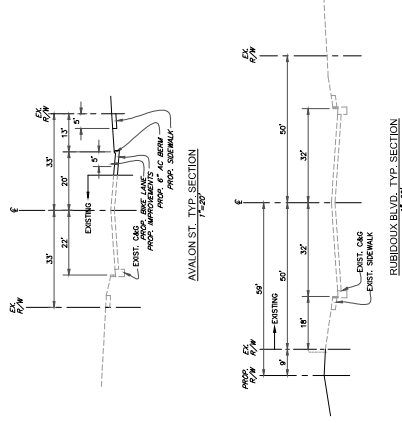
SECTION-C EAST BOUNDARY ELEVATION



SECTION-D SOUTH BOUNDARY ELEVATION



- TO BE PRIMARILY MAINTAINED/COMPACTION TO BE NO GREATER THAN 80% MINIMUM



RUBIDOUX BLVD. TYP. SECTION

# WEST COAST COLD STORAGE

## DETAILS AND SECTIONS

VERSION HISTORY	
1	1ST SUB-2/24/2020
2	2ND SUB-6/1/2020

SHEET

ENCOMPASS ASSOCIATES, INC.  
 1400 S. GATEWAY BLVD., SUITE 200  
 RIVERSIDE, CA 92506  
 (951) 514-1100  
 FAX: (951) 514-1101  
 WWW.ENCOMPASSA.COM

APPLICANT  
 KEVIN SACALAS  
 7954 CHOI DRIVE  
 RIVERSIDE, CA 92506  
 909-213-5024

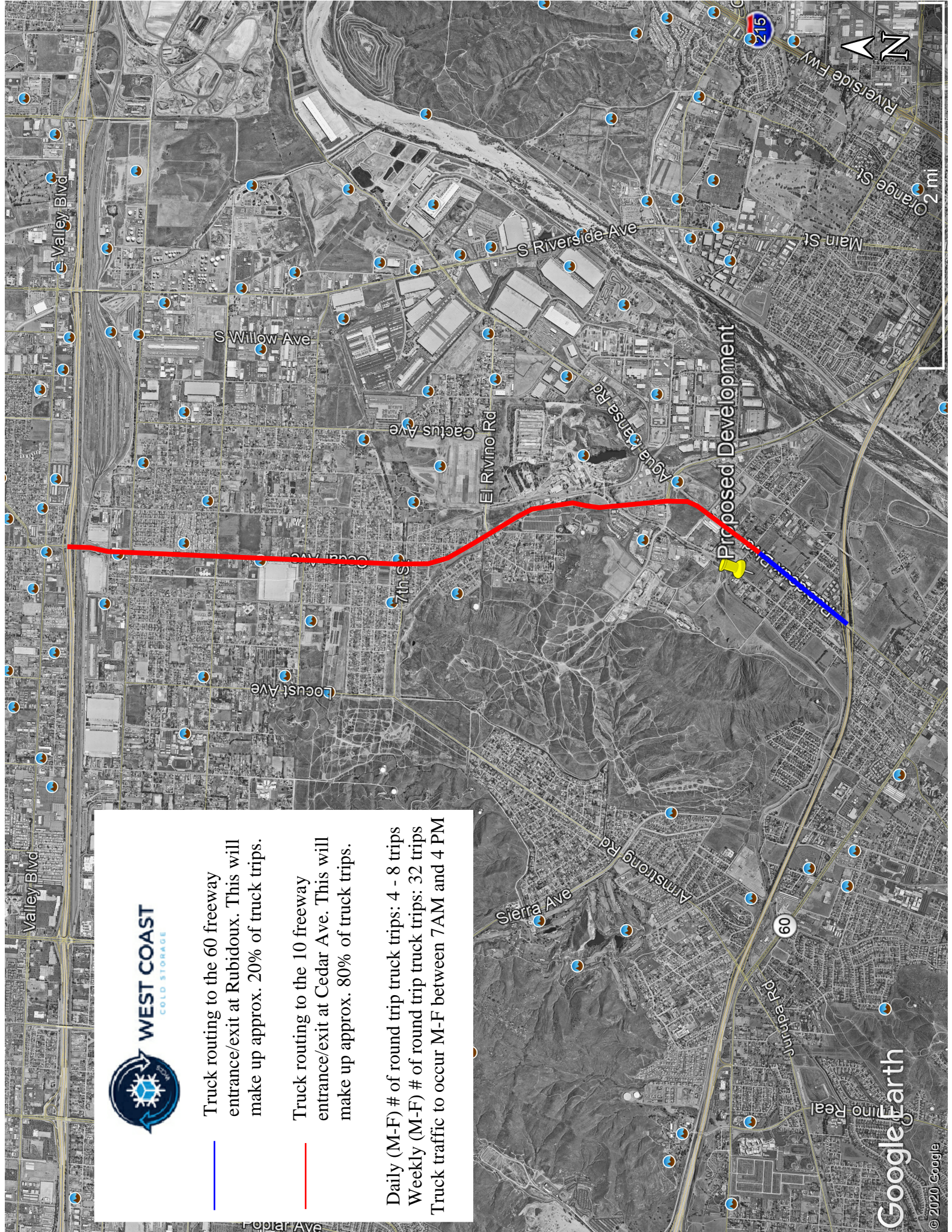


**WEST COAST**  
COLD STORAGE

— Truck routing to the 60 freeway entrance/exit at Rubidoux. This will make up approx. 20% of truck trips.

— Truck routing to the 10 freeway entrance/exit at Cedar Ave. This will make up approx. 80% of truck trips.

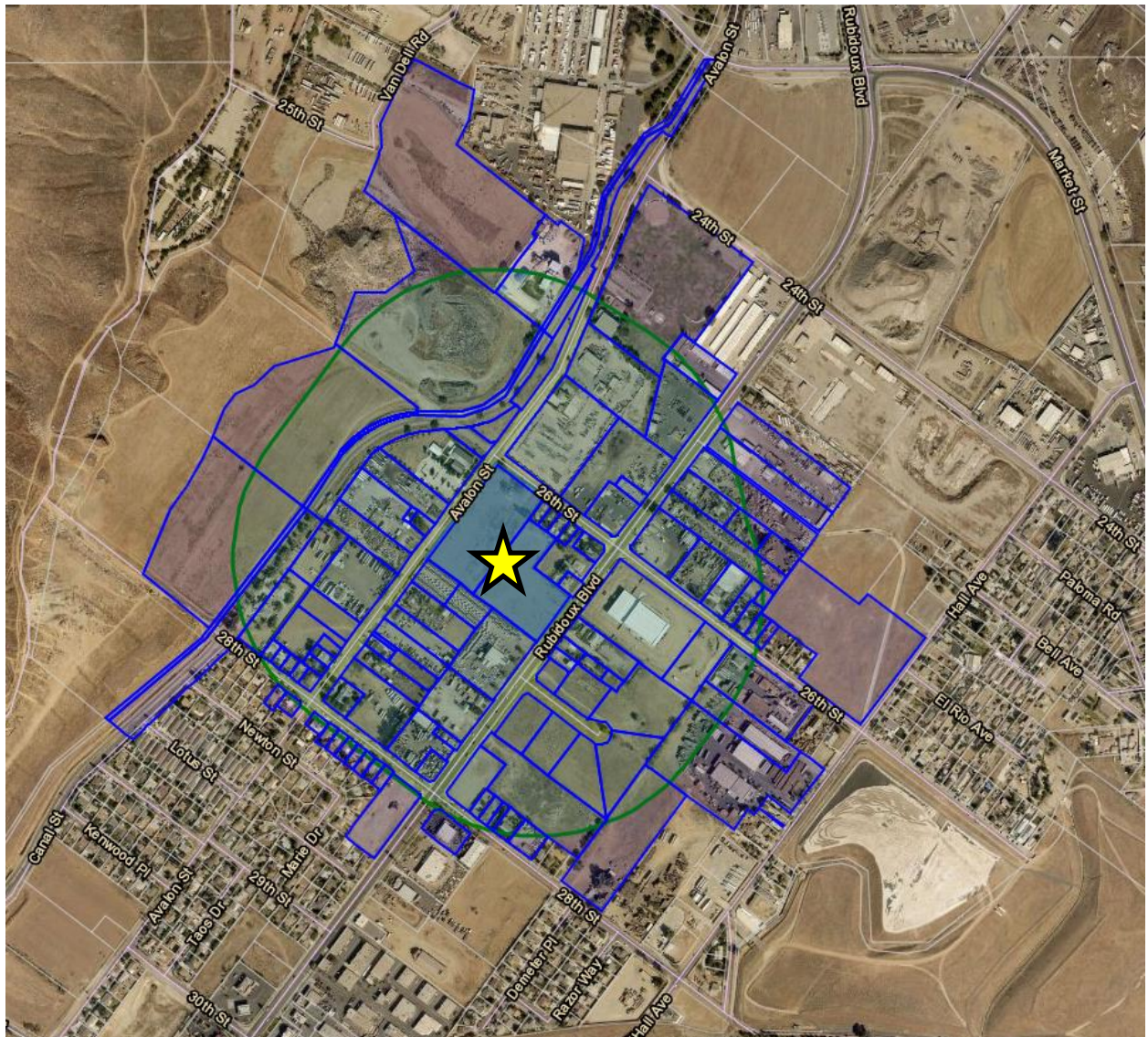
Daily (M-F) # of round trip truck trips: 4 - 8 trips  
Weekly (M-F) # of round trip truck trips: 32 trips  
Truck traffic to occur M-F between 7AM and 4 PM



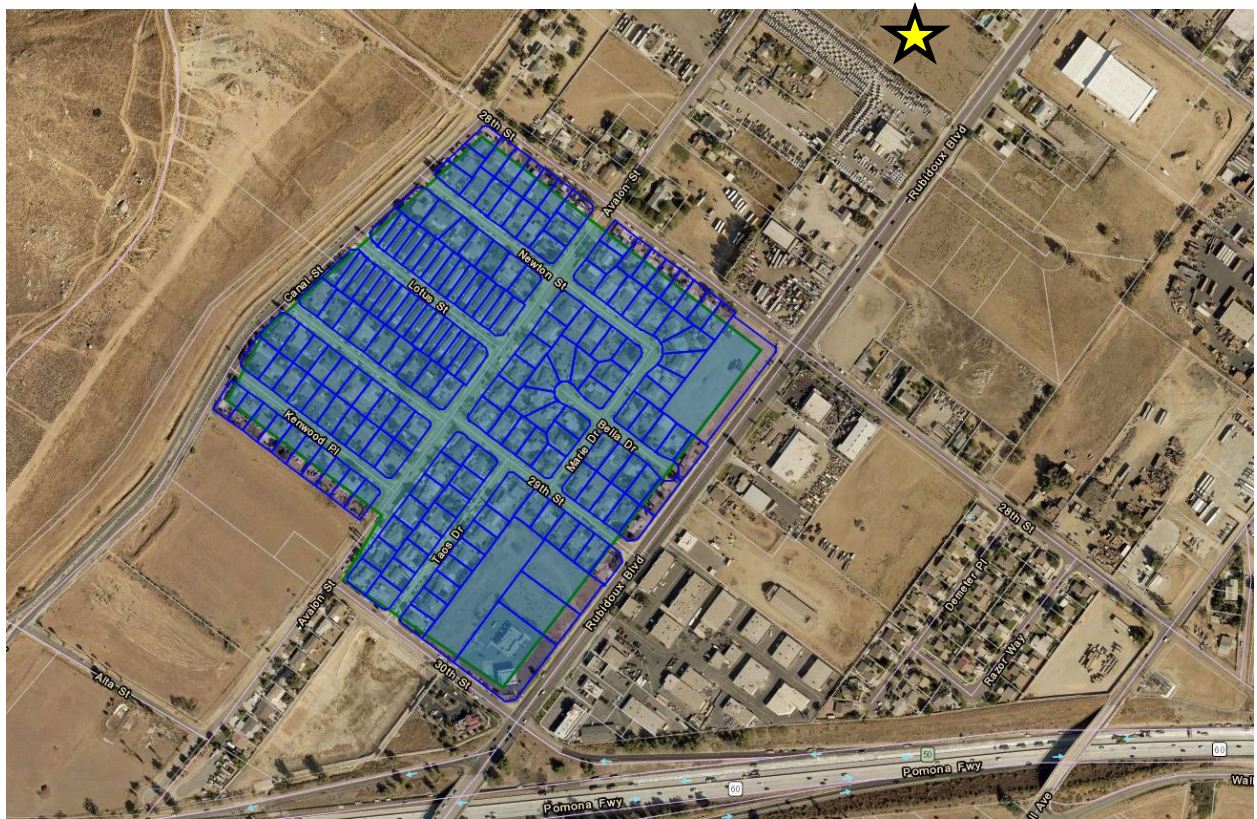
**ATTACHMENT NO. 3**

**RADIUS MAP AND ADDITIONAL NOTICING MAP FOR  
ENVIRONMENTAL JUSTICE ELEMENT**

**MA20036 West Coast Cold Storage 1000' radius**



**MA20036 West Coast Cold Storage – additional noticing area (beyond 1000' radius)**



**ATTACHMENT NO. 4**

**WAIVER REQUEST FOR OFF-SITE UTILITY  
UNDERGROUNDING**



**Date:** August 17<sup>th</sup>, 2020

**To:** Jurupa Valley Planning Commission  
Attn: Andrea Hoff, Planning Commission

**RE: Formal Request for Waiver of Undergrounding Utilities**

Dear Andrea,

We would like to request that the development standard contained in Section 9.148.040(9) and pertaining to undergrounding utilities be waived in accordance with Section 9.148.050. After reviewing with consultants, we ask you to consider the following factors in granting an exception regarding undergrounding of the existing utility infrastructure on Rubidoux Boulevard and Avalon Street. Power feeding the building will of course still be undergrounded to the designated SCE service point to be installed.

Given the extensive potential for future development of undeveloped space in proximity to our proposed facility, major infrastructure upgrades will likely be needed resulting in future design changes. Future development projects will likely incur significant re-working of previously performed work.

As an owner-operator, funding for this project hinges upon the success of our business and unlike major national or international developers our team does not have resources for major undergrounding on two frontage streets. We ran some preliminary numbers on the estimated cost of undergrounding the utilities. Our estimations show that the cost to underground would be approximately \$928,250. This is nearly 1/3 of the total purchase price of the property. Our proposed site has 2 streets with overhead utilities feeding neighboring structures. In our view, it would be unreasonable to impose 100% of these street improvements on one property owner. Neighboring properties are not sharing these expenses but would benefit from the work.

No prior undergrounding work has been performed along Rubidoux Boulevard or Avalon Street. There are numerous existing structures that will not likely be re-developed in the foreseeable future, which will continue to require overhead utilities. This will lead to considerable areas left aboveground giving a lack of continuity to the area.

Current direct overhead feed lines to neighboring builds would require new poles to be installed as there is no pre-existing underground to tie into (please refer to attached utility diagram). It is estimated that undergrounding utilities would require installation of new poles, again creating an inefficient use of resources and the potential for further future reworking of newly installed poles.

2655 Rubidoux Blvd. Jurupa Valley, CA 92509 | [WCCS@WCColdStorage.com](mailto:WCCS@WCColdStorage.com) | 909.213.5024



In sum, our team requests that the commission waive provision 9.148.040(9) to limit incongruous development financial burden on our local job producing project.

Sincerely,

Shannon Welch  
Project Manager



**WEST COAST**  
COLD STORAGE

AT&T Communication lines



Southern California Edison  
Power lines. All lines below 33  
kV.



Existing Utility Pole



Proposed Development

PROPOSED  
FACILITY  
122,000 SF +/-  
OVERALL

Rubicon Blvd

Avalon St



600 ft

Google Earth

© 2020 Google

# City of Jurupa Valley

## **RETURN TO AGENDA**

## **STAFF REPORT**

**DATE:** NOVEMBER 10, 2020  
**TO:** CHAIR PRUITT AND MEMBERS OF THE PLANNING COMMISSION  
**FROM:** THOMAS G. MERRELL, AICP, PLANNING DIRECTOR  
**BY:** CHRIS MALLEC, ASSOCIATE PLANNER  
**SUBJECT:** AGENDA ITEM NO. 6.3  
MASTER APPLICATION (MA) NO. 20161: MINOR CHANGE NO. 3 FOR TENTATIVE TRACT MAP (TTM) NO. 31894 & MINOR CHANGE NO. 1 FOR TENTATIVE TRACT MAP (TTM) NO. 37470  
**LOCATION:** NORTH OF CANAL ST., EAST OF SIERRA AVE. & 20TH ST.  
(APNS: 175-080-011; 177-020-004, 016, 017; 177-030-001, 002, 004, 006, 010, 016; AND 177-110-006, 007)  
**APPLICANT:** LENNAR HOMES OF CA, INC.

---

### **RECOMMENDATION**

By motion, adopt Planning Commission Resolution No. 2020-11-10-03 granting Minor Change No. 3 for Tentative Tract Map (TTM) No. 31894, and Minor Change No. 1 for Tentative Tract Map (TTM) No. 37470, subject to the previously-adopted Conditions of Approval.

### **PROJECT DESCRIPTION**

The Applicant ("Applicant" or "Lennar Homes of CA, Inc.") requests approval for Minor Change No. 3 for TTM31894 and Minor Change No. 1 for TTM37470 ("Shadow Rock"), formerly known as Highland Park I & II, respectively. The Minor Change applications request the following modifications to the original approvals:

1. Design guidelines and requirements for walls and fences
2. Maintenance responsibility for common areas, pocket parks, perimeter fences, and monument signs
3. Requirement of a designated right-turn lane, at Sierra Avenue and 20<sup>th</sup> Street.

TTM31894 consists of 398 single-family lots, 3 pocket parks, and a large 5-acre public community park, on approximately 168.3 acres. Its location is north of Canal Street and the Union Pacific Railroad Line, east of Sierra Avenue, south of Karen Lane, and west of the Rio Vista Specific Plan. TTM37470 consists of 34 single-family lots on approximately 6.74 acres. It is located to the west of TTM31894 and at the southwest corner of 30<sup>th</sup> Street and Sierra Avenue. Exhibit 1 shows the overall location of both Tracts. No changes are proposed to the layout of the subdivision of land. Table 1 provides project information.

# City of Jurupa Valley

## **LOCATION**

As further shown on Exhibit 1, the subject properties are located north of Canal Street and Union Pacific Railroad Line; east of Sierra Avenue; south of Karen Lane; and west of Rio Vista Specific Plan.

**EXHIBIT 1: SITE LOCATION MAP**



**TABLE 1 – GENERAL PROJECT INFORMATION**

<b>Project Area</b>	175.04 acres
<b>General Plan Land Use Designation</b>	MDR – Medium Density Residential
<b>General Plan Overlay</b>	None
<b>Zoning</b>	R-4 (Planned Residential)
<b>Existing Land Use</b>	Vacant Land

## **BACKGROUND**

On March 17, 2016, the City Council approved MA1212 (TTM31894) for a residential subdivision of 398 single-family lots, a community park, and pocket parks.

On March 26, 2019, the City Council approved MA18089 (TTM37470) for 34 single-family lots, including two (2) common lots. MA18089 is an addition to the Shadow Rock community, therefore, the City Council's approval included a condition that requires this project to be subject to the same design guidelines in the adopted MA1212 R-4 Development Plan. This would create a cohesive residential community.

### **Previous Minor Change Requests**

On December 13, 2017, the Planning Commission approved Minor Change No. 1 to TTM31894, which included the modification to the timing of the submittal of the CC&R's, at the same time with the tract that will subdivide the Project site into residential and open space lots. Additionally, it allowed the applicant to annex into Rubidoux Community Services District (RCSD) for water and sewer services.

# City of Jurupa Valley

On February 13, 2019, the Planning Commission approved Minor Change No. 2 to TTM31894. This allowed for the modification of the fence construction material under the original approval to from high-density polyethylene (HDPE/vinyl) to vinyl, for interior lot and trail fences.

## **Approval Periods & Extension of Times**

**MA1212 (TTM31894).** On February 13, 2019, a one-year Extension of Time (EOT) was approved for TTM31894 which extended the expiration date from March 17, 2019 to March 17, 2020. Subsequently, per Section 66452.24 of the California Subdivision Map Act, the map's approval was automatically extended 24 months. The new expiration date is March 17, 2022. The applicant must record the final map prior to the expiration date.

**MA18089 (TTM37470).** The approval date for TTM37470 is March 26, 2019. Its expiration date is March 26, 2022. The applicant must record the final map prior to the expiration date.

## **ANALYSIS**

Per Municipal Code Title 7 (Subdivisions), Minor Changes require approval from the authorizing agency, in this case the Planning Commission. Typically, these modifications to the previously approved Tentative Tract Maps include changes to the adopted COA's or Development Plan. Attachment 4 presents the Applicant's justification for their request.

The key modifications to the Conditions of Approval include the removal of a requirement for the formation of a Homeowner's Association (HOA), and a change from view (open) fencing to vinyl (privacy) fencing where residential lots overlook basins and neighboring property owners. The following section outlines each approval (criteria) for the appropriate project, the applicant's proposed modification, and Staff's response/recommendation to the proposed modification.

### **1. MA1212 (TTM31894) – Maintenance of Common Areas**

- ***Current Requirement:*** Condition of Approval No. 13 & the adopted R-4 Development Plan requires the Homeowner's Association to be formed to maintain the following items/areas:
  - 1. Fuel modification zones
  - 2. Non-water quality basins
  - 3. Landscaped slopes
  - 4. Pocket parks
- ***Applicant's Request:*** Instead of forming a Homeowner's Association (HOA) for maintenance, the applicant is proposing the following:
  - 1. Formation of a Community Facilities District (CFD2020-001) to maintain the following items/areas: community signage, fuel modification zones, water quality basins (and its associated maintenance roads), and landscaped slopes.
  - 2. Jurupa Area Recreation & Parks District (JARPD) to maintain and own the 5-acre Community Park and two larger pocket parks. All trails will be maintained by JARPD. JARPD has confirmed that they have no concerns with this arrangement.

# City of Jurupa Valley

- **Staff's Analysis & Recommendation:** Perimeter walls, located on the interior of the rear property lines abutting major roadways, shall be maintained by individual homeowners through recorded CC&R's. Staff **supports** the Applicant's request as proposed.

## **2. MA1212 (TTM31894) – Design of Intersection of Sierra Avenue & 20<sup>th</sup> Street**

- **Current Requirement:** Construct a northbound designated right-turn lane as required by Table of MA1212 conditions.
- **Applicant's Request:** Instead of constructing a designated right-turn lane, construct one through lane and one shared through/right turn lane in accordance one of the recommendations in the completed traffic study. The study recommends one through lane and one shared through/right turn lane in order to meet the required level of service at the intersection. As such, the applicant states that the requirement for two dedicated thru lanes is not necessary.
- **Staff's Analysis & Recommendation:** Engineering has determined that the applicant's request in accordance with the approved traffic study is adequate. The traffic geometrics for the intersection of Sierra Avenue and 20th Street must be revised to match this recommendation of the previously approved Traffic Impact Analysis (TIA) under MA1212.

## **3. MA1212 (TTM31894) – Approved Development Plan – Walls and Fences including Trail Fence**

- **Current Requirement:**

### **1. View Fences**

- Located in the rear yards of residential lots where scenic opportunities exist and along the perimeter of water quality/detention basins. They also shall follow the below criteria:
  - A minimum of five feet (5') tall and a maximum of six feet (6') tall
  - Constructed of black tubular steel, with tan split-face block pilasters with concrete caps placed at corners.

### **2. Trail Fences.**

- Must match the design of the existing trail fence on Sierra Ave.
- A three-rail vinyl fence is to be provided adjacent to 20th St., to separate the trail easement from the 20th St. public right-of-way.
- Shall be white or wood grain, with posts spaced at eight-foot (8') maximum intervals.

- **Applicant's Request:**

1. **View Fence:** Instead of constructing view fences in rear yards of residential lots where scenic opportunities exists, the applicant proposes to construct it where there is less than 10-foot vertical grade. Neighboring homes would

# City of Jurupa Valley

most likely be closer together in this case. Thus, a nearby home would obstruct views which would defeat the purpose of having an open view fence. Furthermore, in order to provide more privacy for homeowners, the applicant proposes to construct vinyl fence where there is less than a 10-foot vertical grade difference between the residential lots.

2. **Trail Fence:** Instead of constructing the trail fence to match existing fence on Sierra Avenue, the trail fence is proposed to match JARPD's trail fence design standards because JARPD intends to maintain the trail and fence. The proposed JARPD design for the trail fence is two (2) split white vinyl rails. Fence would not exceed three feet in height.

- **Staff's Analysis & Recommendation:**

1. View fence: Staff supports the request as the requested change in requirement does not differ much. If a home obstructs a view, there is minimal scenic opportunity.
2. Trail Fence: Staff supports the request since the trail design does not vary much. Additionally, JARPD will maintain the trail and fence.

#### 4. MA18089 (TTM37470) – **Planning Condition of Approval No. 10 – CC&R's (Requirement for an HOA)**

- **Applicant's Request:** This is to be consistent with TTM31894, but also to remove the requirement of the HOA. With the formation of CFD2020-001 through the Engineering Department, there will be nothing for an HOA to maintain and no need for the formation of an HOA. Additionally, all landscaped areas will be maintained by the City or JARPD.
- **Staff's Analysis & Recommendation:** Fuel modification zones, non-water quality basins, and landscaped slopes will be maintained by CFD2020-001, reviewed and approved through the Engineering Department. Lot 36 (open space and trail) will be maintained separately by JARPD. Perimeter walls, located on the interior of the rear property lines abutting major roadways, shall be maintained by individual homeowners through recorded CC&R's. Staff **supports** the Applicant's request as proposed.

#### 5. MA18089 (TTM37470) – **Planning Condition of Approval No. 17 – Walls and Fences**

- **Current Requirement:**

1. **All solid fencing or walls:** Not to exceed 42 inches in height within the front setback.
2. **Maintenance gates:** Constructed with a material that is open view to allow the public to view into the basin area for safety.
3. **Decorative block walls:**
  - All block walls that face a public street or face a common open space shall have anti-graffiti wall coating.
  - Pilasters should be constructed at the following places:

# City of Jurupa Valley

- *At each end of the tract perimeter walls;*
- *At each turn / lot corner*
- *Evenly spaced at approximately 30-40 feet on center*
- **Applicant's Request:** In order to ensure that both tracts be developed consistently, the requirements from Condition No. 17 should be rescinded. Both tracts would be subject to the wall and fence guidelines in the adopted Development Plan.
- **Staff's Analysis & Recommendation:** In achieving site design consistency between the two tracts, Staff supports the Applicant's request as proposed.

## **ENVIRONMENTAL REVIEW**


The City's CEQA Administrator finds that under this request, it qualifies for the common-sense exemption under CEQA Guidelines Section 15060(b)(3)(3), which applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. The modifications to the conditions of approval do not involve any environmental impacts identified in the project's Environmental Impact Report (EIR).

## **CONCLUSION**

Staff has found that the Minor Change is in conformance with the City's Municipal Code and General Plan. The subject site is physically suitable for the type of the development and land use. The design of the project will not cause substantial environmental damage, harm any wildlife, nor cause serious public health problems, as demonstrated in the Project's adopted Initial Study and Mitigated Negative Declaration, and as further analyzed by the city's CEQA Administrator.

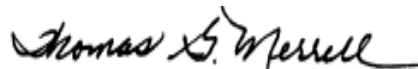
Granting the Minor Change will maintain both a high-quality and beautifully-maintained development under the previous approval. In the long run, the build out of the Project will retain the highest and best economic use of the land for both the Applicant and the City. The new single family residential development will serve to revitalize the underutilized parcel, provide much needed housing to the community and foster an increase in property and sales taxes.

*Prepared by:*



Chris Mallec  
Associate Planner

*Submitted by:*



Thomas G. Merrell, AICP  
Planning Director

# City of Jurupa Valley

*Reviewed by:*

//s// **Serita Young**

*Serita Young  
Deputy City Attorney*

## **ATTACHMENTS**

1. Planning Commission Resolution No. 2020-11-10-03
  - a) Exhibit A: MA1212 – Revised Conditions of Approval
  - b) Exhibit B: MA18089 – Revised Conditions of Approval
2. Adopted City Council Resolution No. 2016-16 (MA1212 - TR31894), with Conditions of Approval
3. Adopted City Council Resolution No. 2019-18 (MA18089 - TR37470), with Conditions of Approval
4. MA1212 – Approved TTM and Development Plan
5. MA18089 – Approved TTM
6. Applicant Information Outlining Proposed Changes (September 1, 2020)
7. Radius Map

**ATTACHMENT NO. 1**

Planning Commission Resolution  
No. 2020-10-11-03

RESOLUTION WILL BE PROVIDED SEPARATELY AND  
PRIOR TO THE PC MEETING.

**EXHIBIT A OF ATTACHMENT NO. 1**

MA1212 – Revised Conditions of Approval

EXHIBIT A

1. **PROJECT PERMITTED.** MA20161 (TTM31894M3) is for the approval of the following modifications to the original TTM31894 approval (known collectively with other entitlements as MA1212):

- a) **MODIFICATION OF TTM31894 (MA1212) CONDITION OF APPROVAL NO. 8:**  
The following condition **replaces** Planning Condition of Approval No. 8:

**8. REVISION TO APPROVED DEVELOPMENT PLAN. Prior to the recordation of the final map,** the applicant shall submit a final Development Plan with the following changes to the approved Development Plan:

- a. All text and exhibits (including Maintenance Plan, street cross-sections, and trails plan) shall be revised to be consistent with the approved street trees and cross-sections for Sierra Avenue and 20<sup>th</sup> Street (as shown in Condition Nos. 18 and 19)
- b. All text and exhibits related to Walls and Fences, including the specific, following modifications:
  - i. Vinyl fence is permitted as an alternative to the requirement of a view fence for residential lots which has less than 10-foot vertical grade.
  - ii. Trail Fences shall be designed to meet the requirements of Jurupa Area Park District (JARPD) and be approved by Jurupa Area Park District (JARPD).

- b) **MODIFICATION OF TTM31894 (MA1212) CONDITION OF APPROVAL NO. 12:**  
The following condition **replaces** Planning Condition of Approval No. 12 of MA1212:

**12. ON-SITE LANDSCAPING. Prior to the issuance of any Building permit,** the applicant shall submit a "Professional Services (PROS)" application (with current fees) and the following items for City review and approval:

- a. The total cost estimate of landscaping, irrigation, and one-year of maintenance.
- b. Completed City Faithful Performance Bond for Landscape Improvements form with original signatures after the City provides the applicant with the required amount of bond.
- c. Completed City Landscape Agreement with original signatures after the City has reviewed the submitted cost estimate.
- d. Final landscape, maintenance, planting, and irrigation plans and digital copies (CD format) that are consistent with the approved conceptual landscape plans and demonstrate compliance with the landscape provisions of Ordinance No. 348, Ordinance No. 859, and the Riverside County Guide to California Friendly Landscaping. Additionally, the plans shall include the following items:

**MINOR CHANGE – SHADOW ROCK**  
**CONDITIONS OF APPROVAL FOR MA20161 (TTM31894M3)**  
**RESOLUTION NO. 2020-11-10-03**

**REVISED: NOVEMBER 6, 2020**

- *Maintenance Plan shall indicate CFD2020-001 as the responsible agency for fuel modification zones, non-water quality basins, and landscaped slopes.*
- *Pedestrian-level lighting within the parks including the vehicle parking lot.*
- *The street trees within the parkways of Sierra Avenue shall be Chinese Flame tree [Koelreuteria bipinnata] or Australian Willow [Geijera parviflora].*
- *In order to be in compliance with the latest Model Water Efficient Landscape Ordinance (MWELO) requirements, revise the tree and shrub palette to include more plants with a low / very low WUCOLS rating. Water use calculations must demonstrate that the estimated landscape water use will not exceed a factor of 0.55.*
- *Use a warm season sports field turf mix for park grass areas.*
- *Illustrate the meandering sidewalks on 20th Street and Sierra Avenue.*
- *Provide a continuous 8' wide D.G. trail along Sierra Avenue to connect the trails on La Cañada Drive/Canal Street and 20th Street.*
- *Specify block wall house returns with vinyl gates.*
- *Add street medians to the Maintenance Responsibility Plan.*
- *Landscape Plan shall be revised to show Lot 118 is a buildable lot instead of an open space lot.*
- *Provide typical front yard landscape plan and include 2 front yard trees in addition to the street tree.*
- *Wet signed by a licensed landscape architect*
- *Applicant's wet signature and date with statement, "I agree to comply with the criteria of the City of Jurupa Valley Water Use Efficiency Ordinance".*
- *Water budget calculations; Maximum Applied Water Allowance (MAWA) and Estimated Annual Applied Water Use (EAWU)*
- *Hydrozone information table*
- *Irrigation run time schedules; six month establishment period and for established landscape*
- *Provide root barriers to prevent tree root damage to sidewalks and sewer lines.*
- *Notation: The project landscape architect shall conduct a field inspection at substantial completion of each phase of the project to verify that the landscape and irrigation installation is in Compliance with the approved design plans; this prior to*

*beginning the contractors 1 year maintenance period. The project Landscape Architect shall then submit a Certificate of Compliance letter to the City of Jurupa Valley and request a final City Inspection of the landscape and irrigation installation. The Certificate shall include a list of any deficiencies or necessary changes for approval by the Department of Development Services. At the time of the City final landscape inspection an irrigation system coverage review will be conducted; the landscape contractor may be required to be in attendance to operate the irrigation system to facilitate the review.*

- *Notation: The project landscape architect shall conduct a field inspection at completion of the project 1 year maintenance period to verify that the landscape and irrigation installation is in Compliance with the approved design plans and is healthy and flourishing. The project Landscape Architect shall then submit a Certificate of Compliance letter to the City of Jurupa Valley and request a final City Inspection of the maintained landscape and irrigation installation.*

**Prior to the issuance of the Certificate of Occupancy for MA20161 (TTM31894M3) the following events shall be satisfied in the order it is listed:**

- 1) **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 has deemed the installation is in conformance to the approved plans.*
  - 2) **City Inspection:** *The City landscape architect shall conduct an inspection of the installation to confirm the landscape and irrigation plan was constructed in accordance to the approved plans.*
- c) **MODIFICATION OF TTM31894 (MA1212) CONDITION OF APPROVAL NO. 13:**  
**The following condition replaces Planning Condition of Approval No. 13 of MA1212:**
- 13. COVENANTS, CONDITIONS, & RESTRICTIONS (CC&R'S). Prior to recordation of the final map for TTM31894,** *the applicant shall submit Covenants, Conditions, & Restrictions (CC&R's) for City review and approval. The CC&Rs shall include, but not limited to, the provisions relating to the following items:*
- a) Include approved Landscape exhibit;*
  - b) Include approved Maintenance exhibit;*
  - c) Maintenance Plan shall indicate CFD2020-001 as the responsible maintenance agency for on-site community signage, fuel modification zones, non-water quality basins, landscaped slopes, and for graffiti abatement of walls and other permanent structures. Include a provision to require Planning Director approval if there are any changes to the approved Maintenance exhibit;*

- d) **MODIFICATION OF TTM31894 (MA1212) CONDITION OF APPROVAL NO. 18.C:** The following condition replaces Planning Condition of Approval No. 18.C of MA1212:

**18.c. VACATION OF RIGHT-OF-WAY. Prior to the recordation of final map,** the subdivider shall submit an application to vacate a portion of existing Sierra Avenue (west of Lot No. 118 of TTM31894 and westerly of the intersection of Sierra Avenue and 20th Street) to the City Engineer for the land to be owned and maintained by CFD2020-001.

- e) **MODIFICATION OF TTM31894 (MA1212) CONDITION OF APPROVAL NO. 22:** The following condition replaces Planning Condition of Approval No. 22 of MA1212:

**22. FENCING FOR TRAILS.** The trail fence shall be designed in accordance with Jurupa Area Recreation & Park District (JARPD) standards. The fence design shall be approved by JARPD prior to the issuance of a Building permit or construction.

- f) **MODIFICATION OF TTM31894 (MA1212) ENGINEERING CONDITION OF APPROVAL NO. 3.19:** The following condition replaces Engineering Condition of Approval No. 3.19:

Developer shall initiate formation of, or annexation to if one already exists, a Community Facilities District (CFD) for operation and maintenance of traffic signals, street lighting, landscaping and irrigation in the public right-of-way, publicly owned post-construction water quality management features and facilities (BMPs) whether in the public right-of-way or not, community signage, fuel modification zones, and for graffiti abatement of walls and other permanent structures along all public rights-of-way.

The Developer shall pay for all costs associated with CFD formation or annexation.

- g) **MODIFICATION OF TTM31894 (MA1212) ENGINEERING CONDITION OF APPROVAL NO. 6.4:** The following condition replaces Engineering Condition of Approval No. 6.4:

**Prior to completion and acceptance of infrastructure improvements or prior to the final building inspection, whichever occurs first,** assurance of maintenance of public improvements is required by completion of annexation into a Community Facilities District (CFD) for operation and maintenance of required improvements in the public right-of-way and post-construction water quality management features and facilities (BMPs) community signage, fuel modification zones, and graffiti abatement of walls and other permanent structures along all public rights-of-way.

- h) **MODIFICATION OF TTM31894 (MA1212) – ENGINEERING DEPT. CONDITION OF APPROVAL TABLE A - INTERSECTION AND ROADWAY SEGMENT IMPROVEMENT AND MITIGATION LIST: PROJECT-SPECIFIC INTERSECTION MITIGATION (PHASE/SUBDIVISION UNIT 3):** The following requirement replaces the Project-Specific Intersection Mitigation for Phase/Subdivision Unit 3, listed within the Engineering Department Intersection and Roadway Segment Improvement and Mitigation List:

Geometric Modification	Description
<b>INTERSECTIONS</b>	
<b>Project-Specific Intersection Mitigation- Phase/Subdivision Unit 1</b>	
Intersection of Armstrong Road (NS) and 30th Street (EW)	Modify geometries to provide: <ul style="list-style-type: none"> <li>• <b>NB:</b> one TH lane, one shared TH/RT lane.</li> <li>• <b>SB:</b> one LT lane, two TH lanes.</li> <li>• <b>EB:</b> N/A.</li> <li>• <b>WB:</b> one LT lane, one RT lane.</li> </ul> Note: Install new traffic signal.
Intersection of Sierra Avenue (NS) and 20th Street (EW)	Install geometries to provide: <ul style="list-style-type: none"> <li>• <b>NB:</b> one TH lane, one shared TH/RT lane.</li> <li>• <b>SB:</b> one LT lane, two TH lanes.</li> <li>• <b>EB:</b> N/A.</li> <li>• <b>WB:</b> N/A.</li> </ul> Note: Install new traffic signal conduits. SB LT lane and NB RT lane to be provided, but striped out until 20th Street is constructed.
Intersection of Sierra Avenue (NS) and "I" Street (EW)	Install geometries to provide: <ul style="list-style-type: none"> <li>• <b>NB:</b> one LT lane, two TH lanes.</li> <li>• <b>SB:</b> one TH lane, one shared TH/RT lane.</li> <li>• <b>EB:</b> one LT lane, one RT lane.</li> <li>• <b>WB:</b> N/A.</li> </ul>
Intersection of Sierra Avenue Rodeo Drive (NS) and (EW)	Install geometries to provide: <ul style="list-style-type: none"> <li>• <b>NB:</b> N/A</li> <li>• <b>SB:</b> one RT lane.</li> <li>• <b>EB:</b> one LT lane.</li> <li>• <b>WB:</b> N/A.</li> </ul> Note: Install new traffic signal conduits

Sierra Avenue and UPRR Crossing	Install at-grade crossing control including warning system and crossing gates. Crossing shall be widened to accommodate four traffic lanes and pedestrian/trail facilities. Crossing design to be approved by the City and UPRR.
Intersection of Pacific Avenue (NS) and Mission Boulevard (EW)	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one LT lane, one shared TH/RT lane.</li> <li>• <b>SB:</b> one LT lane, one TH lane, one RT lane.</li> <li>• <b>EB:</b> one LT lane, two TH lanes, one RT lane.</li> <li>• <b>WB:</b> one LT lane, two TH lanes, one RT lane.</li> </ul> <p>Note: Signal to be modified to include RT overlap phasing for the SB, EB &amp; WB approaches.</p>
<b>Project-Specific Intersection Mitigation - Phase/Subdivision Unit 3</b>	
Intersection of Sierra Avenue (NS) and 20th Street (EW)	<p>Install geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> One TH lanes, one shared TH/RT lane.</li> <li>• <b>SB:</b> one LT lane, two TH lanes.</li> <li>• <b>EB:</b> N/A.</li> <li>• <b>WB:</b> one LT lane, one RT lane.</li> </ul> <p>Note: Install new traffic signal.</p>
Intersection of "A" Street (NS) and 20th Street (EW)	<p>Install geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> N/A.</li> <li>• <b>SB:</b> one shared LT/RT lane.</li> <li>• <b>EB:</b> one LT lane, two TH lanes.</li> <li>• <b>WB:</b> one TH lane, one shared TH/RT lane.</li> </ul>
Intersection of "B" Street (NS) and 20th Street (EW)	<p>Install geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> N/A.</li> <li>• <b>SB:</b> one shared LT/RT lane.</li> <li>• <b>EB:</b> one LT lane, two TH lanes.</li> <li>• <b>WB:</b> one TH lane, one shared TH/RT lane.</li> </ul>
<b>Fair-Share Intersection Improvements</b>	

<p>Intersection of Valley Way (NS) and          WB SR-60 On-Ramp (EW)</p>	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one LT lane.</li> <li>• <b>SB:</b> two TH lanes, one RT lane.</li> <li>• <b>EB:</b> N/A.</li> <li>• <b>WB:</b> N/A.</li> </ul> <p>Note: Drop added SB lane as the RT lane (see segment list). Caltrans approval needed to modify the ramp.</p>
<p>Intersection of Valley Way (NS) and          /Granite Hill/WB SR-60 Off-Ramp (EW)</p>	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one LT lane, two TH lanes.</li> <li>• <b>SB:</b> two TH lanes, one shared TH/RT lane.</li> <li>• <b>EB:</b> one 100' LT lane, one RT lane.</li> <li>• <b>WB:</b> one LT lane, one shared LT/TH/RT lane, one 300' RT lane.</li> </ul> <p>Note: This will require widening on the north side of both the EB and WB approaches, ROW acquisition on the EB approach to the west of the Farmer Boys site, including C/G &amp; S, and Caltrans approval to modify the ramp.</p> <p>Upgrade traffic signal to provide video detection, dedicated LT phasing for EB and WB LTs, BBU, LED signal faces, LED IISNS, Ped countdown timers, ADA-spec ped push buttons, and current specification control cards as needed.</p>
<p>Intersection of Valley Way (NS) and          37th Street (EW)</p>	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one LT lane, two TH lanes.</li> <li>• <b>SB:</b> two TH lanes, one shared TH/RT lane.</li> <li>• <b>EB:</b> one LT lane, one RT lane.</li> <li>• <b>WB:</b> N/A.</li> </ul> <p>Note: This modification will require widening Valley Way along the west side to add a third SB TH lane.</p>

<p>Intersection of Valley Way (NS) and 36th Street (EW)</p>	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one LT lane, one TH lane, one shared TH/RT lane.</li> <li>• <b>SB:</b> one LT lane, one TH lane, one shared TH/RT lane.</li> <li>• <b>EB:</b> one shared LT/TH/RT lane.</li> <li>• <b>WB:</b> one shared LT/TH/RT lane.</li> </ul> <p>Note: The added third SB TH lane will begin south of the intersection and will require modification of the SW quadrant.</p>
<p>Intersection of Valley Way/Armstrong Road (NS) and 34th Street (EW)</p>	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one LT lane, one TH lane, one shared TH/RT lane.</li> <li>• <b>SB:</b> one LT lane, one shared TH/RT lane.</li> <li>• <b>EB:</b> one LT lane, one shared TH/RT lane text.</li> <li>• <b>WB:</b> one LT lane, one TH lane, one shared TH/RT lane.</li> </ul> <p>Note: Upgrade traffic signal to provide video detection, dedicated LT phasing for EB and WB LTs, BBU, LED signal faces, LED IISNS, Ped countdown timers, ADA-spec ped push buttons, and current specification control cards as needed.</p>
<p>Intersection of Rubidoux Boulevard (NS) and Mission Boulevard (EW)</p>	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one shared LT/TH/RT lane.</li> <li>• <b>SB:</b> one LT lane, one shared TH/RT lane, one RT lane.</li> <li>• <b>EB:</b> two LT lanes, one TH lane, one shared TH/RT lane.</li> <li>• <b>WB:</b> one LT lane, two TH lanes, one RT lane.</li> </ul>
<p>Intersection of EB SR-60 Ramps/Byrne Road (NS) and Mission Boulevard (EW)</p>	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one shared LT/TH/RT lane.</li> <li>• <b>SB:</b> one LT lane, one shared LT/TH/RT lane.</li> <li>• <b>EB:</b> one LT lane, one TH lane, one shared TH/LT lane.</li> <li>• <b>WB:</b> one LT lane, two TH lanes, one RT lane.</li> </ul> <p>Note: Modifications to ramp striping and signal detection will require Caltrans approval.</p>
<p><b>ROADWAY SEGMENTS</b></p>	

<b>Project-Specific Roadway Segment Mitigation - Phase 1</b>	
Valley Way btwn 29th Street and Sierra Avenue	Install 650' raised landscaped median beginning at 29th Street and terminating at the start of the #1NB LT lane. Provide NB acceleration lane from 29th Street.
Sierra Avenue btwn Armstrong Road and Rodeo Drive	Provide four TH lanes plus landscaped and irrigated curbed median.  Note: Provide a trail on the east side of Sierra Avenue btwn 20 <sup>th</sup> Street and Rodeo Drive
<b>Project-Specific Roadway Segment Mitigation - Phase 2</b>	
Sierra Avenue btwn Rodeo Drive and Canal Street	Provide four TH lanes plus median.  Note: Provide a trail on the east side of Sierra Avenue btwn 20 <sup>th</sup> Street and Rodeo Drive
Pacific Avenue btwn Canal Street and SR-60	Infill curb, gutter and sidewalk on the east and west sides of the street. Approximately 1,000' of C/G and sidewalk. Roadway will have two TH lanes plus median turn lane (3 lanes total).
Pacific Avenue/SR-60 viaduct	Provide curb, gutter and sidewalk. Roadway will be narrowed to maintain two TH lanes, but no on-street parking will be allowed.
<b>Project-Specific Roadway Segment Mitigation - Phase 3</b>	
20th Street btwn Sierra Avenue and Project boundary	Provide four TH lanes.
<b>Fair-Share Roadway Segment Improvements</b>	
Valley Way btwn Granite Hill Drive and 37 <sup>th</sup> Street	Add third SB TH lane.
Valley Way btwn 37 <sup>th</sup> Street and 36th Street	Replace existing painted median with raised median. Add third SB TH lane. Flare the NE curb return at 3ihStreet and the SW curb return at 36th Street to accommodate U-turns.
Valley Way btwn 36th Street and 34th Street	Replace existing painted median with raised landscaped median. Flare the NE curb return at 36th Street and the SW curb return at 34th Street to accommodate U-turns.
Pacific Avenue btwn SR-60 and Mission Boulevard	Infill curb, gutter and sidewalk on the east and west sides of the street. Approximately 1,000' of C/G and 1,300' of sidewalk. Roadway will have two TH lanes plus median turn lane (3 lanes total).

2. **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. **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. **FEES.** The approval of MA20161 (TTM31894M3) shall not become effective until all planning fees have been paid in full.

**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: \_\_\_\_\_

**EXHIBIT B OF ATTACHMENT NO. 1**

MA18089 – Revised Conditions of Approval

EXHIBIT B

1. **PROJECT PERMITTED.** MA20161 (TTM37470M1) is for the approval of the following modifications to the original TTM37470 approval (known collectively with other entitlements as MA18089):

- a) **MODIFICATION OF TTM37470 (MA18089) CONDITION OF APPROVAL NO. 10:**  
The following condition **replaces** Planning Condition of Approval No. 10:

**10. TTM – COVENANTS, CONDITIONS, & RESTRICTIONS (CC&R'S). Prior to recordation of the final map for TTM37470.** the applicant shall submit Covenants, Conditions, & Restrictions (CC&R's) for City review and approval. The CC&Rs shall include, but not limited to, the provisions relating to the following items:

- a) Include approved Landscape exhibit;
- b) Include approved Maintenance exhibit with responsible parties;
- c) Allowed users of the common areas;
- d) Maintenance Plan shall indicate CFD2020-001 as the responsible maintenance agency for on-site community signage, fuel modification zones, non-water quality basins, landscaped slopes. Include a provision to require Planning Director approval if there are any changes to the approved Maintenance exhibit;
- e) Identify locations or areas, including trails, to be maintained by property owner(s), special districts, City (if applicable), or an association in text and by exhibit(s)

- b) **MODIFICATION OF TTM37470 (MA18089) CONDITION OF APPROVAL NO. 13:** The following condition **replaces** Planning Condition of Approval No. 13:

**13. TTM – MAINTENANCE OF 10-FOOT-WIDE MULTI-PURPOSE TRAIL ON LOTS 35 AND 36.** The multi-purpose trail on Lots 35 and 36 shall be maintained by Jurupa Recreation Area Park District (JARPD). **Prior to the issuance of the building permit for the first single-family unit of the tract,** the applicant shall provide documentation that JARPD accepts maintenance of the multi-purpose trail to the Planning Department.

If JARPD does not accept maintenance of the trail, another mechanism for maintenance shall be implemented such as a homeowner's association or community facilities district.

- c) **MODIFICATION OF TTM37470 (MA18089) CONDITION OF APPROVAL NO. 17:** The following condition replaces Planning Condition No. 17:

**17. SDP APPROVAL FOR WALL & FENCE PLAN. Prior to the issuance of the first building permit for a unit for TTM37470,** a Wall and Fence Plan shall be approved by the Planning Director. The plan shall be consistent with the MA18089 approval and the adopted MA1212 R-4 Development Plan.

- d) **REMOVE TTM37470 (MA18089) CONDITION OF APPROVAL NO. 26**
- e) **MODIFICATION OF TTM37470 (MA18089) ENGINEERING CONDITION OF APPROVAL NO. 3.2:** The following condition **replaces** Engineering Condition of Approval No. 3.2:

**3.2.** No final Map shall be recorded until the formation / annexation process for the Community Facilities (CFD) associated with this project, if any, is finalized.

3.2.1. Applicant shall prepare Landscape and Irrigation plans for CFD. Plans shall be prepared per Riverside County Ordinance No. 859 and per the City's submittal guidelines and package.

3.2.2. CFD will include, but is not limited to, the maintenance of the following:

- Water Quality Basins;
- Tree trimming for trees within the public right-of-way, as identified on the CFD landscape plans and approved by the Director of Public Works;
- Landscape Maintenance

3.2.3. The CFD will not maintain the parkway area in front of the homeowner's lot. Property owners will be responsible of the maintenance of the landscaping in front of their homes within the public right-of-way. The following exception applies: the CFD will be responsible for the tree trimming of trees along parkways on public right-of-way.

3.2.4. Formation of a CFD for parkway improvements will require the City Engineer's approval.

- 17. 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.

18. **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.
19. **FEES.** The approval of MA20161 (TTM37470M1) shall not become effective until all planning fees have been paid in full.

**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**

Adopted City Council Resolution No. 2016-06  
(MA1212 - TR31894), with Conditions of Approval

**RESOLUTION NO. 2016-06**

**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 FOR A RESIDENTIAL SUBDIVISION OF APPROXIMATELY 168 GROSS ACRES LOCATED NORTH OF CANAL STREET AND UNION PACIFIC RAILROAD LINE, EAST OF SIERRA AVENUE, SOUTH OF KAREN LANE, AND WEST OF RIO VISTA SPECIFIC PLAN, AND APPROVING GENERAL PLAN AMENDMENT NO. 1207, TENTATIVE TRACT MAP NO. 31894, TENTATIVE PARCEL MAP NO. 36812, VARIANCE NO. 1505 AND AN EXCEPTION TO SUBSECTION C OF SECTION 3.8 OF ORDINANCE NO. 460 TO PERMIT THE SUBDIVISION ON APPROXIMATELY 168 GROSS ACRES LOCATED NORTH OF CANAL STREET AND UNION PACIFIC RAILROAD LINE, EAST OF SIERRA AVENUE, SOUTH OF KAREN LANE, AND WEST OF RIO VISTA SPECIFIC PLAN (APNS: 175-080-011; 177-020-004, 016, 017; 177-030-001, 002, 004, 006, 010, 016; AND 177-110-006, 007) INTO 398 SINGLE-FAMILY RESIDENTIAL LOTS, 3 POCKET PARKS AND ONE 5-ACRE COMMUNITY PARK**

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

Section 1.     **City of Jurupa Valley Land Use Regulatory Authority.**     The City Council of the City of Jurupa Valley does hereby find, determine and declare that:

(a)     The City of Jurupa Valley incorporated on July 1, 2011.

(b)     On July 1, 2011, the City Council adopted Ordinance No. 2011-01. This Ordinance provides that pursuant to the provisions of Government Code Section 57376, all ordinances of the County of Riverside that have been applicable within the territory now incorporated as the City of Jurupa Valley, to the extent that they applied before incorporation, shall remain in full force and effect as ordinances of the City of Jurupa Valley, including the Riverside County General Plan. Additionally, Ordinance No. 2011-01 provides that the resolutions, rules and regulations of the County of Riverside that have been applicable in the implementation of the aforesaid ordinances and State laws (including, but not limited to, the California Environmental Quality Act and regulations pertaining to traffic) to the extent that they applied before incorporation shall remain in full force and effect as resolutions, rules and regulations, respectively, of the City of Jurupa Valley. On September 15, 2011, the City Council adopted Ordinance No. 2011-10, effective October 15, 2011, continuing in effect all ordinances of the County of Riverside that have been applicable within the territory now incorporated as the City of Jurupa Valley, to the extent that they applied before incorporation. These ordinances and resolutions as well as the Jurupa Valley Municipal Code shall be known as “Jurupa Valley Ordinances.”

(c) On September 15, 2011, the City Council also adopted Ordinance No. 2011-09, effective October 15, 2011, adopting Chapter 2.35 of the Jurupa Valley Municipal Code establishing the Planning Commission for the City of Jurupa Valley. Chapter 2.35 provides that the Planning Commission shall perform the planning agency functions described in Government Code Section 65100 *et seq.* and shall fulfill the functions delegated to the Planning Commission for the County of Riverside under the relevant ordinances and resolutions, which the City has adopted as required upon incorporation. Chapter 2.35 further provides that the Planning Commission shall perform the functions of any and all planning, zoning or code enforcement appeals board created by the relevant County of Riverside ordinances and resolutions, which the City has adopted by reference as required by law.

**Section 2. Project.** Richland Communities, Inc. (the “Applicant”) has applied for General Plan Amendment No. 1207, Change of Zone No. 1205, Tentative Tract Map No. 31894, Tentative Parcel Map No. 36812, Variance No. 1505 and an exception to Subsection C of Section 3.8 of Riverside County Ordinance No. 460, as adopted by the City of Jurupa Valley pursuant to Chapter 1.35 of the Jurupa Valley Municipal Code (collectively, Master Application No. 1212 or MA No. 1212) to permit the subdivision of approximately 168 gross acres into 398 single-family residential lots, 3 pocket parks and one 5-acre community park on real property located north of Canal Street and the Union Pacific Railroad Line, east of Sierra Avenue, south of Karen Lane, and west of the Rio Vista Specific Plan (APNs: 175-080-011; 177-020-004, 016, 017; 177-030-001, 002, 004, 006, 010, 016; and 177-110-006, 007) in the Manufacturing – Heavy (M-H), Manufacturing – Service Commercial (M-SC) and One-Family Dwellings (R-1) Zones and designated Open Space Mineral Resources (OS:MIN) and Community Development Medium High Density Residential (CD:MHDR) (the “Project”). The Applicant filed Master Application No. 1212 with the City on December 26, 2012.

**Section 3. General Plan Amendment.**

(a) The Applicant is seeking approval of General Plan Amendment No. 1207 to change the:

1) General Plan land use designation of the subject site (APNs: 175-080-011; 177-020-004, 016, 017; 177-030-001, 002, 004, 006, 010, 016; and 177-110-006, 007) from Open Space Mineral Resources (OS: MIN) and Community Development Medium High Density Residential (CD:MHDR) to Community Development Medium Density Residential (CD:MDR); and

2) Street classification of Sierra Avenue, between 20<sup>th</sup> Street and Canal Street, from an Arterial Highway (right-of-way width: 128’; four thru-lanes) to a modified Secondary Highway (right-of-way width: 100’; raised median; four thru-lanes).

(b) Section 2.10 a. of Riverside County Zoning Ordinance No. 348, as adopted by the City of Jurupa Valley pursuant to Chapter 1.35 of the Jurupa Valley Municipal Code, provides that proposals to adopt or amend the Riverside County General Plan, or any part or element thereof, shall be heard by the Planning Commission during a public hearing on the matter.

(c) Section 2.10 b. of Riverside County Zoning Ordinance No. 348, as adopted by the City of Jurupa Valley pursuant to Chapter 1.35 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.

(d) Section 2.10 c. of Riverside County Zoning Ordinance No. 348, as adopted by the City of Jurupa Valley pursuant to Chapter 1.35 of the Jurupa Valley Municipal Code, provides that upon receipt of a recommendation of the Planning Commission on adoption or amendment of the General Plan, the City Clerk shall set the matter for public hearing before the City Council at the earliest convenient day and shall give notice of public hearing in the same manner as notice was given of the hearing before the Planning Commission.

(e) Further, on March 10, 2014, the Director of the Governor's Office of Planning and Research ("OPR") of the State of California approved the City's request for an extension of time to complete the City's general plan to March 10, 2016. In approving the extension, the OPR imposed conditions on the City's authority to accept, process, review and approve discretionary land use entitlement requests filed with the City. Condition No. 8 of the Director's March 10, 2014 extension approval letter states that the City may continue to process all pending discretionary land use entitlement requests, including those in a formal "pre-application" stage, that have been filed prior to December 31, 2013.

**Section 4. Exception to Subsection C of Section 3.8 of Ordinance No. 460.**

(a) Subsection C of Section 3.8 of Riverside County Ordinance No. 460 states, in part: "When lots 18,000 sq. ft. or less are proposed, the depth of lots shall not exceed 2½ times the width."

(b) The Applicant is seeking approval of an exception to Subsection C of Section 3.8 of Riverside County Ordinance No. 460, as adopted by the City of Jurupa Valley pursuant to Chapter 1.35 of the Jurupa Valley Municipal Code, for the depth of Lots 46, 123, 154-155, 276-277 and 390 in the proposed Tentative Tract Map No. 31894 to exceed 2½ times the width.

(c) Subsection C of Section 3.1 of Riverside County Ordinance No. 460 states that "[e]xceptions from the requirements of this ordinance relating to the design or improvement of land divisions shall be granted by the appropriate Advisory Agency or Appeal Board only when it is determined that there are special circumstances applicable to the property, such as but not limited to size, shape or topographical conditions, or existing road alignment and width, and that the granting of the modification will not be detrimental to the public health, safety or welfare or be damaging to other property in the vicinity."

Section 5.      **Tentative Tract Map.**

(a)      The Applicant is seeking approval of Tentative Tract Map No. 31894, a Schedule 'A' subdivision, to subdivide approximately 168.3 gross acres into 398 numbered lots for single-family residential purposes, lots for open space purposes and lettered lots for streets and public utility purposes (APNs: 175-080-11; 177-020-004, 016, 017; 177-030-001, 002, 004, 006, 010, 016; and 177-110-006, 007 and 008) on real property located north of Canal Street and the Union Pacific Railroad Line, east of Sierra Avenue, south of Karen Lane, and west of the Rio Vista Specific Plan.

(b)      Section 7.1 of 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, requires denial of a tentative parcel map if it does not meet all of the requirements of Riverside County Subdivision Ordinance No. 460, 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. 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, that specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

Section 6.      **Tentative Parcel Map.**

(a)      The Applicant is seeking approval of Tentative Parcel Map No. 36812, a Schedule 'F' subdivision, to subdivide approximately 168.3 gross acres into 4 parcels for financing purposes (APNs: 175-080-11; 177-020-004, 006, 016, 017; 177-030-001, 002, 004, 006, 010, 016; and 177-110-006, 007 and 008) on real property located north of Canal Street and Union Pacific Railroad Line, east of Sierra Avenue, south of Karen Lane, and west of the Rio Vista Specific Plan.

(b)      Section 7.1 of 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, requires denial of a tentative map if it does not meet all of the requirements of Riverside County Subdivision Ordinance No. 460, 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. 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, that specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

Section 7.      **Variance.**

(a)      The Applicant is seeking approval of Variance No. 1505 for Lot Nos. 44, 282, 293 and 294 on the subject property from the minimum lot depth requirement of 80 feet set forth in Section 8.93.b. of Riverside County Zoning Ordinance No. 348, as adopted by the City of Jurupa Valley pursuant to Chapter 1.35 of the Jurupa Valley Municipal Code.

(b)      Section 18.27. a. of Riverside County Zoning Ordinance No. 348, as adopted by the City of Jurupa Valley pursuant to Chapter 1.35 of the Jurupa Valley Municipal Code, provides that variances from the terms of Ordinance No. 348 may be granted when, because of special circumstances applicable to a parcel of property, including size, shape, topography, location or surroundings, the strict application of Ordinance No. 348 deprives such property of privileges enjoyed by other property in the vicinity that is under the same zoning classification. A variance may not be granted for a parcel of property that authorizes a use or activity that is not otherwise expressly authorized by the zone regulation governing the parcel of property, but must be limited to modifications of property development standards, such as lot size, lot coverage, yards, and parking and landscape requirements.

(c)      Section 18.27. d. of Riverside County Zoning Ordinance No. 348, as adopted by the City of Jurupa Valley pursuant to Chapter 1.35 of the Jurupa Valley Municipal Code, provides that any variance granted shall be subject to such conditions as are necessary so that the adjustment does not constitute a grant of special privileges that is inconsistent with the limitations upon other properties in the vicinity and zone in which the property is situated, and which are necessary to protect the health, safety and general welfare of the community.

Section 8.      **Procedural Findings.** The City Council of the City of Jurupa Valley does hereby find, determine and declare that:

(a)      The application for MA No. 1212 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 January 27, 2016, the Planning Commission of the City of Jurupa Valley held a public hearing on MA No. 1212, 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)      At the conclusion of the Planning Commission hearing and after due consideration of the testimony, the Planning Commission adopted Resolution No. 2016-01-27-03 recommending that the City Council approve Master Application No. 1212 (General Plan Amendment No. 1207, Change of Zone No. 1205, Tentative Tract Map No. 31894, Tentative Parcel Map No. 36812, Variance No. 1505 and an exception to Subsection C of Section 3.8 of Riverside County Ordinance No. 460, as adopted by the City of Jurupa Valley pursuant to Chapter 1.35 of the Jurupa Valley Municipal Code), to permit the subdivision of approximately 168 gross acres into 398 single-family residential lots, 3 pocket parks and one 5-acre community park on real property located north of Canal Street and the Union Pacific Railroad Line, east of Sierra Avenue, south of Karen Lane, and west of the Rio Vista Specific Plan (APNs: 175-080-011; 177-020-004, 016, 017; 177-030-001, 002, 004, 006, 010, 016; and 177-110-006, 007),

subject to the recommended conditions of approval, attached hereto as Exhibit “A” to Resolution No. 2016-06.

(d) On March 17, 2016, the City Council of the City of Jurupa Valley held a public hearing on MA No. 1212, 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.

(e) At the conclusion of the City Council hearing and after due consideration of the Planning Commission’s recommendation and the testimony on MA No. 1212, the City Council adopted this Resolution No. 2016-06.

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

**Section 9. California Environmental Quality Act Findings for Certification of Environmental Impact Report and Adoption of Statement of Overriding Considerations.**  
The City Council of the City of Jurupa Valley hereby makes the following environmental findings and determinations in connection with the approval of the Project:

(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, a Notice of Preparation (“NOP”) was distributed by the City of Jurupa Valley to responsible, trustee and local agencies for review and comment on August 12, 2014. The NOP was issued to the following: Governor’s Office of Planning and Research, California Department of Fish & Wildlife, Water Quality Control Board, Native American Heritage Commission, U.S. Army Corps of Engineers, Western Riverside Council of Governments, U.S. Fish & Wildlife Service, CALTRANS District 8, Riverside County Fire Protection Planning, Riverside County Flood Control and Water Conservation District, Jurupa Community Services District, Jurupa Area Recreation & Park District, Regional Conservation Authority Western Riverside County, San Bernardino County Museum, Riverside County Department of Environmental Health, Riverside County Airport Transportation Department, Riverside County Sheriff’s Department, City of Fontana Planning Department, Jurupa Unified School District, Riverside County Regional Parks and Open Space District, South Coast Air Quality Management District, Department of Toxic Substances Control, Soboba Band Luiseno Indians, Center for Community Action and Environmental Justice and organizations and persons considered likely to be interested in the Project and its potential impacts.

(b) A Draft Environmental Impact Report (the “DEIR”) was prepared for the Project between June 2013 and October 2015 and is incorporated herein by this reference. In accordance with 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.*) 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 October 15, 2015 to November 30, 2015. The City received three comments during the comment period from the Governor's Office of Planning and Research, the County of Riverside Airport Land Use Commission, and the South Coast Air Quality Management District.

(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 and is on file with the City Planning Department. The responses to public agency comments were delivered to each public agency commenter on or about January 21, 2016, which is more than 10 days prior to any certification of the Final EIR.

(e) The Final EIR is on file in the Office of the City Clerk. The FEIR is comprised of the DEIR dated October 2015, 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 January 27, 2016, the Planning Commission conducted a duly noticed public hearing 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 EIR and the Project and approved Resolution No. 2016-01-27-03 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 for the Project, and adopt a statement of overriding considerations for the Project.

(g) On March 17, 2016, the City Council conducted a duly noticed public hearing to consider the Project and the Final EIR, reviewed the staff report, accepted and considered public testimony.

(h) The findings attached to this Resolution, as Exhibit "C", are based upon the information and evidence set forth in the Final EIR and upon other substantial evidence that has been presented at the hearing and in the record of the proceedings. The documents, staff reports, technical studies, appendices, plans, specifications, and other materials that constitute the record of proceedings on which this Resolution is based are on file for public examination during normal business hours at the Planning Department, City of Jurupa Valley, 8930 Limonite Avenue, Jurupa Valley, California 92509. The custodian of records is Annette Tam, with the City of Jurupa Valley Planning Department. Each of those documents is incorporated herein by reference.

(i) The City Council finds that agencies and interested members of the public were afforded ample notice and opportunity to comment on the EIR and the Project.

(j) Section 15093 of the State CEQA Guidelines requires that if the Project will cause significant unavoidable adverse impacts, the City must adopt a Statement of

Overriding Considerations prior to approving the Project. The Statement of Overriding Considerations states that any significant adverse project effects are acceptable if expected Project benefits outweigh unavoidable adverse environmental impacts.

(k) A discussion of the Project benefits and a Statement of Overriding Considerations for the environmental impacts that cannot be fully mitigated to a less than significant level are set forth in Exhibit “C” which is incorporated herein by reference.

(l) California Public Resources Code 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 assure compliance with the adopted mitigation measures. The Mitigation Monitoring and Reporting Program for the Project is set forth in the attached Exhibit “D,” which is incorporated herein by reference.

(m) Prior to taking action, the City Council reviewed and considered, and has exercised its independent judgment and analysis in considering, the Final EIR and all of the information and data in the administrative record, and all oral and written testimony presented to it during meetings and hearings and finds that the Final EIR:

- 1) Has been completed in compliance with CEQA;
- 2) Was presented to the City Council and the City Council reviewed and considered the information contained in the Final EIR prior to taking action regarding the Final EIR or the Project; and
- 3) Reflects the City’s independent judgment and analysis.

No changes to the Project, changes to the environment, comments on the Project, or any additional information submitted to the City have produced any substantial new information requiring additional environmental review or documentation of the Project under CEQA.

(n) Based upon the evidence presented at the hearing, including the staff report and oral testimony, the City Council hereby certifies the Final EIR, adopts findings pursuant to the California Environmental Quality Act for the Project as set forth in Exhibit “B” to Resolution No. 2016-06, adopts a Mitigation Monitoring and Reporting Program for the Project as set forth in Exhibit “D” to Resolution No. 2016-06, and adopts a Statement of Overriding Considerations for the Project as set forth in Exhibit “C” to Resolution No. 2016-06.

(o) The City Clerk is authorized and directed to file a Notice of Determination in accordance with CEQA.

**Section 10. Findings for Approval of General Plan Amendment.** The City Council of the City of Jurupa Valley does hereby find and determine that General Plan Amendment No. 1207 should be adopted because:

(a) The General Plan Amendment is appropriate and compatible with the surrounding existing residential neighborhoods.

(b) The existing Open Space-Mineral land use designation allows for mining. Mining operations is not compatible with this residential area.

(c) The existing Community Development: Medium High Density Residential designation has a higher density than the surrounding neighborhoods. Community Development: Medium Density Residential is more appropriate for this area.

**Section 11. Findings for Approval of Exception to Subsection C of Section 3.8 of Ordinance No. 490.** City Council of the City of Jurupa Valley does hereby find, determine and declare that an exception to Subsection C of Section 3.8 of Riverside County Ordinance No. 460, as adopted by the City of Jurupa Valley pursuant to Chapter 1.35 of the Jurupa Valley Municipal Code, should be granted because:

(a) There are special circumstances applicable to the subject property, including the irregularly shaped Project site, existing physical environment, and overall (existing and proposed) circulation system; and

(b) The granting of the modification will not be detrimental to the public health, safety or welfare or be damaging to other property in the vicinity in that:

1) The Project meets the intent of the Municipal Code, other applicable standards, and is consistent with the Jurupa Valley General Plan, as amended by General Plan Amendment No. 1207.

**Section 12. Findings for Approval of Tentative Tract Map No. 31894.** The City Council of the City of Jurupa Valley does hereby find, determine and declare that the proposed Tentative Tract Map No. 31894 should be granted because:

(a) The proposed Tentative Tract Map No. 31894 meets all requirements of 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.

(b) The proposed land division will be consistent with the City's General Plan upon approval of the proposed General Plan Amendment in that it allows for residential subdivision.

(c) The design or improvement of the proposed land division will be consistent with the City's General Plan upon approval of the proposed General Plan Amendment in that the Project's density and use is consistent with the land use designation and the Jurupa Valley General Plan, as amended by General Plan Amendment No. 1207.

(d) The site of the proposed land division is physically suitable for the type of development in that the Project meets all design, zoning and subdivision standards.

(e) The site of the proposed land division is physically suitable for the proposed density of the development in that the Project meets all design, zoning and subdivision standards.

(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 no riparian linkages or native resident or migratory wildlife corridors in the Multiple Species Habitat Conservation Plan (MSHCP) have been identified within the proposed Project area. No native resident or migratory fish or proposed native wildlife nursery sites have been identified within the proposed Project area.

(g) The design of the proposed land division or the type of improvements is not likely to cause serious public health problems in that it is a residential subdivision.

(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 in that the Project extends the existing Jurupa Valley General Plan roads and provides for access to the park, trails and other public facilities.

(i) A Final EIR has been prepared with respect to the Project and a finding has been made in Section B of "Facts, Findings and Statement of Overriding Considerations," pursuant to CEQA, that specific economic, social or other considerations make infeasible mitigation measures or project alternatives identified in the Final EIR.

**Section 13. Findings for Approval of Tentative Parcel Map.** The City Council of the City of Jurupa Valley does hereby find, determine and declare that the proposed Tentative Parcel Map No. 36812 should be granted because:

(a) The proposed Tentative Parcel Map No. 36812 meets all requirements of 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.

(b) The proposed land division will be consistent with the City's General Plan upon approval of the proposed General Plan Amendment in that it allows for residential subdivision.

(c) The design or improvement of the proposed land division will be consistent with the City's General Plan upon approval of the proposed General Plan Amendment in that the Project's density and use is consistent with the land use designation and the Jurupa Valley General Plan, as amended by General Plan Amendment No. 1207.

(d) The site of the proposed land division is physically suitable for the type of development in that the Project meets all design, zoning and subdivision standards.

(e) The site of the proposed land division is physically suitable for the proposed density of the development in that the Project meets all design, zoning and subdivision standards.

(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 no riparian linkages or native resident or migratory wildlife corridors in the Multiple Species Habitat Conservation Plan (MSHCP) have been identified

within the proposed Project area. No native resident or migratory fish or proposed native wildlife nursery sites have been identified within the proposed Project area.

(g) The design of the proposed land division or the type of improvements is not likely to cause serious public health problems in that it is a project for residential subdivision.

(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 in that the Project extends the existing Jurupa Valley General Plan roads and provides for access to the park, trails and other public facilities.

(i) A Final EIR has been prepared with respect to the Project and a finding has been made in Section B of "Facts, Findings and Statement of Overriding Considerations," pursuant to CEQA, that specific economic, social or other considerations make infeasible mitigation measures or project alternatives identified in the Final EIR.

Section 14. Findings for Approval of Variance. The City Council of the City of Jurupa Valley does hereby find and determine that Variance No. 1505 should be approved because:

(a) Due special circumstances applicable to a parcel of property, including size, shape, topography, location or surroundings, the strict application of Ordinance No. 348 deprives such property of privileges enjoyed by other property in the vicinity that is under the same zoning classification, in that:

1) The entire 168 acre Project site is irregularly shaped. It consists of multiple irregularly shaped parcels and is bounded by existing neighborhoods, streets and hillside slopes (including an abandoned granite quarry). The topography on the site is also irregular;

2) Lot Nos. 44, 282, 293 and 294 are located adjacent to existing hillside and established neighborhoods which require the reduction in lot depth in order to meet City standards and the intent of the City's codes. All four lots are at the end of a cul-de-sac or fronting the knuckle of the cul-de-sac; and

3) In order for the tract to comply with the required standards (such as minimum lot size, minimum lot width together with standards for public streets) and being able to create access for services to this tract, it is necessary for a few lots to have a lot depth that is less than the required minimum of 80 feet; and

(b) Variance No. 1505 does not constitute a grant of special privileges that is inconsistent with the limitations upon other properties in the vicinity and zone in which the property is situated, and which are necessary to protect the health, safety and general welfare of the community, in that:

1) The Project meets the intent of the City's code and is consistent with the Jurupa Valley General Plan, as amended by General Plan Amendment No. 1207; and

2) There are existing irregularly shaped lots in Sunnyslope with homes. By approving Variance No. 1505, the Applicant will be able to enjoy a privilege that is enjoyed by other properties in the vicinity.

**Section 15. Findings for Approval of Master Application No. 1212.** The City Council of the City of Jurupa Valley finds that the City is proceeding in a timely fashion with preparation of the City of Jurupa Valley Interim General Plan. Accordingly, the City Council of the City of Jurupa Valley does hereby find and determine that Master Application No. 1212 should be approved, based on substantial evidence in the record, because:

(a) There is a reasonable probability that the Project will be consistent with the future adopted City of Jurupa Valley Interim General Plan, including a housing element that is consistent with state housing element law, in that:

1) This project will convert existing industrial land use to residential use, thereby increasing the supply of housing while eliminating incompatible uses within the adjacent neighborhoods.

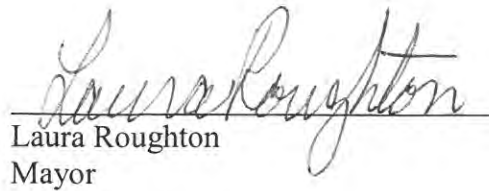
(b) There is little or no probability that the Project will be detrimental to or interfere with the implementation of the future adopted Interim General Plan, including a housing element that is consistent with state housing element law, in that:

1) City Council has determined that the appropriate land use for this site is residential development which is consistent with the existing residential neighborhoods in the vicinity.


**Section 16.** Approval of General Plan Amendment No. 1207, Exception to Subsection C of Section 3.8 of Riverside County Ordinance No. 460, Tentative Tract Map No. 31894, Tentative Parcel Map No. 36812 and Variance No. 1505, with Conditions. Based on the findings in Sections 10-15 and all other evidence in the record, the City Council of the City of Jurupa Valley approves General Plan Amendment No. 1207, Exception to Subsection C of Section 3.8 of Riverside County Ordinance No. 460, Tentative Tract Map No. 31894, Tentative Parcel Map No. 36812 and Variance No. 1505, to permit the subdivision of approximately 168 gross acres into 398 single-family residential lots, 3 pocket parks and one 5-acre community park on real property located north of Canal Street and Union Pacific Railroad Line, east of Sierra Avenue, south of Karen Lane, and west of the Rio Vista Specific Plan (APNs: 175-080-011; 177-020-004, 016, 017; 177-030-001, 002, 004, 006, 010, 016; and 177-110-006, 007), subject to the recommended conditions of approval attached hereto as Exhibit "A" to Resolution No. 2016-06. The City Council's approval of Variance No. 1505 shall not be effective until the effective date of the ordinance adopting Change of Zone No. 1205.

**Section 17. 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 17<sup>th</sup> day of March, 2016.

  
Laura Roughton  
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. 2016-06 was duly passed and adopted at a meeting of the City Council of the City of Jurupa Valley on the 17<sup>th</sup> day of March, 2016, by the following vote, to wit:

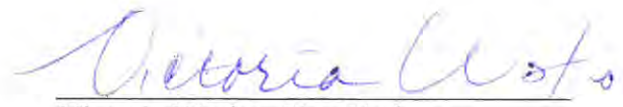
**AYES:           BERKSON, HANCOCK, JOHNSTON, LAURITZEN, ROUGHTON**

**NOES:           NONE**

**ABSENT:        NONE**

**ABSTAIN:       NONE**

**IN WITNESS WHEREOF**, I have hereunto set my hand and affixed the official seal of the City of Jurupa Valley, California, this 17<sup>th</sup> day of March, 2016.

  
Victoria Wasko, City Clerk  
City of Jurupa Valley

**EXHIBIT A**  
**CONDITIONS OF APPROVAL**

# City of Jurupa Valley

## **CONDITIONS OF APPROVAL FOR MA1212 (TTM31894, TPM36812, & VAR1505)**

### **PLANNING DEPARTMENT**

1. **PROJECT PERMITTED.** MA1212 (GPA1207, CZ1205, TTM31894, TPM36812, VAR1505 & exception to Section 3.8c of Ordinance No. 460) is for the approval of a residential subdivision of 398 single-family lots, a community park, and pocket parks.
2. **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. **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. **MITIGATION MEASURES.** This project shall be subject to the mitigation measures adopted with the Environmental Impact Report (EIR) prepared for the project and included with these conditions of approval.
5. **FEES.** The approval of MA1212 (GPA1207, CZ1205, TTM31894, TPM36812, VAR1505 & exception to Section 3.8c of Ordinance No. 460) shall not become effective until all planning fees have been paid in full.
6. **APPROVAL PERIOD.** An approved or conditionally approved tentative tract or 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

# City of Jurupa Valley

expiration date, the land divider may apply in writing for an extension of time pursuant to Ordinance No. 460.

7. **CONFORMANCE TO APPROVED EXHIBITS.** The project shall be in conformance to the approved plans as follows:
  - a. Tentative Tract Map No. 31894 (date prepared: Jan. 2016) as modified by Condition No. 19.
  - b. Tentative Parcel Map No. 36812 (date prepared: Jan. 2016) as modified by Condition No. 19.
  - c. Development Plan for TTM31894 (dated: Jan. 2016) as modified by Condition No. 18 and 19.
  - d. Landscape Master Plan includes Maintenance Exhibit, Pedestrian / Trail Connectivity Exhibit (dated: October 19, 2015) as modified by Condition No. 12 and 13.
  - e. Sierra Avenue cross-section (stand-alone)
  - f. 20<sup>th</sup> Street cross-section (stand-alone)
8. **REVISION TO APPROVED DEVELOPMENT PLAN. Prior to the recordation of the final map,** the applicant shall submit a final Development Plan with the following changes to the approved Development Plan: All text and exhibits (including Maintenance Plan, street cross-sections, and trails plan) shall be revised to be consistent with the approved street trees and cross-sections for Sierra Avenue and 20<sup>th</sup> Street (as shown in Condition Nos. 18 and 19).
9. **PROJECT DESIGN APPROVALS. Prior to the issuance of any building permit,** the applicant shall submit an application for "Professional Services" that includes the following plans to the City for review and approval consistent with the approved final Development Plan:
  - a. Final Site (Plotting) Plan for Dwellings. All dwelling units shall be plotted in compliance with the approved setbacks.
  - b. Wall & Fence Plan. The Wall & Fence Plan shall comply with Condition of Approval Nos. 10, 11, and 17.
  - c. Neighborhood Entry Statements (monument signs)
  - d. Architectural Styles
  - e. Residential Home Models
10. **MAXIMUM HEIGHT OF SOLID FENCING AND WALLS WITHIN THE FRONT SETBACK.** No solid fencing or wall shall exceed 42 inches in height within the front setback.
11. **FENCING FOR INTERIOR (REAR AND SIDE) LOT LINES.** High density polyethylene (HDPE) fencing shall be used for interior side and rear lot lines instead of vinyl fencing as shown on the approved "Wall & Fence" exhibit if HDPE is available. The HDPE fencing shall be constructed according to the following specification: The HDPE fencing shall have an "outside" cap. The spacing of the fencing posts shall not exceed 10 feet

# City of Jurupa Valley

on center. In the event that the HDPE is not available, the applicant shall use vinyl fencing or decorative block wall for the interior lot lines.

In the event HDPE is not available for privacy fencing, vinyl fencing shall be constructed according to the following specifications:

- a. The vinyl fencing shall have an "outside" cap. The spacing of the fencing posts shall not exceed 10 feet on center.
- b. The vinyl fencing shall meet the highest ASTM International standard for durability.

**12. ON-SITE LANDSCAPING. Prior to the issuance of any Building permit,** the applicant shall submit a "Professional Services (PROS)" application (with current fees) and the following items for City review and approval:

- a. The total cost estimate of landscaping, irrigation, and one-year of maintenance.
- b. Completed City Faithful Performance Bond for Landscape Improvements form with original signatures after the City provides the applicant with the required amount of bond.
- c. Completed City Landscape Agreement with original signatures after the City has reviewed the submitted cost estimate.
- d. Final landscape, maintenance, planting, and irrigation plans and digital copies (CD format) that are consistent with the approved conceptual landscape plans and demonstrate compliance with the landscape provisions of Ordinance No. 348, Ordinance No. 859, and the Riverside County Guide to California Friendly Landscaping. Additionally, the plans shall include the following items:
  - Maintenance Plan shall indicate HOA as the responsible agency for fuel modification zones, non-water quality basins, landscaped slopes, and pocket parks.
  - Pedestrian-level lighting within the parks including the vehicle parking lot.
  - The street trees within the parkways of Sierra Avenue shall be Chinese Flame tree [*Koelreuteria bipinnata*] or Australian Willow [*Geijera parviflora*].
  - In order to be in compliance with the latest Model Water Efficient Landscape Ordinance (MWELO) requirements, revise the tree and shrub palette to include more plants with a low / very low WUCOLS rating. Water use calculations must demonstrate that the estimated landscape water use will not exceed a factor of 0.55.
  - Use a warm season sports field turf mix for park grass areas.
  - Illustrate the meandering sidewalks on 20th Street and Sierra Avenue.
  - Provide a continuous 8' wide D.G. trail along Sierra Avenue to connect the trails on La Cañada Drive/Canal Street and 20th Street.
  - Specify block wall house returns with vinyl gates.

# City of Jurupa Valley

- Add street medians to the Maintenance Responsibility Plan.
- Landscape Plan shall be revised to show Lot 118 is a buildable lot instead of an open space lot.
- Provide typical front yard landscape plan and include 2 front yard trees in addition to the street tree.
- Wet signed by a licensed landscape architect
- Applicant's wet signature and date with statement, "I agree to comply with the criteria of the City of Jurupa Valley Water Use Efficiency Ordinance".
- Water budget calculations; Maximum Applied Water Allowance (MAWA) and Estimated Annual Applied Water Use (EAWU)
- Hydrozone information table
- Irrigation run time schedules; six month establishment period and for established landscape
- Provide root barriers to prevent tree root damage to sidewalks and sewer lines.
- Notation: The project landscape architect shall conduct a field inspection at substantial completion of each phase of the project to verify that the landscape and irrigation installation is in Compliance with the approved design plans; this prior to beginning the contractors 1 year maintenance period. The project Landscape Architect shall then submit a Certificate of Compliance letter to the City of Jurupa Valley and request a final City Inspection of the landscape and irrigation installation. The Certificate shall include a list of any deficiencies or necessary changes for approval by the Department of Development Services. At the time of the City final landscape inspection an irrigation system coverage review will be conducted; the landscape contractor may be required to be in attendance to operate the irrigation system to facilitate the review.
- Notation: The project landscape architect shall conduct a field inspection at completion of the project 1 year maintenance period to verify that the landscape and irrigation installation is in Compliance with the approved design plans and is healthy and flourishing. The project Landscape Architect shall then submit a Certificate of Compliance letter to the City of Jurupa Valley and request a final City Inspection of the maintained landscape and irrigation installation.

**Prior to the final inspection of any Building permit**, the Landscape Architect of Record shall conduct an inspection and submit a letter to the City of Jurupa Valley once s/he has deemed the installation is in conformance to the approved plans. Following the inspection of the Landscape Architect of Record, the applicant shall schedule a City inspection with the City's landscape architect.

# City of Jurupa Valley

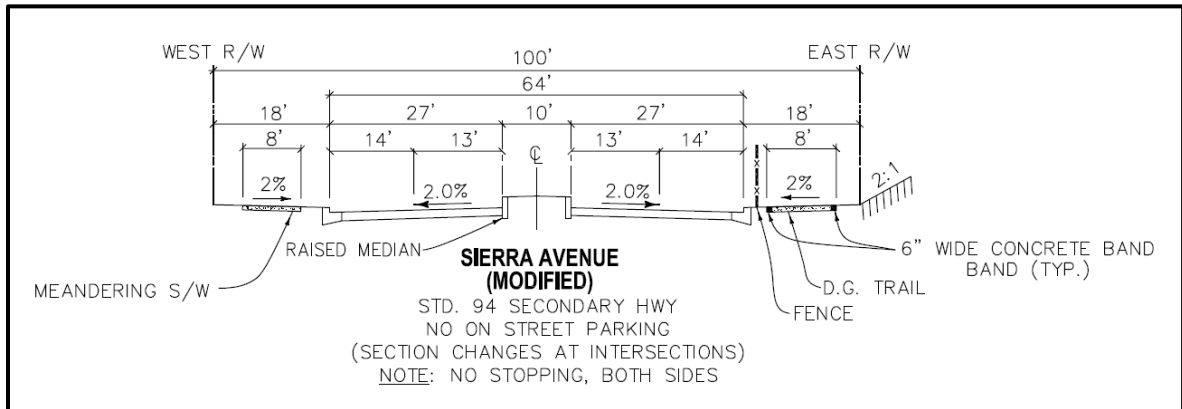
- 13. COVENANTS, CONDITIONS, & RESTRICTIONS (CC & RS).** Prior to recordation of the final map, the applicant shall submit Covenants, Conditions, & Restrictions (CC & Rs) for City review and approval. The CC&Rs shall include, but not limited to, the provisions relating to the following items:
- a. Formation of home owner's association to own, operate, and maintain common areas;
  - b. Identify common areas (including perimeter community wall, pocket parks, landscaped slopes, fuel modification zones);
  - c. Include approved Landscape exhibit;
  - d. Include approved Maintenance exhibit;
  - e. Allowed users of the common areas;
  - f. Maintenance Plan shall indicate HOA as the responsible maintenance agency for fuel modification zones, non-water quality basins, landscaped slopes, and pocket parks. Include a provision to require Planning Director approval if there are any changes to the approved Maintenance exhibit;
  - g. Maintenance of perimeter wall surrounding the tract, unless a CFD was formed to maintain the perimeter wall. All graffiti and vandalism shall be removed on a regular basis;
  - h. Maintenance of any on-site community signage in a clean, legible condition at all times. All graffiti and vandalism shall be removed on a regular basis;
- 14. LIGHTING FOR PARKS.** All parks, including the parking area, shall be well-lit for crime prevention and safety. Prior to the issuance of any building permit, the applicant shall submit a photometric plan, lighting fixture specifications, and a site plan for review and approval. The light fixtures shall be shielded to direct light only onto the project site.
- 15. SETBACKS.** All structures shall comply with the approved setbacks in the approved Development Plan. In addition to the required front yard setback of 20 feet for a garage, no garage shall protrude from any part of a habitable area.
- 16. TWO-CAR GARAGE.**
- a. All residential units shall not have less than two parking spaces in a garage with roll-up doors.
  - b. A two-car garage with roll-up doors, in the original form, shall be replaced if the owner converts the garage into habitable or accessory space.
- 17. GRAFFITI PROTECTION FOR WALLS & SIGNS.** Prior to the issuance of any building permit, the applicant shall submit plans that include graffiti coating or protection for the exterior side of the perimeter walls for City review and approval.
- 18. STREET TREES.**
- a. The applicant shall plant Chinese Flame tree [Koelreuteria bipinnata] or Australian Willow [Geijera parviflora] within the parkway of Sierra Avenue. Any change to the street trees requires Planning Director approval. Afghan Pine is prohibited on Sierra Avenue and 20<sup>th</sup> Street.

# City of Jurupa Valley

- b. Street trees and related security and agreements are required pursuant to Section 14 of Ordinance No. 460.

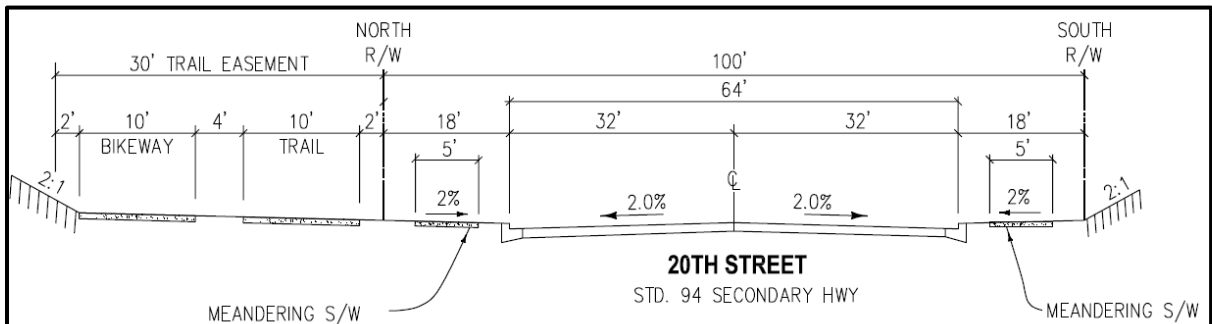
## 19. CIRCULATION.

- a. **SIERRA AVENUE.** Sierra Avenue shall be constructed consistent with the cross-section below. There shall be a two (2) foot wide clearance (no obstructions) on both sides of the sidewalk.



## b. 20<sup>TH</sup> STREET.

- i. 20<sup>th</sup> Street shall be constructed consistent with the cross-section below but shall include a raised landscaped median.



- ii. **Prior to final inspection or occupancy of any residential units greater than 80% of the units in that phase or subdivision unit or as otherwise approved by the City Engineer,** the applicant shall provide a temporary turn-around at the end of 20<sup>th</sup> Street to accommodate emergency vehicles. The turn-around shall be within the Highland Park tract. The approved street improvements plans shall include the turn-around at the end of 20<sup>th</sup> Street.
- c. **VACATION OF RIGHT-OF-WAY. Prior to the recordation of final map,** the subdivider shall submit an application to vacate a portion of existing Sierra Avenue (west of Lot No. 118 of TTM31894 and westerly of the intersection of Sierra Avenue and 20<sup>th</sup> Street) to the City Engineer for the land to be owned, maintained, and used by the homeowner's association.

# City of Jurupa Valley

20. **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.
21. **MULTIPLE SPECIES HABITAT CONSERVATION PLAN MITIGATION FEE (ORD. NO. 810).** The applicant shall pay any owed fees pursuant to Ordinance No. 810. In order for the agency to determine that the project qualifies for any exemptions for any of the subject fees, the applicant needs to submit sufficient evidence to the City to demonstrate that it qualifies for the exemption.
22. **SPLIT-RAIL FENCING FOR TRAILS.** The split-rail fencing for trails shall be constructed with high density polyethylene (HDPE). **Prior to the issuance of any Building permit,** the applicant shall submit exhibits that meet this condition for the review and approval of the City Engineer and Planning Director.

## ENGINEERING DEPARTMENT

### 1. GENERAL REQUIREMENTS (ENGINEERING)

- 1.1. This land division shall comply with the State of California Subdivision Map Act and with all requirements of Riverside County Ordinance No. 460, as adopted by the City of Jurupa Valley, for a Schedule "A" subdivision for single family residential purposes, unless otherwise modified by the conditions listed herein.
- 1.2. Grading, including clearing and grubbing, shall conform to the California Building Code, as adopted by the City of Jurupa Valley and Riverside County Ordinance 457, and all other relevant laws, rules, and regulations governing grading in the city of Jurupa Valley and state of California.
- 1.3. Lots which propose retaining walls will require separate permit(s). Permits for retaining walls shall be obtained **prior to the issuance of any other grading or building permit(s) for dwelling units** unless otherwise approved by the City Engineer and Building Official. The walls shall be designed by a Registered Civil Engineer unless they conform in all respects to the Riverside County Standard Retaining Wall designs shown on Riverside County Building and Safety Department Standard Plans.
- 1.4. All drainage and storm drain improvements shall be designed in accordance with Riverside County Flood Control & Water Conservation District's (RCFC&WCD) standards. Drainage facilities shall be designed to accommodate 100-year storm flows. Facilities outletting sump conditions shall be designed to convey the tributary 100 year storm flows and additional emergency overflow escape shall also be provided.  
  
The 10-year storm flow shall be contained within the top of the curbs and the 100-year storm flow shall be contained within the street right of way. When either of these criteria is exceeded additional drainage facilities shall be installed.
- 1.5. Construction activities including but not limited to clearing, stockpiling, grading or excavation of land which disturb 1 acre or more, or which disturb less than 1 acre, but are part of a larger common plan of development, are required to obtain coverage under the construction general permit with the State Water Resources Control Board (SWRCB). Developer is required to provide proof of WDID# and keep a current copy of the Storm Water Pollution Prevention Plan (SWPPP) on the construction site.

# City of Jurupa Valley

- 1.6. It is assumed that the tentative map exhibit is all inclusive of a parcel or parcels of land legally subdivided in compliance with the Subdivision Map Act, and local ordinance. The later determination that this assumption is incorrect may require that the Developer amend or revise the tentative map as necessary to allow a finding that the final Map is in substantial conformance with the tentative map.
- 1.7. All off-site rights-of-way and easements necessary to construct the project as shown the tentative subdivision map shall be obtained at no cost to the City and without eminent domain proceedings by the City.
- 1.8. It is assumed that easements shown on the tentative map exhibit are shown correctly and include all the easements that encumber the subject property. The Developer shall secure approval from all 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. The later determination that this assumption is incorrect may require that the Developer amend or revise the tentative map as may be necessary to allow a finding that the Final Map is substantial conformance with the tentative map.
- 1.9. A traffic impact analysis was prepared for Tentative Tract 31894 by Albert A. Webb Associates for, Highland Park residential development titled "Revised Traffic Impact Analysis Report – Tentative Tract 31894" (TIA) and dated July 2014 and supplemental analysis. This analysis and report was accepted for preliminary planning purposes only for the referenced project (Highland Park). The TIA and environmental report indicated a planned timeline for development of each project phase. If the project development schedule substantially lags that proposed timeline, the Developer shall submit an amended and/or updated TIA focusing on the phase or unit for review and approval of the City Engineer to verify that the proposed mitigation listed in the monitoring report will effectively address the project's impacts.
- 1.10. All landscaping, irrigation and systems maintenance shall comply with the "*County of Riverside Guide to California Friendly Landscaping*" and Riverside County Ordinance No. 859, as adopted by the City.
- 1.11. In compliance with Santa Ana Regional Water Quality Control Board Orders this project is required to comply with the Water Quality Management Plan for Urban Runoff (WQMP). The WQMP addresses post-development water quality impacts from new development and redevelopment projects. Guidelines and templates to assist the developer in completing the necessary studies are available on-line at [www.floodcontrol.co.riverside.ca.us](http://www.floodcontrol.co.riverside.ca.us) under Programs and Services, Stormwater Quality.  
  
To comply with the WQMP the Developer must submit a "Project Specific" WQMP. This report is intended to 1) identify potential post-project pollutants and hydrologic impacts associated with the development; 2) identify proposed mitigation measures (BMPs) for identified impacts including site design, source control and treatment control post-development BMPs; and 3) identify sustainable funding and maintenance mechanisms for the aforementioned BMPs. A template for this report is indicated as 'Exhibit A' on the website above.  
  
A final Project Specific WQMP must be approved by the City **prior to issuance of any building or grading permit.**

# City of Jurupa Valley

A Preliminary Project Specific WQMP (P-WQMP) was prepared for this project that minimally meets the criteria for a P-WQMP of addressing points 1), 2), and 3) above. It shall be noted that while the P-WQMP was adequate at that stage, the report will need revisions at the improvement plan check phase of the development in order to meet the requirements of a final project specific Water Quality Management Plan (WQMP), including detailed drawings for the BMPs along with all supporting calculations.

If Clean Water Act, Section 401 Water Quality Certification is necessary for the project, the Regional Water Quality Control Board may require additional water quality measures.

- 1.12. This project proposes water quality management facilities and features. All water quality Best Management Practices (BMPs) will require maintenance by a public agency or Home Owner's/Property Owner's Association (HOA/POA). To ensure that the general public is not unduly burdened with future costs the City will require that an acceptable financial mechanism be implemented to provide for maintenance of water quality treatment BMPs in perpetuity. This may consist of a mechanism to assess individual benefiting property owner(s), or other means approved by the City Engineer.
- 1.13. The site's BMPs must be shown on the project's site improvement plans, street improvement plans, grading plans, or landscaping plans. The type of improvement plans on which the BMPs are to be shown will be determined by the City Engineer and may depend on the maintenance entity.
- 1.14. Electrical power, telephone, communication, street lighting, and cable television lines shall be placed underground in accordance with Riverside County Ordinance Nos. 460 and 461, as adopted by the City. This also applies to existing overhead lines which are 33.6 kilovolts or below within and along the project frontage and between the nearest poles offsite in each direction of the project site. All utility extensions within the subdivision and within individual lots shall be placed underground.
- 1.15. An Environmental Constraint Sheet (ECS) is required to be prepared for this subdivision based on information provided with the tentative map submittal. The ECS shall be prepared in accordance with all requirements of Riverside County Ordinance No. 460, as adopted by the City of Jurupa Valley and include applicable ECS notes as determined by the City Engineer.

## **2. PRIOR TO ISSUANCE OF GRADING PERMIT (ENGINEERING)**

- 2.1. No grading permit shall be issued until the related cases associated with this subdivision are approved and are in effect.
- 2.2. The Developer shall protect downstream properties from damages caused by alteration of the drainage patterns, i.e., concentration or diversion of flow. Protection shall be provided by constructing adequate drainage facilities including enlarging existing facilities, if necessary, and/or by securing drainage easements. All drainage easements shall be shown on the final map and noted as follows: "Drainage Easement - no building, obstructions, or encroachments by landfills are allowed". The protection shall be as approved by the Engineering Department.
- 2.3. The Developer shall accept and properly dispose of all off-site drainage flowing onto or through the site. In the event the Engineering Department permits the use of streets for

# City of Jurupa Valley

drainage purposes, the provisions of Article XI of Ordinance No. 460, as adopted by the City, will apply. Should the quantities exceed the street capacity or the use of streets be prohibited for drainage purposes, the developer shall provide adequate drainage facilities and/or appropriate easements as approved by the Engineering Department.

- 2.4. The developer shall prepare drainage and storm drain improvement plans for approval of the City Engineer.
- 2.5. The Developer shall prepare a Rough Grading plan or a combined Rough and Precise Grading Plan for the entire site or, if phased, each phase or subdivision unit of the tentative map. All grading shall conform to the California Building Code and Riverside County Ordinance 457, as adopted by the City of Jurupa Valley, and all other relevant laws, rules, and regulations governing grading in the City of Jurupa Valley and the State of California. The grading plan shall be approved by the City Engineer. Securities and agreements must be in place to assure completion of the grading, or as sufficient to perform remedial or corrective grading to the extent necessary, as determined by the City Engineer.
- 2.6. Minimum drainage grades shall be 1% except on Portland Cement Concrete where 0.5% shall be the minimum.
- 2.7. All lots shall be graded to drain to the adjacent street or an adequate outlet as approved by the City Engineer.
- 2.8. To the maximum extent practicable all top soil from the area of grading shall be carefully removed and stockpiled for later use in final or precise grading of landscaped or planted areas. No top soil shall be removed from the area of the tentative subdivision unless it is determined to contain hazardous or other deleterious matter which renders it unusable for planting. Commercial sale of top soil from this site is prohibited.
- 2.9. **Prior to approval of the grading and drainage plans and storm drain improvement plans**, the Developer shall prepare a detailed hydrology and hydraulics report, corresponding with the proposed improvements, for approval of the City Engineer.
- 2.10. Project Proponent shall obtain an encroachment permit from RCFC&WCD for connection to its facilities, if any.
- 2.11. Should the source for water which is required for construction purposes involve the importing of water by truck or other vehicles using city streets, review and approval, by the City Engineer, of the construction water haul route will be required. Conditions relative to the various impacts that such hauling might have on the City's infrastructure may be imposed in approving the haul route.
- 2.12. Where grading involves import or export the Developer shall obtain approval for the import/export location, from the Engineering and Planning departments if located in the City. If an Environmental Assessment did not previously approve the import/export location, a Grading Environmental Assessment shall be submitted to the Engineering Department for comment and to the Planning Director for review and approval. If import/export location is outside the City the Developer shall provide evidence that the jurisdictional agency has provided all necessary approvals for import/export to/from the site.

# City of Jurupa Valley

- 2.13. If grading involves import/export from the site using city streets, the Developer shall prepare a Grading Traffic Management Plan (GTMP) for approval of the City Engineer. The GTMP shall include, but not be limited to, an approved Haul Route. Such plan may include conditions of approval to mitigate related impacts.
- 2.14. It shall be the sole responsibility of the Developer to obtain any and all proposed or required easements and/or permissions necessary to perform the grading shown on the tentative map exhibit. If grading is required offsite, the Developer shall obtain written permission from the property owner(s) to grade as necessary and provide a notarized copy to the Engineering Department.
- 2.15. Temporary erosion control measures shall be implemented immediately following rough 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.
- 2.16. The proposed development of this site would adversely impact water quality. The City has reviewed the tentative map exhibit and Preliminary Water Quality Management Plan (P-WQMP). The submittal reflects the general drainage and water quality plan for the development and meets the minimum requirements for the preliminary planning review process. A final WQMP, including additional details, will be required at the time grading plans are submitted. This may require that BMPs be sized larger than initially proposed or include alternate or additional BMPs to be constructed.
- In compliance with the adopted General Construction Permit (Order No. R8-2010-0033), the WQMP shall be designed to include site features in compliance with Low Impact Development (LID) requirements promulgated by the Riverside County Flood Control and Water Conservation District (RCFC&WCD) and the City.
- 2.17. It is assumed that the conceptual grading and the provisions for water quality management shown on the tentative map exhibit can comply with all requirements for a final Water Quality Management Plan (WQMP) without substantial change from that shown. **Prior to approval of the grading plan,** Landowner 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. The later determination that this assumption is incorrect may require that the Developer amend or revise the tentative map as necessary to allow a finding that the Final (Tract) Map is in substantial conformance with the tentative map.
- 2.18. **Prior to approval of the grading plan for disturbance of one (1) or more acres,** the landowner shall provide evidence that it has prepared and submitted to the State Water Resources Control Board (SWRCB) a Storm Water Pollution Prevention Plan (SWPPP). The SWRCB issued WDID number shall be included on the face of the grading plan.
- 2.19. Project related geological and soils evaluations have previously been prepared and include:
- *Preliminary Geotechnical Evaluation* prepared by LGC Geo-Environmental dated June 2005

# City of Jurupa Valley

- *Preliminary Geotechnical Investigation of Slope Stability* prepared by Lawson & Associates dated July 2013
- *Geotechnical Review* prepared by Ninjo & Moore dated January 2014

**Prior to approval of the grading plan,** the Developer shall prepare a geotechnical/soils report for the proposed grading and infrastructure and post-construction water quality management features and facilities (BMPs) for review and approval of the City Engineer. All recommendations of the geotechnical/soils report shall be incorporated in the grading plan. The title and date of the geotechnical/soils report and the name and contact information of the Project Geotechnical Engineer shall be included on the face of the grading plan. The geotechnical engineer shall sign the grading plan.

The geotechnical/soils, compaction and inspection reports will be reviewed in accordance with the Riverside County “*Geotechnical Guidelines for Review of Geotechnical and Geologic Reports*”. All processing is through the City of Jurupa Valley.

- 2.20. **Prior to grading permit issuance,** all required environmental mitigation measures for any applicable paleontological issues shall be satisfied in accordance with the Environmental Impact Report dated October 2015 prepared for the project.
- 2.21. **Prior to grading permit issuance,** all required environmental mitigation measures for any applicable archeological or cultural resources issues shall be satisfied in accordance with the Environmental Impact Report dated October 2015 prepared for the project.
- 2.22. **Prior to grading permit issuance,** all applicable required environmental mitigation measures shall be satisfied in accordance with the Environmental Impact Report dated October 2015 prepared for the project.

### 3. PRIOR TO MAP RECORDATION (ENGINEERING)

#### Final (Tract) Map

- 3.1. No Final (Tract) Map shall be recorded until the related cases associated with this subdivision are approved and are in effect.
- 3.2. **After approval of the tentative map and prior to the expiration of said map,** the Developer shall cause the real property included within the tentative map exhibit, or any part thereof, to be surveyed and a Final (Tract) Map thereof prepared in accordance with the City Engineer’s current requirements, conditions of tentative map approval, and in accordance with Article IX of Riverside County Ordinance 460 as adopted by the city. All processing is through the City of Jurupa Valley.
- 3.3. Three (3) phases or subdivision units of this land division have been proposed. Any approval of recording phases or subdivision units as proposed or otherwise revised is at the discretion of the City and, if approved, may include additional conditions of approval specifically directed to circumstances and conditions caused by the phasing of the project. Necessary improvements and plans associated with each phase shall be as determined by the City Engineer. Sierra Avenue shall be required to be constructed with the first phase or subdivision unit to be constructed.

# City of Jurupa Valley

3.4. Lot access shall be restricted along the following streets as shown on the tentative map.

- Sierra Avenue both sides for the full length of the subdivision
- 20<sup>th</sup> Street both sides for the full length of the subdivision
- Laramore Lane both sides between "B" Street and westerly subdivision boundary
- "A" Street and "B" Street both sides between "C" Street and 20th Street
- "I" Street both sides between "F" Street and Sierra Avenue
- "N" Street both sides between "M" Street and Sierra Avenue
- Rodeo Drive both sides between "L" Street and easterly subdivision boundary

The Owner shall dedicate on the Final (Tract) Map abutter's right of access. Any change of right-of-way from that of prior dedications which included restricted access shall require rededication of abutter's right of access on the Final (Tract) Map or, as may be necessary, by separate instrument to be recorded.

3.5. The Developer shall provide improvement plans for approval of the City Engineer for all public improvements including, but not limited to streets, including AC pavement, curb, gutter and sidewalk; curbed center medians; traffic signals; signing and striping; street lighting; drainage and storm drain system improvements; landscape and irrigation system improvements; water quality BMPs; and sewer system improvements, and water system improvements, including a non-potable water supply. Rights-of-way for streets and public utilities shall be dedicated and shown on the Final (Tract) Map (or by separate instrument as may be necessary) in accordance with these conditions of approval, Riverside County Ordinance No. 460 (Subdivision Ordinance) and Riverside County Ordinance No. 461 ("Riverside County Road improvement Standards and Specifications") as adopted by the City. All plans shall be prepared in accordance with the Riverside County Transportation Department "Improvement Plan Check Policies and Guidelines" as adapted by the City Engineer. All improvement plans shall be processed through the city of Jurupa Valley Engineering Department and where applicable the water supply/distribution and sewage collection/disposal provider and Riverside County Flood Control and Water Conservation District (RCFCD).

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 Developer amend or revise the tentative map as may be necessary to allow a finding that the Final Map is substantial conformance with the tentative map.

3.6. "Backbone" Improvements.

## 3.6.1. FIRST DEVELOPMENT PHASE

- 3.6.1.1. Sierra Avenue for the extent shown on the tentative subdivision map (between 20<sup>th</sup> Street and Canal Street/Pacific Avenue intersection), including portions shown offsite, shall be improved to its full-street width, including AC pavement (top course shall be rubberized asphalt concrete), curb and gutter,

# City of Jurupa Valley

landscaped and irrigated median and parkways, sidewalk, trail, street lights, and all utilities unless otherwise approved in writing by the City Engineer.

Street improvements shall be per Standard No. 94, Secondary Highway modified as approved by the City Engineer. The roadway cross section shall include a 10-foot wide curbed median per Standard No. 113 and 2 travel lanes in each direction. A “no stopping” restriction will be imposed on both sides. Additional traffic lanes and right-of-way width may be required at intersections as determined by the City Engineer. The Developer shall at the time of construction improve all legs of all intersections with Sierra Avenue to the limits of the curb returns.

The travel lanes on 20<sup>th</sup> Street and Sierra Avenue shall not exceed 11 feet. The design and configurations of the travel lanes shall meet standard practice for safety and engineering design to the satisfaction of the City Engineer.

The Developer shall design traffic signal, signal interconnection, signing and striping improvements and modifications per Table A attached, City standards and plans approved by the City Engineer at the intersection of Sierra Avenue and:

- Armstrong Road
- 20<sup>th</sup> Street
- “I” Street
- Rodeo Drive

All signals in Sierra Avenue, including at Armstrong Road, shall be interconnected utilizing fiber optic technology.

The Developer shall design improvements, at no cost to the City, at the crossing of the Union Pacific Railroad (UPRR) right-of-way as required by UPRR and the California Public Utilities Commission (CPUC). These improvements and the Canal Street/Pacific Avenue intersection improvements shall be designed per Table A attached and constructed **prior to final building inspection or granting of occupancy of the 100<sup>th</sup> structure in this subdivision.**

All necessary equipment, improvements and applicable processes required by UPRR, CPUC and the Federal Railroad Administration (FRA) to qualify this as a “quiet zone” crossing shall be provided prior to final building inspection or granting of occupancy of the 300<sup>th</sup> structure in this subdivision.

The Developer shall, at no expense to the City, obtain dedications for all off-site right-of-way to construct improvements as shown. The dedication documents shall be approved by the City Engineer and shall be recorded concurrent with recordation of the Final (Tract) Map and where applicable recording data shall be shown on the Final (Tract) Map.

The Owner shall dedicate to the City on the Final (Tract) Map a 1-foot wide barrier strip at the southerly terminus of Sierra Avenue at the southerly tract boundary.

# City of Jurupa Valley

- 3.6.1.2. Sewer and water system improvements, including non-potable water supply, in Sierra Avenue, and as necessary offsite, per Jurupa Community Services District (JCSD) requirements for approval of JCSD and City Engineer.
- 3.6.1.3. All utilities as required by the respective utility providers in Sierra Avenue, and as necessary offsite, per respective utility company provider requirements for approval of utility company provider and City Engineer.
- 3.7. In-tract Improvements (including improvements shown on the Tentative Map immediately adjacent offsite of the project)
- 3.7.1. 20<sup>th</sup> Street for the extent shown on the tentative subdivision (between Sierra Avenue and the northerly terminus), including portions shown offsite, shall be improved to its full-street width, including AC pavement (top course shall be rubberized asphalt concrete), curb and gutter, landscaped and irrigated curbed median and parkways, sidewalk, street lights, and all utilities, unless otherwise approved in writing by the City Engineer.
- Street improvements shall be per Standard No. 94, Secondary Highway modified as approved by the City Engineer. The roadway cross section shall include a 10-foot wide curbed median per Standard No. 113 modified and 2 travel lanes in each direction. A “no stopping” restriction will be imposed on both sides. Additional traffic lanes and right-of-way width may be required at intersections. The Developer shall at the time of construction improve all legs of all intersections with 20th Street.
- The travel lanes on 20th Street and Sierra Avenue shall not exceed 11 feet. The design and configurations of the travel lanes shall meet standard practice for safety and engineering design to the satisfaction of the City Engineer.
- The Owner shall dedicate to the City on the Final (Tract) Map a 1-foot wide barrier strip at the northerly terminus of 20th Street.
- The Developer shall, at no expense to the City, obtain dedications for all off-site right-of-way to construct improvements as shown. The dedication documents shall be approved by the City Engineer and shall be recorded concurrent with recordation of the Final (Tract) Map and where applicable recording data shall be shown on the Final (Tract) Map.
- 3.7.2. Streets internal to the subdivision shall be dedicated as shown on the tentative subdivision map. Roadway cross-section and included improvements shall be as approved by the City Engineer. All street dedications shall be designated on the Final (Tract) Map as a lettered lot.
- 3.7.3. Roadway cross-section and improvements for streets immediately adjacent to the project shall be designed as shown on the tentative map, or as otherwise directed by the City Engineer, and approved by the City Engineer.
- 3.7.4. Developer shall, at no expense to the City, obtain dedications for all off-site right-of-way to construct improvements as shown. The dedication documents shall be approved by the City Engineer and shall be recorded concurrent with recordation of the Final (Tract) Map and, where applicable, recording data shall be shown on the final map.

# City of Jurupa Valley

- 3.7.5. Sewer and water system improvements in-tract, and as necessary offsite, per Jurupa Community Services District (JCSD) requirements for approval of JCSD and City Engineer.
- 3.7.6. All utilities as required by the respective utility provider in-tract, and as necessary offsite, per respective utility company provider requirements for approval of utility company provider and City Engineer.
- 3.8. Off-site Improvements
  - 3.8.1. Developer shall design landscaped and irrigated curbed median and other improvements in Valley Way/Armstrong Road from 29<sup>th</sup> Street to Sierra Avenue per Table A. Curbed median improvements shall be per Standard No. 113 or as otherwise approved by the City Engineer. The northerly end of the median shall include a left turn pocket for the existing driveway on the northwesterly side of Armstrong Road.
  - 3.8.2. Developer shall design traffic signal, signal interconnection, signing and striping improvements and modifications per Table A attached, City standards and plans approved by the City Engineer at the intersection of Armstrong Road and 30<sup>th</sup> Street.
  - 3.8.3. Developer shall design traffic signal modification, signing and striping improvements and modifications per Table A attached, City standards and plans approved by the City Engineer at the intersection of Pacific Avenue and Mission Boulevard.
  - 3.8.4. Developer shall design traffic signal modification, signing and striping improvements and modifications per Table A attached, City standards and plans approved by the City Engineer at the intersection of Sierra Avenue and Armstrong Road.
  - 3.8.5. Developer shall design other various and miscellaneous improvements as shown per Table A attached, City standards and plans approved by the City Engineer at various locations shown.
  - 3.8.6. Sewer and water system improvements in-tract, and as necessary offsite, per Jurupa Community Services District (JCSD) requirements for approval of JCSD and City Engineer.
  - 3.8.7. All utilities as required by the respective utility provider in-tract, and as necessary offsite, per respective utility company provider requirements for approval of utility company provider and City Engineer.
- 3.9. Street improvement plans for the required improvements must be prepared based on a design plan and profile extending a minimum of 300 feet beyond the limits of the improvement at a grade and alignment as approved by the City Engineer. The Developer shall be responsible for any match up asphalt concrete (AC) paving, and reconstruction or resurfacing of existing paving as determined by the City Engineer.
- 3.10. The improvements in the street right-of-way shall meet the requirements for public streets per Riverside County Ordinance No. 461, as adopted by the City, and all corner cutbacks shall be designed per Standard 805, or as otherwise approved by the

# City of Jurupa Valley

City Engineer. Underground facilities within the street right-of-way shall be located as shown per Standard No. 817.

- 3.11. Traffic signing, striping and marking for the required improvements may be shown on the street improvement plans and must be prepared based on extending a minimum of 300 feet beyond the project limits, or the limits of striping removal necessary to join existing, as approved by the City Engineer. The Developer shall be responsible for any additional paving and/or removal of existing striping that might be required by the approved signing, striping and marking plan.
- 3.12. Separate streetlight plans must be prepared for required improvements for approval of the City Engineer. Street lighting shall be designed in accordance with Riverside County Ordinance 460, Standard No. 1000 (modified) and Street Light Specification Chart (modified) found in Section 22 of Riverside County Ordinance 461. Modified street lighting shall include pedestrian level lighting in the curbed median and bollards or other pedestrian level lighting in the parkway. Approval of streetlight plans shall be at the discretion of the City Engineer with the following exception: approval of the street lighting in the parkway shall be at the discretion of the City Engineer and Planning Director.
- 3.13. Separate plans must be prepared for the water quality features and facilities improvements for the approval of the City Engineer. The water quality BMPs shall be designed in accordance with the applicable requirements of the Riverside County Flood Control and Water Conservation District (RCFC & WCD) and the City Engineer. Water quality basins shall be designed for public passive use. A short fence or shrub barrier is required between any sidewalk or pathway and any basin. If the basin slope is greater than 4:1 a 6' tubular steel or alternate fence approved by the City Engineer will be required around the entire basin with a DG path to the bottom to accommodate the passive use. A 10-foot (minimum) wide all-weather vehicular access road shall be provided to the bottom of the basin for maintenance purposes.
- 3.14. For landscaping within public road rights-of-way and the water quality BMPs the Developer shall prepare separate landscape and irrigation plans for each for approval of the City Engineer. Landscaping and irrigation shall be designed within a water quality basin that is compatible with the primary function of this BMP. The improvements shall comply with Riverside County Ordinance No. 461, as adopted by the City, "Comprehensive Landscaping Guidelines & Standards", and Riverside County Ordinance No. 859, as adopted by the City. Landscaping and irrigation plans shall be submitted with the street improvement plans. If landscaping maintenance is to be included in a Community Facilities District (CFD), or Landscaping and Lighting Maintenance District (LLMD), landscaping plans shall depict ONLY such landscaping, irrigation and related facilities as are to be placed within the public rights-of-way.
- 3.15. Separate sewer and water system improvement plans shall be prepared for required improvements per Jurupa Community Services District (JCSD) requirements for approval of JCSD and City Engineer. Water system improvement plans showing the locations of fire hydrants (see Standard No. 400 and JCSD standards) must be approved by the Fire Department.
- 3.16. Separate storm drain plans must be prepared for required improvements for approval of the City Engineer. The City Engineer may determine that storm drain plans

# City of Jurupa Valley

additionally require the approval of Riverside County Flood Control and Water Conservation District (RCFCD).

## **Traffic Impacts**

- 3.17. A traffic impact analysis was prepared for Tentative Tract 31894 by Albert A. Webb Associates for, Highland Park residential development titled "Revised Traffic Impact Analysis Report – Tentative Tract 31894" (TIA) and dated July 2014 and supplemental analysis. This analysis and report was accepted for preliminary planning purposes only for the referenced project (Highland Park). The TIA and environmental report indicated a planned timeline for development of each project phase. If the project development schedule substantially lags that proposed timeline, the Developer shall submit an amended and/or updated TIA focusing on the phase or unit for review and approval of the City Engineer to verify that the proposed mitigation listed in the monitoring report will effectively address the project's impacts.

## **L&LMD and Special Districts**

- 3.18. Developer shall initiate formation of, or annexation to if one already exists, a Community Facilities District (CFD) for Public Safety Services in order to provide funding for City Public Safety Services. The agreement to form or annex to a CFD shall be in a manner to be approved by the City Attorney. Participation in a CFD for Public Safety Services is intended to fully mitigate the incremental impact of new development on City Public Safety Services and maintain such services at the standards established in the General Plan.

If for any reason applicant does not take the necessary steps to have the development included within a CFD for Public Safety Services, applicant shall, in a manner approved by the City Council and City Attorney, provide for alternative means of fiscal mitigation at a level equal to the special taxes established in the Rate and Method of Apportionment applicable to the CFD, as they may be adjusted from time to time.

The Developer shall pay for all costs associated with CFD formation or annexation.

- 3.19. Developer shall initiate formation of, or annexation to if one already exists, a Community Facilities District (CFD) for operation and maintenance of traffic signals, street lighting, landscaping and irrigation in the public right-of-way, publicly owned post-construction water quality management features and facilities (BMPs) whether in the public right-of-way or not, and for graffiti abatement of walls and other permanent structures along all public rights-of-way.

The Developer shall pay for all costs associated with CFD formation or annexation.

- 3.20. Developer shall complete annexation to Jurupa Community Services District (JCSD) of those areas of the project which lie outside the JCSD district boundaries.
- 3.21. Should this project lie within any assessment/benefit district, the Developer shall make application for and pay for any reapportionment of the assessments or pay the unit fees in the assessment/benefit district.

## **Utilities**

- 3.22. Electrical power, telephone, communication, traffic signal interconnections, street lighting, and cable television lines shall be designed to be placed underground in

# City of Jurupa Valley

accordance with Riverside County Ordinances Nos. 460 and 461, as adopted by the City and Standard No. 817. The Developer is responsible for coordinating the work with the serving utility company. This requirement applies to underground existing overhead electrical lines which are 33.6 kilovolts or below along the project frontage and between the nearest poles offsite in each direction of the project site. A disposition note describing the above shall be reflected on design improvement plans whenever those plans are required. Written proof confirming initiation of the design and/or application or the relocation, issued by the utility company, shall be submitted to the Engineering Department for verification purposes.

## **4. PRIOR TO ISSUANCE OF PERMIT FOR CONSTRUCTION OF INFRASTRUCTURE IMPROVEMENTS (ENGINEERING)**

- 4.1. The Developer shall obtain approval of the City Engineer to start construction of infrastructure improvements.
- 4.2. **Prior to approval to start infrastructure construction**, all applicable required environmental mitigation measures shall be satisfied in accordance with the Environmental Impact Report dated October 2015 prepared for the project.
- 4.3. **Prior to approval to start infrastructure construction**, a Construction Traffic Management Plan (CTMP) shall be submitted the City Engineer for approval. The CTMP shall include, but not be limited to, approved routes for construction traffic to access the construction area and appropriate points of ingress/egress to that area. Approval of such plan may include restrictions, requirements and conditions to mitigate related impacts as determined by the City Engineer.

## **5. PRIOR TO ISSUANCE OF BUILDING PERMIT (ENGINEERING)**

5. Rough grading must be completed as shown on the approved grading plans.
  - 5.1.1. The Project 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
  - 5.1.2. A licensed land surveyor shall certify to the completion of grading in conformance with the lines and grades shown on the approved grading plans.
  - 5.1.3. The grading civil engineer shall provide "as-built" grading plan.
- 5.2. The Developer shall prepare a precise grading plan for each of the lot for which a building permit is required. The precise grading plan shall be approved by the City Engineer and securities shall be in place.
- 5.3. The required water system, including fire hydrants, shall be installed and accepted by the JCSD **prior to any combustible building materials being placed on an individual lot.**
- 5.4. Access to the construction site shall be approved by the Fire Department and the City Engineer.
- 5.5. All utility extensions within the subdivision shall be placed underground, or as otherwise approved in writing by the City Engineer.

# City of Jurupa Valley

- 5.6. **Prior to issuance of the first building permit,** a Site Development Traffic Management Plan (SDTMP) shall be submitted the City Engineer for approval. The SDTMP shall include, but not be limited to, approved routes for site development construction traffic to access the construction site and appropriate points of ingress/egress to the site. Approval of such plan may include restrictions, requirements and conditions to mitigate related impacts as determined by the City Engineer.

## 6. PRIOR TO BUILDING PERMIT FINAL INSPECTION (ENGINEERING)

- 6.1. The Developer is responsible for the completing all grading and construction of all “backbone”, “in-tract” and, as necessary, “offsite” infrastructure improvements for that phase or subdivision unit to the extent determined by the City Engineer per approved plans and to the satisfaction of the City Engineer, except the top course of AC pavement within Sierra Avenue and 20th Street may be deferred as approved by the City Engineer, in compliance with all other applicable requirements, and in accordance with Riverside County Ordinance No. 461, as adopted by the city. The top course of AC pavement shall be constructed no later than the time of final building inspection of the last lot on which building improvements are proposed or sooner as may be directed by the City Engineer. Construction of the top course of paving in Sierra Avenue and 20th Street shall utilize rubberized AC (ARHM).

- 6.1.1. For the first phase of development (any one of the designated phases or subdivision units) the extent of infrastructure improvements to be completed includes all “in-tract” improvements, necessary “offsite” improvements to serve the phase, and:

- Sierra Avenue, including all underground improvements in Sierra Avenue even if such improvements are installed “dry”, from northwesterly of 20<sup>th</sup> Street (to join existing Sierra Avenue improvements) to southerly tract boundary **prior to final inspection or occupancy of the 99<sup>th</sup> residential unit in the subdivision or as otherwise approved by the City Engineer or as may be determined by the Fire Department as necessary to provide emergency access.**
- Sierra Avenue from the southerly tract boundary to Canal Street/Pacific Avenue intersection including rail road crossing and intersection improvements **prior to final inspection or occupancy of the 100<sup>th</sup> residential unit in the subdivision or as otherwise approved by the City Engineer.**

- 6.1.2. For the phase of development designated as subdivision Unit 1 (TM 36894-1, west of Sierra Avenue) the extent of infrastructure improvements includes all “in-tract” improvements, necessary “offsite” improvements to serve the phase, and:

- “J” Street from Donner Way to 30<sup>th</sup> including the offsite connection to the existing Donner Way and 30<sup>th</sup> Street improvements **prior to final inspection or occupancy of any residential units greater than 80% of the units in that phase or subdivision unit or as otherwise approved by the City Engineer or if determined by the Fire Department as necessary to provide emergency access.** No construction traffic will be permitted to travel westerly of the intersections with Donner Way or 30<sup>th</sup> Street, except as necessary to

# City of Jurupa Valley

construct storm drain improvements, through the existing residential neighborhood.

- Those improvements designated respectively in Table A **prior to final inspection or occupancy of any residential units greater than 80% of the units in that phase or subdivision unit or as otherwise approved by the City Engineer.**

6.1.3. For the phase of development designated as subdivision Unit 2 (TM 36894-2, east of Sierra Avenue) the extent of infrastructure improvements includes all “in-tract” improvements, necessary “offsite” improvements to serve the phase, and:

- Rodeo Drive from Sierra Avenue to the easterly tract boundary, including connection to existing Rodeo Drive improvements, **prior to final inspection or occupancy of any residential units greater than 80% of the units in that phase or subdivision unit or as otherwise approved by the City Engineer or as may be determined by the Fire Department as necessary to provide emergency access.** No construction traffic will be permitted to travel east of the easterly tract boundary through the existing residential neighborhood.
- Knuckle improvements from La Canada Drive to Joel Drive per Standard No. 801 (or such design as otherwise approved by the City Engineer), **prior to final inspection or occupancy of any residential units greater than 80% of the units in that phase or subdivision unit or as otherwise approved by the City Engineer.**
- Those improvements designated in Table A **prior to final inspection or occupancy of any residential units greater than 80% of the units in that phase or subdivision unit or as otherwise approved by the City Engineer.**

6.1.4. For the phase of development designated as subdivision Final Unit (TM 36894, northwest of 20<sup>th</sup> Street) the extent of infrastructure improvements includes all “in-tract” improvements, necessary “offsite” improvements to serve the phase, and:

- 20th Street from Sierra Avenue to the northeasterly tract boundary including the portion shown offsite **prior to final inspection or occupancy of any residential units greater than 80% of the units in that phase or subdivision unit or as otherwise approved by the City Engineer.**
- Laramore Lane from “B” Street to the westerly tract boundary including the offsite connection to the existing Laramore Lane improvements **prior to final inspection or occupancy of any residential units greater than 80% of the units in that phase or subdivision unit or as otherwise approved by the City Engineer or as may be determined by the Fire Department as necessary to provide emergency access.** No construction traffic will be permitted to travel west of the westerly tract boundary through the existing residential neighborhood.
- Leafwood Drive cul-de-sac per Standard No. 800 or 800A (or such design as otherwise approved by the City Engineer) including the offsite connection to the existing Leafwood Drive improvements, **prior to final inspection or occupancy of any residential units greater than 80% of the units in that**

# City of Jurupa Valley

**phase or subdivision unit or as otherwise approved by the City.** No construction traffic will be permitted to travel west of the westerly tract boundary through the existing residential neighborhood.

- Those improvements designated in Table A **prior to final inspection or occupancy of any residential units greater than 80% of the units in that phase or subdivision unit or as otherwise approved by the City Engineer.**

- 6.2. Precise grading must be completed as shown on the approved grading plans.
- 6.2.1. The Project 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
- 6.2.2. A licensed land surveyor or civil engineer shall certify to the completion of grading in conformance with the lines and grades shown on the approved grading plans.
- 6.2.3. The grading civil engineer of record shall provide “as-built” grading plans to the Engineering Department.
- 6.3. **Prior to completion and acceptance of infrastructure improvements,** the project civil engineer shall provide “as-built” drawings of all infrastructure improvements to the Engineering Department.
- 6.4. **Prior to completion and acceptance of infrastructure improvements or prior to the final building inspection, whichever occurs first,** assurance of maintenance of public improvements is required by completion of annexation into a Community Facilities District (CFD) for operation and maintenance of required improvements in the public right-of-way and post-construction water quality management features and facilities (BMPs) and graffiti abatement of walls and other permanent structures along all public rights-of-way.
- 6.5. The Developer shall ensure that all sewer and water system improvements are installed in accordance with approved plans and have been accepted by JCSD. Correspondence from JCSD accepting improvements shall be provided to the Engineering Department
- 6.6. Electrical power, telephone, communication, street lighting, and cable television lines shall be placed underground, or as otherwise approved in writing by the City Engineer. This also applies to existing overhead lines that are 33.6 kilovolts or below along the project frontage. Written correspondence accepting improvements shall be provided from each respective utility company.
- 6.7. Developer shall ensure that the traffic signals and street lights along all streets are permanently energized and operational.
- 6.8. Developer shall ensure that all applicable required environmental mitigation measures are satisfied in accordance with the Environmental Impact Report dated October 2015 prepared for the project.
- 6.9. Developer shall comply with the provisions of Riverside County Ordinance No. 659 (Development Impact Fees, DIF), as adopted by the City, or later ordinance adopted by the City, which requires the payment of the appropriate fee set forth in the Ordinance

# City of Jurupa Valley

in accordance with the fee schedule in effect at the time of the final inspection. The fee shall be paid for each residential unit to be constructed within this land division.

- 6.10. Developer shall pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of the final inspection.
- 6.11. Developer shall pay a fair-share amount of \$2,200 per single-family residential (SFR) dwelling unit toward mitigation of various intersection and roadway segment improvements as listed in Table A attached.

# City of Jurupa Valley

**TABLE A**

**TR 31894 (MA1212) -INTERSECTION AND ROADWAY  
SEGMENT IMPROVEMENT AND MITIGATION LIST**

Geometric Modification	Description
<b>INTERSECTIONS</b>	
<b>Project-Specific Intersection Mitigation- Phase/Subdivision Unit 1</b>	
Intersection of Armstrong Road (NS) and 30th Street (EW)	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one TH lane, one shared TH/RT lane.</li> <li>• <b>SB:</b> one LT lane, two TH lanes.</li> <li>• <b>EB:</b> N/A.</li> <li>• <b>WB:</b> one LT lane, one RT lane.</li> </ul> <p>Note: Install new traffic signal.</p>
Intersection of Sierra Avenue (NS) and 20th Street (EW)	<p>Install geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one TH lane, one shared TH/RT lane.</li> <li>• <b>SB:</b> one LT lane, two TH lanes.</li> <li>• <b>EB:</b> N/A.</li> <li>• <b>WB:</b> N/A.</li> </ul> <p>Note: Install new traffic signal conduits. SB LT lane and NB RT lane to be provided, but striped out until 20th Street is constructed.</p>
Intersection of Sierra Avenue (NS) and "I" Street (EW)	<p>Install geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one LT lane, two TH lanes.</li> <li>• <b>SB:</b> one TH lane, one shared TH/RT lane.</li> <li>• <b>EB:</b> one LT lane, one RT lane.</li> <li>• <b>WB:</b> N/A.</li> </ul>
Intersection of Sierra Avenue Rodeo Drive (NS) and (EW)	<p>Install geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> N/A</li> <li>• <b>SB:</b> one RT lane.</li> <li>• <b>EB:</b> one LT lane.</li> <li>• <b>WB:</b> N/A.</li> </ul> <p>Note: Install new traffic signal conduits</p>

# City of Jurupa Valley

Project-Specific Intersection Mitigation- Phase/Subdivision Unit 2	
Intersection of Armstrong Road (NS) and Sierra Avenue (EW)	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> two LT lanes, one TH lane, and one RT lane.</li> <li>• <b>SB:</b> two LT lanes, one shared TH/RT lane.</li> <li>• <b>EB:</b> one LT lane, two TH lanes, one free-flow RT lane.</li> <li>• <b>WB:</b> one LT lane, two TH lanes, one RT lane.</li> </ul> <p>Note: Will require signal modification with NB and WB RT overlap phasing and widening of the accepting side of the east approach to accommodate new dual SB LT lanes. Will require N/S lead/lag LT phasing due to a conflict of the dual left-turn paths.</p> <p>Upgrade traffic signal to provide video detection, dedicated LT phasing for EB and WB LTs, BBU, LED signal faces, LED IISNS, Ped countdown timers, ADA-spec ped push buttons, and current specification control cards as needed.</p>
Intersection of Sierra Avenue (NS) and Rodeo Drive (EW)	<p>Install geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one LT lane, one TH lane, one shared TH/RT lane.</li> <li>• <b>SB:</b> one LT lane, one TH lane, one shared TH/RT lane.</li> <li>• <b>EB:</b> one LT lane, one shared TH/RT lane.</li> <li>• <b>WB:</b> one LT lane, one shared TH/RT lane.</li> </ul> <p>Note: Install new traffic signal.</p>
Intersection of Sierra Avenue/Pacific Avenue (NS) and La Canada Drive (EW)	<p>To be removed as part of Phase 2.</p> <p>Note: Raised median may be required per UPRR up to 100' north of the RR tracks to avoid bypassing the gates.</p>
Intersection of Sierra Avenue/Pacific Avenue (NS) and Canal Street (EW)	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one LT lane, one shared TH/RT lane.</li> <li>• <b>SB:</b> one LT lane, one TH lane, one RT lane.</li> <li>• <b>EB:</b> one shared LT/TH/RT lane.</li> <li>• <b>WB:</b> one shared LT/TH/RT lane.</li> </ul> <p>Note: Raised median may be required per UPRR btwn Canal Street and the RR tracks to avoid bypassing the gates.</p>

# City of Jurupa Valley

Sierra Avenue and UPRR Crossing	Install at-grade crossing control including warning system and crossing gates. Crossing shall be widened to accommodate four traffic lanes and pedestrian/trail facilities. Crossing design to be approved by the City and UPRR.
Intersection of Pacific Avenue (NS) and Mission Boulevard (EW)	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one LT lane, one shared TH/RT lane.</li> <li>• <b>SB:</b> one LT lane, one TH lane, one RT lane.</li> <li>• <b>EB:</b> one LT lane, two TH lanes, one RT lane.</li> <li>• <b>WB:</b> one LT lane, two TH lanes, one RT lane.</li> </ul> <p>Note: Signal to be modified to include RT overlap phasing for the SB, EB &amp; WB approaches.</p>
<b>Project-Specific Intersection Mitigation - Phase/Subdivision Unit 3</b>	
Intersection of Sierra Avenue (NS) and 20th Street (EW)	<p>Install geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> two TH lanes, one RT lane.</li> <li>• <b>SB:</b> one LT lane, two TH lanes.</li> <li>• <b>EB:</b> N/A.</li> <li>• <b>WB:</b> one LT lane, one RT lane.</li> </ul> <p>Note: Install new traffic signal.</p>
Intersection of "A" Street (NS) and 20th Street (EW)	<p>Install geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> N/A.</li> <li>• <b>SB:</b> one shared LT/RT lane.</li> <li>• <b>EB:</b> one LT lane, two TH lanes.</li> <li>• <b>WB:</b> one TH lane, one shared TH/RT lane.</li> </ul>
Intersection of "B" Street (NS) and 20th Street (EW)	<p>Install geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> N/A.</li> <li>• <b>SB:</b> one shared LT/RT lane.</li> <li>• <b>EB:</b> one LT lane, two TH lanes.</li> <li>• <b>WB:</b> one TH lane, one shared TH/RT lane.</li> </ul>
<b>Fair-Share Intersection Improvements</b>	

# City of Jurupa Valley

<p>Intersection of Valley Way (NS) and WB SR-60 On-Ramp (EW)</p>	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one LT lane.</li> <li>• <b>SB:</b> two TH lanes, one RT lane.</li> <li>• <b>EB:</b> N/A.</li> <li>• <b>WB:</b> N/A.</li> </ul> <p>Note: Drop added SB lane as the RT lane (see segment list). Caltrans approval needed to modify the ramp.</p>
<p>Intersection of Valley Way (NS) and /Granite Hill/WB SR-60 Off-Ramp (EW)</p>	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one LT lane, two TH lanes.</li> <li>• <b>SB:</b> two TH lanes, one shared TH/RT lane.</li> <li>• <b>EB:</b> one 100' LT lane, one RT lane.</li> <li>• <b>WB:</b> one LT lane, one shared LT/TH/RT lane, one 300' RT lane.</li> </ul> <p>Note: This will require widening on the north side of both the EB and WB approaches, ROW acquisition on the EB approach to the west of the Farmer Boys site, including C/G &amp; S, and Caltrans approval to modify the ramp.</p> <p>Upgrade traffic signal to provide video detection, dedicated LT phasing for EB and WB LTs, BBU, LED signal faces, LED IISNS, Ped countdown timers, ADA-spec ped push buttons, and current specification control cards as needed.</p>
<p>Intersection of Valley Way (NS) and 37th Street (EW)</p>	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one LT lane, two TH lanes.</li> <li>• <b>SB:</b> two TH lanes, one shared TH/RT lane.</li> <li>• <b>EB:</b> one LT lane, one RT lane.</li> <li>• <b>WB:</b> N/A.</li> </ul> <p>Note: This modification will require widening Valley Way along the west side to add a third SB TH lane.</p>

# City of Jurupa Valley

Intersection of Valley Way (NS) and 36th Street (EW)	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one LT lane, one TH lane, one shared TH/RT lane.</li> <li>• <b>SB:</b> one LT lane, one TH lane, one shared TH/RT lane.</li> <li>• <b>EB:</b> one shared LT/TH/RT lane.</li> <li>• <b>WB:</b> one shared LT/TH/RT lane.</li> </ul> <p>Note: The added third SB TH lane will begin south of the intersection and will require modification of the SW quadrant.</p>
Intersection of Valley Way/Armstrong Road (NS) and 34th Street (EW)	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one LT lane, one TH lane, one shared TH/RT lane.</li> <li>• <b>SB:</b> one LT lane, one shared TH/RT lane.</li> <li>• <b>EB:</b> one LT lane, one shared TH/RT lane text.</li> <li>• <b>WB:</b> one LT lane, one TH lane, one shared TH/RT lane.</li> </ul> <p>Note: Upgrade traffic signal to provide video detection, dedicated LT phasing for EB and WB LTs, BBU, LED signal faces, LED IISNS, Ped countdown timers, ADA-spec ped push buttons, and current specification control cards as needed.</p>
Intersection of Rubidoux Boulevard (NS) and Mission Boulevard (EW)	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one shared LT/TH/RT lane.</li> <li>• <b>SB:</b> one LT lane, one shared TH/RT lane, one RT lane.</li> <li>• <b>EB:</b> two LT lanes, one TH lane, one shared TH/RT lane.</li> <li>• <b>WB:</b> one LT lane, two TH lanes, one RT lane.</li> </ul>
Intersection of EB SR-60 Ramps/Byrne Road (NS) and Mission Boulevard (EW)	<p>Modify geometries to provide:</p> <ul style="list-style-type: none"> <li>• <b>NB:</b> one shared LT/TH/RT lane.</li> <li>• <b>SB:</b> one LT lane, one shared LT/TH/RT lane.</li> <li>• <b>EB:</b> one LT lane, one TH lane, one shared TH/LT lane.</li> <li>• <b>WB:</b> one LT lane, two TH lanes, one RT lane.</li> </ul> <p>Note: Modifications to ramp striping and signal detection will require Caltrans approval.</p>
<b>ROADWAY SEGMENTS</b>	

# City of Jurupa Valley

<b>Project-Specific Roadway Segment Mitigation - Phase 1</b>	
Valley Way btwn 29th Street and Sierra Avenue	Install 650' raised landscaped median beginning at 29th Street and terminating at the start of the #1NB LT lane. Provide NB acceleration lane from 29th Street.
Sierra Avenue btwn Armstrong Road and Rodeo Drive	Provide four TH lanes plus landscaped and irrigated curbed median.  Note: Provide a trail on the east side of Sierra Avenue btwn 20 <sup>th</sup> Street and Rodeo Drive
<b>Project-Specific Roadway Segment Mitigation - Phase 2</b>	
Sierra Avenue btwn Rodeo Drive and Canal Street	Provide four TH lanes plus median.  Note: Provide a trail on the east side of Sierra Avenue btwn 20 <sup>th</sup> Street and Rodeo Drive
Pacific Avenue btwn Canal Street and SR-60	Infill curb, gutter and sidewalk on the east and west sides of the street. Approximately 1,000' of C/G and sidewalk. Roadway will have two TH lanes plus median turn lane (3 lanes total).
Pacific Avenue/SR-60 viaduct	Provide curb, gutter and sidewalk. Roadway will be narrowed to maintain two TH lanes, but no on-street parking will be allowed.
<b>Project-Specific Roadway Segment Mitigation - Phase 3</b>	
20th Street btwn Sierra Avenue and Project boundary	Provide four TH lanes.
<b>Fair-Share Roadway Segment Improvements</b>	
Valley Way btwn Granite Hill Drive and 37 <sup>th</sup> Street	Add third SB TH lane.
Valley Way btwn 37 <sup>th</sup> Street and 36th Street	Replace existing painted median with raised median. Add third SB TH lane. Flare the NE curb return at 3ihStreet and the SW curb return at 36th Street to accommodate U-turns.
Valley Way btwn 36th Street and 34th Street	Replace existing painted median with raised landscaped median. Flare the NE curb return at 36th Street and the SW curb return at 34th Street to accommodate U-turns.
Pacific Avenue btwn SR-60 and Mission Boulevard	Infill curb, gutter and sidewalk on the east and west sides of the street. Approximately 1,000' of C/G and 1,300' of sidewalk. Roadway will have two TH lanes plus median turn lane (3 lanes total).

# City of Jurupa Valley

**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. 3**

Adopted City Council Resolution No. 2019-18  
(MA18089 - TR37470), with Conditions of Approval

## RESOLUTION NO. 2019-18

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, SUSTAINING THE PLANNING COMMISSION'S ADOPTION OF A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM AND APPROVAL OF VARIANCE NO. 18004, AN EXCEPTION TO SECTION 7.10.080.C. OF THE JURUPA VALLEY MUNICIPAL CODE, AND TENTATIVE TRACT MAP NO. 37052, TO PERMIT A SCHEDULE "A" SUBDIVISION OF APPROXIMATELY 6.74 GROSS ACRES OF REAL PROPERTY LOCATED SOUTH OF THE INTERSECTION OF 30<sup>TH</sup> STREET AND SIERRA AVENUE (APNS: 177-020-018, 177-020-012, 177-110-005) INTO THIRTY-FOUR SINGLE-FAMILY RESIDENTIAL LOTS**

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

Section 1.     **Project.** JA Bray, LLC (the "Applicant") has applied for Change of Zone No. 18001, Variance No. 18004, and an exception to Section 7.10.080.C. of the Jurupa Valley Municipal Code, and Tentative Tract Map No. 37470 (collectively, Master Application No. 18089 or MA No. 18089) to change the classification of real property located south of the intersection of 30<sup>th</sup> Street and Sierra Avenue (APNs: 177-020-018, 177-020-012, 177-110-005) from Rural Residential (R-R) Zone to One (1) Family Dwellings (R-1) Zone, and to permit a Schedule "A" subdivision of approximately 6.74 gross acres into thirty-four (34) single-family residential lots on real property located south of the intersection of 30<sup>th</sup> Street and Sierra Avenue (APNs: 177-020-018, 177-020-012, 177-110-005) (the "Project"). Variance No. 18004, the exception to Section 7.10.080.C. of the Jurupa Valley Municipal Code, and Tentative Tract Map No. 37470 are the subject of this Resolution.

Section 2.     **Variance.**

(a)     The Applicant is seeking approval of Variance No. 18004 from: (1) the minimum lot area of 7,200 square feet for premises in the R-1 Zone, as set forth in Section 9.55.020.(2) of the Jurupa Valley Municipal Code, to permit lot areas ranging between 5,711 and 6,792 square feet for Lots 3-15 and 17-34, (2) the minimum average lot width of sixty (60) feet for premises in the R-1 Zone, as set forth in Section 9.55.020.(3) of the Jurupa Valley Municipal Code, to permit an average lot width of fifty (50) feet for Lots 1-15 and 17-34, and (3) the minimum lot frontage of sixty (60) feet for premises in the R-1 Zone, as set forth in Section 9.55.020.(4) of the Jurupa Valley Municipal Code, to permit lot frontages ranging between 50 and 53 feet for Lots 1-15 and 21-34.

(b)     Section 9.240.270.A. of the Jurupa Valley Municipal Code provides that variances from the terms of Title 9 (Planning and Zoning) of the Jurupa Valley Municipal Code, may be granted when, because of special circumstances applicable to a parcel of property,

including size, shape, topography, location or surroundings, the strict application of Title 9 deprives such property of privileges enjoyed by other property in the vicinity that is under the same zoning classification. A variance may not be granted for a parcel of property that authorizes a use or activity that is not otherwise expressly authorized by the zone regulation governing the parcel of property, but must be limited to modifications of property development standards, such as lot size, lot coverage, yards, and parking and landscape requirements.

(c) Section 9.240.270.D. of the Jurupa Valley Municipal Code provides that any variance granted shall be subject to such conditions as are necessary so that the adjustment does not constitute a grant of special privileges that is inconsistent with the limitations upon other properties in the vicinity and zone in which the property is situated, and which are necessary to protect the health, safety and general welfare of the community.

(d) Section 9.240.270.C. of the Jurupa Valley Municipal Code provides that all public hearings on variances that require approval of a land division shall be heard by the hearing body that has jurisdiction of the principal application.

(e) Section 9.240.270.C. of the Jurupa Valley Municipal Code further provides that a public hearing shall be held on all variance applications in accordance with the provisions of Section 9.240.250, and all the procedural requirements and rights of appeal as set forth therein shall govern the hearing.

(f) Section 9.240.250.(6) of the Jurupa Valley Municipal Code provides that for any decision where the hearing body is the Planning Commission and it has rendered a final decision rather than a recommendation to the City Council, that decision shall be considered final unless an appeal is filed with the City Clerk within ten (10) days after the decision. An appeal may be filed by the applicant, any interested person, or an individual Council Member or by a majority vote of the Council. If an appeal is filed by an applicant or other interested person, it shall be accompanied by the fee set forth in County Ordinance No. 671. Any appeal filed by an individual Council Member or by a majority vote of the Council does not require the payment of a fee. After an appeal is filed and the fee is received by the city, the City Clerk shall set the matter for public hearing before the City Council not less than thirteen (13) nor more than sixty (60) days thereafter and shall 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.

(g) Section 9.240.250.(7) of the Jurupa Valley Municipal Code provides that the City Council shall hear the matter de novo; however, the documents and the minutes of the hearing before the hearing body shall be a part of the City Council's record at its hearing on the matter. The City Council shall hear relevant testimony from interested persons and within a reasonable time after the close of the hearing, make its decision sustaining, reversing or modifying the decision of the hearing body.

**Section 3.      Exception to Section 7.10.080.C. of Title 7 of the Jurupa Valley Municipal Code.**

(a) Section 7.10.080.C. of the Jurupa Valley Municipal Code states, in part: "When lots eighteen thousand (18,000) square feet or less are proposed, the depth of lots shall not exceed two and one-half (2½) times the width."

(b) The Applicant is seeking approval of an exception to Section 7.10.080.C. of the Jurupa Valley Municipal Code for the depth of Lots 1-4 and 18 in the proposed Tentative Tract Map No. 37470 to exceed 2½ times the width.

(c) Section 7.10.010.C. of the Jurupa Valley Municipal Code states that exceptions from the requirements of Title 7 of the Jurupa Valley Municipal Code relating to the design or improvement of land divisions shall be granted by the appropriate advisory agency or appeal board only when it is determined that there are special circumstances applicable to the property, such as but not limited to size, shape or topographical conditions, or existing road alignment and width, and that the granting of the modification will not be detrimental to the public health, safety or welfare or be damaging to other property in the vicinity.

#### Section 4. Tentative Tract Map.

(a) The Applicant is seeking approval of Tentative Tract Map No. 37470, a Schedule "A" subdivision of approximately 6.74 gross acres into thirty-four (34) single-family residential lots on real property located south of the intersection of 30<sup>th</sup> Street and Sierra Avenue (APNs: 177-020-018, 177-020-012, 177-110-005).

(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 Schedule "A" maps. Further, Sections 7.05.020.A. and 7.15.150 of the Jurupa Valley Municipal Code provide that the Planning 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 7.15.130.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.

(d) Section 7.15.180 of the Jurupa Valley Municipal Code requires denial of a tentative tract 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.

(e) Section 7.15.140 of the Jurupa Valley Municipal Code provides that the action of the Planning Commission on a tentative Schedule "A" map will be final, unless the final decision is appealed by the land divider or any interested party.

(f) Sections 7.05.030.B. and 7.15.150 of the Jurupa Valley Municipal Code provide that if a land divider or any interested party believes that they may be adversely affected by the decision of the Planning Commission, the land divider or any interested party may appeal the decision to the City Council. Any such appeal shall be filed with the City Clerk within ten (10) days after the notice of decision of the Planning Commission appears on the City Council's agenda. The appeal must be filed in writing, stating the basis for appeal, and must be accompanied by the applicable fee.

(g) Section 7.15.150 of the Jurupa Valley Municipal Code provides that, upon the filing of the appeal, the City Clerk must set the matter for public hearing on a date within thirty (30) days after the date of the filing of the appeal and must give notice of the public hearing in the same manner as was given for the original hearing. The City Council must render its decision on the appeal within ten (10) days of the closing of the hearing.

Section 5. Procedural Findings. The City Council of the City of Jurupa Valley does hereby find, determine and declare that:

(a) The application for MA No. 18089 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 January 9, 2019, the Planning Commission of the City of Jurupa Valley held a public hearing on MA No. 18089, 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. At the conclusion of the Planning Commission hearing and after due consideration of the testimony, the Planning Commission adopted Resolution No. 2019-01-09-01, recommending that the City Council adopt a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and approve Change of Zone No. 18001 to change the zoning classification of approximately 6.74 gross acres of real property located south of the intersection of 30<sup>th</sup> Street and Sierra Avenue (APNs: 177-020-018, 177-020-012, 177-110-005) from Rural Residential (R-R) Zone to One (1) Family Dwellings (R-1) Zone. Additionally, the Planning Commission adopted Resolution No. 2019-01-09-02, adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and approving Variance No. 18004, an exception to Section 7.10.080.C. of Chapter 7.10 of Title 7 of the Jurupa Valley Municipal Code, and Tentative Tract Map No. 37052 to permit a Schedule "A" subdivision of approximately 6.74 gross acres of real property located south of the intersection of 30<sup>th</sup> Street and Sierra Avenue (APNs: 177-020-018, 177-020-012, 177-110-005) into thirty-four (34) single-family residential lots.

(c) On February 4, 2019, the Planning Department filed a notice of the Planning Commission's decision approving Tentative Tract Map No. 18004 with the City Clerk and a copy of the notice was mailed to the Applicant, the Applicant's authorized agent, and all interested parties requesting a copy.

(d) On February 7, 2019, the Planning Department filed a notice of the Planning Commission's decision approving Tentative Tract Map No. 18004 with the City Council, which notice was placed on the City Council's regular meeting agenda on that date.

(e) On February 7, 2019, the City Council of the City of Jurupa Valley held a public hearing on the proposed Change of Zone No. 18001, 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 February 7, 2019, the City Council filed a timely appeal of the Planning Commission's approval of Variance No. 18004, an exception to Section 7.10.080.C. of the Jurupa Valley Municipal Code, and Tentative Tract Map No. 37052 (the "Appeal"). The Appeal set aside the Planning Commission's action and made the Council the approving body.

(g) On March 21, 2019, the City Council of the City of Jurupa Valley held a continued public hearing on the introduction of Ordinance No. 2019-02 and a public hearing on the Appeal, 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 hearings.

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

**Section 6. California Environmental Quality Act Findings for Adoption of Mitigated Negative Declaration.** The City Council of the City of Jurupa Valley does hereby make the following environmental findings and determinations in connection with the approval of the Project:

(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 as described in the Initial Study. Based upon the findings contained in that Study, City staff determined that, with the incorporation of mitigation measures, there was no substantial evidence that the Project could have a significant effect on the environment and a Mitigated Negative Declaration ("MND") was prepared by the City in full compliance with CEQA.

(b) Thereafter, City staff provided public notice of the public comment period and of the intent to adopt the MND as required by law. The public comment period commenced on November 20, 2018, and expired on December 19, 2018. Copies of the documents have been available for public review and inspection at City Hall, 8930 Limonite Avenue, Jurupa Valley, California 92509. The City received did not receive any comments during the public review period.

(c) On January 9, 2019, the Planning Commission reviewed the MND and the Mitigation Monitoring and Reporting Program ("MMRP") and found that (1) the MND was prepared in compliance with CEQA, (2) with the incorporation of mitigation measures, there is no substantial evidence that the Project will have a significant effect on the environment, and (3) the MND reflects the independent judgment and analysis of the Planning Commission. Based on those findings, the Planning Commission adopted Resolution No. 2019-01-09-02, adopting the MND and MMRP for the Project, and approving Variance No. 18004, an exception to Section 7.10.080.C. of Chapter 7.10 of Title 7 of the Jurupa Valley Municipal Code, and Tentative Tract Map No. 37052.

(d) Based upon the evidence presented at the hearing, including the staff report and oral testimony, the City Council hereby sustains the Planning Commission's adoption of the MND and MMRP for the Project, attached as Exhibit "B" to Planning Commission Resolution No. 2019-01-09-02.

**Section 7. Findings for Approval of Variance.** The City Council of the City of Jurupa Valley does hereby find, determine, and declare that the proposed Variance No. 18004 should be granted because:

(a) Special circumstances apply to the subject parcel of property, including existing irregularly shaped lots, and the strict application of the minimum lot area, average lot width, and lot frontage requirements under Sections 9.55.020.(2), (3), and (4) of the Jurupa Valley Municipal Code will deprive the subject parcel of property of privileges enjoyed by other

properties in the vicinity under the same R-1 zoning classification that have lot areas less than 7,200 square feet.

(b) The adjustment does not constitute a grant of special privileges that is inconsistent with the limitations upon other properties in the vicinity and the R-1 Zone, which have lot areas less than 7,200 square feet, and will not be detrimental to the health, safety, and general welfare of the community because the proposed Project meets the intent of the City of Jurupa Valley Municipal Code and is consistent with the 2017 Jurupa Valley General Plan.

**Section 8. Findings for Approval of Exception to Section 7.10.080.C. of Title 7 of the Jurupa Valley Municipal Code.** The City Council of the City of Jurupa Valley does hereby find, determine, and declare that an exception to Section 7.10.080.C. of the City of Jurupa Valley should be granted because:

(a) There are special circumstances applicable to the subject property, such as, but not limited to, size, shape or topographical conditions, or existing road alignment and width, in that these lots have a greater lot depth due to the design of the internal street (Street A), which is an extension of the existing Sierra Avenue. The slightly curved angle of Street A along these lots causes the lot depth to be greater than the lots along the straight portion of Street A. Additionally, the existing irregular shape of the southern boundary combined with the cul-de-sac, causes Lot 18 to have a greater depth.

(b) The granting of the modification will not be detrimental to the public health, safety, or welfare, or be damaging to other property in the vicinity, in that allowance of slightly greater lot depth will increase the backyard area that is used by the residents.

**Section 9. Findings for Approval of Tentative Tract Map No. 37470.** The City Council of the City of Jurupa Valley does hereby find, determine, and declare that the proposed Tentative Tract Map No. 37470 should be granted because:

(a) The proposed land division will be consistent with the 2017 Jurupa Valley General Plan upon approval of Change of Zone No. 18001 and Variance No. 18004, in that the land use designation of MDR and the subject property are suitable for the proposed residential land division of 6.74 acres and the proposed density.

(b) The design and improvement of the proposed land division is consistent with the 2017 Jurupa Valley General Plan, including the characteristics and allowed density of premises designated MDR.

(c) The site of the proposed land division is physically suitable for the type of development as designed.

(d) The site of the proposed land division is physically suitable for the proposed density of the development.

(e) The design of the proposed land division and proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or

wildlife or their habitat with the imposition of the recommended conditions of approval and mitigation measures.

(f) The design of the proposed land division and the type of improvements are not likely to cause serious public health problems. The Project will not be a danger to the welfare of the general public.

(g) The subject property does not have any easements, acquired by the public at large, for either access through, or use of, the subject property within the proposed land division.

Section 10. Approval of Variance, Exception, and Tentative Tract Map with Conditions. Based on the foregoing, the City Council hereby sustains the Planning Commission's approval of Variance No. 18004, an exception to Section 7.10.080.C. of the Jurupa Valley Municipal Code, and Tentative Tract Map No. 37470 to permit a Schedule "A" subdivision of approximately 6.74 gross acres into thirty-four (34) single-family residential lots on real property located south of the intersection of 30<sup>th</sup> Street and Sierra Avenue (APNs: 177-020-018, 177-020-012, 177-110-005), subject to the recommended conditions of approval attached hereto as Exhibit "A," and denies the Appeal of the Appellant. The Planning Commission's approval of Variance No. 18004, the exception to Section 7.10.080.C. of the Jurupa Valley Municipal Code, and Tentative Tract Map No. 37470 is conditioned upon the City Council's adoption of an ordinance approving Change of Zone No. 18001, and the Commission's approval shall not take effect until the effective date of the ordinance approving Change of Zone No. 18001.

Section 11. 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 21<sup>st</sup> day of March, 2019.



Brian Berkson  
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 Resolution No. 2019-18 was duly passed and adopted at a meeting of the City Council of the City of Jurupa Valley on the 21<sup>st</sup> day of March, 2019, by the following votes, to wit:

**AYES:           C. BARAJAS, L. BARAJAS, B. BERKSON**

**NOES:           M. GOODLAND, A. KELLY**

**ABSENT:        NONE**

**ABSTAIN:       NONE**

**IN WITNESS WHEREOF**, I have hereunto set my hand and affixed the official seal of the City of Jurupa Valley, California, this 21<sup>st</sup> day of March, 2019.



Victoria Wasko, CMC, City Clerk  
City of Jurupa Valley

**EXHIBIT "A"**

**Conditions of Approval**

## EXHIBIT A

TTM – The condition applies to the Tentative Tract Map.

VAR – The condition applies to the Variance

## PLANNING DEPARTMENT

1. **TTM & VAR - PROJECT PERMITTED.** MA18089 (CZ18001, TTM37470 with exception to Section 7.10.080.C of Title 7, VAR18004) is for the subdivision of 6.74 gross acres into 34 single-family lots with common lot numbers 35 (open space) & 36 (water quality basin).
2. **TTM & VAR - 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. **TTM & VAR - CONSENT TO CONDITIONS.** Within thirty (30) days after project approval, the property owner or designee shall submit written consent to the required conditions of approval to the Planning Director or designee.
4. **TTM & VAR - MITIGATION MEASURES.** This project shall be subject to the mitigation measures of the adopted Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP).

## CONDITIONS OF APPROVAL FOR MA18089 (CZ18001, TTM37470 WITH EXCEPTION &amp; VAR18004)

## RESOLUTION NO. 2019-18

5. **TTM & VAR - FEES.** The approval of MA18089 (CZ18001, TTM37470 with exception, VAR18004) shall not become effective until all planning fees have been paid in full.
6. **TTM - APPROVAL PERIOD.** An approved or conditionally approved tentative 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 of the Municipal Code.
7. **VAR – APPROVAL PERIOD.** Any variance that is granted shall be used within one (1) year from the effective date thereof, or within such additional time as may be set in the conditions of approval, which shall not exceed a total of three (3) years, except that a variance in connection with a land division may be used during the same period of time that the land division approval may be used; otherwise the variance shall be null and void.
8. **TTM - CONFORMANCE TO APPROVED EXHIBITS.** The project shall be in conformance to the approved plans listed below with **changes in accordance** to these conditions of approval:
  - a) TTM37470
  - b) Landscape Plan
  - c) Maintenance Plan
9. **TTM – 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.
10. **TTM – COVENANTS, CONDITIONS & RESTRICTIONS (CC & RS).** **Prior to the recordation of the map,** the applicant shall record CC & Rs providing for maintenance of the project in perpetuity that meets the Planning Director's approval. The CC & R shall, at a minimum, include provisions for all of the following items:
  - a) Formation of a home owner's association (HOA). One HOA shall maintain both TTM37470 (MA18089 – Highland Park 2) and TTM31894 (MA1212 - Highland Park 1);
  - b) Description of the responsibilities of HOA and property owner(s)
  - c) HOA shall be responsible for the following items (at minimum):
    1. Ensuring the architecture of the homes is consistent with Highland Park's (MA1212 TTM31894) development plan by conducting architectural review.
    2. Maintenance of Lot 36 including any landscaping and lighting fixtures
    3. Two-car garage shall be maintained at all times for each unit
  - d) Identify locations or areas to be maintained by home owner's association, property owner(s), special districts, and City (if applicable) in text and by exhibit(s)

Any changes or modifications to the requirements of the CC & Rs shall be reviewed and approved by the Planning Director.

**11. TTM – COMMON OPEN SPACE WITH A 10-FOOT-WIDE MULTI-PURPOSE TRAIL (LOTS 35 AND 36).**

- a) **Prior to the issuance of any building permit**, the applicant shall submit a landscape and irrigation plan that includes a 10-foot-wide multi-purpose trail constructed of decomposed granite. The trail shall be consistent with this MA18089 conceptual landscape plan with the following exception: A five-foot wide landscaped planter with shrubs shall be constructed along the split-face block wall located on the rear property line of Lots 18 to 34.

In the event the adjacent properties (located to the west and south of TTM37470) are developed, this multi-purpose trail may be re-aligned to provide a more direct connection to the trail of Highland Park (MA1212 TTM31894).

The plan shall provide bollards that are fully shielded adjacent to the multi-purpose trail for public safety.

- b) **Prior to the final inspection of a building permit for a residential unit**, the trail with the bollards shall be constructed in accordance to the plan.

**12. TTM – SIERRA AVENUE EXTENSION. Prior to the issuance of a Building permit for the first residential unit of MA18089 TTM37470 (Highland Park 2)**, the following Sierra Avenue improvements shall be completed:

- a) Sierra Avenue, including all underground improvements in Sierra Avenue even if such improvements are installed “dry”, from northwesterly of 20th Street (to join existing Sierra Avenue improvements) to southerly tract boundary of TTM31894 (Highland Park 1); and
- b) Sierra Avenue from the southerly tract boundary of TTM31894 (Highland Park 1) to Canal Street/Pacific Avenue intersection including rail road crossing and intersection improvements.

**13. TTM – MAINTENANCE OF 10-FOOT-WIDE MULTI-PURPOSE TRAIL ON LOTS 35 AND 36.** The multi-purpose trail on Lots 35 and 36 shall be maintained by Jurupa Recreation Area Park District (JARPD). **Prior to the issuance of the building permit for the first single-family unit of the tract**, the applicant shall provide documentation that JARPD accepts maintenance of the multi-purpose trail to the Planning Department.

If JARPD does not accept the maintenance of the trail, the maintenance of the trail shall be the responsibility of the HOA.

**14. TTM - ON-SITE LANDSCAPING. Prior to the issuance of the first Building permit**, the applicant shall submit the following items, including landscape and irrigation as modified in accordance with this condition, for Planning Director’s review and approval:

- a) Complete “Professional Services (PROS)” application (Planning) for the review of the final landscape, irrigation, and shading plans.
- b) Initial deposit for PROS application.
- c) The total cost estimate of landscaping, irrigation, labor, and one-year maintenance.

## CONDITIONS OF APPROVAL FOR MA18089 (CZ18001, TTM37470 WITH EXCEPTION &amp; VAR18004)

## RESOLUTION NO. 2019-18

- d) Completed "City Faithful Performance Bond for Landscape Improvements" form with original signatures after the City provides the applicant with the required amount of bond. This bond is for landscaping not within publicly maintained areas.
- e) Completed City Landscape Agreement with original signatures after the City has reviewed the submitted cost estimate.
- f) Three (3) sets of final on-site landscape, irrigation plans, shading plan with digital copies in 8.5" x 11" on a CD that shall address **all the following requirements**:
  - 1. Compliance with Chapter 9.283 Water Efficient Landscape Design Requirements
  - 2. Consistent with the approved conceptual plans
  - 3. Satisfies the conditions including Condition No. 11 (A five-foot wide landscaped planter with shrubs shall be constructed along the split-face block wall located on the rear property line of Lots 18 to 34.)
  - 4. Add 5 more trees around the perimeter of the basin. Trees shall be spaced at 40 feet on center.
  - 5. Provide an inventory of on-site existing trees 4" caliper or larger. Indicate caliper, approximate height, and condition. Provide an exhibit indicating which existing trees will be preserved.
  - 6. Provide landscape erosion control planting and irrigation for all manufactured slopes 3 feet or taller or otherwise provide retaining walls at the property line.
  - 7. Provide a preliminary horticultural soils report and recommendations upon which initial soil preparation specifications are based.

## CONDITIONS OF APPROVAL FOR MA18089 (CZ18001, TTM37470 WITH EXCEPTION &amp; VAR18004)

## RESOLUTION NO. 2019-18

**Prior to the issuance of the first Certificate of Occupancy for MA18089 (TTM37470),** the following events shall be satisfied in the order it is listed:

1. **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 has deemed the installation is in conformance to the approved plans.
2. **City Inspection**: The City landscape architect shall conduct an inspection of the installation to confirm the landscape and irrigation plan was constructed in accordance to the approved plans.
15. **TTM – SDP APPROVAL FOR ARCHITECTURE & FLOOR PLANS**. The architecture and floor plan for this tract shall be consistent, in quality and aesthetics, with Highland Park 1 (MA1212 – TTM31894) as determined by the Planning Director.  
**Prior to the issuance of the first Building permit for a single-family unit,** a Site Development Permit (SDP) shall be submitted for the review and approval of plotting plan, architectural styles, and floor plans by the Planning Director.
16. **TTM – SDP APPROVAL FOR MODEL HOMES**. If model homes are proposed, a Site Development Permit application shall be submitted for the review and approval by the Planning Director **prior to the issuance of any building permit(s)** for the model homes.
17. **TTM – SDP APPROVAL FOR WALL & FENCE PLAN**. **Prior to the issuance of the first Building Permit for a unit,** the applicant shall submit a “Final Wall & Fence Plan” with a Site Development Permit application for the review and approval of the Planning Director. The plan shall be consistent with the MA18089 approval. All locations, dimensions, and construction materials for fences, walls, and gates shall be shown on the plans.
  - e) No solid fence or wall shall exceed 42 inches in height within the front setback.
  - f) The maintenance gate shall be constructed with a material that is open view to allow the public to view into the basin area for safety.
  - g) The decorative block walls shall comply with the following requirements:
    - o All block walls that face a public street or face a common open space shall have anti-graffiti wall coating.
    - o Pilasters shall be constructed at the following places:
      - Each end of the tract perimeter walls;
      - Each turn or corner (for example: at each corner of the rear yard)
      - Otherwise evenly spaced at approximately 30 feet on center but shall not exceed 40 feet apart.
18. **TTM - 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.

19. **TTM – ACKNOWLEDGEMENT LETTER OF R-1 STANDARDS.** Prior to the issuance of first building permit for a unit, the applicant shall submit a written acknowledgement of the following development standards of R-1:
- a. Building setbacks
  - b. Lot Coverage
20. **TTM - 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.
21. **TTM – IMPACT FEES.** The applicant shall the pay the following impact fees (unless exempt) in accordance to Title 3 of the Municipal Code:
- a. **Development Impact Fee (DIF) Program.** 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.** 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.** The applicant shall pay any owed TUMFs by the required deadline pursuant to Chapter 3.70 of the Municipal Code.
22. **TTM – GARAGES.** All residential units shall not have less than two parking spaces in a garage with roll-up door and shall be maintained at all times. Garage conversions shall only be permitted if a two-car garage is replaced in the original size and architectural style of the home.
23. **TTM – MAXIMUM HEIGHT OF SOLID FENCES AND WALLS WITHIN THE FRONT SETBACK.** No solid fence or wall shall exceed 42 inches in height within the front yard setback.
24. **TTM - STREET TREES.** Street trees and related security and agreements are required pursuant Chapter 7.55 of Title 7.
25. **TTM - LANDSCAPE MAINTENANCE.** All landscaped areas shall be maintained as approved on the final landscape plans in an orderly, attractive and healthy condition. This shall include proper pruning, mowing of turf areas, weeding, removal of litter, fertilization, replacement of plants when necessary, and the regular application of appropriate quantities of water to all landscaped areas. Irrigation systems shall be maintained as approved on the final landscape plans in proper operating condition. Waterline breaks, head/emitter ruptures, overspray or runoff conditions and other irrigation system failures shall be repaired immediately. The applicant shall maintain canopy trees in a manner that they provide the required shade coverage and encourages the canopy to grow to provide shade. Avoid topping trees or pruning the trees in a manner that the trees do not achieve mature height and form.
26. **TTM – REMOVAL OF GRAFFITI.** The homeowner's association (HOA) shall remove any graffiti on the common areas as soon as possible. In addition, if the HOA was

notified by the City, the HOA shall remove the graffiti within seven (7) days of the City's notice.

**ENGINEERING DEPARTMENT****1. GENERAL REQUIREMENTS (ENGINEERING)**

- 1.1. The use hereby conditioned is for a Schedule "A" subdivision, Tentative Tract Map No. 37470; being a subdivision of a portion of Section 8 and Section 9, Township 2 South Range 5 West SBB & M.; more particularly Assessor's Parcels Number APNs 177-020-018, 177-020-012, and 177-110-005; consisting of 6.74 acres, into 34 numbered parcels for residential purposes, 2 numbered lots for open space purpose and water quality basin, and 1 lettered lot for road dedication. Exhibit titled Tentative Tract Map No. 37470, prepared by VSL Engineering, dated March 2018, is hereby referenced.
- 1.2. This land division shall comply with the State of California Subdivision Map Act, the City of Jurupa Valley Municipal Code, and Riverside County Ordinance No. 460; as it pertains for Schedule "A" subdivision for residential purposes, unless otherwise modified by the conditions listed herein.
- 1.3. 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 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 application.
- 1.4. 30<sup>th</sup> Street is a Local Road (modified) with a right-of-way width of 66 feet. The applicant will be required to prepare street improvement plans and construct improvements on 30<sup>th</sup> Street as described on these conditions of approval. The improvements include, but are not limited to, curb and gutter, sidewalk, landscaped parkway and signing and striping. The Applicant shall cause improvement plans to be prepared and submitted for review and approval of the City Engineer.
- 1.5. Existing Sierra Avenue will be realigned to the east by adjacent development. Future Street J, as identified on the referenced exhibit, is considered a Local Road. The applicant will be required to coordinate the alignment of the road with adjacent development for TTM31894. The applicant will be required to prepare street improvement plans and construct improvements for the intersection of J Street and 30<sup>th</sup> Street per these conditions of approval.
- 1.6. Proposed Street A shall be dedicated as a public local road with a right-of-way width of 56 feet. The applicant will be required to prepare street improvement plans and construct improvements per these conditions of approval. Improvements include, but are not limited to, a 36-foot paved road, curb and gutter, sidewalk, drive approaches, landscaped parkway, and signing and striping. The Applicant shall cause improvement plans to be prepared and

**CONDITIONS OF APPROVAL FOR MA18089 (CZ18001, TTM37470 WITH EXCEPTION & VAR18004)****RESOLUTION NO. 2019-18**

submitted for review and approval of the City Engineer.

- 1.7. New street lights are required on 30<sup>th</sup> Street and Street A. The Applicant shall cause streetlight plans to be prepared and submitted for review and approval of the City Engineer.
- 1.8. In compliance with Santa Ana Regional Water Quality Control Board Orders this project is required to comply with the Water Quality Management Plan for Urban Runoff (WQMP). The WQMP addresses post-development water quality impacts from new development and redevelopment projects. Guidelines and templates to assist the developer in completing the necessary studies are available on-line at [www.floodcontrol.co.riverside.ca.us](http://www.floodcontrol.co.riverside.ca.us) under Programs and Services, Stormwater Quality.
- 1.9. Electrical power, telephone, communication, street lighting, and cable television lines shall be placed underground in accordance with Riverside County Ordinance 460 and 461, as adopted by the City. This also applies to existing overhead lines which are 33.6 kilovolts or below within and along the project frontage and between the nearest poles offsite in each direction of the project site. All utility extensions within the subdivision and within individual lots shall be placed underground.
- 1.10. Owner will be required to form a Community Facilities District (CFD) for maintenance of parkway improvements as identified on these conditions of approval and approved by the Director of Public Works.
- 1.11. An Environmental Constraint Sheet (ECS) is required to be prepared for this project for filing with the City Engineer at the time of recording the Final Map.

**2. PRIOR TO GRADING PERMIT (ENGINEERING)**

- 2.1. No grading permit shall be issued until the Tentative Tract Map (TTM), and all other related cases are approved and are in effect, unless otherwise approved by the City Engineer.
- 2.2. The Developer shall prepare a "rough" grading plan or a combined "rough and precise" grading plan for the entire site. The grading plan shall be prepared under the supervision of a civil engineer licensed in the state of California (Project Civil Engineer) and he/she must sign the plan. The printed name and contact information of the Project Civil Engineer shall be included on the face of the grading plan. The grading plan shall be approved by the City Engineer.
  - 2.2.1. The grading plan shall provide for acceptance and proper disposal of all off-site drainage flowing onto or through the site. Should the quantities of flow exceed the capacity of the conveyance facility, the Applicant shall provide adequate drainage facilities and/or appropriate easement(s), if necessary, as approved by the City Engineer.
  - 2.2.2. The grading plan shall provide for protection of downstream properties from damages caused by alteration of the drainage patterns, i.e., concentration or diversion of flow. Protection shall be provided by constructing adequate drainage facilities including enlarging existing facilities and/or by securing a drainage easement(s), if necessary, as

**CONDITIONS OF APPROVAL FOR MA18089 (CZ18001, TTM37470 WITH EXCEPTION & VAR18004)****RESOLUTION NO. 2019-18**

approved by the City Engineer.

- 2.2.3. Temporary erosion control measures shall be implemented immediately following rough grading to prevent transport and deposition of earthen materials onto downstream/downwind 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.
- 2.2.4. Driveway approaches shall be constructed per Riverside County Standard No. 207. Existing driveway approaches, if any, shall be removed and replaced with full height curb and gutter and adjacent sidewalk to match approved street sections.
- 2.2.5. Grading agreement and securities shall be in place prior to commencement of grading.
- 2.3. Prior to approval of the grading plan, the applicant shall submit for review and approval of the City Engineer a project specific final geotechnical report.
  - 2.3.1. Grading of the site shall be per the recommendations of the geotechnical report as reviewed and approved by the Engineering department.
  - 2.3.2. A preliminary geotechnical report for the Proposed Single-Family Residential Development for the Highland Park Project, prepared by LGC Geo-Environmental, Inc.; dated July 27, 2018; was prepared and submitted during entitlement. Applicant shall address comments provided on the Engineering review letter dated September 20, 2018 prior to submittal of the final report for review.
  - 2.3.3. Final report shall include percolation test and results for the water quality basin if infiltration is proposed.
- 2.4. Prior to approval of grading plans and if grading is required offsite, the Developer shall obtain written notarized letter of permission from the property owner(s) to grade as necessary and provide a copy to the Engineering Department. It shall be the sole responsibility of the Developer to obtain any and all proposed or required easements and/or permissions necessary to perform the grading shown on the site plan, tentative tract map and grading exhibits.
- 2.5. Prior to approval of grading plans, the applicant shall obtain written authorization from Riverside County Flood Control and Water Conservation District (RCFC&WCD) for any grading work and operations performed over or impacting the existing RCFC&WCD easement.
- 2.6. Prior to the issuance of the precise grading permit, the Applicant shall cause a Water Quality Management Plan (WQMP) to be prepared in conformance with the requirements of the City of Jurupa Valley and the Riverside County Flood Control and Water Conservation District (RCFC&WCD) for approval of the City Engineer.
- 2.7. Prior to approval of the grading plan for disturbance of one (1) or more acres the landowner shall provide evidence that it has prepared and submitted to the State Water Resources Control Board (SWRCB) a Storm Water Pollution Prevention plan (SWPPP). The SWRCB issued WDID number shall be included on the face

**CONDITIONS OF APPROVAL FOR MA18089 (CZ18001, TTM37470 WITH EXCEPTION & VAR18004)****RESOLUTION NO. 2019-18**

of the grading plan.

- 2.8. Prior to issuance of the grading permit, the applicant shall obtain authorization from RCFC&WCD for basin overflow connection to their facilities.
- 2.9. Any proposed retaining walls will require a separate permit(s). Permits shall be obtained prior to the issuance of the precise grading permit unless otherwise approved by the City Engineer and Building Official.
- 2.10. 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. If an Environmental Assessment did not previously address the import/export location a Grading Environmental Assessment shall be submitted to the Engineering Department for comment and to the Planning Director for review and approval. If import/export location is outside the City the Applicant shall provide evidence that the jurisdictional agency has provided all necessary, separate approvals for import/export to/from the site.
- 2.11. Where grading involves import or export using City streets the Applicant shall obtain approval of the haul route and a haul route permit from the Public Works Department.
- 2.12. Prior to approval of the grading plan the Applicant shall prepare a final Hydrology Report, corresponding with the proposed improvements, for approval of the City Engineer. The report shall be consistent with the proposed development and signed by a California licensed civil engineer.
  - 2.12.1. All drainage and storm drain improvements shall be designed in accordance with Riverside County Flood Control & Water Conservation District's standards.
  - 2.12.2. Applicant is responsible for obtaining the necessary permits from Riverside County Flood Control and Water Conservation District (RCFCD) for connection to their facilities.
  - 2.12.3. A preliminary Hydrology Report for the proposed development prepared by VSL Engineering, dated September 9, 2017, was prepared and submitted during the entitlement. Applicant shall address any comments made during the entitlement process and submit final report to the Engineering department for final review and approval.
- 2.13. The Applicant shall prepare separate landscaping and irrigation plans for areas within the street right-of-way for review and approval by the City Engineer.
- 2.14. The Applicant shall prepare separate street improvement and street lighting plans for review and approval by the City Engineer.
- 2.15. Where grading involves import to or export of more than 50 cubic yards from the site the Developer shall obtain approval for the import/export location from the Engineering Department if located in the City.

**3. PRIOR TO FINAL MAP RECORDATION**

- 3.1. No final Map shall be recorded until all other related cases, Change of Zone

**CONDITIONS OF APPROVAL FOR MA18089 (CZ18001, TTM37470 WITH EXCEPTION & VAR18004)****RESOLUTION NO. 2019-18**

CZ18001 and Variance VAR18004, are approved and are in effect unless otherwise approved by the City Engineer.

- 3.2. No final Map shall be recorded until the formation / annexation process for the Community Facilities (CFD) associated with this project, if any, is finalized.
  - 3.2.1. Applicant shall prepare Landscape and Irrigation plans for CFD. Plans shall be prepared per Riverside County Ordinance No. 859 and per the City's submittal guidelines and package.
  - 3.2.2. CFD will include, but is not limited to, the maintenance of the following:
    - Water Quality Basins;
    - Tree trimming for trees within the public right-of-way, as identified on the CFD landscape plans and approved by the Director of Public Works;
    - Landscape Maintenance
    - Entry Monuments (if proposed)
  - 3.2.3. The CFD will not maintain the parkway area in front of the homeowner's lot. Property owners will be responsible of the maintenance of the landscaping in front of their homes within the public right-of-way. The following exception applies: the CFD will be responsible for the tree trimming of trees along parkways on public right-of-way.
  - 3.2.4. Formation of an HOA for parkway improvements in lieu of CFD will require the City Engineer's approval.
- 3.3. The Applicant shall provide improvement plans for approval of the City Engineer for all public improvements including, but not limited to, street improvements plans showing parkway improvements, road and pavement improvements, streetlights, landscape and irrigation, and water system.
- 3.4. Rights-of-way for streets and public utilities purposes shall be dedicated and shown on the final Map in accordance with these conditions of approval, the City's Municipal Code, Riverside County Ordinance 460, and Riverside County Ordinance 461. It is understood that the Tentative Tract Map exhibit correctly shows acceptable centerlines, existing easements, traveled ways, and drainage courses, and that the omission or unacceptability may require that the Developer amend or revise the tentative map as may be necessary to allow a finding that the final Map is in substantial conformance with the tentative map.
- 3.5. The Applicant shall prepare improvement plans for approval of the City Engineer:
  - 3.5.1. Applicant shall prepare plans for improvements on 30<sup>th</sup> Street consistent with these conditions of approval and shall be responsible for the construction of the improvements. Improvements shall provide for:

**CONDITIONS OF APPROVAL FOR MA18089 (CZ18001, TTM37470 WITH EXCEPTION & VAR18004)****RESOLUTION NO. 2019-18**

- a) Ultimate road and pavement conditions;
  - b) 22-ft wide paved road from centerline to curb face;
  - c) Curb and Gutter per Riverside County Standard No. 200 / 201 in accordance to the final drainage report and to match existing improvements west of development;
  - d) Curb adjacent landscape and 5-ft sidewalk, within an 11-foot parkway.
- 3.5.2. Applicant shall prepare plans for improvements for proposed in-tract Street A consistent with these conditions of approval and shall be responsible of construction of the improvements. Improvements shall provide for:
  - a) Ultimate road and pavement conditions, 36-ft wide paved road within a 56-ft right-of-way section (Riverside County Standard 105);
  - b) Curb and Gutter per Riverside County Standard No. 200 / 201 in accordance to the final drainage report and connecting to the improvements on 30<sup>th</sup> Street;
  - c) 5-ft curb adjacent landscape and 5-ft sidewalk within a 10-foot parkway.
- 3.5.3. Applicant shall prepare plans for improvements at the intersection of 30<sup>th</sup> Street, proposed Street A, and future J Street (existing Sierra Avenue), consistent with these conditions of approval and shall be responsible of construction of the improvements. Improvements shall provide for:
  - a) Ultimate road and pavement conditions;
  - b) Due to current line of sight restrictions and curvilinear alignment of Street A, the intersection of 30<sup>th</sup> Street with A and J Streets will be controlled by 3-way stop signs to be installed by the developer.
  - c) ADA compliant access ramps should be provided for crossing north and south legs of the intersection.
  - d) Parkway landscaping at the intersection of 30<sup>th</sup> Street with Street A and J Street should be selected such that adequate line of sight is maintained.
- 3.6. Should this project be within any assessment/benefit district, the Applicant shall make application for and pay any reapportionment of the assessment or pay the unit fees in the assessment/benefit district.
- 3.7. Applicant shall provide clearance letter from water and sewer utility purveyor, that all and any conditions by the water and sewer utility purveyor (if any) have been satisfied or appropriately initiated to its satisfaction.
- 3.8. Electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground in accordance with Riverside County Ordinances 460 and 461, as adopted by the City. The Applicant is responsible for coordinating the work with the serving utility company. This requirement applies to underground existing overhead electrical lines which are 33.6 kilovolts or below along the project frontage and between the nearest poles offsite in each direction of the project site including services that originate from

**CONDITIONS OF APPROVAL FOR MA18089 (CZ18001, TTM37470 WITH EXCEPTION & VAR18004)****RESOLUTION NO. 2019-18**

poles on the far side of the street. A disposition note describing the above shall be reflected on design improvement plans whenever those plans are required. Written proof confirming initiation of the design of utility improvements or relocations, issued by the utility company, shall be submitted to the Engineering Department for verification purposes.

- 3.9. Applicant shall obtain approval by water and sewer purveyor for water system and sewer system improvement plans (if any). The plans shall be submitted to and approved by the appropriate service district and the City.
- 3.10. Prior to Final Map approval, the applicant shall submit for review and approval an application and complete package for the vacation of right-of-way, for that portion of the right-of-way at the easterly terminus of 30<sup>th</sup> street generally shown on the TTM. Vacation documents shall be approved and recorded prior to Final Map filing.
- 3.11. Agreement and securities for street improvements shall be in place.

**4. PRIOR TO ISSUANCE OF BUILDING PERMIT (ENGINEERING)**

- 4.1. The Project geotechnical/soils engineer shall certify to the completion of grading in conformance with the approved grading plans and the recommendations of the Geotechnical/Soils report approved for this project. Minimum street sections and traffic indexes are to be according to Riverside County Standards. Final sections may be greater based on the final R values determined by a Geologist registered in the State of California, and as approved by the City Engineer.
- 4.2. A licensed land surveyor or civil engineer 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, if precise grading was not included in a combined "rough and precise" grading plan. The precise grading plan shall be approved by the City Engineer.
- 4.4. The site's BMP facilities and features shall be constructed as shown on the project's site grading plans or separate post-construction BMP improvement plans approved of the City Engineer. Post-construction water quality surface features and facilities such as basins and bio-swales are not required to be landscaped prior to issuance of building permits, but must be otherwise constructed and additional temporary erosion control measures in place as approved by the City Engineer.
- 4.5. The required domestic water system improvements, including fire hydrants, shall be installed and accepted.

**5. PRIOR TO BUILDING PERMIT FINAL INSPECTION (ENGINEERING)**

- 5.1. The Applicant is responsible for the completing off all grading and construction of all infrastructure improvements within the public right-of-way in accordance with approved plans, with Riverside County Ordinance 461, as adopted by the City, and with all other applicable requirements, to the satisfaction of the City

**CONDITIONS OF APPROVAL FOR MA18089 (CZ18001, TTM37470 WITH EXCEPTION & VAR18004)****RESOLUTION NO. 2019-18**

Engineer. Applicant shall ensure that streetlights are energized along the streets where Applicant is seeking Building Final Inspection (Occupancy).

- 5.2. The Project geotechnical/soils engineer shall provide a Final Grading Certification, certifying to the completion of the precise grading in conformance with the approved grading plans, the recommendation of the Geotechnical/Soils report approved for this project and the California Building Code.
- 5.3. A licensed surveyor or civil engineer shall certify to the completion of precise grading in conformance with the lines and grades shown on the approved grading plans.
- 5.4. The Applicant is responsible for completing all landscaping and irrigation improvements within the public right-of-way as applicable. The Applicant shall provide a Landscaping Certificate of Completion to the City Engineer.
- 5.5. The Applicant is responsible for the completion of all post-construction water quality Best Management Practices (BMPs) facilities and features. These facilities and features will require operation and maintenance in perpetuity by the Property Owner(s).

**6. PRIOR TO BOND EXONERATION (ENGINEERING)**

- 6.1. All street improvements must be completed and accepted by the City.
- 6.2. CFD maintained improvements shall be completed and accepted by the City Engineering.
- 6.3. The applicant is responsible for completing all utility mainline and service line extensions within and serving the project site, including but not limited to, electrical power, telephone, other communication, street lighting, and cable television as herein before required, unless otherwise approved by the City Engineering in writing. Utility extensions from the mainline or other points of connection within the public right-of-way require that the applicant obtained an Encroachment Permit from the Engineering Department. Correspondence from the respective utility company approving and accepting utility improvements shall be provided from each respective utility company. The City will make a final inspection of work to verify that any impacts that the work might have had to other City owned infrastructure is restored or repaired to the satisfaction of the City Engineer.

**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. 4**

MA1212 – Approved TTM and Development Plan



# HIGHLAND PARK

## TENTATIVE TRACT MAP 31894

### DEVELOPMENT PLAN

*Lead Agency:*

**CITY OF JURUPA VALLEY**  
8930 Limonite Avenue  
Jurupa Valley, CA 92509

*Developed by:*

**PARKVIEW RUBIDOUX**  
3161 Michelson Drive, Suite 425  
Irvine, CA 92612

*Prepared by:*

**T&B PLANNING, INC.**  
17542 East 17<sup>th</sup> Street, Suite 100  
Tustin, CA 92780  
Contact: Joel Morse  
Job No. 471-007

City of Jurupa Valley  
Approved by: City Council  
Case No: MA132  
Date: 03.17.16  
By: ATAM

Reso. No. 2016.06  
Ord. No. 2016.03

*In Consultation With:*

VSL Engineering  
Civil Engineering

David Neault Associates  
Landscape Architecture

**Hearing Draft: January 2016**

# TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
<b>I. Introduction.....</b>	<b>I-1</b>
A. Document Purpose .....	I-1
B. Project Location .....	I-2
C. Summary of Change of Zone (CZ) 1205.....	I-2
D. Community Theme .....	I-2
<b>II. Site Planning and Design .....</b>	<b>II-1</b>
A. Development Standards.....	II-1
B. Plotting Guidelines .....	II-2
<b>III. Architectural Design Guidelines.....</b>	<b>III-1</b>
A. Architectural Design.....	III-1
1. Design Principles.....	III-1
2. Form and Massing.....	III-1
3. Roofs.....	III-2
4. Garage Location and Design .....	III-2
5. Windows and Doors .....	III-3
6. Building Materials and Colors .....	III-3
7. Outdoor Lighting .....	III-4
8. Mechanical Equipment .....	III-4
B. Architectural Styles .....	III-5
1. Craftsman .....	III-5
2. Cottage .....	III-7
3. Spanish.....	III-9
4. Traditional .....	III-11
<b>IV. Landscape Design Guidelines .....</b>	<b>IV-1</b>
A. Plant Palette .....	IV-1
B. Monumentation .....	IV-4
C. Streetscapes .....	IV-4
1. Sierra Avenue Landscape Treatment .....	IV-6
2. 20th Street Landscape Treatment.....	IV-6

<u>Section</u>	<u>Page</u>
3. <i>Laramore Lane Landscape Treatment</i> .....	IV-6
4. <i>Rodeo Drive</i> .....	IV-6
5. <i>Local Street Landscape Treatment</i> .....	IV-11
D. <i>Walls and Fences</i> .....	IV-11
E. <i>Common Areas and Recreational Amenities</i> .....	IV-15
1. <i>Community Park</i> .....	IV-15
2. <i>Pocket Parks</i> .....	IV-15
3. <i>Trails and Pedestrian Paths</i> .....	IV-15
F. <i>General Landscape Standards</i> .....	IV-20
1. <i>Required Planting and Irrigation Plan</i> .....	IV-20
2. <i>Slopes</i> .....	IV-20
3. <i>Irrigation</i> .....	IV-20
4. <i>Maintenance of Common Areas and Recreational Amenities</i> .....	IV-21

<u>Figure</u>	<u>Title</u>	<u>Page</u>
Figure I-1	Vicinity Map .....	I-3
Figure II-1	Highland Park Site Plan.....	II-3
Figure II-2	Neighborhood 1 – 5,000 s.f. Lots.....	II-4
Figure II-3	Neighborhood 2 – 4,700 s.f. Lots .....	II-5
Figure II-4	Neighborhood 3 – 6,000 s.f. Lots.....	II-6
Figure III-1	Craftsman Architectural Style .....	III-6
Figure III-2	Cottage Architectural Style .....	III-8
Figure III-3	Spanish Architectural Style.....	III-10
Figure III-4	Traditional Architecture Style.....	III-13
Figure IV-1	Conceptual Landscape Plan.....	IV-2
Figure IV-2	Community Entry Monument.....	IV-5
Figure IV-3	Sierra Avenue Streetscape .....	IV-7
Figure IV-4	20th Street Streetscape.....	IV-8
Figure IV-5	Laramore Lane Streetscape.....	IV-9
Figure IV-6	Rodeo Drive Streetscape .....	IV-10
Figure IV-7	Local Streets Streetscape .....	IV-12
Figure IV-8	Wall and Fence Plan .....	IV-13
Figure IV-9	Wall and Fence Details.....	IV-14
Figure IV-10	Conceptual Open Space Plan.....	IV-16
Figure IV-11	Conceptual Community Park Plan.....	IV-17
Figure IV-12	Conceptual Pocket Park Plans .....	IV-18
Figure IV-13	Community Trails Plan.....	IV-19

## **I. INTRODUCTION**

### **A. DOCUMENT PURPOSE**

Pursuant to the City of Jurupa Valley Zoning Ordinance (Ordinance No. 348, Article VIII, Section 8.95.(b), *R-4 Zone Conditions of Development*), a Development Plan must be prepared in order to apply the R-4 Zone (Planned Residential) to a property. The Development Plan must contain the following minimum information:

- (1) Location of each existing and each proposed structure in the development area, the use or uses to be contained therein. Typical plans indicating use on a lot may be used.
- (2) Location of all pedestrian walks, malls, recreation and other open areas for the use of occupants and members of the public.
- (3) Location and height of all walls, fences and screen planting, including a plan for the landscaping of the development, types of surfacing, such as paving, turfing, or other landscaping to be used at various locations.
- (4) Plans and elevations of typical structures to indicate architectural type and construction standards.

This document serves as the Development Plan for Tentative Tract Map 31894 (TTM 31894, marketing name "HIGHLAND PARK"), which shall be enforced by the City of Jurupa Valley via conditions of approval placed on TTM 31894. Development in the HIGHLAND PARK community is required to substantially conform to the physical characteristics and design concepts set forth in this document. The City has the discretion to determine if implementing actions substantially conform to this Development Plan. If an implementing action does not substantially conform, a formal modification to this Development Plan may be required.

The Site Planning and Design Standards (Section II) set forth minimum requirements that must be adhered to when plotting a home on a residential lot within the HIGHLAND PARK community. The photographs, illustrated sketches, and other graphic representations provided in the Architectural Design Guidelines (Section III) and Landscape Design Guidelines (Section IV) are to be used as visual aids in understanding the basic intent of HIGHLAND PARK's design theme and its key implementing elements. The guidelines presented in Sections III and IV are provided as a palette of character, materials, and other defining elements that should be reflected in future design proposals to construct the HIGHLAND PARK community. An exact re-creation of the graphic representations included in this document is not intended or required.

### **B. PROJECT LOCATION**

The HIGHLAND PARK community is located on 168.3 acres in the City of Jurupa Valley, Riverside County, California. Specifically, HIGHLAND PARK is located north of State Route 60 and La Canada Drive, north and

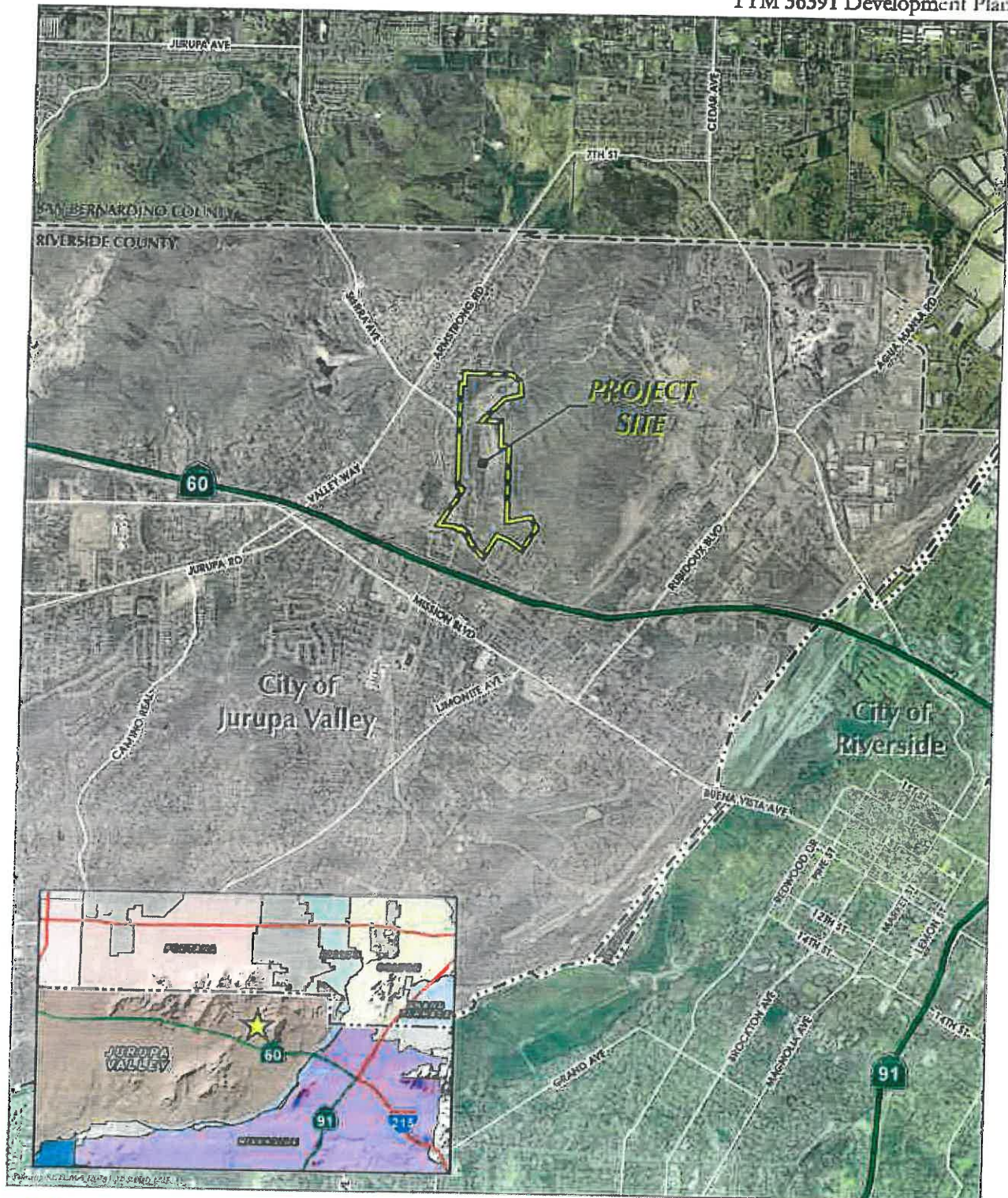
west of Canal Street, east of Sierra Avenue, and south of Karen Lane. The location of the HIGHLAND PARK community is graphically depicted on Figure I-1, *Vicinity Map*.

### **C. SUMMARY OF PROJECT APPROVALS**

Approvals granted by the City of Jurupa Valley to implement the HIGHLAND PARK project include, but are not limited to, a General Plan Amendment (GPA 1207), Change of Zone (CZ 1205), Tentative Tract Map (TTM 31894), and Tentative Parcel Map (TPM 36812). CZ 1205 changed the property's zoning designation to Planned Residential (R-4), thereby requiring this Development Plan document. TTM 31894 subdivided the property as a master planned residential community with 398 single-family residential lots, one public park site, three pocket park sites, water quality basins, open space (including natural, graded, and community open space), as well as roadways and other supporting infrastructure. Tentative Parcel Map 36812 subdivided the property into 4 bulk lots to facilitate project phasing and financing and dedicated street right of ways for Sierra Avenue and 20th Street.

### **D. COMMUNITY THEME**

Historically, Jurupa Valley's landscape was dotted with farms, ranches, and dairies. The field crops and pasture lands introduced lush color and pattern into an otherwise arid inland valley landscape. The community theme for HIGHLAND PARK draws its inspiration from the rural, agricultural heritage of the Jurupa Valley area. The residential neighborhoods within HIGHLAND PARK feature a cohesive mix of architectural styles and housing products that complement surrounding suburban development but also reflect the relaxed, rural roots of Jurupa Valley. The landscape concept for HIGHLAND PARK features an "agrarian ranch" theme that incorporates elements from the area's historical uses and identity, including informal masses of evergreen and deciduous shade trees, drought tolerant plant materials, and accent design features such as stone and exposed wood.



## II. SITE PLANNING AND DESIGN

Quality residential subdivisions function as neighborhoods, encourage local social interaction, promote walking and healthful activities, and incorporate best practices in sustainable development planning. This section provides development standards for the planning and design of homes within the to accomplish these goals and provide for a visually appealing, pedestrian friendly neighborhood environment which avoid a monotonous, repetitive appearance.

### A. DEVELOPMENT STANDARDS

Residential development within Neighborhoods 1, 2, and 3 of the HIGHLAND PARK community shall comply with the development standards listed below:

**Table II-1 Residential Development Standards**

Minimum Lot Requirements	
Lot Area:	4,700 square feet
Lot Width:	47 feet*
Lot Depth:	80 feet
Minimum Building Setback Requirements	
Front Elevation (excluding garage):	15 feet
Front Entry Garage:	20 feet
Side Entry Garage:	15 feet
Side Elevation: (Interior & Through Lots)	5 feet
Side Elevation: (Corner & Reversed Corner Lots)	
Rear Elevation: (Interior)	10 feet
Through Lots	20 feet
Other	
Maximum Building Height:	40 feet
Footnotes:	
*Lot width requirement for cul-de-sacs and cul-de-sac knuckles is 35 feet	

Pursuant to Article VIIIId, Section 8.93(a) of the City's Zoning Ordinance, a minimum of 6,000 square feet of land area shall be provided for each residential unit, inclusive of the individual residential lot area and recreation areas but exclusive of areas set aside for street rights-of-way. The HIGHLAND PARK community provides approximately 126.5 acres of residential, recreational, and open space land uses, which corresponds to approximately 13,845 square feet per residential unit ( $126.5 \text{ acres} \times 43,560 \text{ square feet}$

per acre] / 398 residential units = 13,845 square feet per residential unit). As such, HIGHLAND PARK complies with Article VIIIId, Section 8.93(a) of the City's Zoning Ordinance.

## **B. PLOTTING GUIDELINES**

The HIGHLAND PARK community provides for a range of home sizes, home styles and floor plans. Figure II-1, *Highland Park Site Plan*, shows the overall design of the HIGHLAND PARK community. A full-size exhibit that shows the maximum buildable area on each residential lot within the community is provided in the map pocket at the end of this document. The HIGHLAND PARK community includes three (3) individual neighborhoods, with minimum lots sizes of 4,700 square feet (s.f.), 5,000 s.f., and 6,000 s.f. Conceptual plotting diagrams for each of the neighborhoods within the HIGHLAND PARK community are illustrated on Figure II-2 through Figure II-4.

Detached single-family homes within HIGHLAND PARK shall creatively use varied setbacks, "architecture forward" designs, outdoor spaces, varied garage treatments, landscaping, and other innovative neighborhood design techniques to create a visually interesting streetscene and identifiable neighborhood character. Varying front yard setbacks and using single-story elements break up long stretches of linear massing, and when combined with private outdoor spaces, such as front porches and front yards, results in a welcoming, interactive streetscene that promotes pedestrian activity. To encourage a diverse and visually interesting street scene, neighborhoods within the HIGHLAND PARK community shall comply with the following plotting guidelines:

- i. A minimum of three (3) architectural elevations and three (3) floor plans are required for each neighborhood comprised of 30 or more homes.
- ii. Neither the same floor plan nor the same elevation style shall be plotted next to itself or directly across the street from itself. "Directly across the street" shall be defined as more than half of the narrower lot overlapping with the wider lot across the street.
- iii. Front yard setbacks to living spaces and porches shall vary by a minimum of two feet (2') between adjacent homes. All setbacks shall meet the minimum requirement listed in Table II-1.
- iv. Repetitive patterns of garage placement shall be avoided.
- v. Single-story architectural elements shall be incorporated into the elevations of homes on corner lots. Examples of single-story architectural elements include architectural projections, bay windows, porches, balconies, one-story living spaces, and/or a one-story garage element.
- vi. A landscaped parkway shall be provided between the curb and sidewalk along interior neighborhood streets. The landscaped parkway shall include a minimum of one (1) street tree per residential lot.

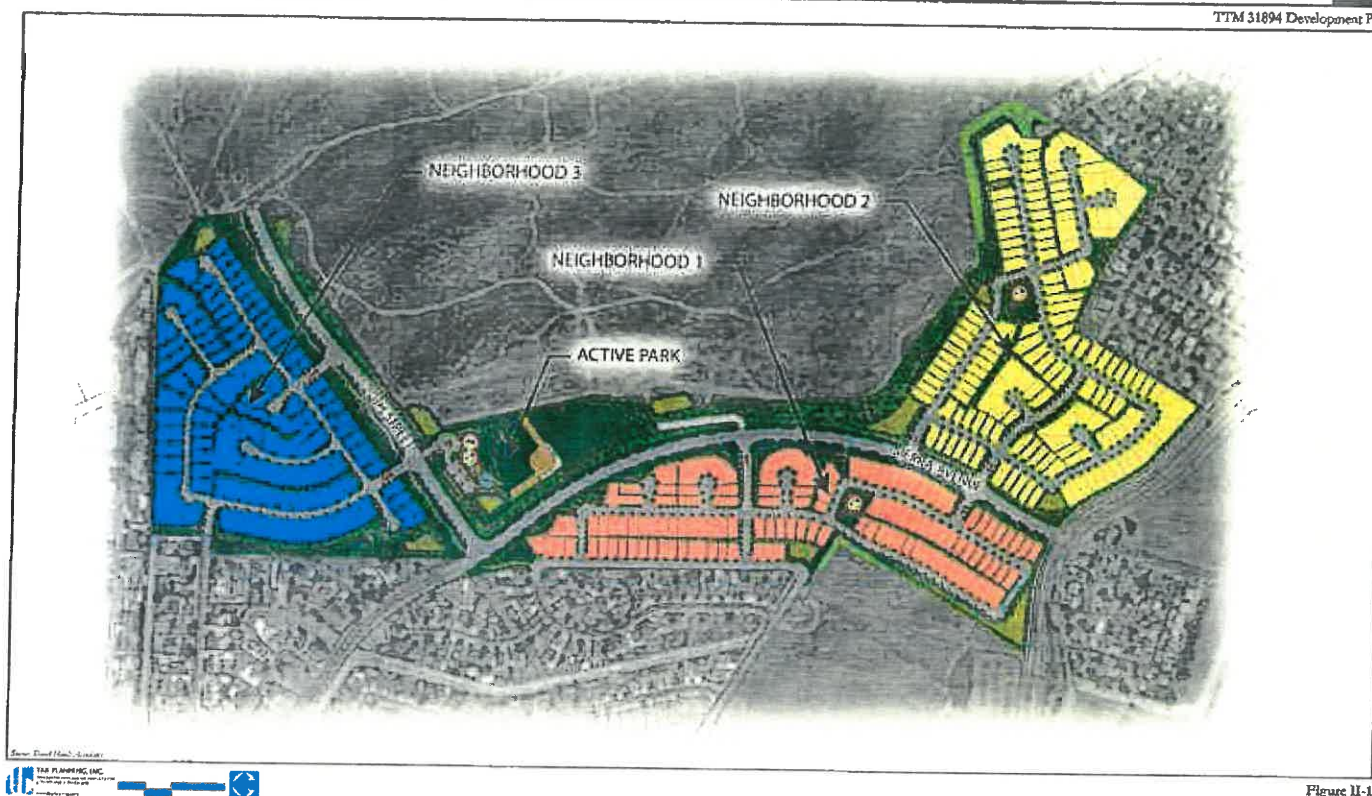
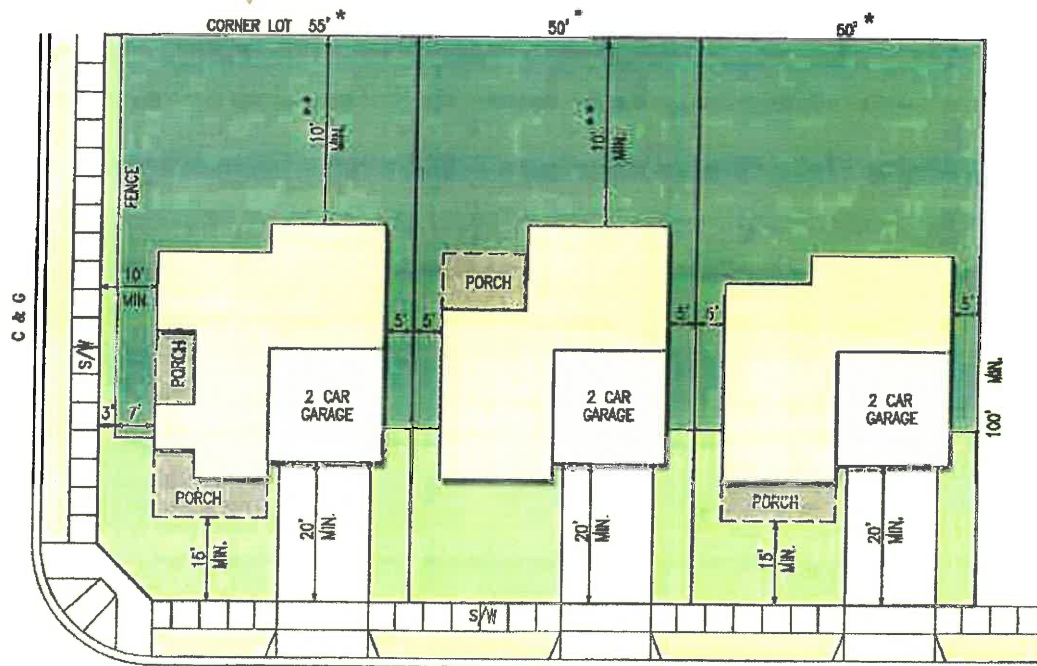


Figure 11-1  
HIGHLAND PARK SITE PLAN  
Page 11-3

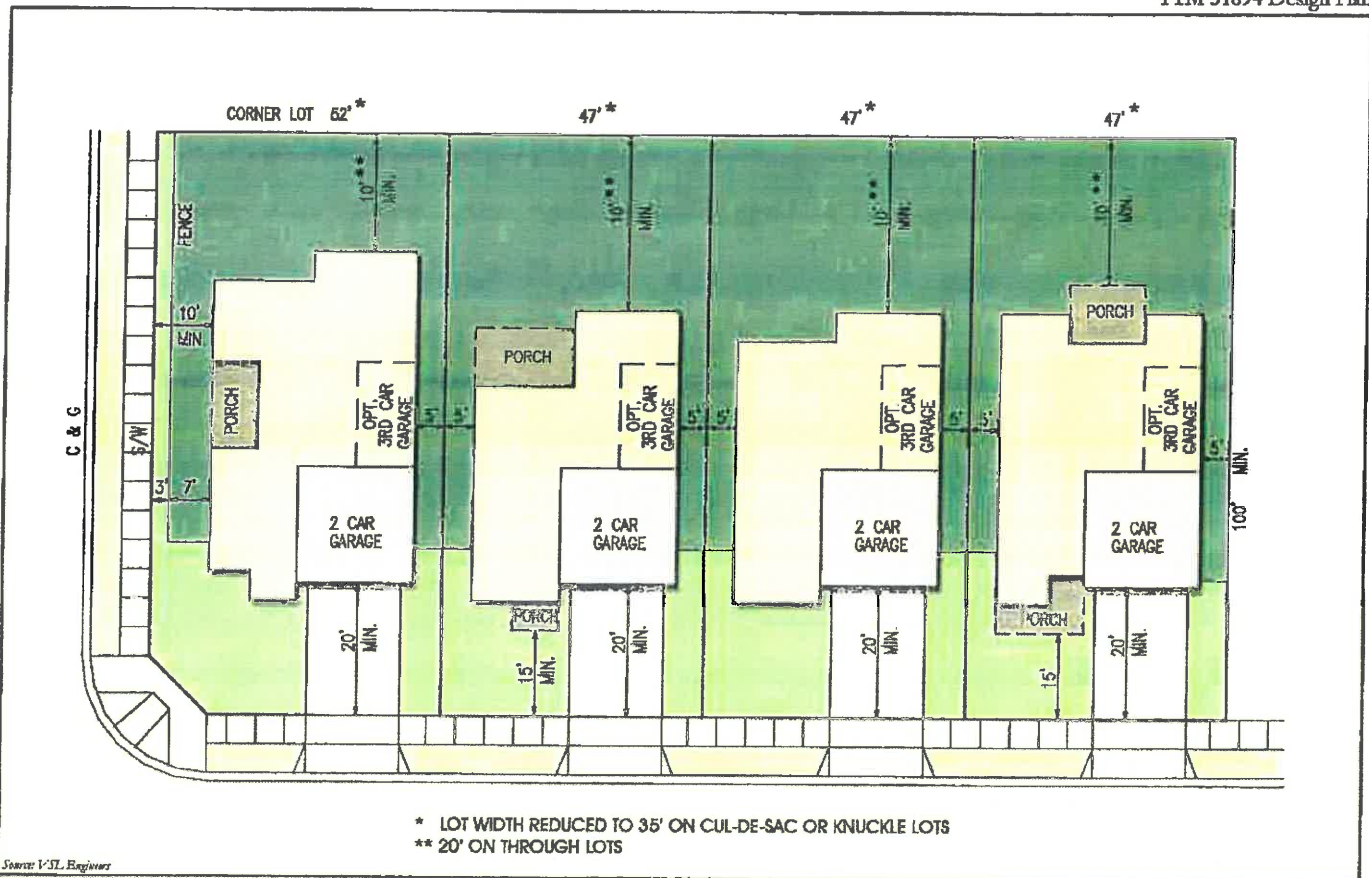


\* LOT WIDTH REDUCED TO 35' ON CUL-DE-SAC OR KNUCKLE LOTS  
 \*\* 20' ON THROUGH LOTS

Source: VSL Engineers



Figure II-2  
 NEIGHBORHOOD 1 - 5,000 S.F. LOTS

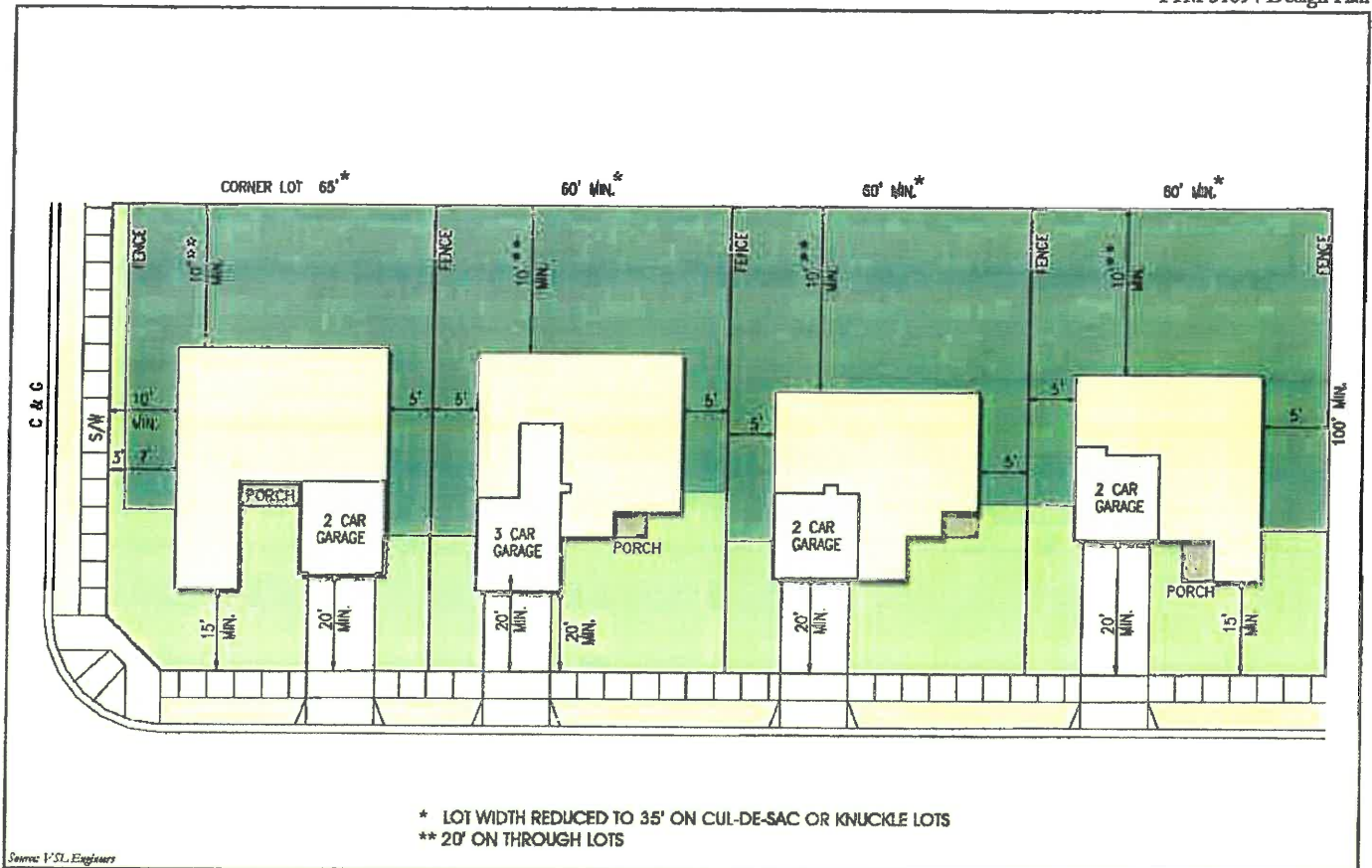


\* LOT WIDTH REDUCED TO 35' ON CUL-DE-SAC OR KNUCKLE LOTS  
\*\* 20' ON THROUGH LOTS

Source: V-SL Engineers

**T&B PLANNING, INC.**  
17542 East 17th Street, Suite 100, Denver, CO 80231  
303-754-6300 FAX 303-754-6301  
www.tbplanning.com

Figure II-3  
NEIGHBORHOOD 2 - 4,700 S.F. LOTS



Source: VSL Engineers



Figure II-4  
 NEIGHBORHOOD 3 - 6,000 S.F. LOTS

## **III. ARCHITECTURAL DESIGN GUIDELINES**

### **A. ARCHITECTURAL DESIGN**

These Architectural Design Guidelines convey the HIGHLAND PARK community's architectural design theme. It is not the intent of these Guidelines to mandate that all of the identified design components and elements described herein be incorporated into the actual building designs. Rather, these Guidelines serve as a "palette" of character-defining exterior elements that should be used in home design. It is expected that builders and their architects will prepare architectural building plans that substantially conform to these guidelines, while also applying creativity and innovation in response to housing design trends, homebuyer expectations, and other market conditions.

#### **1. Design Principles**

While these Architectural Design Guidelines do not expressly limit architectural styles, the styles employed in HIGHLAND PARK should be complementary and compatible with the styles described in this document (refer to Subsection III.B., *Architectural Styles*). The defining features of the selected architectural styles must be consistently implemented across the community to visually identify and differentiate each style. These Guidelines allow for both traditional/historical styles and contemporary interpretations of these styles, provided that the style's defining features can be visually identified, consistently applied, and differentiated from the character-defining features of other styles implemented in the community.

The selection of architectural styles should be compatible with the massing of their floor plans; as such, a certain style should not be forced onto every floor plan if it is not compatible. By emphasizing the use of distinct and identifiable styles, these guidelines discourage monotony. Street scenes shall incorporate multiple architectural styles and should be diverse as to form, massing, features, windows, front doors, garage doors, materials, and colors.

#### **2. Form and Massing**

Building mass and scale are two primary design components that affect how a building is perceived. The creative use of design articulation of the building's visible façades, variation of rooflines, balance of roof forms, and changes in vertical and horizontal planes reduces the perceived mass of a building. Even if the front elevation setback for adjacent homes is the same, variations in massing can provide an abundance of visual interest.

It is important to provide variation in front elevation massing along every street in HIGHLAND PARK to provide diversity and avoid a monotonous pattern along the streetscape. Examples of design features that can reduce a home's perceived visual mass include covered front porches, window and door articulation, balconies, extended overhangs and decorative building edge treatments (cornice, eave, quoins, etc.), and one-story living spaces. Design elements shall also be included on the rear facades and sides of homes that are adjacent to or visible from public streets or adjacent open spaces.

- i. Homes shall be arranged in a manner that creates a harmonious, varied appearance of building heights and setbacks.
- ii. Three sides of a two-story house, excluding the rear elevation, must have at least one plane break at the first and/or second story in order to avoid monolithic elevations. A plane break must be offset by at least two feet (2').
- iii. Three sides of a single-story home, excluding the rear elevation, must have at least one plane break. A plane break must be offset by at least two feet (2').

### **3. Roofs**

The roofline is a dominant visual element of a home. A roof's composition should allow for a clean interface with the building and the building façade. A roof's form and composition should reflect the appropriate roof pitch, characteristics, and materials that are consistent and true to the selected architectural style, and shall also not be overbearing nor give the appearance of being disjointed.

- i. Rooflines of adjacent homes should vary to create a variety of silhouettes and ridge heights.
- ii. Roof pitches should vary among floor plans and complement the building's architectural style. Primary roof pitches should be 4:12 or 5:12. Secondary roof pitches can vary from primary roof pitches but only if such variation is consistent with the architectural style.
- iii. Roof pitches and colors should vary from one house to the next, when appropriate for the architectural style.
- iv. Roof materials and colors selected for an architectural style must reflect the elements that are typically used in that style.
- v. Roofing materials shall be non-combustible.
- vi. Solar panels, if used, should be integrated into the roof design as an unobtrusive element.

### **4. Garage Location and Design**

To achieve attractive streetscenes throughout the HIGHLAND PARK community, particular attention must be given to the design and placement of garages.

- i. Garage door style, color and design shall reflect the architectural character of the home and shall vary between adjacent homes, when appropriate. Acceptable garage door styles include, but are not limited to raised panel, recessed panel, flush panel in both roll-up and carriage swing door designs.
- ii. Architectural treatments, including but not limited to, trellises, corbels, and arches should be incorporated into the garage design to de-emphasize the garage and achieve an attractive streetscene.
- iii. Windows may be incorporated into the garage door design. Where provided, garage door window styles shall correspond to the window forms of the house.

- iv. Architectural features, such as varied rooflines (including height and pitch) and second story setbacks, shall be incorporated into the garage design to reduce building mass and scale and create a visually interesting streetscene, when appropriate for the selected architectural style.
- v. Two-car garage configurations may be divided into one/one configurations with individual doors to provide visual variety along the streetscape.
- vi. Driveways may include accent paving and a decorative, maintenance-free decorative strip, such as pavers, artificial grass or other pervious materials, as additional options to provide an enhanced streetscene.
- vii. Landscape vines and tree wells should be introduced to soften the visual impact of the garage door and accent the garage façade.

## **5. Windows and Doors**

Window and door details are architectural components that carry a strong visual impact through their placement and design.

- i. Front door details shall be consistent with the architectural style.
- ii. Feature window shapes shall be consistent with the architectural style.
- iii. Accent shutters are not required; however, when used, shutter size shall be proportional to the window and shall reflect the architectural style.
- iv. Window trim details used on the front elevation should also be applied to the sides and rear of the house for continuity.
- v. Windows and/or doors with silver or gold frames or reflective glass are prohibited.

## **6. Building Materials and Colors**

A complementary mixture of colors, textures, and building materials is encouraged throughout the HIGHLAND PARK community. Building material and color selection are integral components in the definition of a specific architectural style and also provide a varied streetscape design. Material breaks, transitions and terminations should produce complementary and clear definitions of separation while maintaining a prescribed color and materials palette. A variety of exterior accent materials (e.g., brick, stone, siding, pre-cast concrete, ceramic tile, timber) should be used as an integral feature in home construction to convey the selected architectural styles.

- i. Color schemes shall be simple, tasteful, and consistent with architectural styles.
- ii. A scheme of color values on all exterior elements shall be distinct from one house to the next, with deeper tones encouraged to promote variations. This avoids a monotonous appearance of multiple buildings of the same colors and tones.
- iii. Material breaks, transitions, and termination shall produce complimentary and clear definitions of separation, while maintaining a prescribed color and materials theme. This is especially important in changing from stucco and/or siding to masonry veneers.

- iv. Stucco finishes on exterior walls shall be accompanied by at least one other accent material appropriate to the architectural style (e.g., wood trim, stone, brick).

## **7. Outdoor Lighting**

Lighting standards throughout HIGHLAND PARK shall be similar in style, color and materials, embracing a natural and minimal lighting approach.

- i. All outdoor lighting shall incorporate, to the extent feasible and permissible under City standards, measures to aid in reducing light pollution. Such measures include: wattage reduction, directing lighting downward, shielding lights (or using "cut-off lights" that only illuminate the side or underside of a fixture, rather than shining skyward) and lowering the height of light poles to reduce the illumination radius.
- ii. All outdoor lighting fixtures shall be focused, directed, and arranged to minimize glare and illumination on public streets and adjoining property.

## **8. Mechanical Equipment**

Mechanical equipment such as air conditioners, heaters, evaporative coolers, and other such devices shall not be mounted on any roof and must be located behind privacy walls or landscaping. Solar panels are permitted, but not required, on roofs.

**B. ARCHITECTURAL STYLES**

The residential architecture of the HIGHLAND PARK community includes a complementary palette of architectural styles that reinforce the community's theme and are authentic to the southern California landscape. The selected architectural styles for HIGHLAND PARK include Craftsman, Cottage, Spanish, and Traditional. These architectural styles were selected to provide a wide range of architectural variation, appeal to a variety of potential homeowners, and create visually interesting street scenes.

The selected architectural styles for the HIGHLAND PARK community and the character-defining elements of those styles are described on the following pages. The lists of character-defining elements contained herein are not intended to be exhaustive or limiting; rather, the list provides guidance for implementing the style within the HIGHLAND PARK community. Each home is not required to incorporate every listed key characteristic or design element. Further, contemporary interpretations of historical styles are appropriate. The guiding principle for architecture design within HIGHLAND PARK is that definable architectural styles be utilized so that elevations are identifiable and the street scene is diverse.

**1. Craftsman**

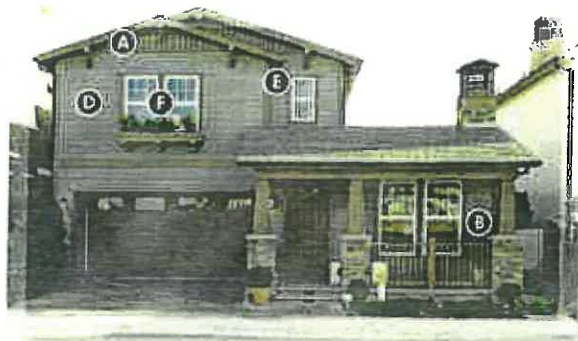
The Craftsman movement became the most popular and fashionable style in the US at the turn of the 20<sup>th</sup> century. Several influences, including the English Arts & Crafts Movement and Oriental wooden architecture, exemplified in the architecture of Greene & Greene, appear in the design of these detailed buildings. While exhibiting a great deal of craftsmanship, especially in the joinery, this style uses principally heavy timber set on a river rock base. The style is best presented in simple forms, usually with low, broad proportions as seen in California's Bungalows. The roof forms are usually cross-gabled, side-gabled and sometimes hipped, with long overhangs. There is usually a heavy feel in the structural forms and details engendering a sense of permanence. As depicted in Figure III-1, *Craftsman Architectural Style*, elements common to the Craftsman style include:

**a. Design Features**

- ☐ Timber and stone forms with long overhangs
- ☐ Angularly shaped timber tails at eaves
- ☐ Large porches with angled columns
- ☐ Extended trims & surrounds
- ☐ Horizontal Lap, board and batt, shingle or stucco siding

**b. Roofs**

- ☐ Low-pitched gable roofs
- ☐ Shake or composition shingle roofing
- ☐ Long eaves with exposed, shaped tails

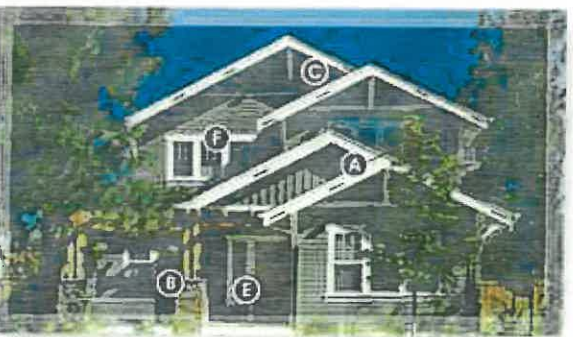


### THE CRAFTSMAN STYLE

The Craftsman style is inspired by the Arts and Crafts Movement of the later part of the 19th century, a philosophy that stresses honesty of form, materials, and workmanship. The style is expressed through use of natural or handmade materials with an artful attention to detail, favoring applied decoration rather than a straight-forward expression of the structure. Natural woods, shingles, earth tone colors, brick, stone, river rock, clinker brick, and heavy structural beams signify oneness with nature. Rocks and bricks are often used on foundations, chimneys, and railings to set a unifying theme for the home. The Craftsman design focuses on the harmony of indoor and outdoor life. Porches are prominent features that cover the length of the front elevation, sometimes wrapping onto the sides. Craftsman homes have low-pitched, gabled roofs, and occasionally hipped roofs, with wide eave overhangs and exposed rafter tails or decorative gable brackets. These asymmetrical, gabled works of art are a large part of Southern California's architectural heritage.

### KEY ELEMENTS

- A Shallow pitched roofs with deep overhangs
- B Deep, broad porch elements with expressive structural components such as square, or tapered columns
- C Use of rafters, brackets, braces or columns
- D Use of materials such as stone, shingle, and wood siding
- E Asymmetrical massing on window and door composition
- F Feature windows are grouped in pairs or threes



**c. Windows**

- ☐ Rectangular windows
- ☐ Narrow and tall with muntins (grids) in upper sash only

**d. Color**

- ☐ Middle to dark earth tones
- ☐ Brown, Red, Green or Beige window frames
- ☐ Trims usually darker, but can be lighter
- ☐ Middle to dark roof

**e. Accent Materials**

- ☐ Outriggers with or without corbels
- ☐ Spaced batten gable vent elements
- ☐ Stone and/or brick wainscotting
- ☐ Trellis elements

**2. Cottage**

The term "Cottage" covers a broad range of stylistic ideals which includes Cape Cod, Bungalow, and European Romantic styles such as French, English, and Italian interpretations. The common thread tends to be the impression of a small, informal residence constructed of humble materials. The use of indigenous resources such as stone and heavy timber, clad in wood or plaster, all finished in weathered sienna tones, ground the style's unassuming presence. High or low pitched roofs with flat tiles, tall narrow window openings and extensive use of shutters complete the style's charm. The windows are occasionally rounded at the top with shutters echoing their shape. While the use of porches is common, they are not required to complete the composition. As depicted in Figure III-2, *Cottage Architectural Style*, elements common to the Cottage style include:

**a. Design Features**

- ☐ Simple to complicated massing
- ☐ Horizontal lap, shingle, or stucco siding
- ☐ Porches of varying sizes and shapes
- ☐ Columns and posts of varying design
- ☐ Flower boxes
- ☐ Wrought iron and wood balconies



### THE COTTAGE STYLE

The term "Cottage" covers a broad range of stylistic ideals which includes Cape Cod, Bungalow, and European Romantic styles such as French, English, and Italian interpretations. The common thread tends to be the impression of a small, informal residence constructed of humble materials. The use of indigenous resources such as stone and heavy timber, clad in wood or plaster, all finished in weathered slenna tones, ground the style's unassuming presence. High or low pitched roofs with flat tiles, tall narrow window openings and extensive use of shutters complete the style's charm. The windows are occasionally rounded at the top with shutters echoing their shape. While the use of porches is common, they are not required to complete the composition.

### KEY ELEMENTS

- A Stucco, brick or wood siding elements
- B Large wood posts with shaped corbels
- C Shake or composite shingles
- D Porches and flower boxes
- E Low/high pitched gable and/or hipped roof
- F White or beige window frames
- G Some precedent for stone

**b. Roofs**

- ☐ Low and high pitched gable, hipped, or even gambrel roofs
- ☐ Shake, slate or composition roofing (terra cotta barrel hip & ridge tiles)
- ☐ Soffited or exposed tail eaves
- ☐ Occasional use of dormers or varying size and design

**c. Windows**

- ☐ Arched and rectangular windows
- ☐ Narrow and tall with muntins (grids) of varying pattern

**d. Color**

- ☐ Lighter to middle earth tones
- ☐ Lighter trims
- ☐ White or Beige window frames
- ☐ Contrasting colors at shutters
- ☐ Middle to darker tone roof

**e. Accent Materials**

- ☐ Brick elements
- ☐ Stone elements
- ☐ Metal roof elements
- ☐ Wood detail in gables

**3. Spanish**

Inspired by architecture from the coastal regions of Spain and the low slung haciendas of the interior plains where intense sunlight bathes everything, the Spanish style emerged as a response to a wonderful climate. The style features long verandas, low-pitched red tile roofs, little or no overhanging eaves, smooth stucco siding and arches, especially above doors, porch entries and main windows. Other defining characteristics include an asymmetrical shape with cross gables and side wings, carved doors, spiral columns and pilasters, courtyards, carved stonework or cut ornaments and patterned tile accents. As depicted in Figure III-3, *Spanish Architectural Style*, elements common to the Spanish style include:

**a. Design Features**

- ☐ Heavy exposed beams
- ☐ Wrought iron or wood balconies and rails
- ☐ Arcades and trellis features



### THE SPANISH STYLE

Inspired by architecture from the coastal regions of Spain and the low slung haciendas of the interior plains where intense sunlight bathes everything, the Spanish style emerged as a response to a wonderful climate. The style features long verandas, low-pitched red tile roofs, little or no overhanging eaves, smooth stucco siding and arches, especially above doors, porch entries and main windows. Other defining characteristics include an asymmetrical shape with cross gables and side wings, carved doors, spiral columns and pilasters, courtyards, carved stonework or cut ornaments and patterned tile accents.

### KEY ELEMENTS

- A Window and gable accents
- B Iron or Wood balconies and rails
- C Use of terra cotta or decorative ironwork
- D Simple hip, gable, and shed forms
- E Deeply recessed windows and doors
- F Brown window frames
- G Smooth stucco and sand finish

- ☐ Terra cotta clay pipe vents
- ☐ Elaborate entry surrounds
- ☐ Arched openings
- b. **Roofs**
  - ☐ Shallow pitched roofs
  - ☐ Simple, hip, gable and shed forms
  - ☐ Concrete or terra cotta barrel tile
- c. **Windows**
  - ☐ Deep set (8" minimum) windows on front elevation
  - ☐ Arched or half elliptical windows
  - ☐ Decorative grills
- d. **Color**
  - ☐ White
  - ☐ Earth tones
  - ☐ Brown or Beige window frames
  - ☐ Dark brown accents
  - ☐ Vibrant accent colors at shutters
- e. **Accent Materials**
  - ☐ Smooth stucco or sand finish
  - ☐ Cut "stone" accents
  - ☐ Painted ceramic tiles

#### **4. Traditional**

American Traditional is a style that acknowledges our nation's architectural heritage originating from the New England states, spreading westward, and becoming established throughout the rest of the country. The construction material of choice is almost always wood, due historically to Colonial America's ready supply, but successful interpretations with stucco siding have also emerged over time. The use of brick is also common, but stone can be used as well. There is a sense of balance and symmetry to the door and windows on the front façades. Windows are mostly vertical in their proportions and they are often accompanied with shutters. Roofs are simple, usually at a 6 and 12 or higher pitch, and use of more than one dormer is common. Other important elements include round columns and pediments at the entry door. As depicted in Figure III-4, *Traditional Architecture Style*, elements common to the Traditional style include:

**a. Design Features**

- ☐ Simple boxy, symmetrical forms
- ☐ Pediment entries or large porches
- ☐ Round or square classical columns
- ☐ Wood balconies
- ☐ Horizontal lap or shingle siding

**b. Roofs**

- ☐ Shallow to high-pitched roofs
- ☐ Frequent use of dormers
- ☐ Simple front-to-back or side-to-side forms
- ☐ Flat tile or composition shingle

**c. Windows**

- ☐ Narrow & tall with muntins (grids)
- ☐ Shutters

**d. Color**

- ☐ Light to middle earth tones
- ☐ White trims
- ☐ White frame windows
- ☐ Middle to darker roof tones

**e. Accent Materials**

- ☐ Brick elements
- ☐ Stucco elements
- ☐ Metal roof elements



#### THE TRADITIONAL STYLE

This style of design incorporates simple rectangular volumes and classical Georgian and Federal and Dutch style details. Taking root in the late 1800's and early 1900's, this "Revival" style of residential architecture became the star of the post-World War I building boom in the 1920's and 1930's and influenced home design throughout all regions of the country.

Predominantly two-story but occasionally one-story, this style of architecture maintains a restrained classical form. The facade is symmetrically balanced with windows and a central door. Doorways are the focal point of the facade, accented with a decorative crown and supported by pilasters, or extended forward and supported by slender columns to form an entry porch. Fan lights or side lights are common. Windows are traditionally double-hung sashes with multi-pane glazing in one or both sashes framed with shutters. Roofs are typically hipped and side gabled but may also be gambrel. Facade walls are commonly one, or at the most two, building materials, usually wood and masonry. Decorative cornices are common.

#### KEY ELEMENTS

- A Simple rectangular volumes
- B Gables, hipped or gambrel roofs
- C Classical prominent porch or portico
- D Symmetrical placement of windows
- E Double-hung, small panel windows
- F Simple detailing, especially columns and cornices

## **IV. LANDSCAPE DESIGN GUIDELINES**

These Landscape Design Guidelines articulate the various landscape design components of HIGHLAND PARK's thematic identity. The community's landscape theme draws from the rural, agricultural heritage of the Jurupa Valley area. The landscape framework is informal and somewhat eclectic in nature, incorporating informal massing of evergreen and deciduous shade trees indicative of the historical environment.

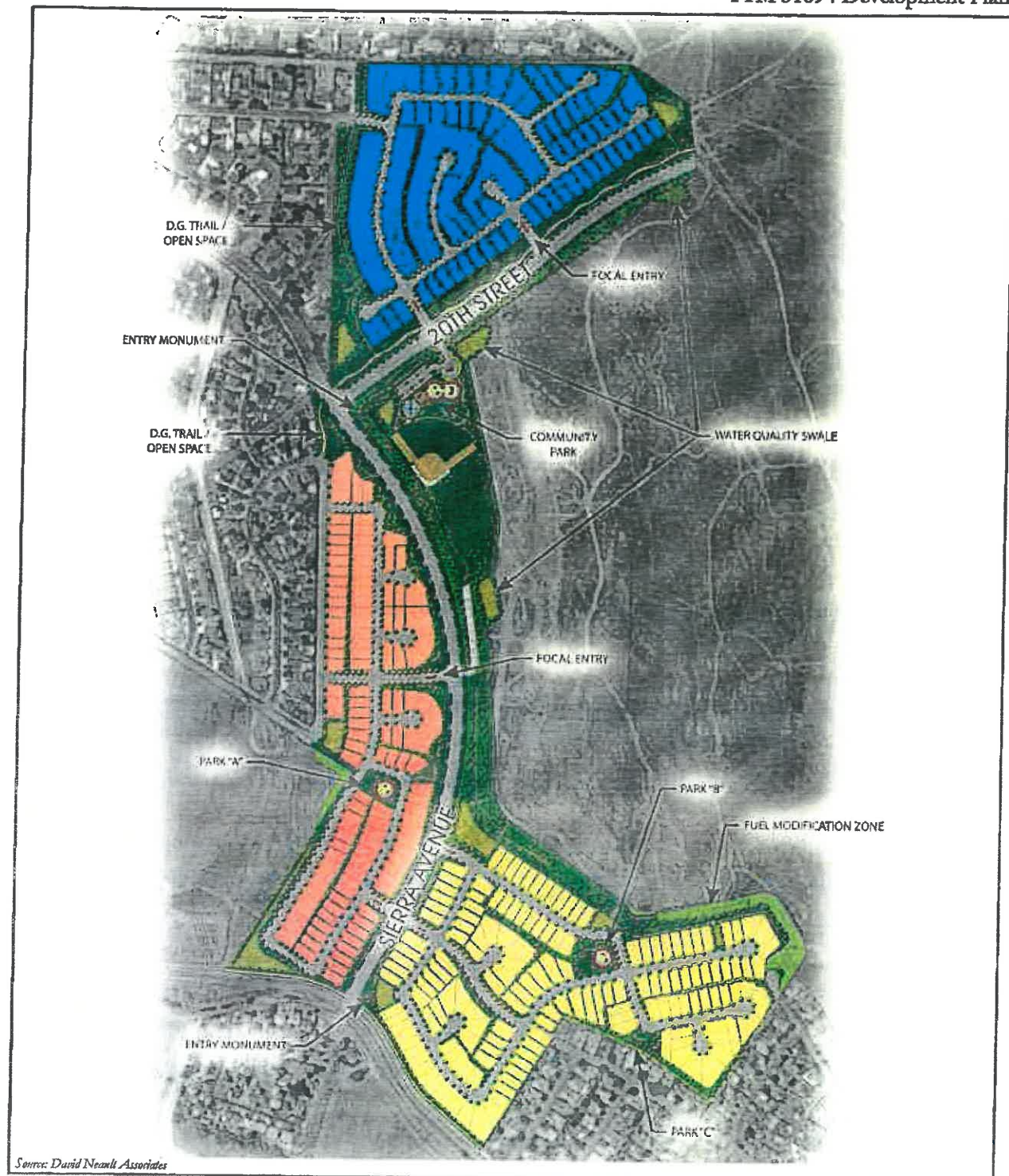
As demonstrated by Figure IV-1, *Conceptual Landscape Plan*, the landscape concept is intended to create a sense of community identity that links together HIGHLAND PARK's residential and recreational land uses. Furthermore, the recommended plant palette is designed to reinforce and emphasize the community's landscape theme at major focal points and common areas.

Although a great deal of specific design information is provided in these Landscape Design Guidelines, these Guidelines are not intended to establish a set of rigid landscaping requirements for the HIGHLAND PARK community. Rather, these Guidelines provide landscape principles and standards to ensure that plant materials, streetscapes community walls and fences, parks, trails and other community amenities are compatible with the community's design theme. These Guidelines are intended to be a living document and, as such, are subject to modification over time to allow for creative and innovative responses to unanticipated conditions, such as changes in housing design trends or community desires. However, it is critical to the HIGHLAND PARK community's long-term design integrity that any modifications to these Guidelines are in keeping with the spirit of the core elements of the overall theme described herein to ensure a cohesive and unified community-wide landscape concept.

### **A. PLANT PALETTE**

The plant palette for HIGHLAND PARK complements and enhances the community's setting, while also reducing irrigation needs and conserving water resources. The plant palette includes colorful plant materials along with evergreen and deciduous trees appropriate for the property's climatic conditions. The plant palette also accentuates other design elements in the community, such as the recommended architectural styles, monumentation, walls and fences, etc. Many of the plant materials are water-efficient species native to southern California or naturalized to the arid southern California climate.

Table IV-1, *Plant Palette*, provides a list of the plant materials approved for use in the HIGHLAND PARK community. The plants listed in Table IV-1 is provided as a base palette for the community's landscape design. Other similar plant materials may be substituted provided the selected plant materials are water-efficient and complement the HIGHLAND PARK community theme. Plant selection for specific areas of the community shall have similar watering requirements so that irrigation systems can be designed to minimize water use and plant materials can thrive under optimal conditions.



Source: David Neault Associates

**T&B PLANNING, INC.**  
 17145 East 170th Street, Suite 100, Torrance, CA 90504  
 P: 310 501 8800 F: 310 501 8801  
[www.tbplanning.com](http://www.tbplanning.com)



**Figure IV-1**  
**CONCEPTUAL LANDSCAPE PLAN**

**Table IV-1 Plant Palette**

Botanical Name	Common Name	California Native	Water Use Classification of Landscape Species Region 4	20th Street	Sierra Avenue	Internal Street S	Parks	Landscape and Slope	Focal / Accent
<b>Trees</b>									
<i>Cinnamomum camphora</i>	Camphor Tree	N	M			X			
<i>Geijera parviflora</i>	Australian Willow	N	M					X	
<i>Lagerstroemia indica</i>	Crape Myrtle	N	M						X
<i>Liquidambar styraciflua</i>	Sweet Gum	N	M					X	
<i>Magnolia 'St. Mary's'</i>	Southern Magnolia	N	M			X			
<i>Pinus eldarica</i>	Afghan Pine	N	L		X				
<i>Pistacia chinensis</i>	Chinese Pistache	N	M			X		X	
<i>Platanus A. 'Bloodgood'</i>	London Plane Tree	N	M			X		X	
<i>Platanus racemosa</i>	California Sycamore	Y	M					X	
<i>Podocarpus gracilior</i>	Fern Pine	N	M			X			
<i>Prunus C. 'Atropurpurea'</i>	Purple Leaf Plum	N	M						X
<i>Pyrus calleryana "Bradford"</i>	Bradford Pear	N	M			X			
<i>Quercus agrifolia</i>	Coast Live Oak	Y	L					X	X
<i>Quercus engelmannii</i>	Engelmann Oak	Y	L					X	
<i>Quercus ilex</i>	Holly Oak	N	L			X			
<i>Quercus virginiana</i>	Southern Live Oak	N	M	X					
<i>Rhus lancea</i>	African Sumac	N	L					X	
<i>Ulmus parvifolia "Drake"</i>	Evergreen Elm	N	M				X	X	
<b>Shrubs and Groundcover</b>									
<i>Agapanthus africanus</i>	Lily-Of-The-Nile	N	M				X		X
<i>Anigozanthos flavidus</i>	Kangaroo Paw	N	L	X	X	X		X	
<i>Cistus purpureus</i>	Rockrose	Y	L	X	X	X		X	
<i>Dietes vegeta</i>	Fortnight Lily	N	M				X		X
<i>Dodonea V. 'Purpurea'</i>	Purple Hopseed	N	M	X	X	X		X	
<i>Euonymus japonica</i>	Evergreen Euonymus	N	M	X	X	X		X	
<i>Feijoa sellowiana</i>	Pineapple Guava	N	M	X	X	X		X	
<i>Grevillea noellii</i>	Grevillea	N	L	X	X	X		X	
<i>Helictotrichon sempervirens</i>	Blue Oat Grass	N	M				X		X
<i>Hemerocallis hybrid</i>	Daylily	N	M	X	X	X		X	
<i>Ligustrum japonicum</i>	Privet	N	M	X	X	X		X	
<i>Myrtus communis 'Compacta'</i>	Compact Myrtle	N	M	X	X	X		X	
<i>Nandina domestica</i>	Heavenly Bamboo	N	M	X	X	X		X	
<i>Photinia fraseri</i>	Red-Tip Photinia	N	M	X	X	X		X	
<i>Pittosporum tobira</i>	Wheeler's Dwarf	N	M				X		X
<i>Raphiolepis indica</i>	India Hawthorn	N	M	X	X	X		X	
<i>Rhus ovata</i>	Sugar Bush	Y	L	X	X	X		X	
<i>Rosmarinus officinalis</i>	Rosemary	N	L	X	X	X		X	
<i>Salvia leucantha</i>	Mexican Sage	Y	L	X	X	X		X	
<b>Shrubs and Groundcover (cont.)</b>									

**Table IV-1 Plant Palette**

Botanical Name	Common Name	California Native	Water Use Classification of Landscape Species Region 4	20th Street	Sierra Avenue	Internal Street S	Parks	Landscape and Slope	Focal / Accent
<i>Viburnum japonicum</i>	Spring Bouquet Viburnum	N	M	X	X	X		X	
<i>Gelsemium sempervirens</i>	Carolina Jessamine	N	M	X	X	X		X	
<i>Parthenocissus tricuspidata</i>	Boston Ivy	N	M	X	X	X		X	
<i>Trachelospermum jasminoides</i>	Star Jasmine	N	M	X	X	X		X	
<i>Distictus buccinatoria</i>	Blood-Red Trumpet Vine	N	M	X	X	X		X	
<i>Baccharis P. 'Pigeon Point'</i>	Dwarf Coyote Brush	Y	L	X	X	X		X	
<i>Ceanothus G. horizontalis</i>	Carmel Creeper	Y	L	X	X	X		X	
<i>Cistus salvifolius</i>	Sageleaf Rockrose	N	L	X	X	X		X	
<i>Rosmarinus O. 'Prostratus'</i>	Prostrate Rosemary	N	L	X	X	X		X	
<i>Tall Fescue</i>	Turf	N	H				X		

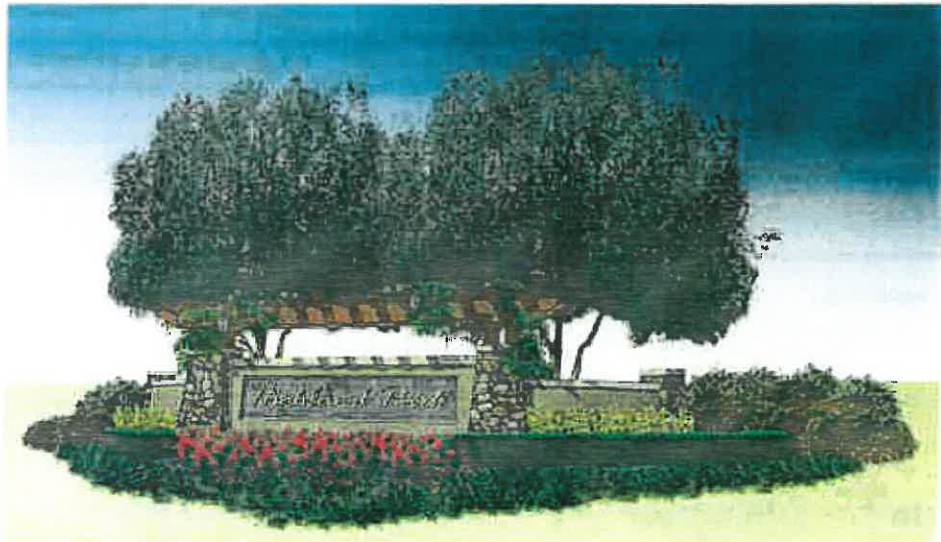
Water Use Classification of Landscape Species Categories of Water Need: L = Low; M = Medium; H = High

## B. MONUMENTATION

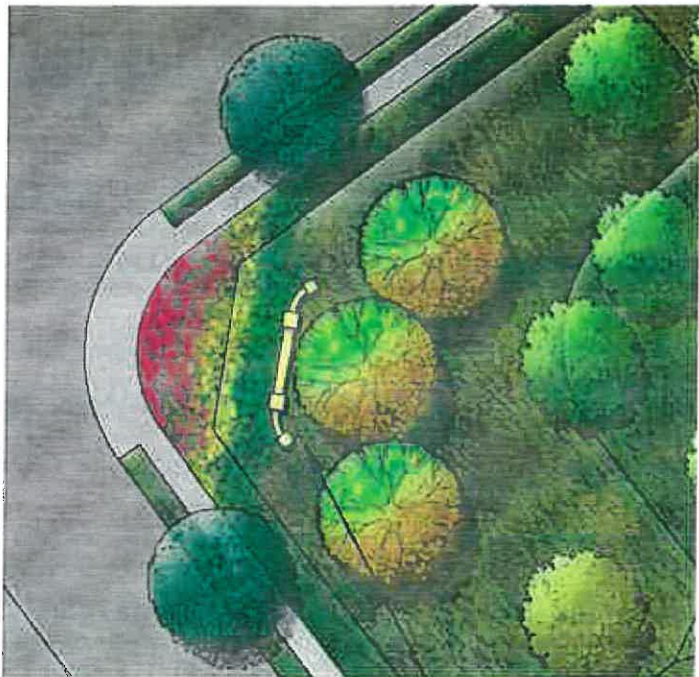
Entry monuments are provided at the primary entry points into the Highland Park community to identify the community and create a distinctive entrance statement that establishes the character of the community. Specifically, entry monuments are provided at the intersection of Sierra Avenue and La Canada Drive/Canal Street (at the northeast and northwest corners), and at the intersection Sierra Avenue and 20th Street (at the southeast corner). The entry monuments incorporate a community sign, low walls, wood trellis, and stone veneer pilasters as architectural elements. Landscaping provided at the entry monuments includes colorful shrubs and groundcover in the foreground and evergreen trees in the background. An illustration of the entry monument is provided on Figure IV-2, *Community Entry Monument*.

## C. STREETSCAPES

Landscaping of the roadway streetscapes within the HIGHLAND PARK community is critical in establishing a circulation hierarchy, creating a sense of place, and maintaining a high-quality community theme. The scale and proportion of the streetscene reflects the street hierarchy and provides separation of vehicular and pedestrian travel. Larger streets contain larger parkways and are more extensively landscaped; in contrast, local streets are planned with narrower parkways and less prominent landscaping. Varied streetscapes are intended to create a high quality, visually pleasing experience for passersby in vehicles and pedestrians alike. Streetscapes throughout the community are planted with a



ELEVATION VIEW



PLAN VIEW

Image: David Neale, Houston

combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers. The landscaping plant palette for streetscapes should link the roadways to the rest of the HIGHLAND PARK community and should reflect the community's landscape design theme.

### **1. Sierra Avenue Landscape Treatment**

Sierra Avenue is the primary north-south thoroughfare through the HIGHLAND PARK community. As shown in Figure IV-3, *Sierra Avenue Streetscape*, 18-foot wide landscape parkways (with meandering 5-foot wide sidewalks) are provided on both sides of Sierra Avenue. The street tree palette is comprised of informal groupings of evergreen coniferous trees, with the ground plane planting comprised of low, drought-tolerant evergreen shrubs and groundcover. Larger evergreen background shrubs form an informal buffer in front of community masonry walls.

### **2. 20<sup>th</sup> Street Landscape Treatment**

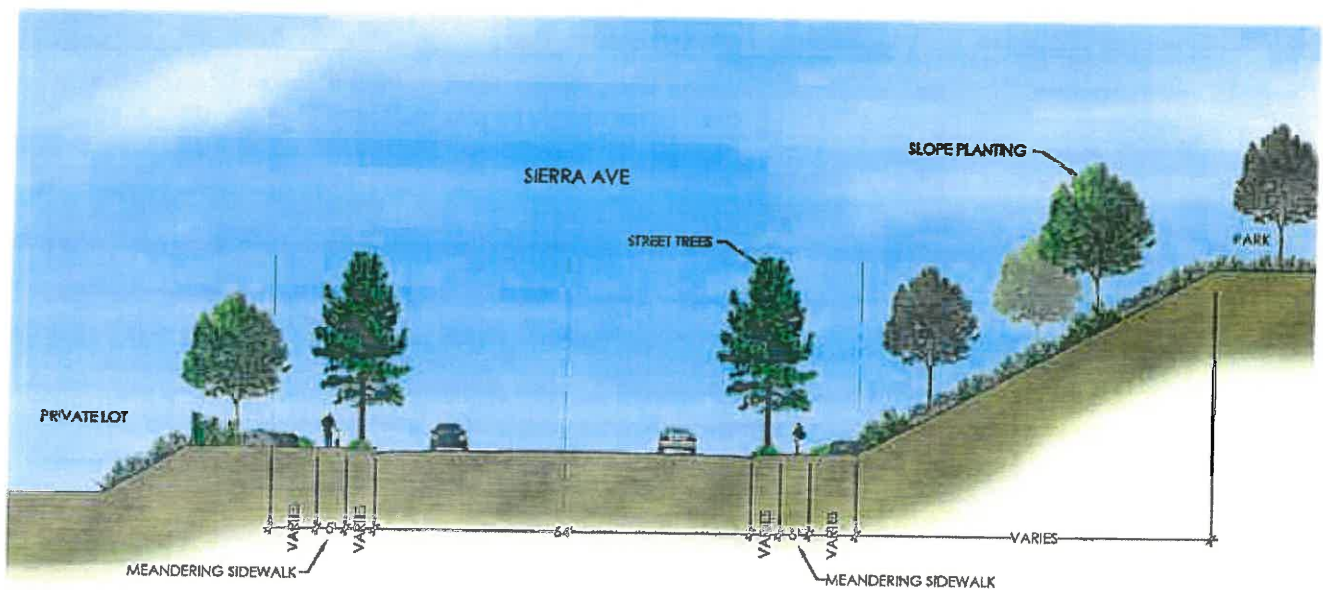
20<sup>th</sup> Street is the primary east-west thoroughfare through the HIGHLAND PARK community. An 18-foot wide landscaped parkway, including a 5-foot wide meandering sidewalk, is provided on the northern and southern sides of 20<sup>th</sup> Street. The landscaped parkway features evergreen trees planted at regular intervals and colorful, low-lying shrubs and groundcover. A trail easement is provided adjacent to the northern edge of the 20<sup>th</sup> Street public right-of-way. The trail is separated from the public right-of-way by a landscape setback area (planted with informal groupings of accent trees, colorful shrubs and groundcover) and a three rail fence. The conceptual streetscape for 20<sup>th</sup> Street is illustrated on Figure IV-4, *20th Street Streetscape*.

### **3. Laramore Lane Landscape Treatment**

Laramore Lane is a secondary entry street that provides access to the northwestern portion of the HIGHLAND PARK community from a neighboring residential community. Laramore Lane is flanked on both sides of the street by a 4-foot wide landscape setback and a 6-foot wide sidewalk. Laramore Lane features street trees planted at regular intervals and low-lying groundcover. Street trees planted along Laramore Lane may include evergreen canopy trees or flowering/colorful deciduous trees. The conceptual streetscape condition for Laramore Lane is provided as Figure IV-5, *Laramore Lane Streetscape*.

### **4. Rodeo Drive**

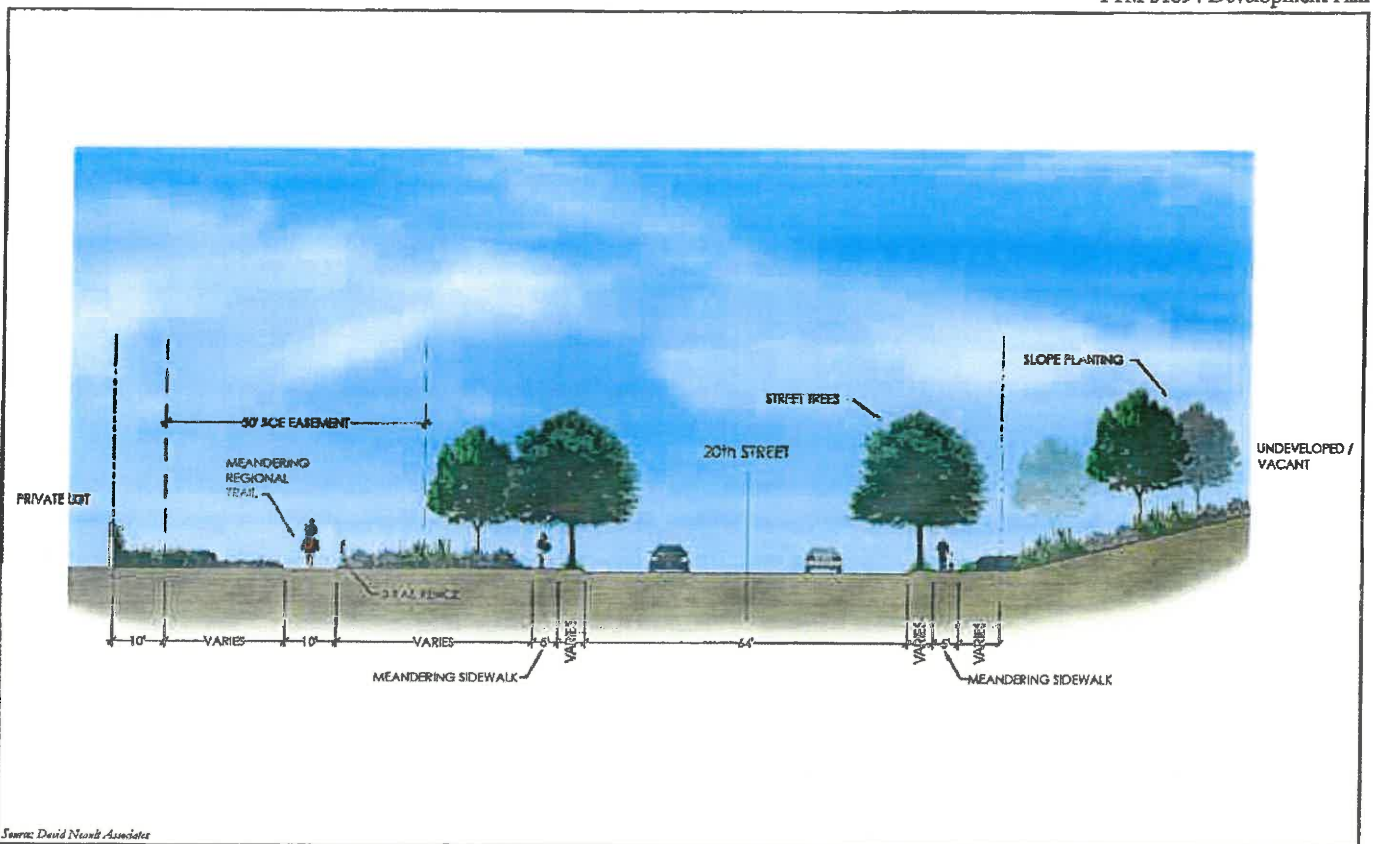
Rodeo Drive is interior to the HIGHLAND PARK community and provides access to neighborhoods within the southwestern portion of the community. As shown on Figure IV-6, *Rodeo Drive Streetscape*, a 15-foot wide landscape parkway is provided on both sides of the street; the parkway features a 7-foot wide landscape area adjacent to the curb, a 5-foot wide sidewalk, and a 3-foot wide landscape buffer. Landscaping along Rodeo Drive includes street trees planted at regular intervals and low, colorful groundcover. Street trees planted along Laramore Lane may include evergreen canopy trees or flowering/colorful deciduous trees. Larger evergreen background shrubs form an informal buffer in front of community masonry walls.



Source: David Neuhoff Associates



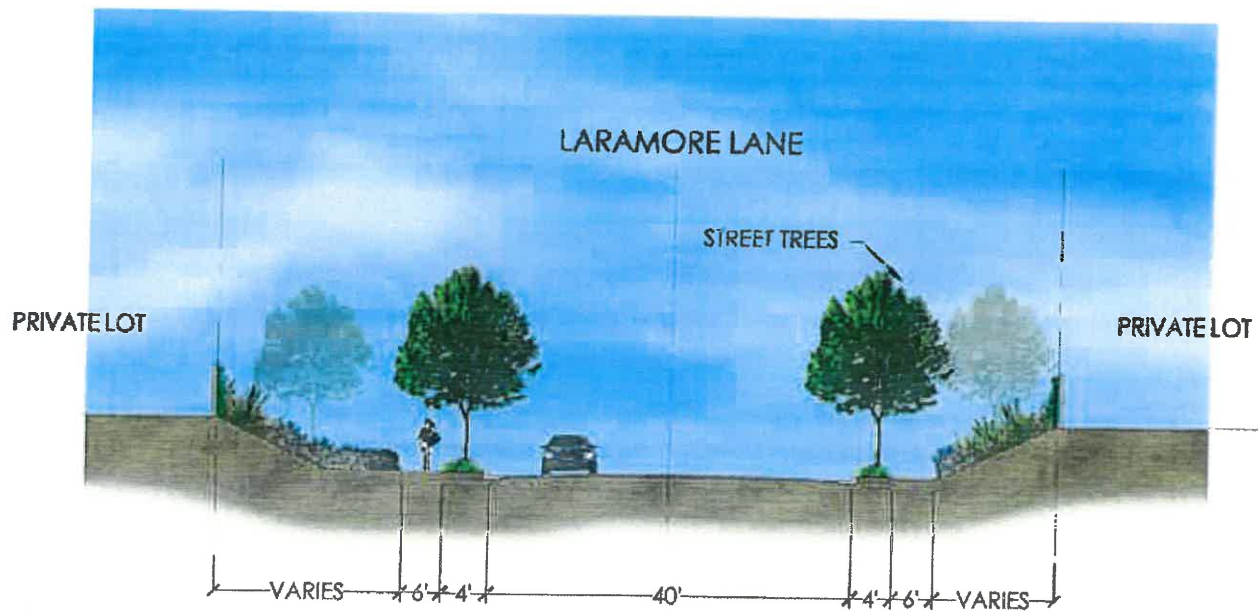
Figure IV-3  
SIERRA AVENUE STREETSCAPE



Source: David Neuhoff Associates



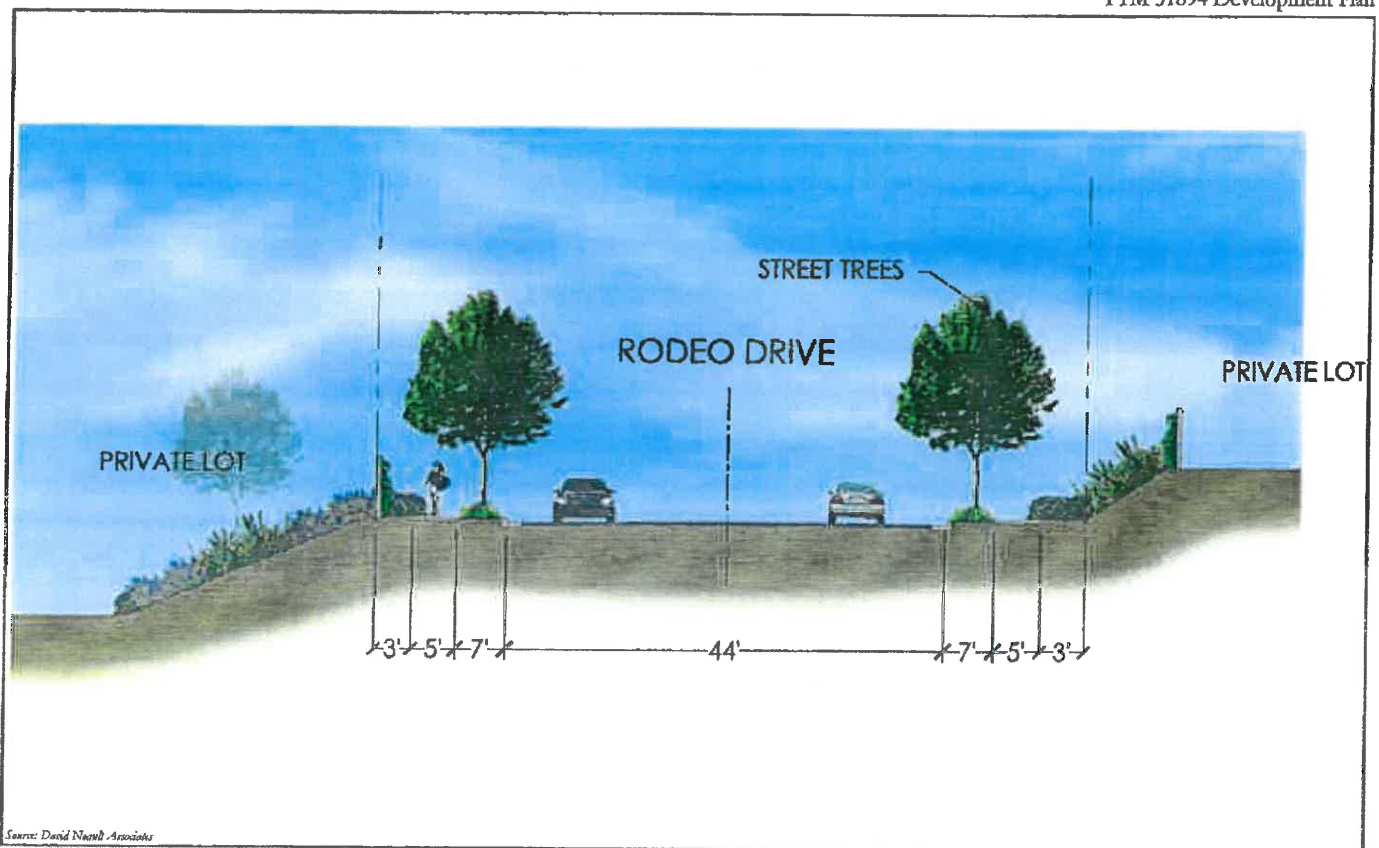
Figure IV-4  
20TH STREET STREETSCAPE



Source: David Neuhoff Associates



Figure IV-5  
LARAMORE STREET STREETSCAPE



Source: David North Associates



Figure IV-6  
RODEO DRIVE STREETSCAPE

## 5. Local Street Landscape Treatment

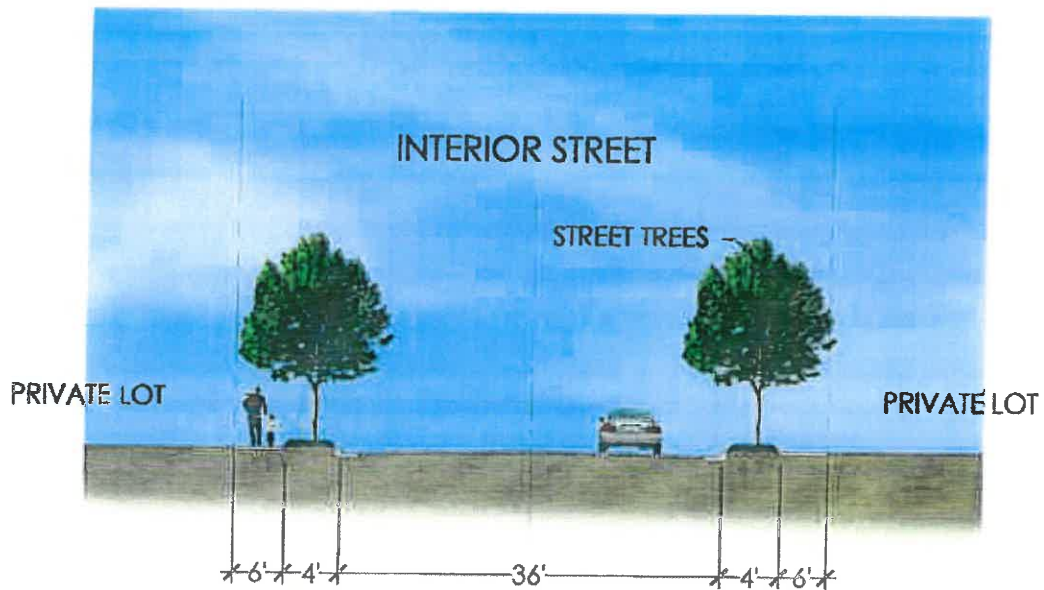
As shown in Figure IV-7, *Local Streets Streetscape*, local streets within the Highland Park community feature a 4-foot wide parkway adjacent to the curb, planted with street trees and groundcover, and a 6-foot wide sidewalk. Street trees will be planted at regular intervals and may include evergreen canopy trees or flowering/colorful deciduous trees.

## D. WALLS AND FENCES

The conceptual *Wall and Fence Plan* for the HIGHLAND PARK community is illustrated on Figure IV-8. As shown, a variety of walls and fences are provided throughout the community to minimize roadway noise, maximize views of scenic resources, increase privacy within each residential lot, and increase safety for pedestrians along primary community roads. Community walls and fences are designed as an integral component and extension of the building design and surrounding landscape. Periphery walls can be integrated into the adjacent structure and extended into the landscape to help integrate the building into its environment. Gates should be complementary in style and color to its fence or wall. Similarly, walls and fences shall be constructed of materials, colors, and textures that are similar to, and harmonious with, the architecture.

The four (4) types of walls and fencing used within the HIGHLAND PARK community are described below and illustrated on Figure IV-9, *Wall and Fence Details*.

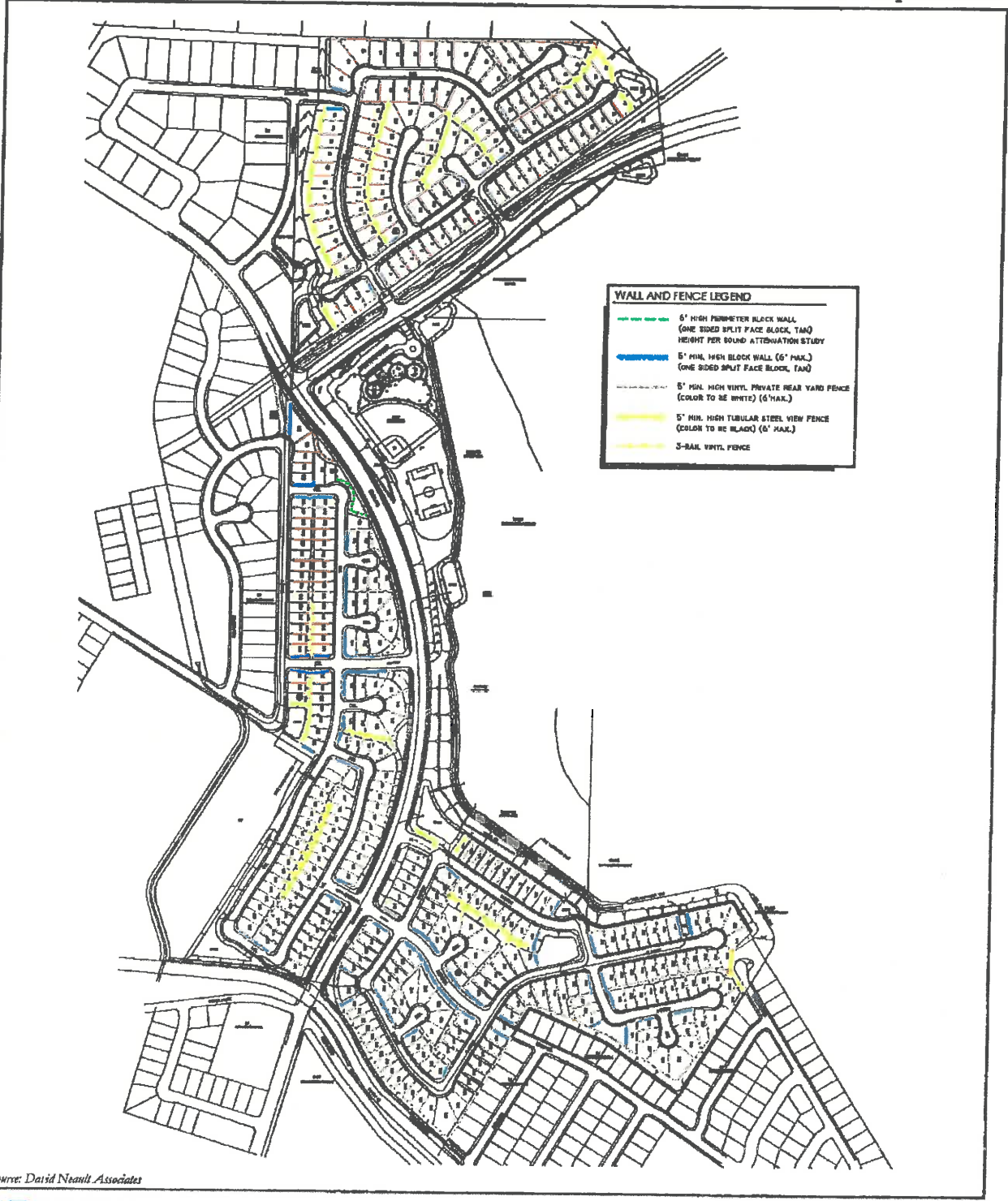
- ❑ **Masonry Block Wall.** Masonry block walls are located at the interface between roadways and the side and rear yards of residential lots to maximize privacy and provide noise attenuation. The masonry block walls shall be up to six feet (6') tall (or as specified by a noise attenuation study) adjacent to primary interior streets (Sierra Avenue and 20<sup>th</sup> Street) and off-site streets (La Canada Drive/Canal Street). Masonry block walls adjacent to interior neighborhood streets shall be a minimum of five feet (5') tall. The wall face visible from public viewing areas shall be tan split-face block. Tan split face block pilasters with a concrete cap should be placed at approximately 100 to 200-foot intervals.
- ❑ **Tubular Steel View Fence.** View fences are generally located in the rear yards of residential lots where scenic opportunities exist and along the perimeter of water quality/detention basins. These fences preserve scenic views while maintaining security. View fences shall be a minimum of five feet (5') tall and a maximum of six feet (6') tall, and constructed of black tubular steel, with tan split-face block pilasters with a concrete caps placed at corners.
- ❑ **Vinyl Privacy Fence.** Privacy fences are provided in the side yards of residential lots and the rear yards of residential lots where there are no opportunities for scenic vistas to maximize privacy and security. These privacy fences are vinyl, a minimum of five feet (5') tall and up to six feet (6') tall, and include posts spaced at approximately eight-foot (8') intervals.
- ❑ **Three-Rail Fence.** A three-rail vinyl fence is provided adjacent to 20<sup>th</sup> Street to separate the trail easement from the 20<sup>th</sup> Street public right-of-way. The three-rail fence may be white or wood grain, with posts spaced at eight-foot (8') maximum intervals.



Source: David Neundt Associates

T&B PLANNING, INC.  
1101 E. 10th Street, Suite 100, Tulsa, OK 74103  
P: 918.592.1111 F: 918.592.1112  
www.tbplanning.com

Figure IV-7  
LOCAL STREETS STREETSCAPE



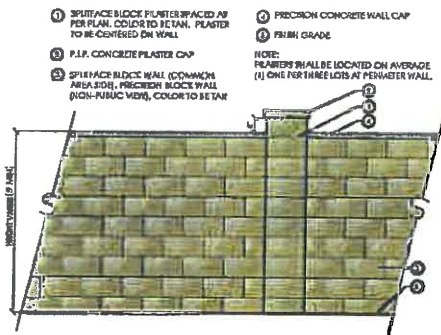
Source: David Neaslt Associates



T&E PLANNING, INC.  
17941 East 17th Street, Suite 100, Torrey, CA 94788  
916-714-0883 FAX 916-714-0881  
www.t&eplanning.com

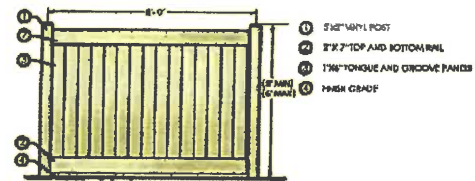


Figure IV-8  
WALL AND FENCE PLAN



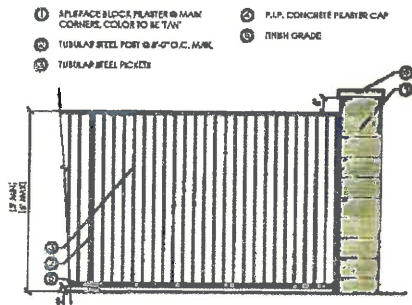
BLOCK WALL

N.T.S.



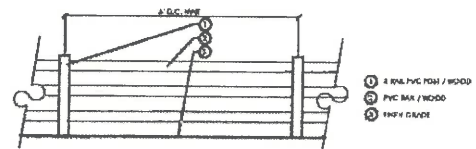
VINYL FENCE

N.T.S.



TUBULAR STEEL VIEW FENCE

N.T.S.



3-RAIL VINYL FENCE

N.T.S.

Source: David Neault Associates

T&B PLANNING, INC.  
 1700 East 15th Street, Suite 100, Santa Ana, CA 92705  
 P: 714.244.1300 F: 714.244.1301  
 www.tbplanning.com

Figure IV-9  
WALL AND FENCE DETAILS

**E. COMMON AREAS AND RECREATIONAL AMENITIES**

The HIGHLAND PARK community provides a variety of open space and recreational amenities, as depicted on Figure IV-10, *Conceptual Open Space Plan*. The centerpiece of the community is a minimum five acre (5 ac.) community park located at the southeast corner of the intersection of Sierra Avenue and 20<sup>th</sup> Street. HIGHLAND PARK also features three (3) smaller pocket parks, approximately 3.5 miles of trails and pedestrian walkways, landscape buffers, and passive open space areas. A detailed description of the community's recreational amenities is provided below.

**1. Community Park**

The minimum five acre (5 ac.) community park provides a variety of active recreational amenities for HIGHLAND PARK residents and the general public. As shown in Figure IV-11, *Conceptual Community Park Plan*, active recreational amenities within the community park may include one or more of the following: lighted softball field, lighted soccer field, half-court basketball, and tot lots. The community park may also include an open turf play area, barbecue area, shade structure(s), and seating areas. The community park will include restroom buildings and will be accessible to disabled persons. Pedestrians can access the park via sidewalks along Sierra Avenue and 20<sup>th</sup> Street; a vehicle parking area is provided off 20<sup>th</sup> Street.

The landscape palette utilized throughout the park features is varied, and incorporates large canopied evergreen trees for shade and colorful/flowering evergreen and deciduous trees for visual accents. Turf is featured throughout a majority of the community park.

Specific amenities to be provided within the community park and the final park layout will be determined in consultation with the Jurupa Area Recreation & Park District.

**2. Pocket Parks**

HIGHLAND PARK provides three (3) pocket parks to provide neighborhood-level recreational amenities and open space. Amenities provided in the pocket parks vary, but generally may include one or more of the following: tot lots, open turf play areas, picnic and seating areas, and walkways. Figure IV-12, *Conceptual Pocket Park Plans*, illustrates conceptual park plans for each of the three pocket parks within the HIGHLAND PARK community.

**3. Trails and Pedestrian Paths**

HIGHLAND PARK includes a comprehensive, interconnected public trail and walkway system that provides residents and visitors with convenient access to the on-site community park and on- and off-site open space. The pedestrian circulation plan for the HIGHLAND PARK community is illustrated on Figure IV-13, *Community Trails Plan*.

As shown on Figure IV-13, a Regional Trail abuts the northern public right-of-way of 20<sup>th</sup> Street (also refer to Figure IV-4, *20th Street Streetscape*). The 10-foot wide trail meanders within a trail easement of varying width (minimum 50-foot width). A landscape buffer, planted with accent trees, colorful shrubs, and groundcovers is provided along the northern and southern edges of the trail to physically separate

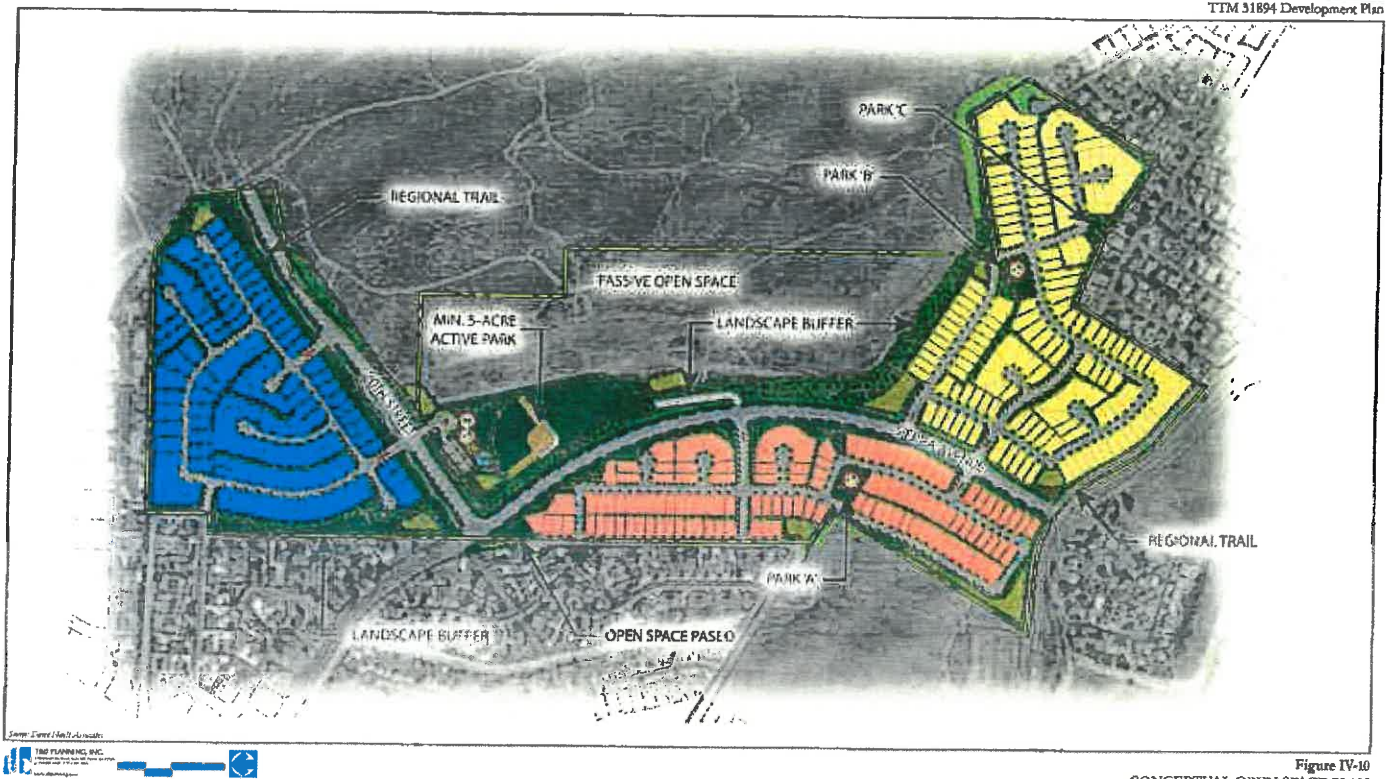
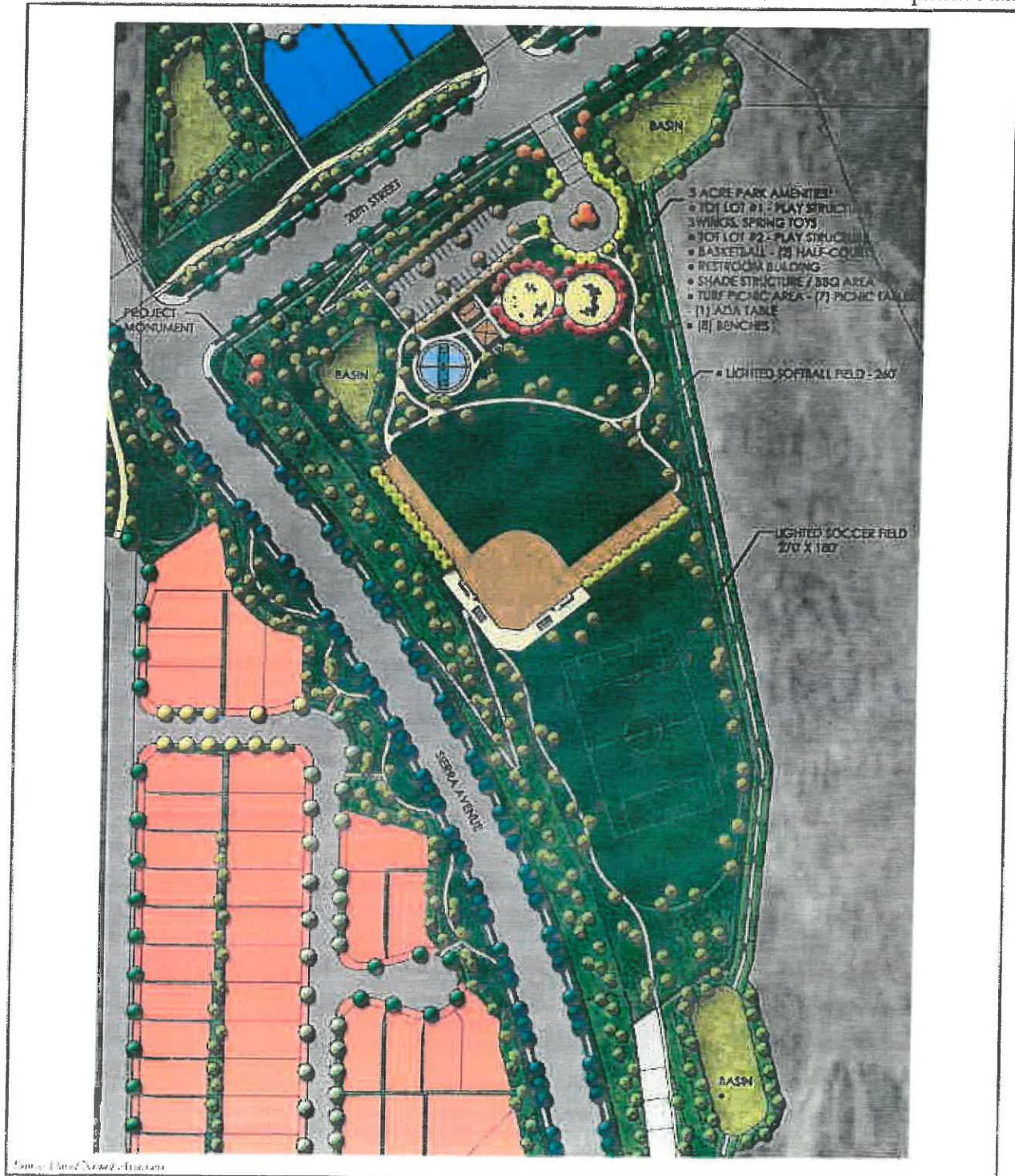
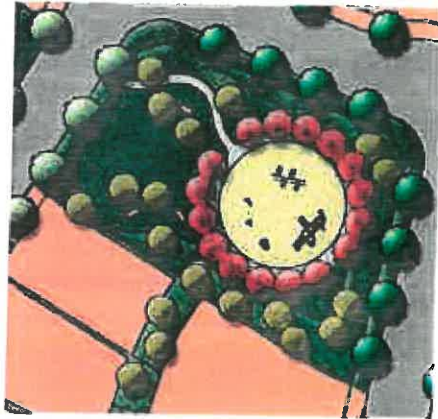


Figure IV-10  
CONCEPTUAL OPEN SPACE PLAN  
Page IV-16



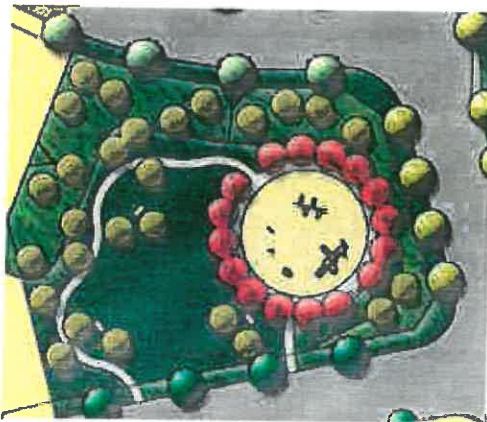
Source: David N. Smith Associates



PARK "A" ENLARGEMENT

### PARK "A" AMENITIES:

- TOT LOT - PLAY STRUCTURE, SWINGS, SPRING TOYS
- CONCRETE WALKWAYS
- TURN PICNIC AREAS - (2) PICNIC TABLES
- (2) BENCHES



PARK "B" ENLARGEMENT

### PARK "B" AMENITIES:

- TOT LOT - PLAY STRUCTURE, SWINGS, SPRING TOYS
- CONCRETE WALKWAYS
- TURN PICNIC AREAS - (2) PICNIC TABLES
- (2) BENCHES



PARK "C" ENLARGEMENT

### PARK "C" AMENITIES:

- CONCRETE WALKWAYS
- TURN PICNIC AREAS - (3) PICNIC TABLES
- (2) BENCHES

Source: David Nantall Associates

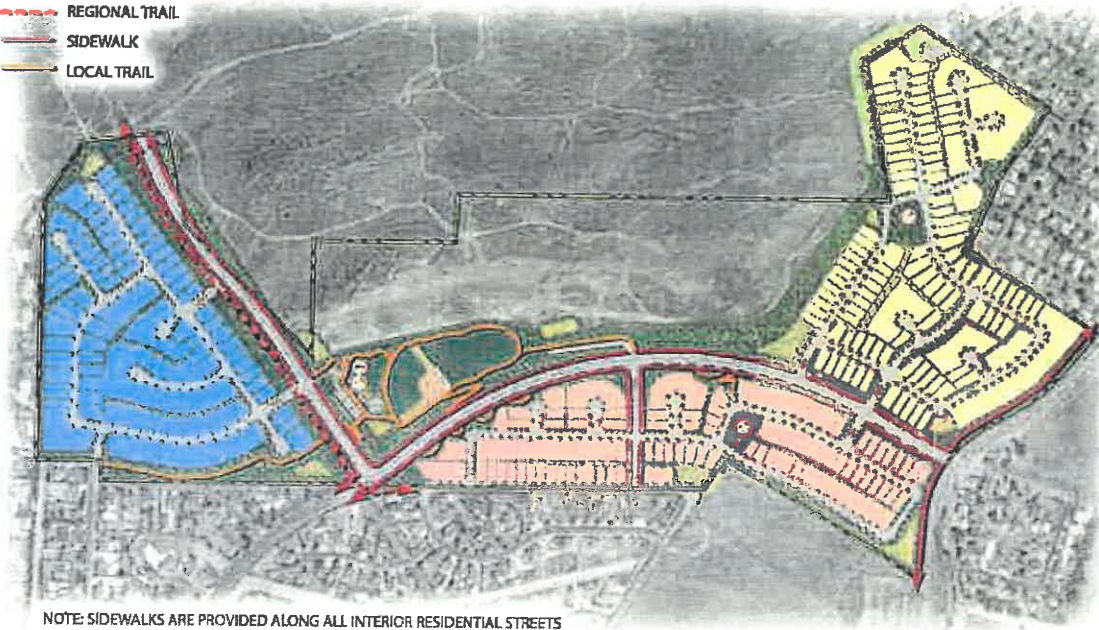


T&B PLANNING, INC.  
17194 East 118th Avenue, Suite 100, Tulsa, OK 74128  
P 774.801.8888 F 774.801.8881  
www.tbplanning.com



Figure IV-12  
CONCEPTUAL POCKET PARK PLANS

REGIONAL TRAIL  
SIDEWALK  
LOCAL TRAIL



the trail from private residential lots (to the north) and 20<sup>th</sup> Street (to the south). A three-rail fence also is provided along the southern edge of the Regional Trail to separate trail users from the landscape buffer and the 20<sup>th</sup> Street public right-of-way (refer to Figure IV-9, *Wall and Fence Details*).

## **F. GENERAL LANDSCAPE STANDARDS**

General landscape standards for the HIGHLAND PARK community are provided below and on the following pages:

### **1. Required Planting and Irrigation Plan**

- i. A landscape architect licensed in California shall be retained to prepare planting and irrigation plans for all public areas. Arrangement of plants should be relatively informal; plants should be placed to allow them to grow to their natural sizes and forms, and sheared hedges should be kept to a minimum.

### **2. Slopes**

- i. Cut slopes equal to or greater than eight feet (8') in vertical height and fill slopes equal to or greater than five feet (5') in vertical height shall be planted with drought tolerant shrubs, grasses, and/or ground cover to protect the slope from erosion and instability.
- ii. Slopes exceeding fifteen feet (15') in vertical height shall be planted with drought tolerant shrubs, spaced not more than ten feet (10') average on center or trees spaced not to exceed thirty feet (30') average on center or a combination of shrubs and trees at equivalent spacings, in addition to the low spreading shrubs, grasses, and/or groundcover.

### **3. Irrigation**

Proper consideration of irrigation system design and installation in the climate extremes of the HIGHLAND PARK community is critical to the landscape investment. In particular, the combined summer elements of heat and wind must be carefully considered in proper irrigation design and equipment selection.

- i. All landscaped areas shall be watered with a permanent irrigation system, with the goal to minimize water use and runoff.
- ii. Irrigation systems that adjoin a separate maintenance responsibility area shall be designed in a manner to ensure complete water coverage between the areas.
- iii. All irrigation systems shall have automatic controllers designed to properly water plant materials given the site's soil conditions.
- iv. Irrigation systems for all public landscapes shall have automatic rain shut-off devices.
- v. Overhead spray irrigation systems shall be designed with head to head 100% double coverage at a minimum.
- vi. Southern California native and drought tolerant shrub areas shall be watered using a combination spray and drip or bubbler irrigation to shrubs and trees. In addition, irrigation

controllers should be evapotranspiration based and be capable of providing multiple repeat start times.

- vii. All irrigation heads adjacent to walks, drives and curbs (car overhangs) shall be of the pop-up type.
- viii. Irrigation backflow prevention devices and controllers shall be located with minimum public visibility or shall be screened with appropriate plant materials.
- ix. Irrigation systems shall be designed per AB 1881 guidelines and comply with City of Jurupa Valley ordinances.

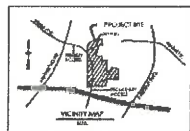
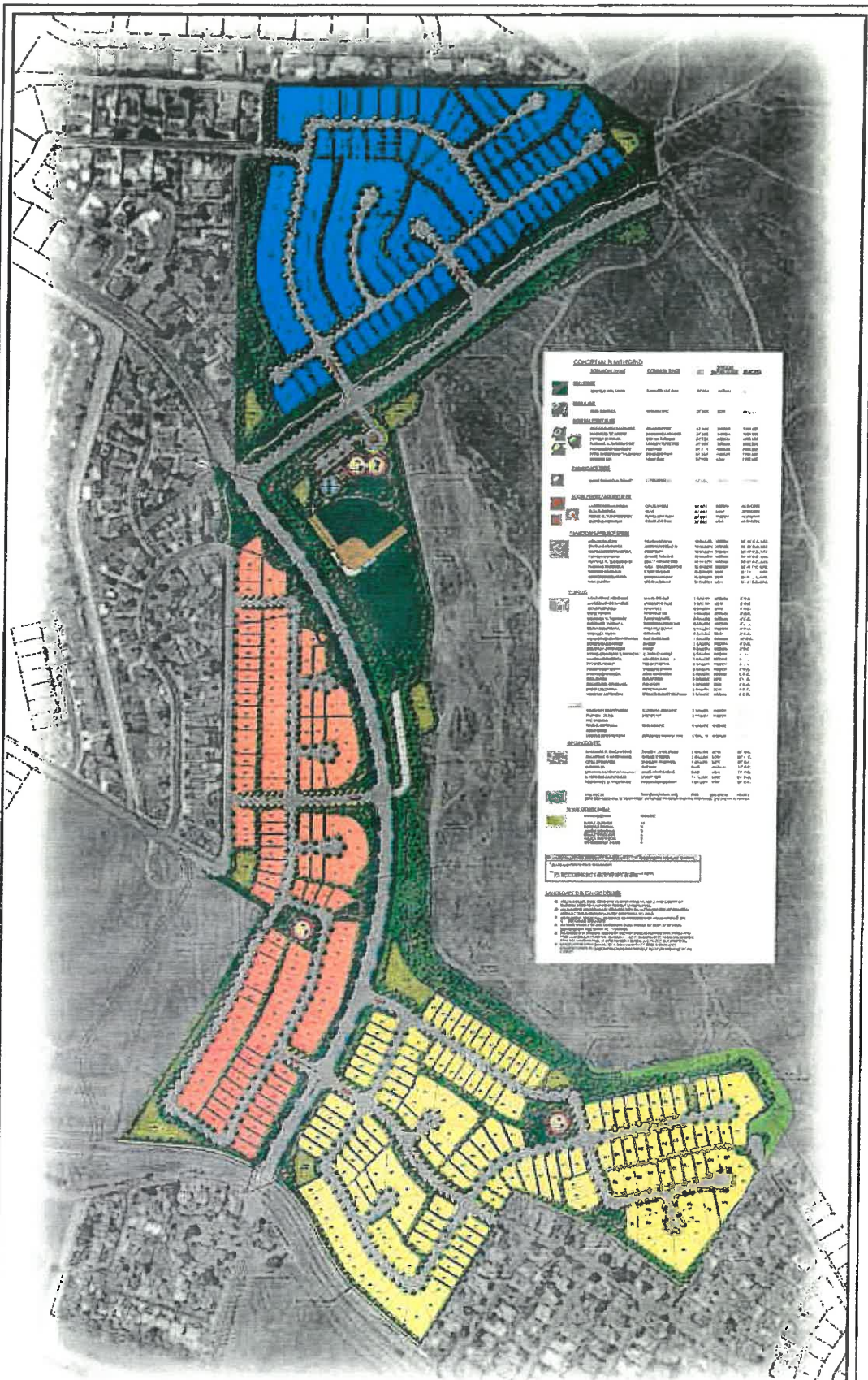
#### **4. Maintenance of Common Areas and Recreational Amenities**

Maintenance responsibilities for common areas and recreational amenities within the HIGHLAND PARK community are described below. Individual homeowners shall be responsible for the maintenance of the public street landscape along their property frontage unless otherwise identified within their legal ownership documents. Private homeowners shall also be responsible for all maintenance within their private lot area as well as fences and wall faces on their internal boundaries. For all other areas of the community maintenance responsibilities shall be as follows:

- ☐ City of Jurupa Valley (or functional equivalent): Public streets (including street sweeping), street lighting, landscape parkways (within public right-of-way), sidewalks (within public right-of-way), water quality basins
- ☐ Homeowner Association: Pocket parks, common open space areas (including slopes), landscape buffers/parkways (outside of public right-of-way), sidewalks (outside of public right-of-way)
- ☐ Jurupa Area Recreation and Park District: Community Park, Regional Trail

**ATTACHMENT NO. 7**

Landscape Master Plan includes Maintenance Exhibit,  
Pedestrian / Trail Connectivity Exhibit  
(dated: October 19, 2015)



# LANDSCAPE MASTER PLAN Highland Park - Richland Communities

LANDSCAPE MASTER PLAN  
SHEET 1 OF 3

City of Jurupa Valley





COMMUNITY PARK ENLARGEMENT



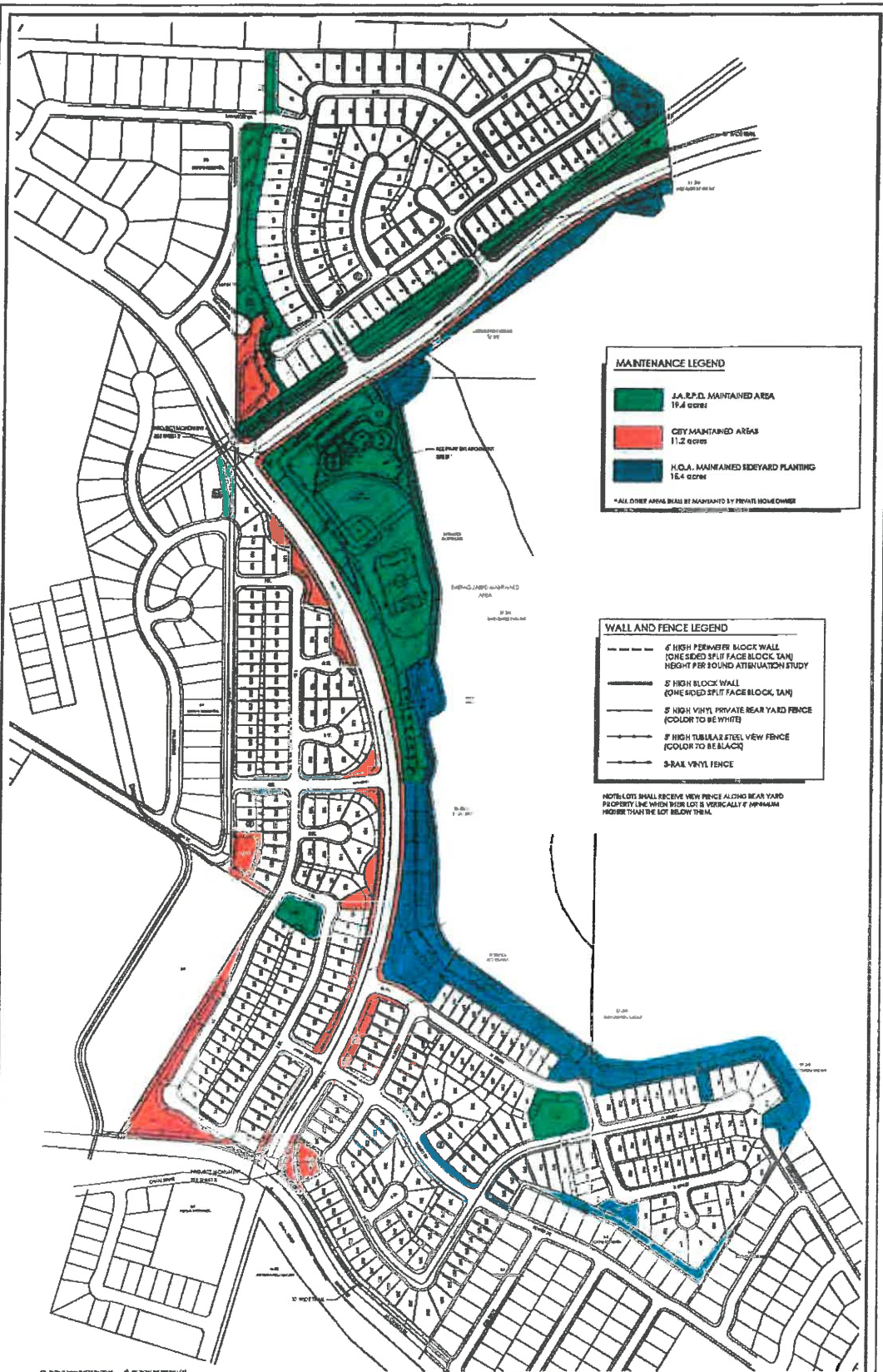
# LANDSCAPE MASTER PLAN Highland Park - Richland Communities

City of Jurupa Valley

DATE: 10/14/1988

SHEET 2 OF 3





**MAINTENANCE LEGEND**

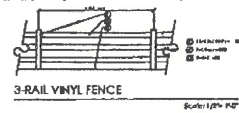
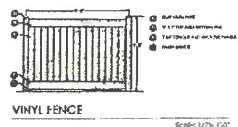
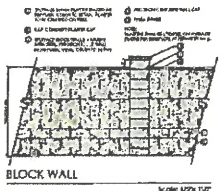
- J.A.R.P.D. MAINTAINED AREA  
19.4 acres
- CITY MAINTAINED AREAS  
11.2 acres
- H.O.A. MAINTAINED SIDERYARD PLANTING  
15.4 acres

\* ALL OTHER AREAS SHALL BE MAINTAINED BY PRIVATE HOMEOWNER

**WALL AND FENCE LEGEND**

- 6' HIGH PERIMETER BLOCK WALL  
(ONE SIDED SPLIT FACE BLOCK, TAN)  
HEIGHT PER SOUND ATTENUATION STUDY
- 5' HIGH BLOCK WALL  
(ONE SIDED SPLIT FACE BLOCK, TAN)
- 5' HIGH VINYL PRIVATE REAR YARD FENCE  
(COLOR TO BE WHITE)
- 5' HIGH TUBULAR STEEL VIEW FENCE  
(COLOR TO BE BLACK)
- 3-RAIL VINYL FENCE

NOTE: LOTS SHALL RECEIVE VIEW FENCE ALONG REAR YARD PROPERTY LINE WHEN REAR LOT IS VERTICALLY 6' MINIMUM HIGHER THAN THE LOT BELOW THEM.

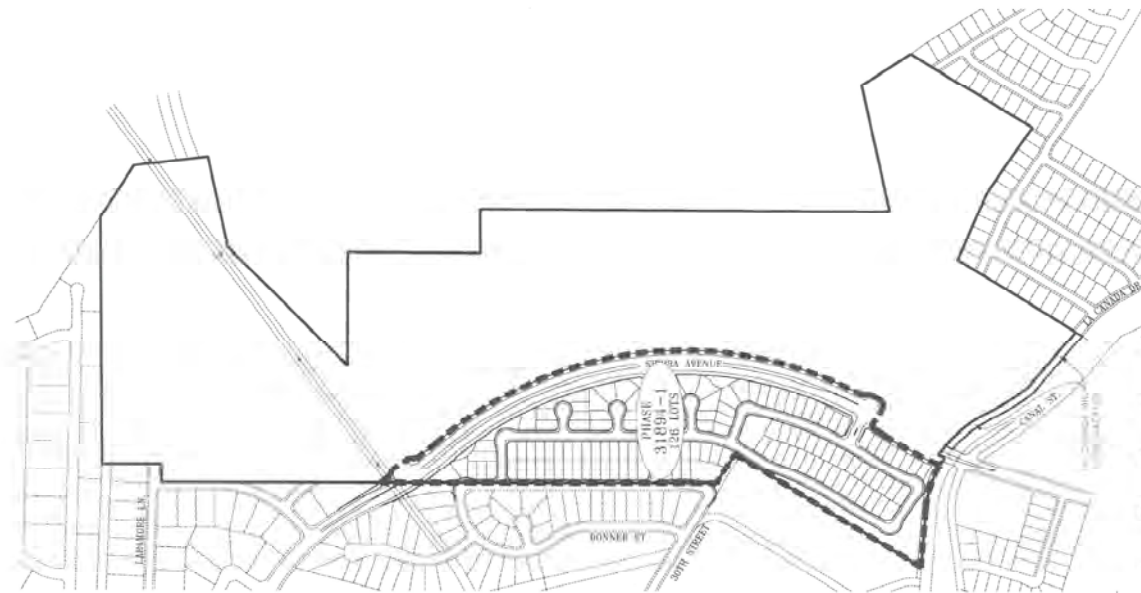
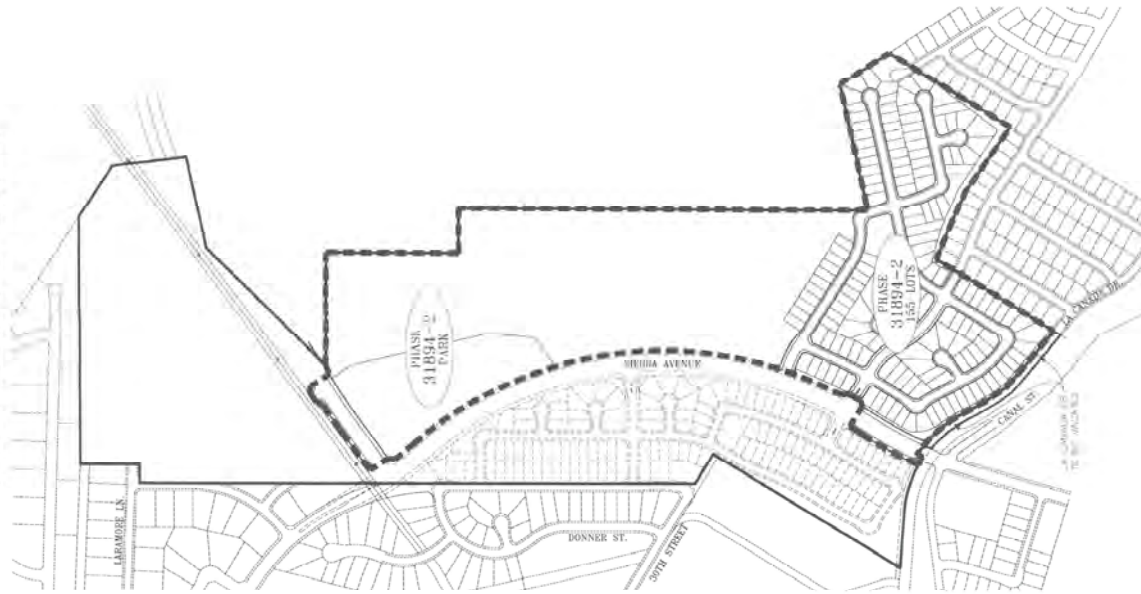
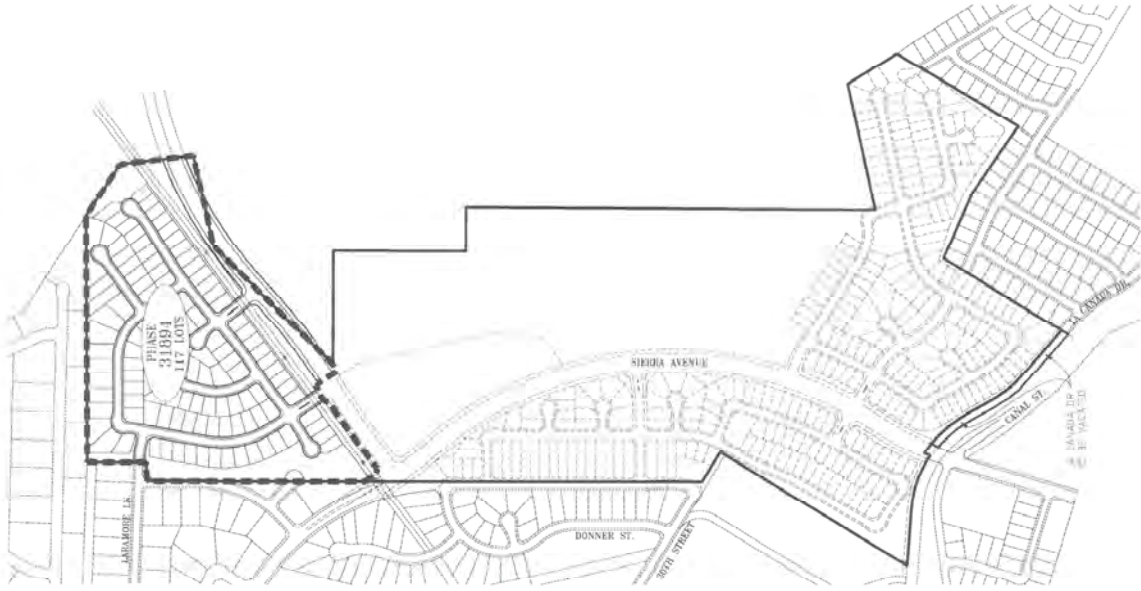






LOT AREA	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	1229	1230	1231	1232	1233	1234	1235	1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254	1255	1256	1257	1258	1259	1260	1261	1262	1263	1264	1265	1266	1267	1268	1269	1270	1271	1272	1273	1274	1275	1276	1277	1278	1279	1280	1281	1282	1283	1284	1285	1286	1287	1288	1289	1290	1291	1292	1293	1294	1295	1296	1297	1298	1299	1300	1301	1302	1303	1304	1305	1306	1307	1308	1309	1310	1311	1312	1313	1314	1315	1316	1317	1318	1319	1320	1321	1322	1323	1324	1325	1326	1327	1328	1329	1330	1331	1332	1333	1334	1335	1336	1337	1338	1339	1340	1341	1342	1343	1344	1345	1346	1347	1348	1349	1350	1351	1352	1353	1354	1355	1356	1357	1358	1359	1360	1361	1362	1363	1364	1365	1366	1367	1368	1369	1370	1371	1372	1373	1374	1375	1376	1377	1378	1379	1380	1381	1382	1383	1384	1385	1386	1387	1388	1389	1390	1391	1392	1393	1394	1395	1396	1397	1398	1399	1400	1401	1402	1403	1404	1405	1406	1407	1408	1409	1410	1411	1412	1413	1414	1415	1416	1417	1418	1419	1420	1421	1422	1423	1424	1425	1426	1427	1428	1429	1430	1431	1432	1433	1434	1435	1436	1437	1438	1439	1440	1441	1442	1443	1444	1445	1446	1447	1448	1449	1450	1451	1452	1453	1454	1455	1456	1457	1458	1459	1460	1461	1462	1463	1464	1465	1466	1467	1468	1469	1470	1471	1472	1473	1474	1475	1476	1477	1478	1479	1480	1481	1482	1483	1484	1485	1486	1487	1488	1489	1490	1491	1492	1493	1494	1495	1496	1497	1498	1499	1500	1501	1502	1503	1504	1505	1506	1507	1508	1509	1510	1511	1512	1513	1514	1515	1516	1517	1518	1519	1520	1521	1522	1523	1524	1525	1526	1527	1528	1529	1530	1531	1532	1533	1534	1535	1536	1537	1538	1539	1540	1541	1542	1543	1544	1545	1546	1547	1548	1549	1550	1551	1552	1553	1554	1555	1556	1557	1558	1559	1560	1561	1562	1563	1564	1565	1566	1567	1568	1569	1570	157
----------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	-----

# PHASING MAP



**ATTACHMENT NO. 5**

MA18089 – Approved TTM



## PANCHANG 11

THAT PORTION OF THE LAND DESCRIBED IN DEED RECORDED IN BOOK 1769, PAGE 111 OF OFFICIAL RECORDS, RIVERSIDE COUNTY RECORDS, LYING NORTHEASTLY OF THE FOLLOWING DESCRIBED LINE:

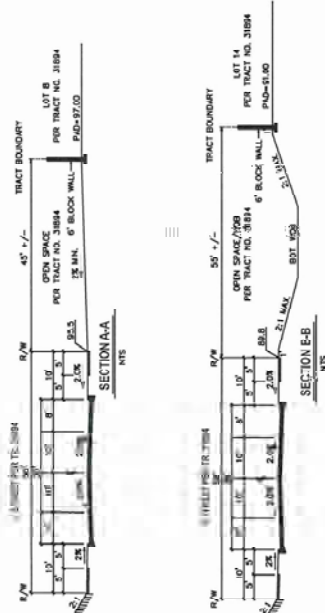
[illegible]

RESERVING A RIGHT OF WAY TO THE NORTH RIVERSIDE CANAL COMPANY OVER THIS PROPERTY FOR A PIPE LINE AND ITS MAINTENANCE.

EXCEPTING THEREFROM THAT PORTION LYING NORTHWESTERLY OF THE FOLLOWING DESCRIBED LINE:

ENCOUNTERED AT THE INTERSECTION OF THE SOUTHEASTERLY LINE OF LOT 30 STREET, 100 FEET WIDE, AND THE SOUTHEASTERLY LINE OF SUNNYSLOPE HEIGHTS 1071 STREET, AS SHOWN BY MAP ON FILE IN BOOK 33, PAGES 47 AND 48 OF MAPS, RIVERVIEW COUNTY RECORDS; THENCE SOUTH 58° 20' EAST ALONG SAID SOUTHEASTERLY LINE OF LOT 30 STREET TO THE INTERSECTION OF SAID SOUTHEASTERLY LINE OF LOT 30 STREET AND PARALLEL TO THE SOUTHEASTERLY LINE OF SAID SUNNYSLOPE HEIGHTS 1071 STREET, 30 TO A POINT ON THE SOUTHEASTERLY LINE OF THE -AND- ENCOUNTERED IN THE DEED RECORDED IN BOOK 1369, PAGE 431 OF OFFICIAL RECORDS OF RIVERVIEW COUNTY.

THAT PORTION OF TRACT NO. 1 OF THE RESUBDIVISION OF THE LANDS FORMERLY BELONGING TO THE A. C. ARMSTRONG ESTATE, AS SHOWN BY MAP ON FILE IN BOOK 11 OF MAPS, RIVERSIDE COUNTY RECORDS, AND SHOWN ON RECORD OF SURVEY ON FILE IN BOOK 6, PAGE 70 OF RECORDS OF SURVEY, RIVERSIDE COUNTY RECORDS, DESCRIBED AS FOLLOWS:

[illegible][illegible]

**ATTACHMENT NO. 6**

Applicant Information Outlining Proposed  
Changes (September 1, 2020)

Lennar Homes of California, Inc. proposes to modify and/or revise the following items related to the Conditions of Approval for Case MA1212, Tract 31894 & MA18089, TR37470:

## TRACT 31894 (MA1212) – Approved Development Plan

### 1. Section D – Walls and Fences: Figure IV-8 Wall and Fence Plan

APPROVED	REVISED
<ul style="list-style-type: none"> <li>The approved wall and fence exhibit calls for view fencing where residential lots overlook basins and neighboring property owners.</li> <li><b>Three-Rail Fence.</b> A three-rail vinyl fence is provided adjacent to 20<sup>th</sup> street to separate the trail easement from the 20<sup>th</sup> Street public right-of-way. The three-rail fence may be white or wood grain, with posts spaced at eight-foot (8') maximum intervals.</li> </ul>	<ul style="list-style-type: none"> <li>Replace view fencing in specific areas that do not have at least 10' vertical pad differential with block wall for aesthetic and privacy purposes.</li> <li>Provide trail fencing to match Jurupa Area Recreation and Parks District (JARPD) trail fence standards. Trail and fencing will be operated and maintained by JARPD.</li> </ul>

## TRACT 31894 (MA1212) – Conditions of Approval

### 2. Item 13. COVENANTS, CONDITIONS, & RESTRICTIONS (CC&RS).

APPROVED CONDITION	REVISED CONDITION
<p><b>Prior to recordation of the final map,</b> the applicant shall submit Covenants, Conditions, &amp; Restrictions (CC &amp; Rs) for City review and approval. The CC&amp;Rs shall include, but not limited to, the provisions relating to the following items:</p> <ul style="list-style-type: none"> <li><b>a.</b> Formation of home owner's association to own, operate, and maintain common areas;</li> <li><b>b.</b> Identify common areas (including perimeter community wall, pocket parks, landscaped slopes, fuel modification zones);</li> <li><b>c.</b> Include approved Landscape exhibit;</li> <li><b>d.</b> Include approved Maintenance exhibit;</li> <li><b>e.</b> Allowed users of the common areas;</li> <li><b>f.</b> Maintenance Plan shall indicate HOA as the responsible maintenance agency for fuel modification zones, non-water quality basins, landscaped slopes, and pocket parks. Include a provision to require Planning Director</li> </ul>	<p>Remove formation of homeowner's association as a requirement off the CC &amp; R's. Fuel modification zones, non-water quality basins, landscaped slopes and small 15x20' parkway park will be maintained by the City Landscape Maintenance CFD2020-001. The two larger pocket parks will be maintained by JARPD.</p>

<p>approval if there are any changes to the approved Maintenance exhibit;</p> <p><b>g.</b> Maintenance of perimeter wall surrounding the tract, unless a CFD was formed to maintain the perimeter wall. All graffiti and vandalism shall be removed on a regular basis;</p> <p><b>h.</b> Maintenance of any on-site community signage in a clean, legible condition at all times. All graffiti and vandalism shall be removed on a regular basis;</p>	
---	--

**Reason:** With the formation of CFD 2020-001, there will be nothing for an HOA to maintain and no need for a homeowner's association. All landscaped areas will be maintained by the city or JARPD.

3. Table A: TR31894 (MA1212) – Intersection and Roadway Segment Improvement and Mitigation List: Project-Specific Intersection Mitigation – Phase/Subdivision Unit 3

APPROVED CONDITION	REVISED CONDITION
<p>Intersection of Sierra Avenue (NS) and 20<sup>th</sup> Street (EW):</p> <p>NB: Two TH lanes, one RT lane.</p>	<p>Intersection of Sierra Avenue (NS) and 20<sup>th</sup> Street (EW):</p> <p>NB: One TH lanes, one shared TH/RT lane.</p>

**Reason:** The traffic study that was prepared for the Highland Park Project FEIR, titled "Revised Traffic Impact Analysis Report: Tentative Tract 31894", prepared by Albert A. Webb Associates and dated July 2014 provided Circulation Recommendations for the intersection of Sierra Avenue and 20<sup>th</sup> street on page 1-8. The study recommends one through and one shared through/right turn lane in order to meet the required level of service at the intersection. As such, the requirement for two dedicated TH lanes is an unwarranted condition of approval.

## TRACT 37470 (MA18089)

4. Item 10. COVENANTS, CONDITIONS, & RESTRICTIONS (CC&RS).

APPROVED CONDITION	REVISED CONDITION
<p><b>a.</b> Formation of home owner's association (HOA). One HOA shall maintain both TTM37470 (MA18089 – Highland Park 2) and TTM31894 (MA1212 - Highland Park 1);</p> <p><b>b.</b> Description of the responsibilities of HOA and property owner(s);</p> <p><b>c.</b> HOA shall be responsible for the following items (at minimum):</p> <p>1. Ensuring the architecture of the homes is consistent with Highland Park's (MA1212</p>	<p>CC&amp;Rs shall be consistent with Tract 31894. Remove formation of homeowner's association as a requirement off the CC &amp; R's. Fuel modification zones, non-water quality basins, landscaped slopes and small 15x20' parkway park will be maintained by the City Landscape Maintenance CFD2020-001. The two larger pocket parks will be maintained by JARPD.</p>

<p>TTM31894) development plan by conducting architectural review.</p> <p>2. Maintenance of Lot 36 including any landscaping and lighting fixtures</p> <p>3. Two-car garage shall be maintained at all times for each unit.</p> <p><b>d.</b> Identify locations or areas to be maintained by home owner's association, property owner(s), special districts, and City (if applicable) in text and by exhibit(s).</p>	
---	--

**Reason:** With the formation of CFD 2020-001, there will be nothing for an HOA to maintain and no need for a homeowner's association. All landscaped areas will be maintained by the city landscape maintenance CFD or Jurupa Area Recreation and Parks District.

5. Item 17: SDP APPROVAL FOR WALL & FENCE PLAN

APPROVED CONDITION	REVISED CONDITION
<p>a. No solid fencing or wall shall exceed 42 inches in height within the front setback.</p> <p>b. The maintenance gate shall be constructed with a material that is open view to allow the public to view into the basin area for safety.</p> <p>c. The decorative block walls shall comply with the following requirements:</p> <ul style="list-style-type: none"> <li>• All block walls that face a public street or face a common open space shall have anti-graffiti wall coating.</li> <li>• Pilasters shall be constructed at the following places: <ul style="list-style-type: none"> <li>○ Each end of the tract perimeter walls;</li> <li>○ Each turn or corner (ex: at each corner of the rear yard)</li> <li>○ Otherwise evenly spaced at approximately 30 feet on center but shall not exceed 40 feet apart.</li> </ul> </li> </ul>	<p>To be consistent with Approved Highland Park – Tentative Tract Map 31894 Development plan with regard to the four (4) types of walls and fencing used within the Highland Park community:</p> <ul style="list-style-type: none"> <li>• <b>Masonry Block Wall.</b> Masonry block walls are located at the interface between roadways and the side and rear yards of residential lots to maximize privacy and provide noise attenuation. The masonry block walls shall be up to six feet (6') tall (or as specified by a noise attenuation study) adjacent to primary interior streets (Sierra Avenue and 20<sup>th</sup> Street) and off-site streets (La Canada Drive/Canal Street). Masonry block walls adjacent to interior neighborhood streets shall be a minimum of five feet (5') tall. The wall face visible from public viewing areas shall be tan split-face block. Tan split face block pilasters with a concrete cap should be placed at approximately 100 to 200-foot intervals.</li> <li>• <b>Tubular Steel View Fence.</b> View fences are generally located in the rear yards of residential lots where scenic opportunities exist and along the perimeter of water quality/detention basins. These fences preserve scenic views while maintaining security. View fences shall be a minimum of</li> </ul>

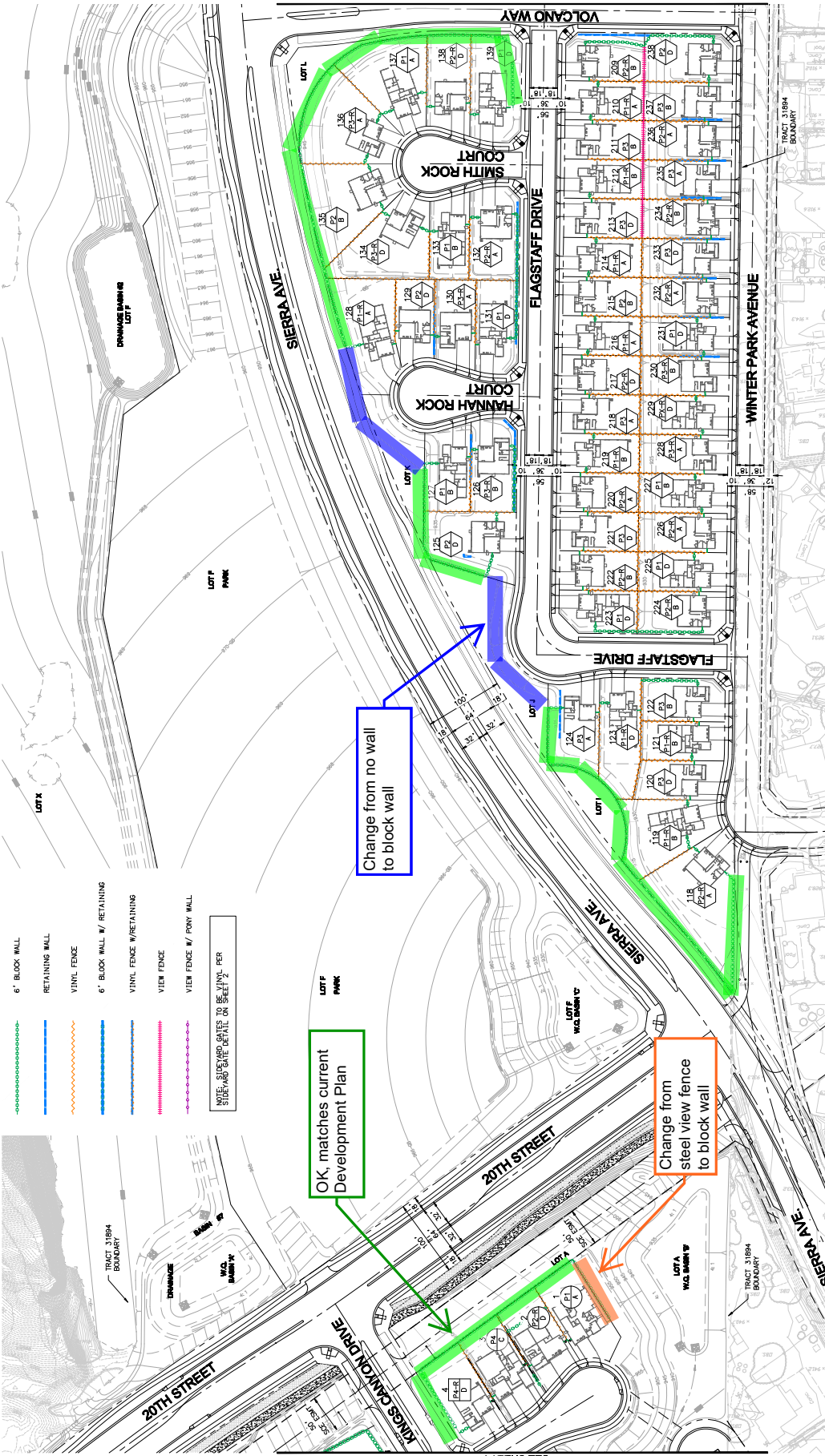
	<p>five feet (5') tall and a maximum of six feet (6') tall, and constructed of black tubular steel, with tan split-face block pilasters with a concrete caps placed at corners.</p> <ul style="list-style-type: none"> <li>• <b>Vinyl Privacy Fence.</b> Privacy fences are provided in the side yards of residential lots and the rear yards of residential lots where there are no opportunities for scenic vistas to maximize privacy and security. These privacy fences are vinyl, a minimum of five feet (5') tall and up to six feet (6') tall, and include posts spaced at approximately eight-foot (8') intervals.</li> <li>• <b>Three-Rail Fence.</b> A three-rail vinyl fence is provided adjacent to 20<sup>th</sup> street to separate the trail easement from the 20<sup>th</sup> Street public right-of-way. The three-rail fence may be white or wood grain, with posts spaced at eight-foot (8') maximum intervals.</li> </ul>
--	--



# WALL LEGEND

- 6" BLOCK WALL
- RETAINING WALL
- VINYL FENCE
- 6" BLOCK WALL W/ RETAINING
- VINYL FENCE W/ RETAINING
- VIEW FENCE
- VIEW FENCE W/ FLOW WALL

NOTE: SURVEY GATES TO BE VINYL PER STANDARD GATE DETAIL ON SHEET 2







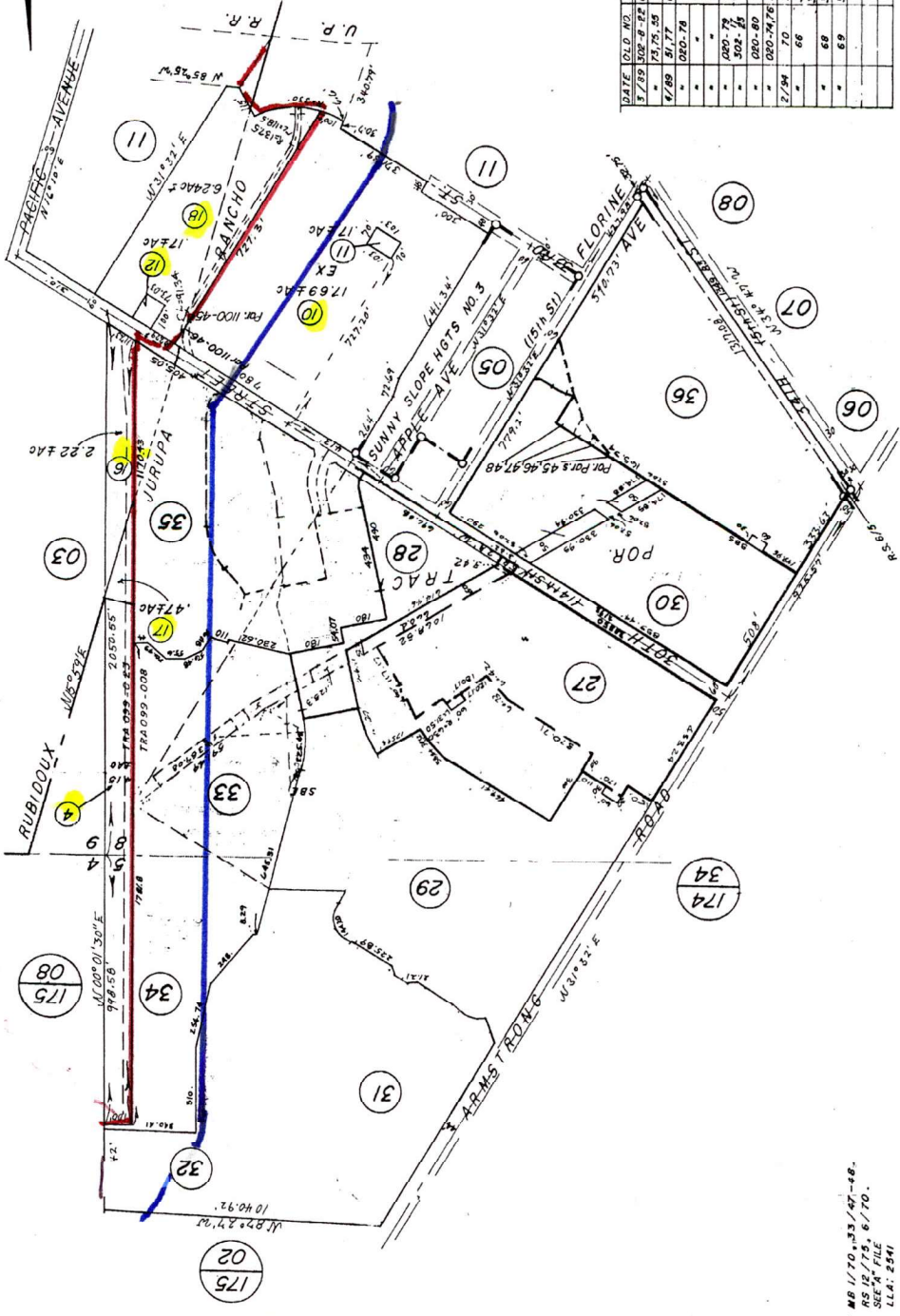
**ATTACHMENT NO. 7**

Radius Maps

7-13, 7-16  
177-02

POR. SECS. 5 & 8, T2S, R5W.  
(POR. RE-SUB. ARMSTRONG ESTATE)

THIS MAP IS FOR  
ASSESSMENT PURPOSES ONLY



DATE	OLD NO.	NEW NO.
1/88	59	65, 67
"	08	62, 63
"	65, 66	64
"	57	64
"	64	PG. 33-34
"	26, 29	PG. 33
12/87	27	281-4
2/88	7	66, 67
2/88	61	57, 68, 69
"	63	70, 71
"	15, 67, 71	72
"	72	PG. 35

DATE	OLD NO.	NEW NO.
2/86	PG. 36	5
2/86	08	52, 54
3/86	52	PG. 30, 32
"	54	301-38
"	53	302-18
12/87	9	25, 27
12/87	2	56, 57
"	43	58, 59
"	50, 44, 49	60
"	55, 56	60
"	60	72, 29, 29
"	72	51, 52

DATE	OLD NO.	NEW NO.
10/84	31	35, 37
1/89	35, 36, 37	38
"	38	PG. 27, 29
2/84	26	PG. 28
4/85	1	39, 40
"	35	41-43
"	33	44-46
"	40, 42, 46	47
"	41, 45	48
"	41, 48	PG. 29
"	47	PG. 27
6/85	39	49, 50

DATE	OLD NO.	NEW NO.
3/23	177, 178, 179	177-02
2/84	005	178, 179
"	003	21, 22
"	20, 22	23
"	23	PG. 27
5-84	25, 26, 27, 28, 29	24
5/84	19	30, 31
"	25	31, 32, 33
10/84	30	33, 34

DATE	OLD NO.	NEW NO.
1/89	108, 8, 12	100-78, 79
1/89	51, 77	020-78
"	020-78	79
"	361-49	361-49
"	362-18	362-18
"	020-79	020-80
"	020-80	PG. 35
2/84	70	352-9, 10
"	68	352-11
"	69	352-12
"	69	353-9

M.B. 6/31 Re-Sub. Armstrong Estate,  
R.S. 6/5  
M.B. 155/77-80 Tract No. 19901

DATA: MB 1/70, 1/33/40-48,  
RS 12/79, 6/70.  
SEE "A" FILE  
LLA: 2341  
RS 95/10-13

ASSESSOR'S MAP BK 177 PG 02  
RIVERSIDE COUNTY, CALIF.

FEB. 1975

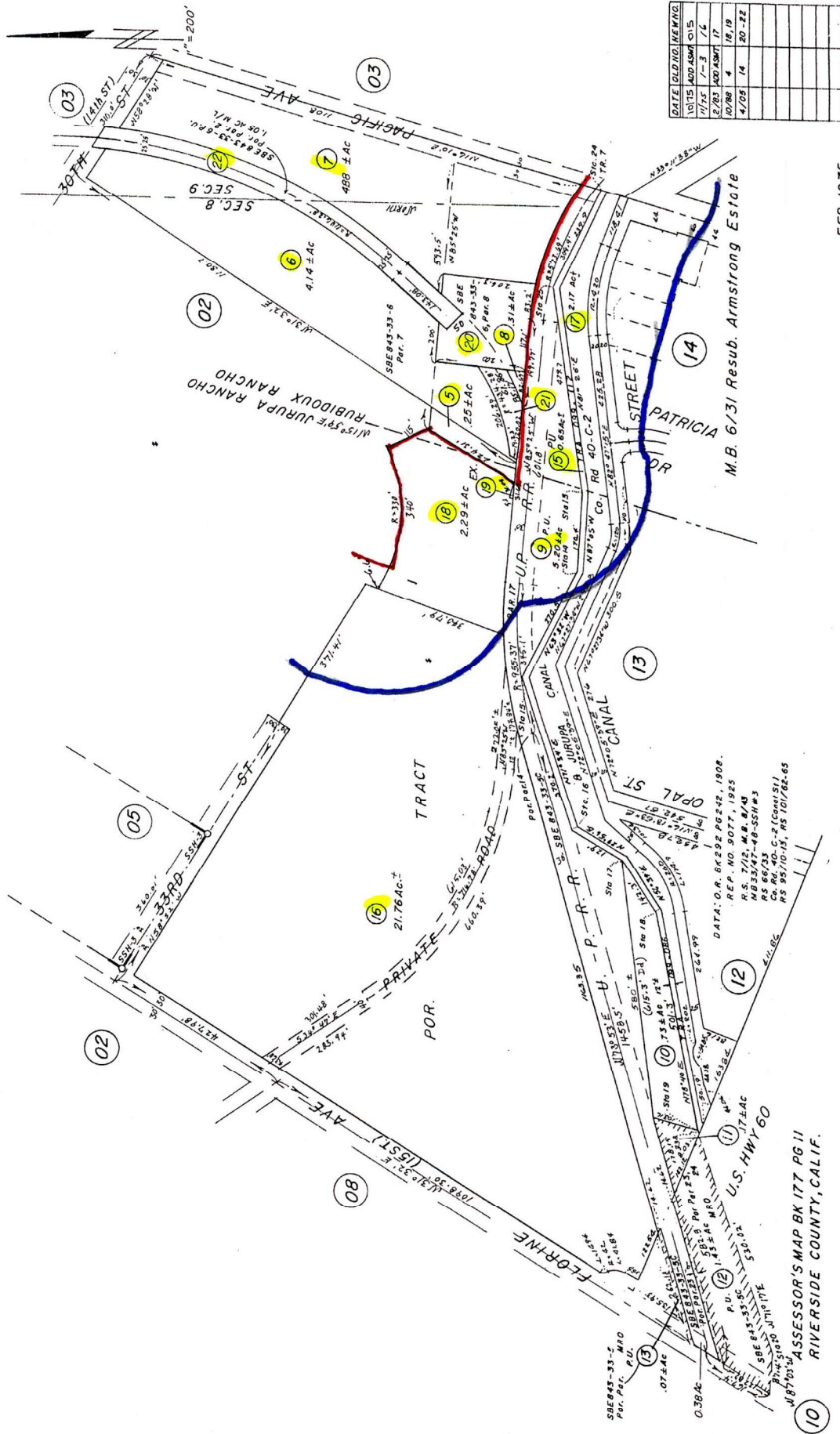
THIS MAP IS FOR  
ASSESSMENT PURPOSES ONLY

APR 22 2005

POR. SEC'S 8 & 9, T2S, R5W.  
(POR. RESUB. ARMSTRONG ESTATE)

T.R.A. 099-092  
099-095  
099-112

177-11



FEB 1975

ASSESSOR'S MAP BK 177 PG 11  
RIVERSIDE COUNTY, CALIF.

THIS MAP IS FOR  
ASSESSMENT PURPOSES ONLY

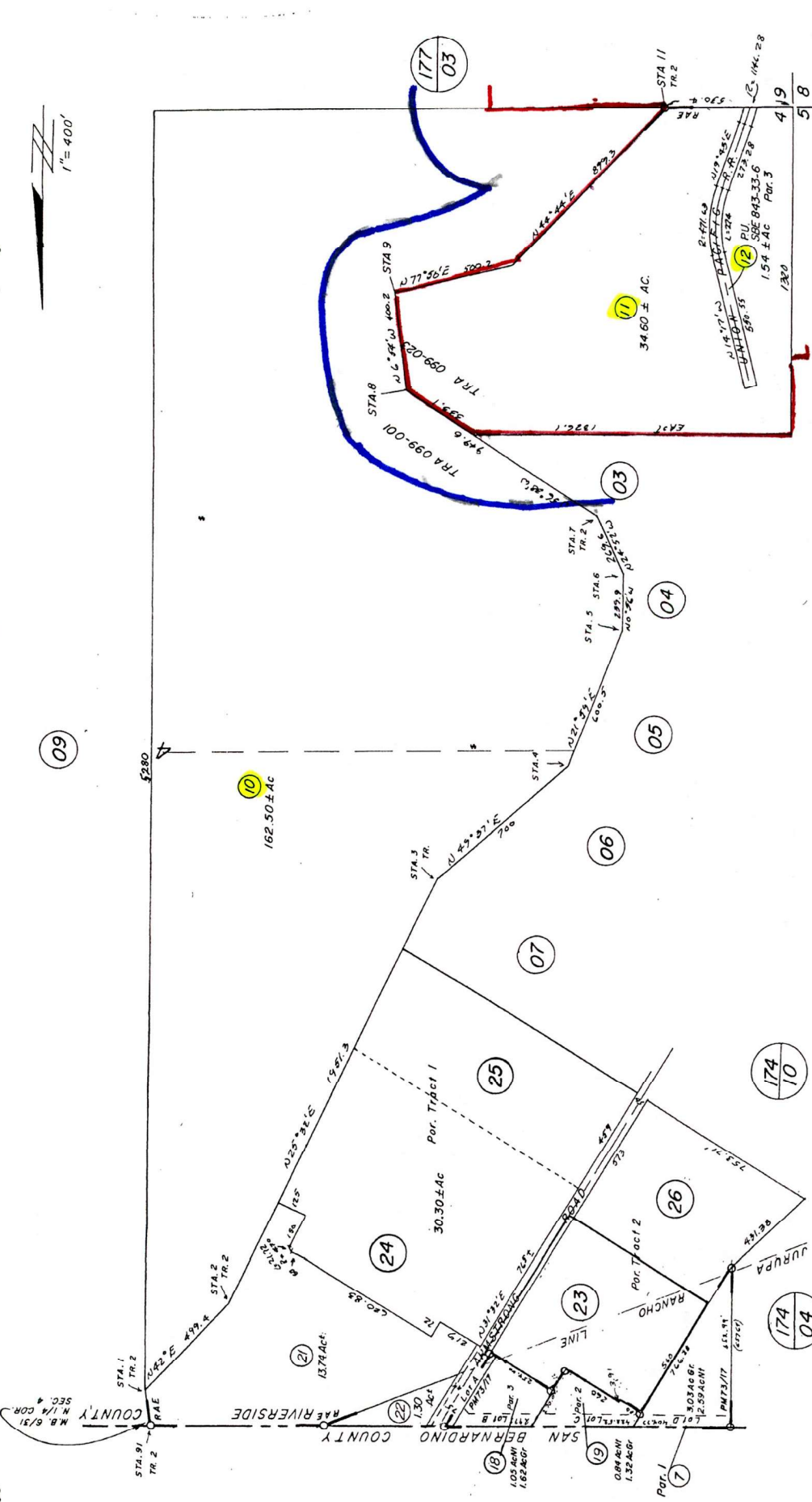
MAR 21 2006

POR. SEC 4, T2S, R5W.  
(POR. RANCHO JURUPA)

7-13, 7-13-3  
175-08

T.R.A. 099-001  
099-008  
099-023

1" = 400'



DATE	OLD NO.	NEW NO.
7/75	005	013
8/78	4	14
7/79	13	15, 16
12/80	15, 16	17
4/86	17	18, 19
4/87	6	PG. 23
9/87	3, 14	20
		PG. 24, 2

M.B. 6/31 Resub Armstrong Estates  
P.M. 73/17 Parcel Map 12734

177  
02

DATA: RS 12/73-74  
RS 84/91-93

ASSESSOR'S MAP BK 175 PG 08  
RIVERSIDE COUNTY, CALIF.

THIS MAP IS FOR  
ASSESSMENT PURPOSES ONLY

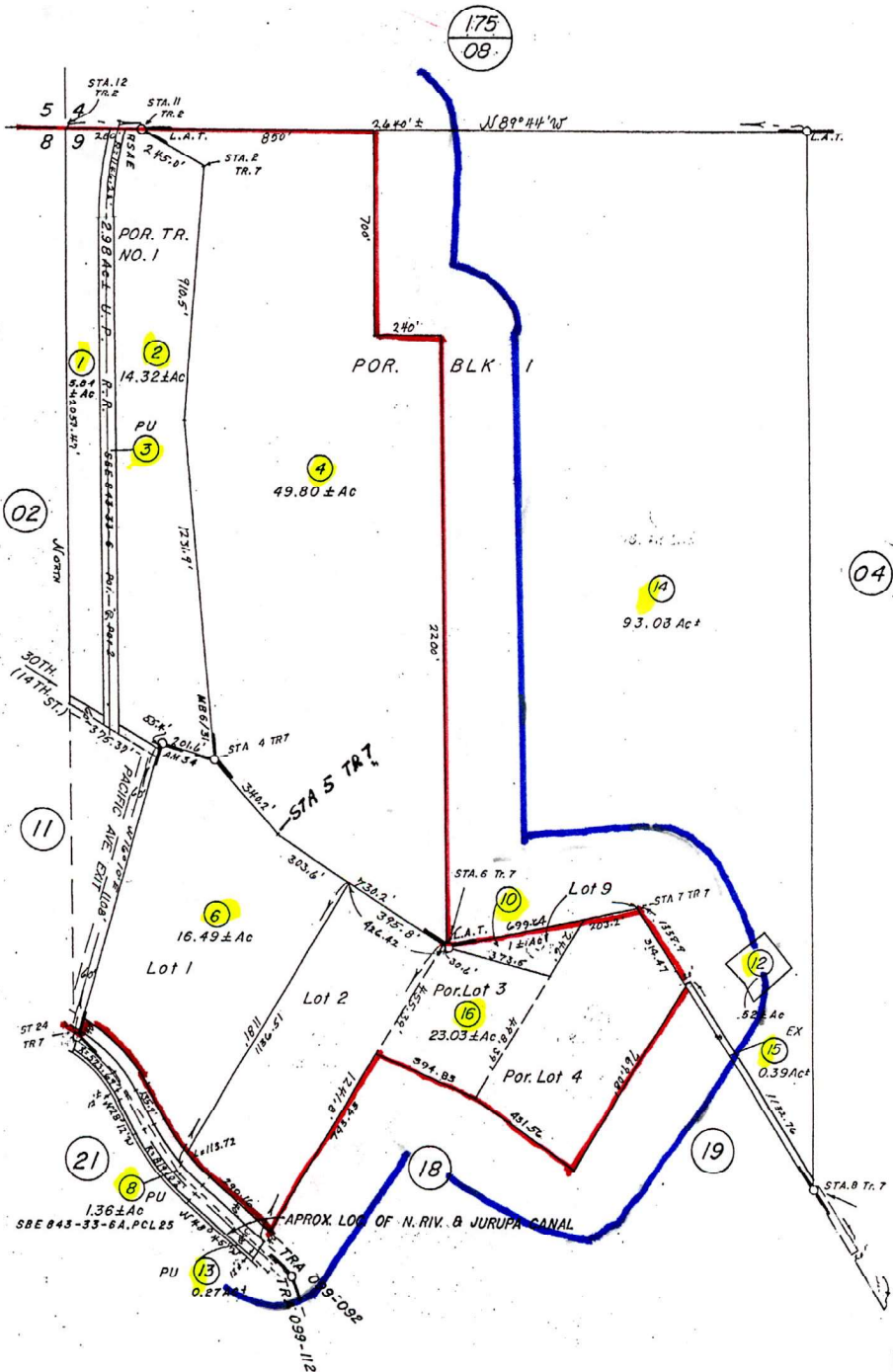
POR. W/2 SEC 9, T2S, R5W.  
(POR. RE-SUB. ARMSTRONG ESTATE)

T.R.A. 099-092  
099-112

7-13, 7-16-1  
177-03

ASSESSOR'S MAP BK 177 PG 03  
RIVERSIDE COUNTY, CALIF.

DATA: O.A. 528/63-70, M.B. 6/43



A.M.B. 1/5 Assessors Map No. 34.  
M.B. 6/8 Lomo Alta Tract  
M.B. 6/31 Re-Sub. Armstrong Estate

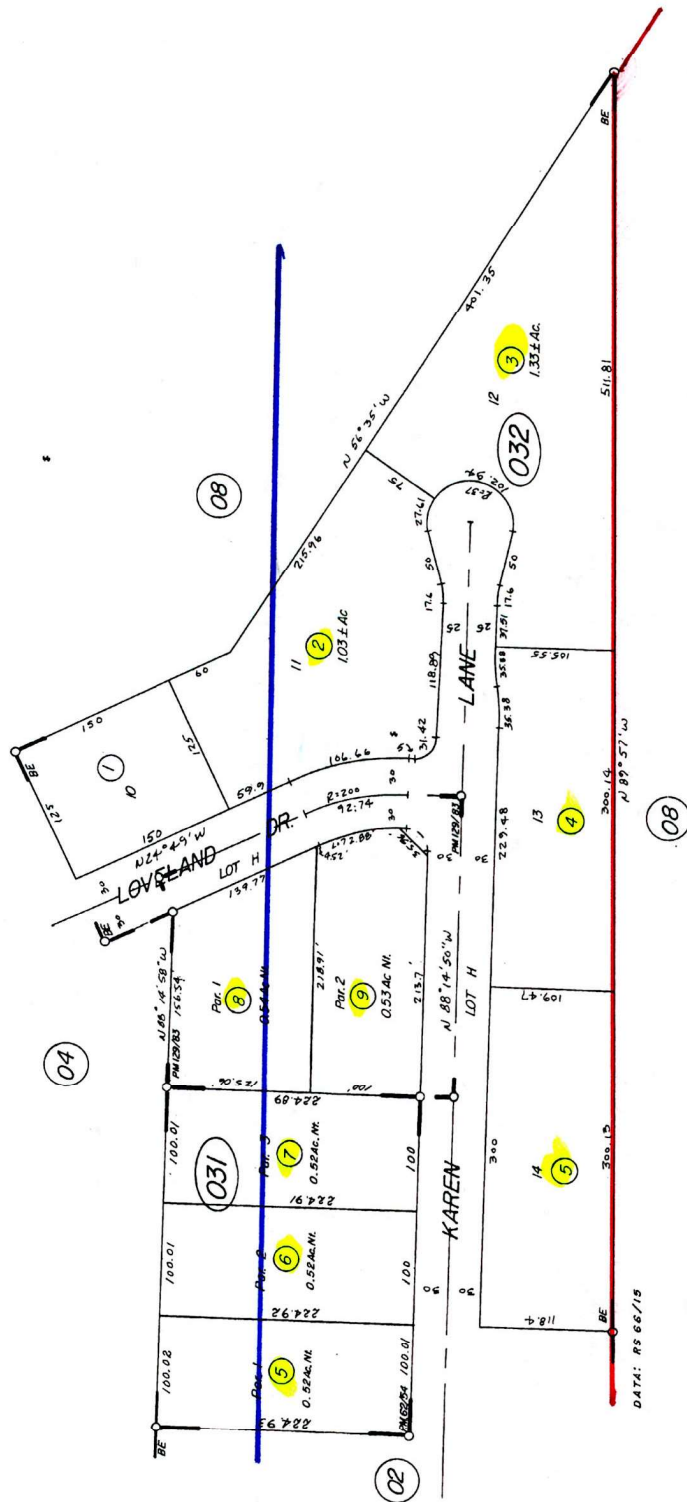
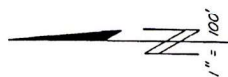
FEB 1975

DATE	BY	REMARKS
10/19	—	015
9/77	13	711
1/63	9	14.12
4/67	7, 9, 11	16
10/75	—	—
11/75	—	—
12/75	—	—
1/76	—	—
2/76	—	—
3/76	—	—
4/76	—	—
5/76	—	—
6/76	—	—
7/76	—	—
8/76	—	—
9/76	—	—
10/76	—	—
11/76	—	—
12/76	—	—

7-13-3

T.R.A. 9908 <sup>2</sup>

POR. SEC. 4 & 5 T.2S. R.5W.



M.B. 29/95-97 Benedict Estates  
P.M. 62/54 Parcel Map 13398  
P.M. 129/83-84 " " 19349

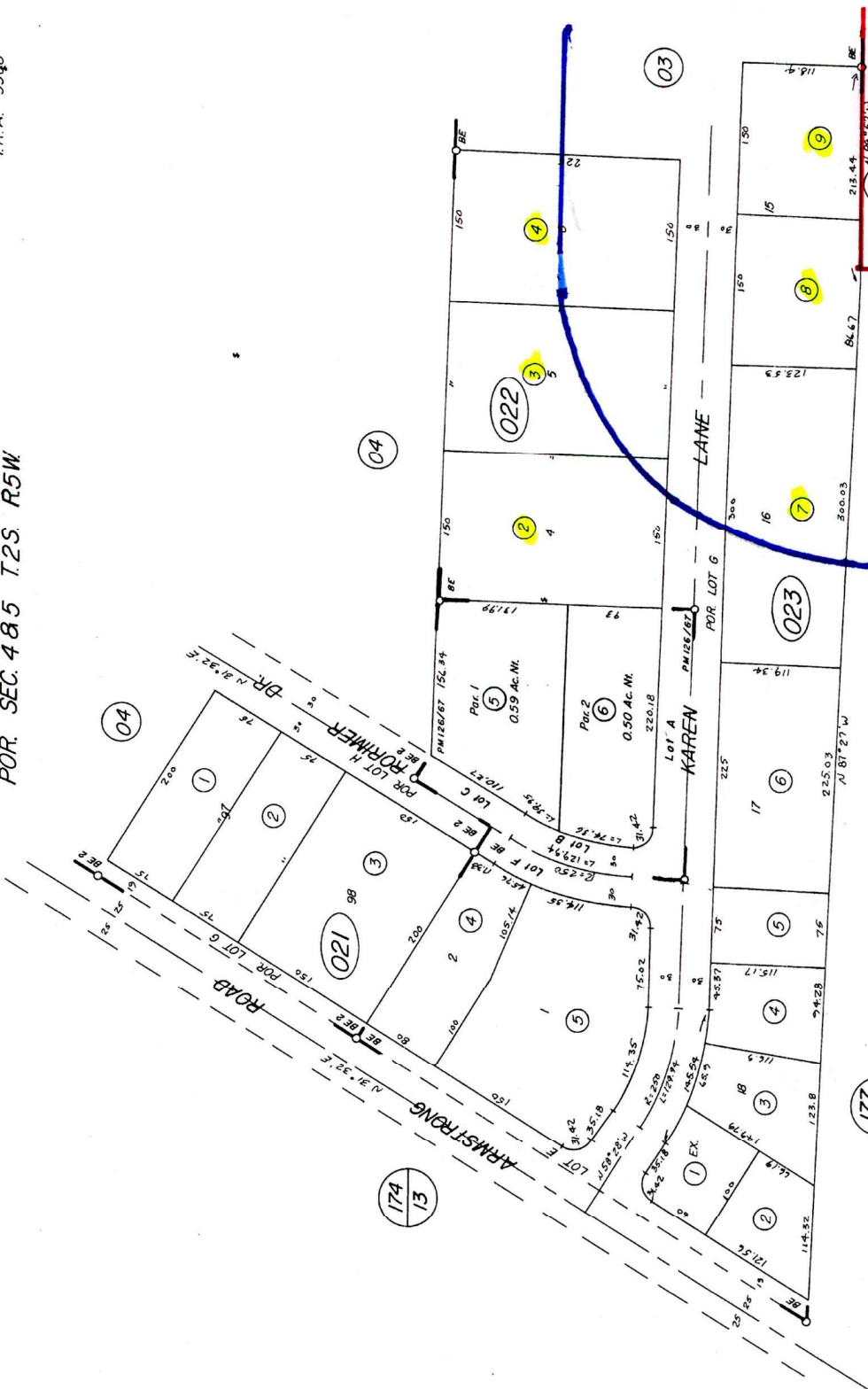
[illegible]

ASSESSOR'S MAP BK 175 PG 03  
RIVERSIDE COUNTY, CALIF.  
JK

MAY 1974

T.R.A. 99Q8

POR. SEC. 485 T.2S. R.5W.



M.B. 29/95-97 Benedict Estates  
M.B. 31/13-15 " " Unit No. 2  
P.M. 126/67 Parcel Map No. 15622

MAY 1974

ASSESSOR'S MAP BK 175 PG. 02  
RIVERSIDE COUNTY, CALIF.  
JK

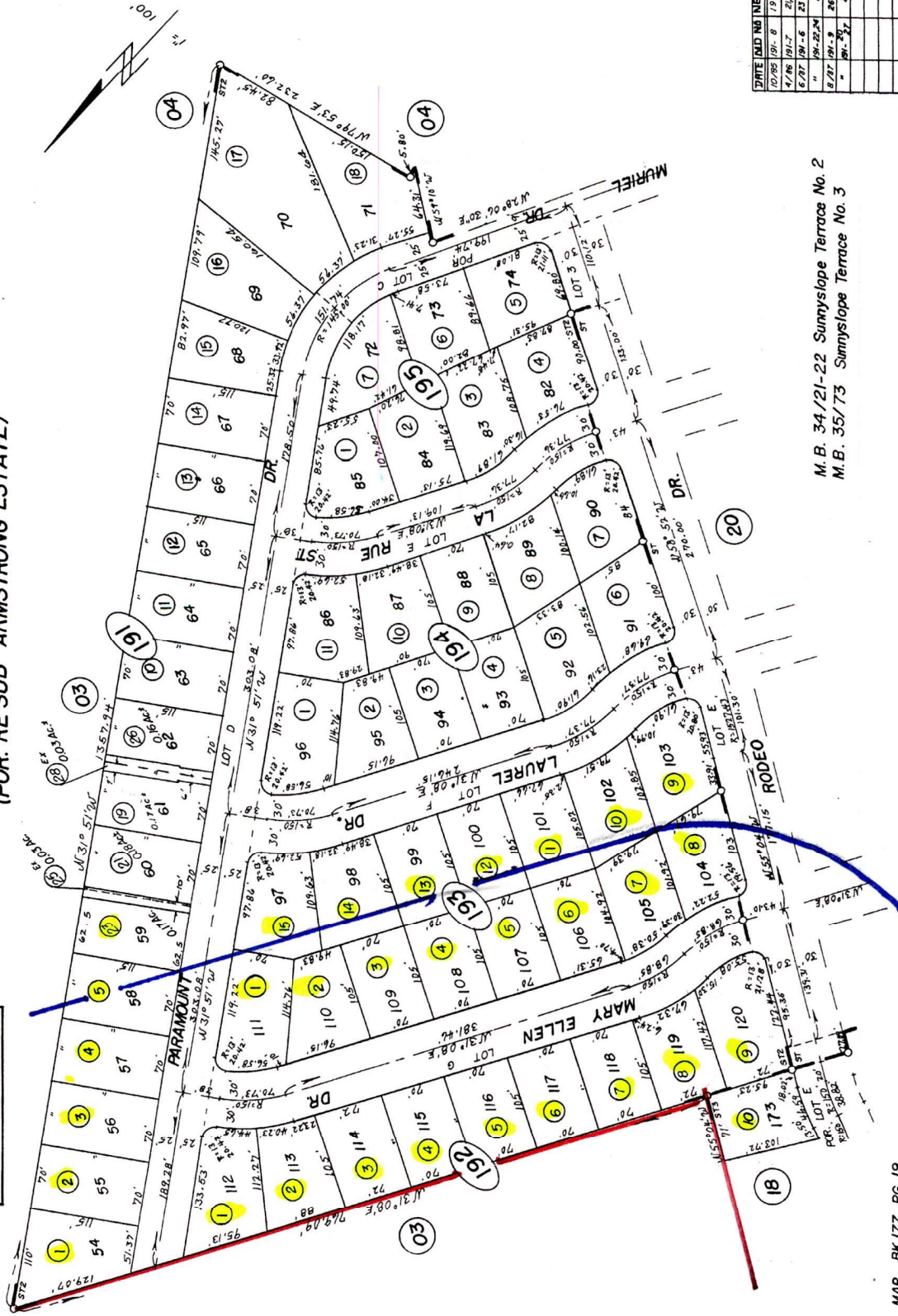
[illegible]

7-16-1  
177-19

T.R.A. 099-094

POR. SEC. 9, T. 2S. R. 5W.  
(POR. RE-SUB' ARMSTRONG ESTATE)

THIS MAP IS FOR  
ASSESSMENT PURPOSES ONLY



DATE	ADD	NEW	IN
10/95	191-8	19, 20	
4/96	191-7	21, 22	
6/97	191-6	23, 24	
"	191-5	25	
6/97	191-4	26, 27	
"	191-3	28	
"	191-2		
"	191-1		
"	191-0		

M.B. 34/21-22 Sunnyslope Terrace No. 2  
M.B. 35/73 Sunnyslope Terrace No. 3

ASSESSOR'S MAP BK. 177 PG. 19  
RIVERSIDE COUNTY, CALIF.

FEB 1975

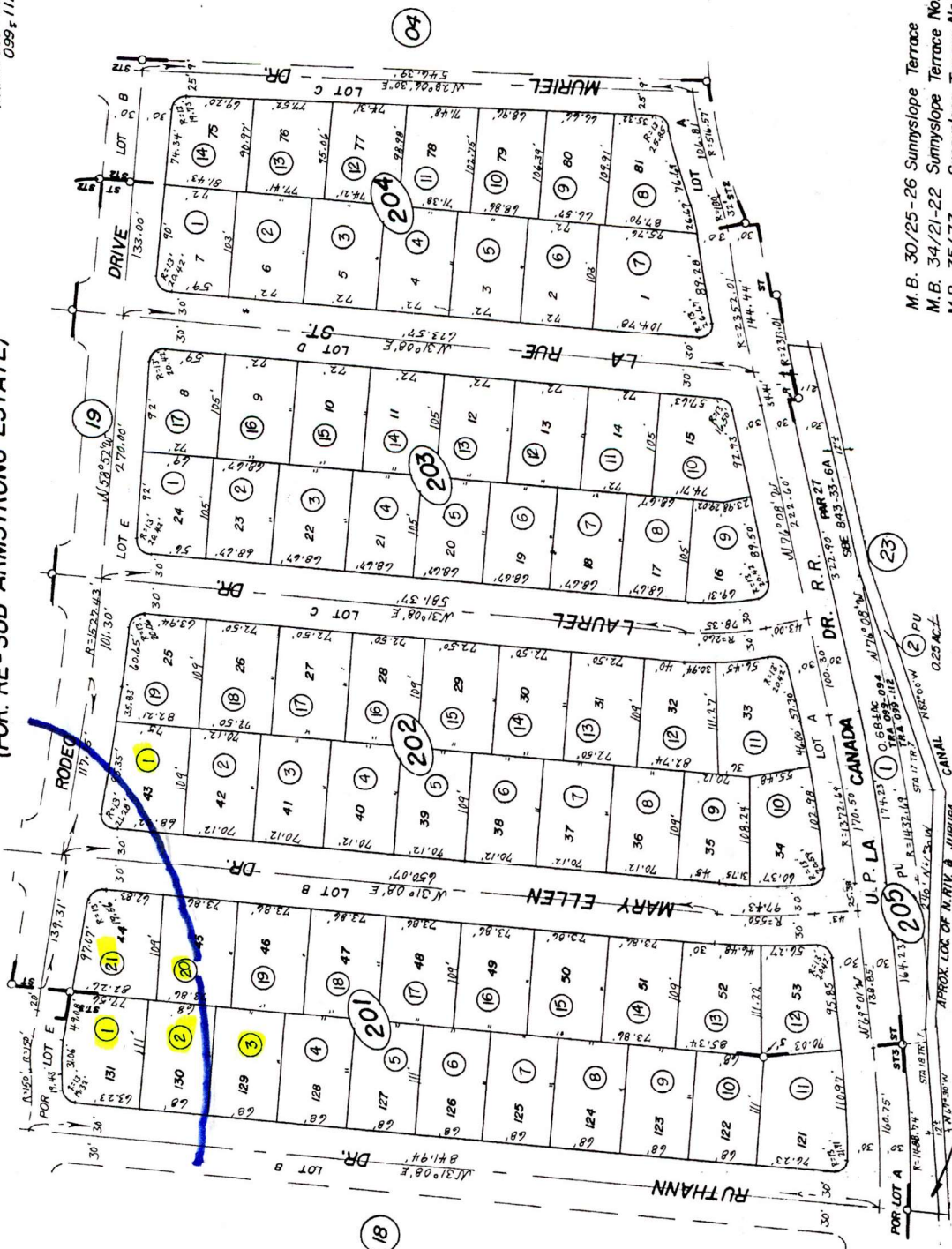
7-16-1  
177-20

T.R.A. 099-094  
099-112

[illegible]

M.B. 30/25-26 Sunnyslope Terrace  
M.B. 34/21-22 Sunnyslope Terrace No.2  
M.B. 35/73 Sunnyslope Terrace No.3

FEB 1975

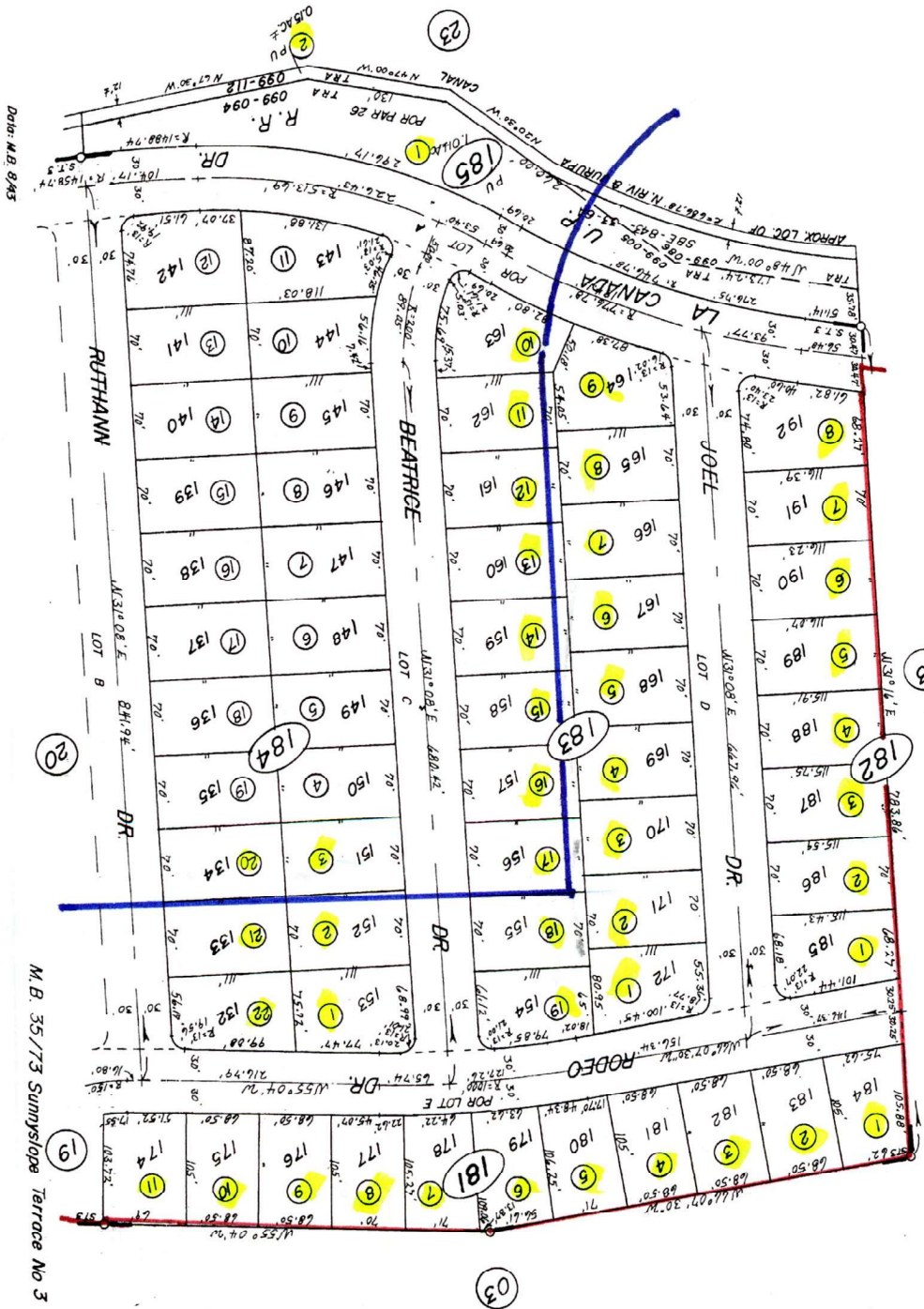


ASSESSOR'S MAP BK. 177 PG. 20  
RIVERSIDE COUNTY, CALIF.

POR SEC. 9, T. 2S. R. 5W  
(POR RE-SUB ARMS TRONG ESTATE)

T.R.A. 099-094  
099-412

7-16-1  
177-18



ASSESSOR'S MAP BK 177 PG. 18  
RIVERSIDE COUNTY, CALIF.

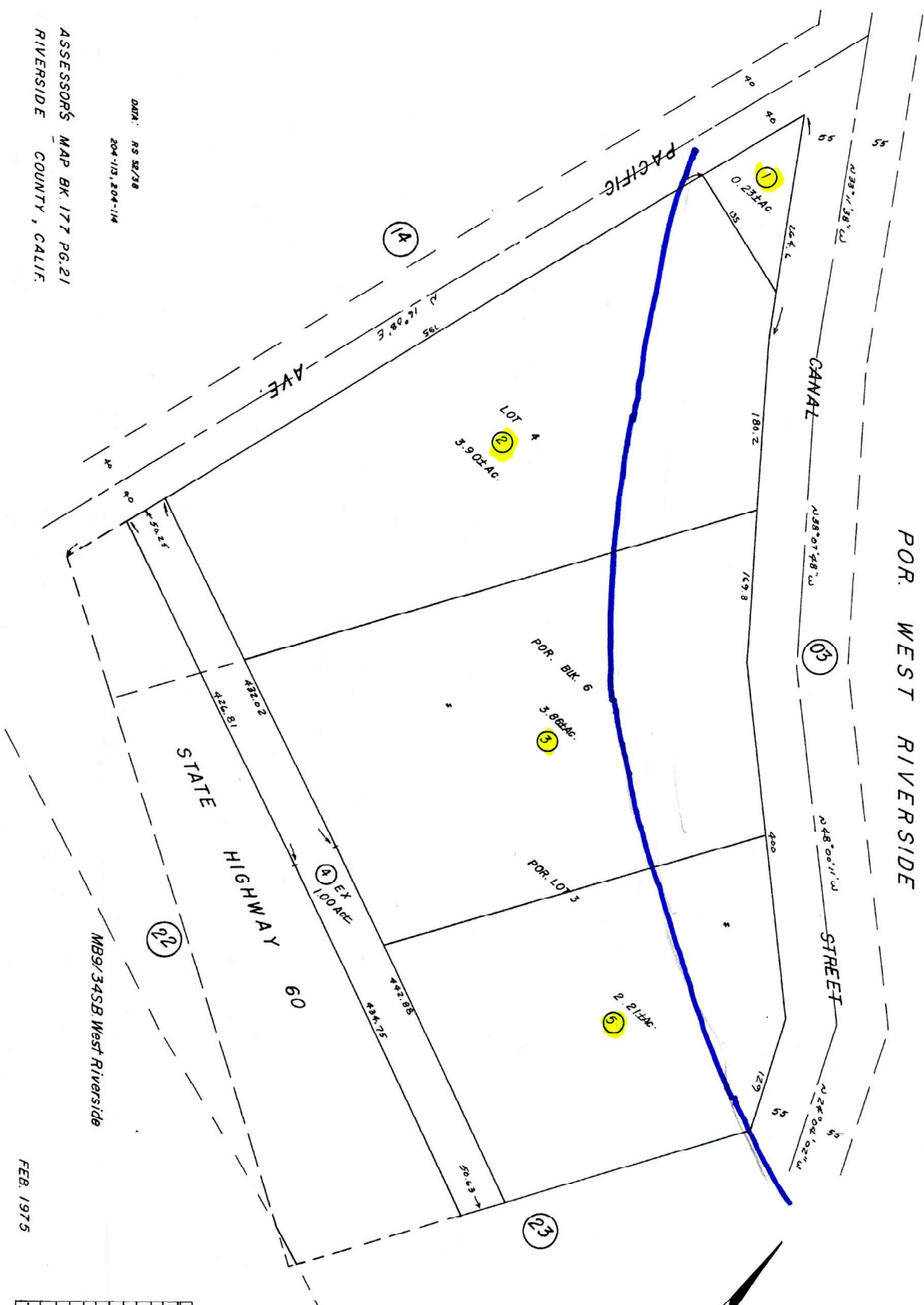
FEB 1975

DATE	CEL NO	REMARKS
10/18	—	CEL
9/77	85-2	PU

DATA: RS 52/38  
204-113, 204-114

MB9/34SB West Riverside

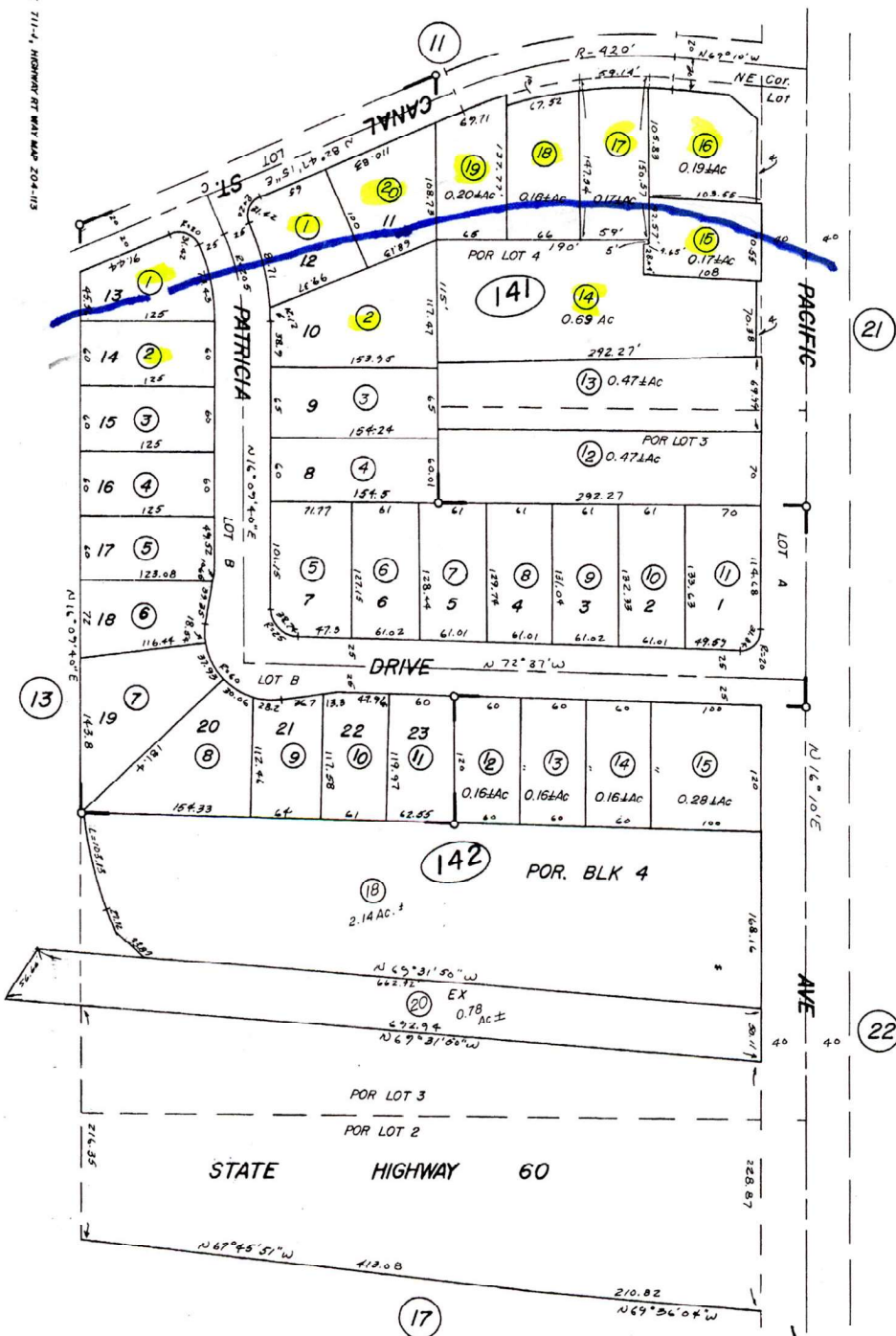
FEB. 1975

[illegible]

T.R.A. 099-112  
3

7.55  
177-21

DATA: 711-4, HIGHWAY RT WAY MAP 204-112



M.B. 9/34 S.B. West Riverside  
M.B. 32/75-76 Patricia Tract

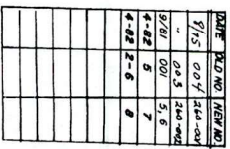
DATE	OLD NO.	NEW NO.
9 / 81	16	18, 19
11 / 81	17	20, 21
4 - 82	21	130 - 7
4 - 82	19	130 - 8

POR. WEST RIVERSIDE

T.R.A. 099-112  
3

177-14

7-5  
177-13



THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCEL MAY NOT CORRELATE WITH LOCAL LOT-SPLIT OR BUILDING SITE ORDINANCES.

SERRA

03

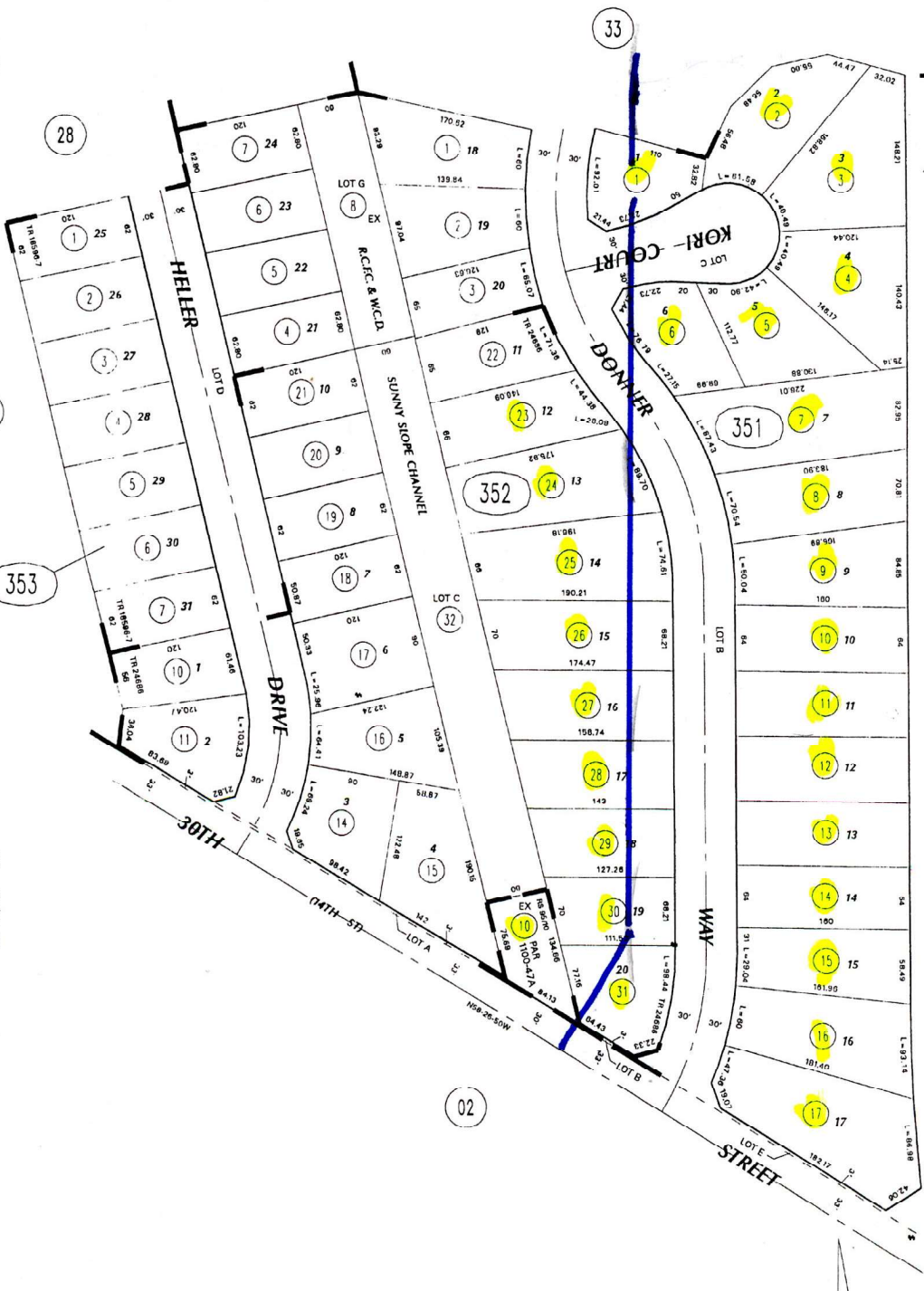
SEC. 8 T. 25, R. 5W

N00-02-30E

AVENUE

T. R. A. 099-008

177-35  
177-02



DATE: 05/17/15  
ASSESSOR'S MAP BK/77 PG 35  
Riverside County, Ca II.

9/8/82

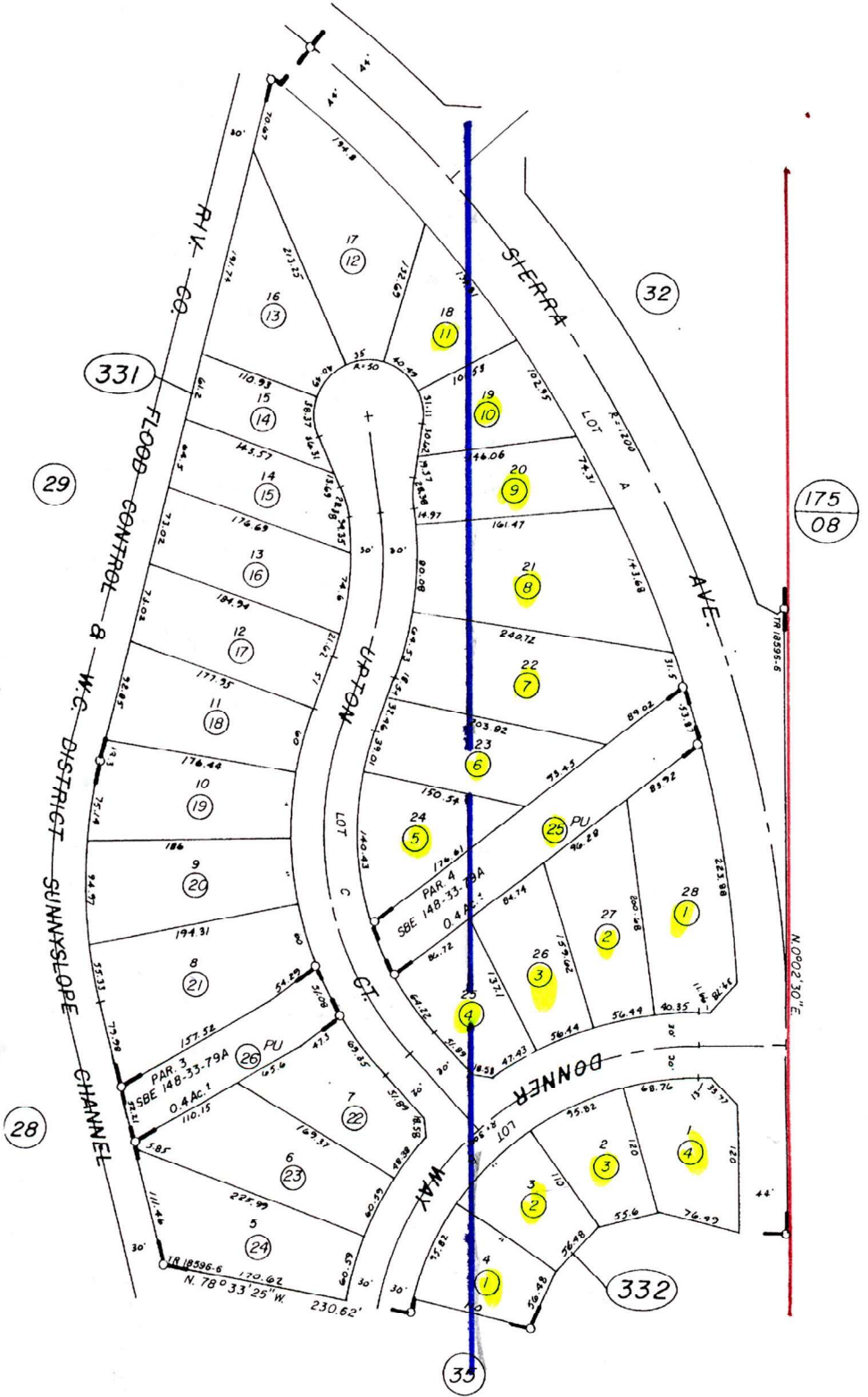
FS 95/10-13 TRACT MAP NO 18596-7  
MB 178/89-91 TRACT MAP NO 24685  
MB 332/47-48 TRACT MAP NO 24685

05/1/2003

LOT	Q.U. NUMBER	Q.U. NUMBER
1	005-12	005-12
2	005-13	005-13
3	005-14	005-14
4	005-15	005-15
5	005-16	005-16
6	005-17	005-17
7	005-18	005-18
8	005-19	005-19
9	005-20	005-20
10	005-21	005-21
11	005-22	005-22
12	005-23	005-23
13	005-24	005-24
14	005-25	005-25
15	005-26	005-26
16	005-27	005-27
17	005-28	005-28
18	005-29	005-29
19	005-30	005-30
20	005-31	005-31
21	005-32	005-32
22	005-33	005-33
23	005-34	005-34
24	005-35	005-35
25	005-36	005-36
26	005-37	005-37
27	005-38	005-38
28	005-39	005-39
29	005-40	005-40
30	005-41	005-41
31	005-42	005-42

POR. SECS. 5 & 8, T2S, R5W.

177-02  
177-33



M. B. 177/100-103 Tract No. 18596-6

[illegible]

JAN. 1988 M.M.

177-02  
177-34

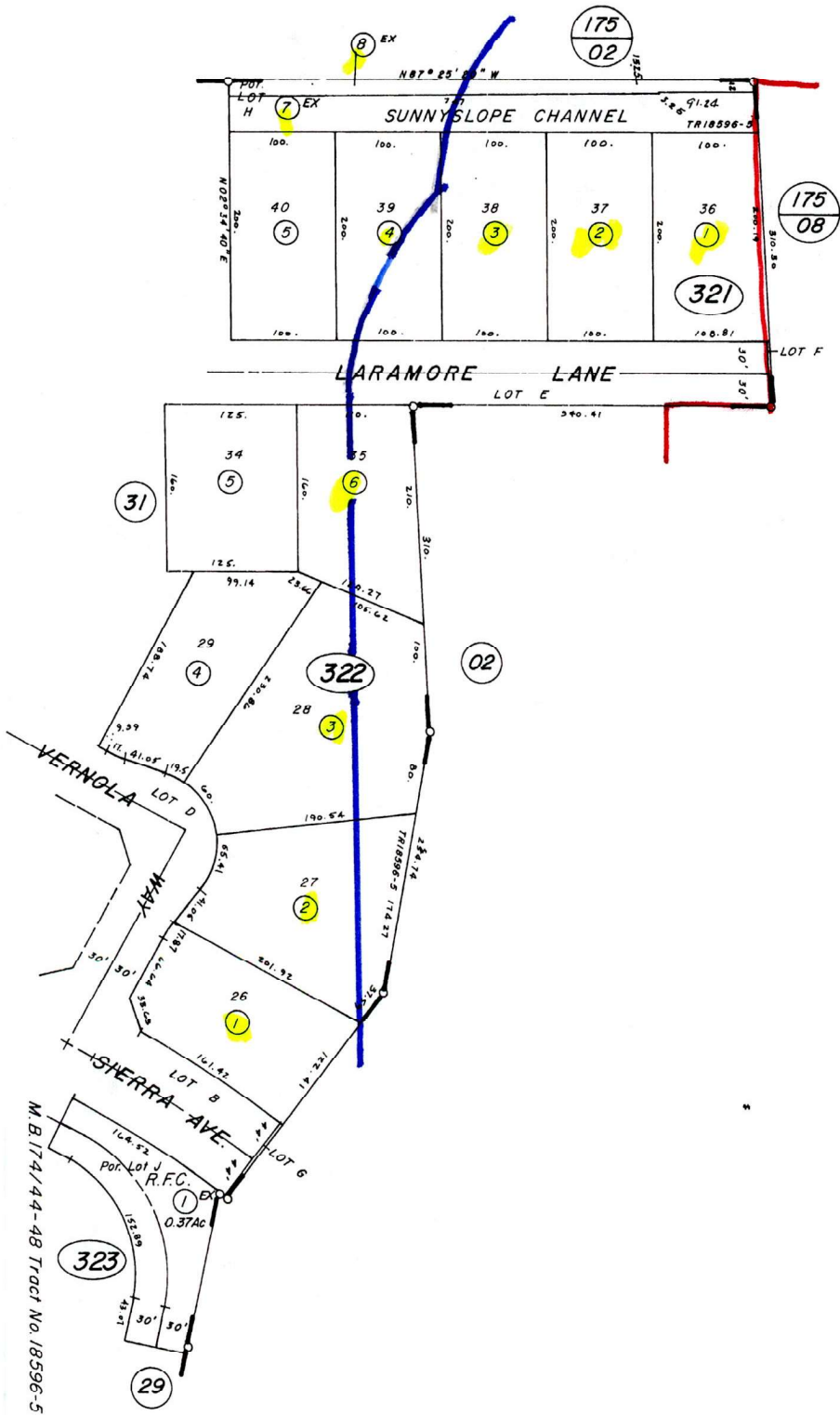


JAN. 1988 M.M.

[illegible]

POR. SEC. 5, T2S, R5W.

177-02  
177-32



JE DEC. 1987

[illegible]

# City of Jurupa Valley

**RETURN TO AGENDA**

**STAFF REPORT**

**DATE:** NOVEMBER 10, 2020  
**TO:** CHAIR PRUITT AND MEMBERS OF THE PLANNING COMMISSION  
**FROM:** THOMAS G. MERRELL, AICP, PLANNING DIRECTOR  
**BY:** ANDREA HOFF, ASSOCIATE PLANNER  
**SUBJECT:** AGENDA ITEM NO. 6.4  
MASTER APPLICATION (MA) NO. 19151: SITE DEVELOPMENT PERMIT (SDP) NO. 19070 AND VARIANCE (VAR) 19002 (SIGNAGE FOR JURUPA VALLEY CHEVRON CENTER)  
LOCATION: NORTH WEST CORNER OF PEDLEY ROAD AND BEN NEVIS BLVD (APNS: 169-031-003, -004, -005, -006, and -008)  
APPLICANT: BARBARA COHEN OF AD/S COMPANIES

---

## **RECOMMENDATION**

By motion, adopt Planning Commission Resolution No. 2020-11-10-04 1) adopting a Supplemental Mitigated Negative Declaration for previously adopted Mitigated Negative Declaration (MA17245), 2) approving Site Development Permit No. 19070 for one freestanding freeway sign and two monument signs, and 3) approving Variance No. 19002 for freeway sign that exceeds sign area and height requirements in order for the construction of signs for the Jurupa Valley Chevron Center.

## **BACKGROUND**

### **Previously Approved Neighborhood Commercial Project**

On September 12, 2018, the Planning Commission adopted Resolution No. 2018-09-12-01, thereby approving MA17245 (CUP17004, TPM37483 and making the findings for Determination of Public Convenience and Necessity for PCN18001) to allow the construction of the following at this project site:

1. Gas station and convenience store with beer and wine sales for off-site consumption
2. Drive-thru restaurant (2,500 square-feet)

In addition to the zoning code, a condition of approval for the previously approved project stipulate that project signage shall require approval of a site development permit. This item details this request for approval of project signage.

## **PROJECT DESCRIPTION**

The applicant has submitted the following applications:

- **Site Development Permit (SDP) No. 19070:** One (1) freestanding freeway pylon sign, and two (2) freestanding monument signs.

- **Variance (VAR) No. 19002:** A variance to allow modifications from the standards of the Jurupa Valley Municipal Code regarding sign height and sign surface area for the freeway sign.

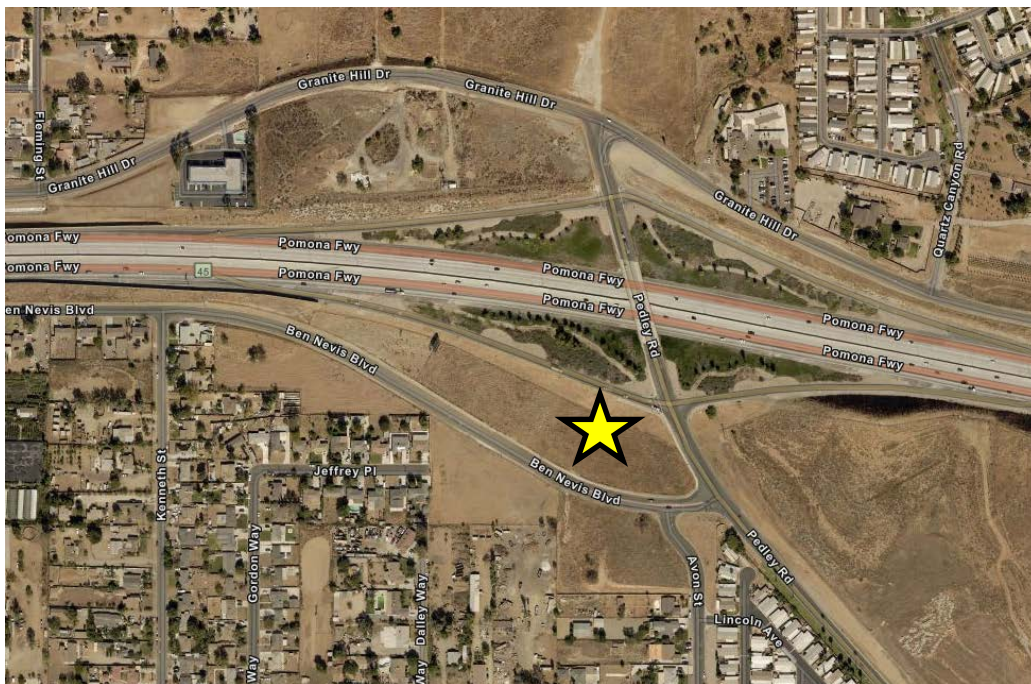
Table 1 presents the general information on the project site.

TABLE 1: GENERAL PROJECT INFORMATION	
GENERAL PLAN LAND USE DESIGNATION	Commercial Retail (CR)
ZONING CLASSIFICATION	Scenic Highway Commercial (C-P-S)

## LOCATION

The project site is located at the northwest corner of Pedley Road and Ben Nevis Boulevard. The State Route (SR)-60 Freeway off-ramp is located to the north, Pedley Road to the east, vacant land to the west and single-family residential land use to the south of the parcel. Exhibit 1 presents an aerial of the project site.

### EXHIBIT 1: PROJECT SITE



## ANALYSIS

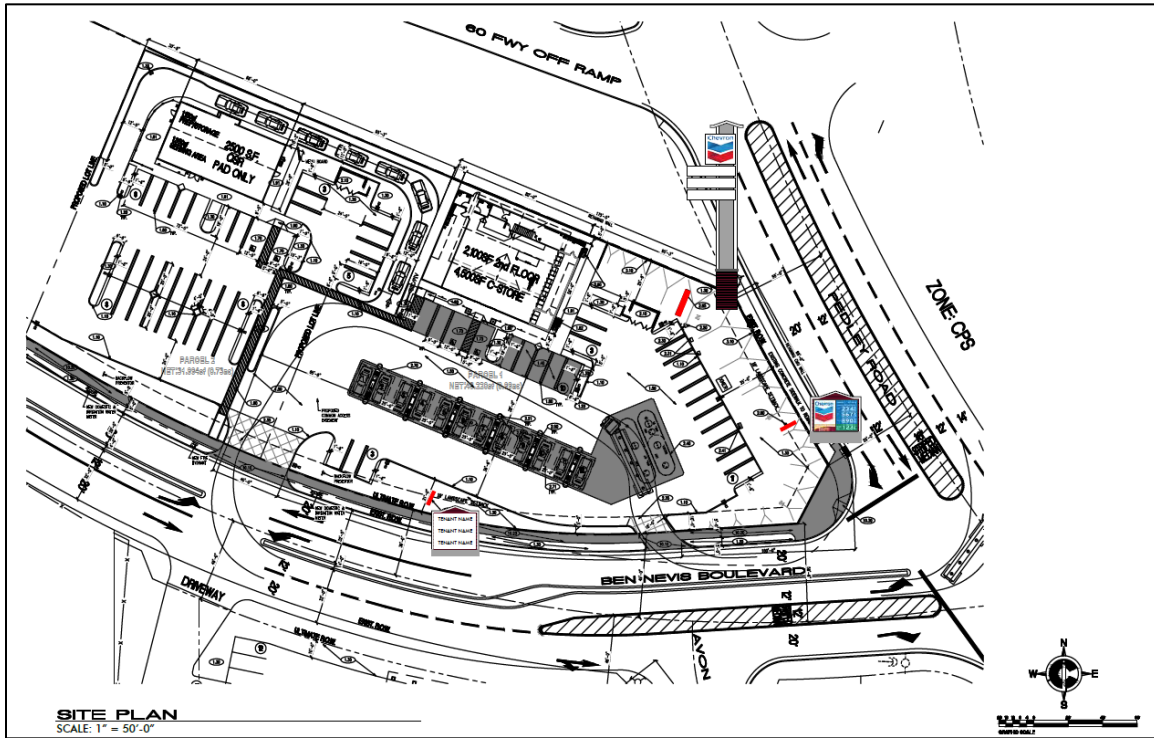
### A. PROJECT: PROPOSED SIGNAGE

The applicant proposes three freestanding signs at the project site. Exhibit No. 2 illustrates the locations of the proposed signs (also Attachment 2). The proposed signs include:

- One 75-foot freeway pylon sign proposed at the easterly corner of SR-60 freeway and Pedley Road. The proposed pylon sign consists of a “Chevron” sign, and three tenant sign spaces. See Exhibit 4.

- One 9'-3" freestanding monument sign proposed at the northwest corner of Bed Nevis Road and Pedley Road. The monument sign includes Chevron gas station price sign and logo. See Exhibit 5.
- One 9'-3" freestanding monument sign proposed on Ben Nevis Road. The monument sign includes three tenant sign spaces. See Exhibit 5.

## EXHIBIT 2: PROPOSED SIGNS



### B. GENERAL PLAN

#### a. Land Use Designation.

The General Plan designates this site Commercial Retail (CR), which includes "local and regional-serving retail and service uses" (p. 2-18). The proposed signs will identify a gas station with convenience store and tenant drive-thru restaurant, which are appropriate and consistent uses for this commercial designation.

#### b. Scenic Corridors

The General Plan Mobility Element provides guidance for signs located along designated scenic corridors, such as Pedley Road adjacent to the project site. Policy ME 7.2 Development along Scenic Corridors states: "signs along scenic roadways should not obstruct or detract from scenic vistas or views" and "development projects, including signs, visible from and located 500 feet of a scenic roadway shall be considered 'sensitive' and require architectural review" (p. 3-68).

In accordance with this provision, a Visual Assessment was conducted for the proposed signage to assess potential impacts to scenic vistas. After review of the Visual Assessment, staff determined that the proposed freeway sign does not detract from scenic views on Pedley Road. The Visual Assessment showed that

views of the Jurupa Mountains would not be obstructed by the sign. On the other hand, the need for advertising that is visible from the freeway is critical for this neighborhood commercial center and the benefits of signage outweigh negligible impacts on scenic resources at this location. Exhibit 3 shows a simulation of the proposed freeway sign in relation to scenic resources (Jurupa Mountains on the right and proposed sign on the left).

### EXHIBIT 3: FREEWAY SIGN VISUAL SIMULATION



#### C. TITLE 9

##### a. Permitted Use

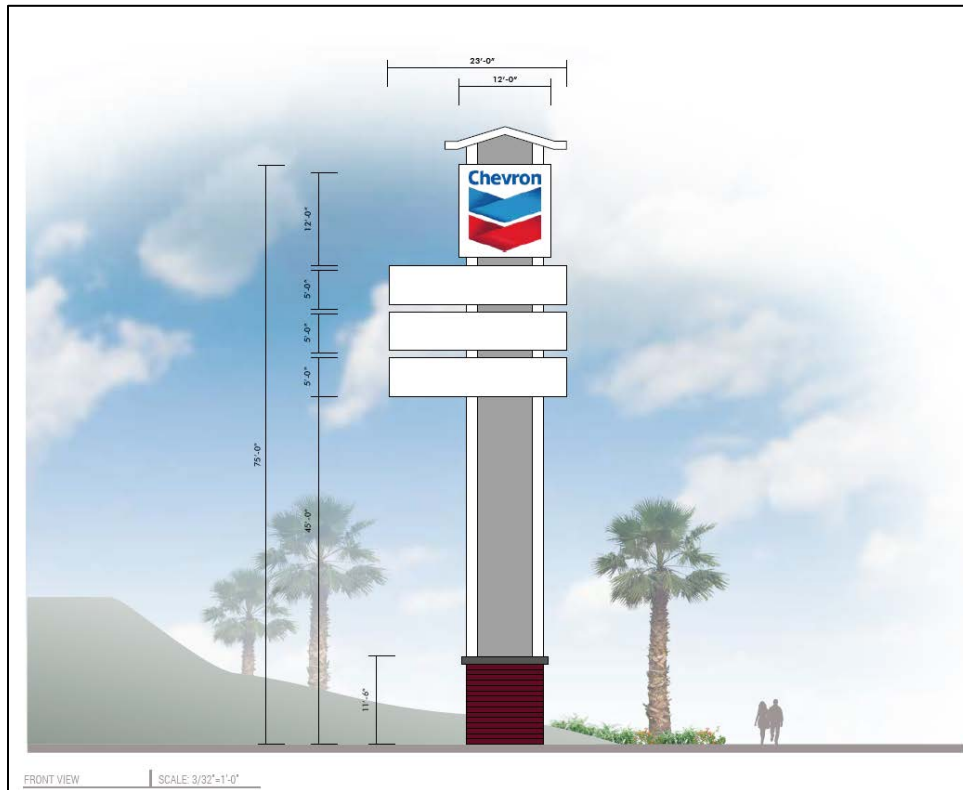
Signage is permitted with a Site Development Permit.

##### b. Development Standards

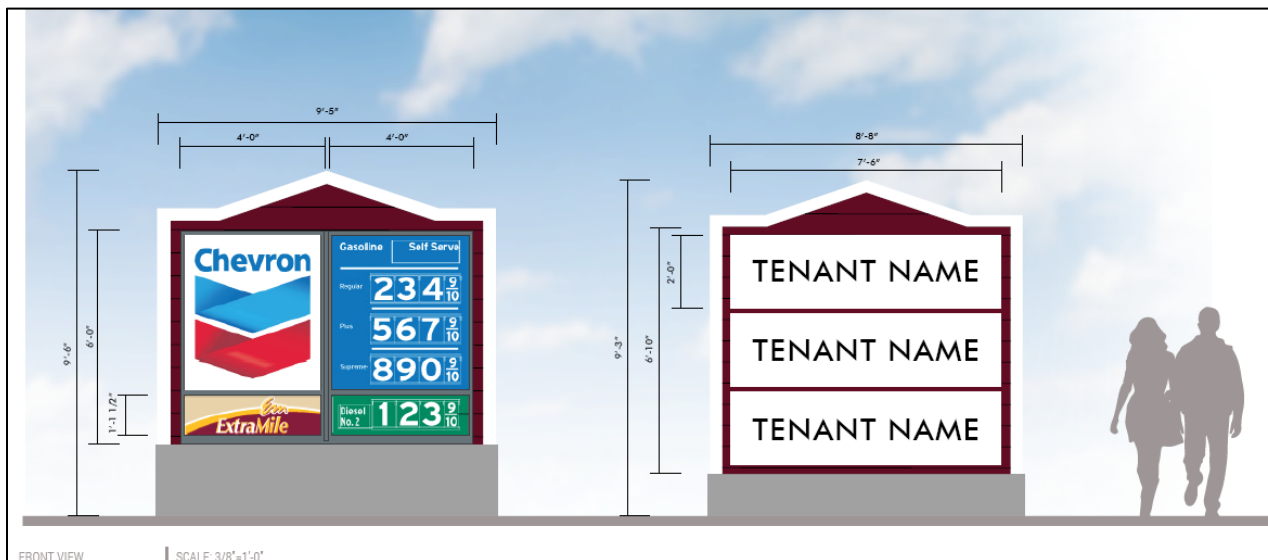
Section 9.245.040 (On-Site Advertising Structures and Signs) of the Jurupa Valley Municipal Code stipulates development standards for sign height and sign area. Table 2 presents the project's compliance with the applicable standards.

TABLE 2. COMPLIANCE WITH APPLICABLE DEVELOPMENT STANDARDS	
Development Standard	Does the project comply?
<b>Freeway Sign</b>	
<b>Max. Height:</b> 45 feet	<b>Yes with an approved Variance.</b> Sign is proposed at 75 feet
<b>Max. Surface Area:</b> 150 sq. ft.	<b>Yes with an approved Variance.</b> Surface area is proposed at 489 sq. ft.
<b>Monument Signs</b>	
<b>Max. Height:</b> 20 feet	<b>Yes</b> - both signs at 9'-3"
<b>Max. Surface area:</b> 50 sq. ft.	<b>Yes</b> - Sign at Ben Nevis is 45 sq. ft. and sign at Pedley is 48 sq. ft.

## EXHIBIT 4: FREEWAY PYLON SIGN



## EXHIBIT 5: FREESTANDING MONUMENT SIGNS



### c. Variance for Freeway Sign Height

The zoning code establishes a maximum height of forty-five (45) feet for freestanding signs located within 660 feet of a freeway right-of-way. The applicant requests a Variance from this standard because of special circumstances

applicable to the subject parcel of property, including shape, topography, location, and surroundings, and the strict application of this standard would deprive the property of privileges enjoyed by other property in the vicinity that is under the same zoning classification.

Specifically, because of the low elevation of the subject property in relation to the State Route (SR) 60 freeway and the solid block wall located along the freeway, a freestanding sign of less than seventy-five (75) feet would not be visible to automobiles traveling on the freeway in time to make a safe exit to the commercial center. The applicant states that one of the fundamental features of a gas station and commercial center is the assurance of visibility from the main roadway(s), from which it attracts customers.

**d. Variance for Freeway Sign Surface Area**

The proposed freeway pylon sign consists of one Chevron logo sign with a surface area of 144 square feet and three tenant sign panels, each with a surface area of 115 square feet. Per the municipal code, freeway signs are limited to a maximum surface area of 150 square feet. The applicant is requesting to modify this requirement and proposes a total of 489 square feet of freeway pylon signage.

Staff believes that the maximum surface area of 150 square feet is appropriate if the pole sign is 45 feet high, but if the pole sign is increased to 75 feet high, then a larger surface area for signage lends to balance proportionality and ensures maximum visibility. Additionally, without additional surface area, tenants of the commercial center would not benefit from signage visible from the freeway.

In order to ensure adequate visibility of the commercial center from SR-60 staff recommends approval of these deviations from the sign regulations.

**D. FINDINGS FOR APPROVAL OF A SITE DEVELOPMENT PERMIT**

Prior to approval of a Site Development Permit, the City is required to make the following findings:

1. The proposed use and signage conforms 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 signage is consistent with the General Plan and applicable state law and the ordinances with the approval of a Variance. The proposed signs are for the previously approved gas station and drive-thru restaurant. The proposed signage does not detract from scenic vistas along Pedley Road. The freeway sign does not block views of the mountains and remains out of view from various vantage points along surrounding streets. The sign is narrowly visible from Pedley Road and does not obstruct scenic views.*

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

*Street dedications and improvements were completed as part of the overall project approval under MA17245 (CUP17004, TPM37483). None are required for the proposed signage.*

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.

*This project does not include any construction of a structure. The signage will serve to identify the gas station and drive-thru restaurant.*

## **E. FINDINGS FOR APPROVAL OF A VARIANCE**

“Variances from the terms of [Chapter 9.240 - General Provisions] may be granted when, because of special circumstances applicable to a parcel of property, including size, shape, topography, location or surroundings, the strict application of this chapter deprives such property of privileges enjoyed by other property in the vicinity that is under the same zoning classification.”

“A variance shall not be granted for a parcel of property which authorizes a use or activity that is not otherwise expressly authorized by the zone regulation governing the parcel of property, but shall be limited to modifications of property development standards, such as lot size, lot coverage, yards, and parking and landscape requirements.”

The findings can be made for granting a Variance:

1. The project site has a grade separation between the project site and the State Route (SR) 60 freeway. The project site is significantly lower than the freeway. A sign 45-foot high pylon sign is hard to read and less visible for a driver driving on the freeway. It will not provide the visibility necessary to attract auto traffic to the neighborhood commercial center as the drivers travel on SR-60.

The success of the gas station and drive-thru restaurant relies on its visibility of signage from SR-60 Freeway. The taller sign with larger surface area would be much easier to read and the drivers can safely exit the freeway in a timely matter to reach the center.

2. The proposed Variance will not authorize a use or activity for the subject property that is not otherwise expressly authorized by the C-P-S zoning regulations governing the subject property, and is limited to modifications of the subject property's development standards, such as freestanding sign height and surface area requirements.

## **F. ENVIRONMENTAL REVIEW.**

The City of Jurupa Valley has prepared and intends to adopt a Supplemental Mitigated Negative Declaration for the previously adopted Mitigated Negative Declaration No. MA 17245 for the Project. Subsequent to the adoption of the previous IS/MND, the applicant submitted plans for the installation of a freeway pylon sign and monument signs that were not addressed in the previous IS/MND. The previous IS/MND determined that the Approved Project would result in potentially significant impacts because of ground disturbance to the following issue areas, but the Project will incorporate mitigation

measures that would avoid or mitigate effects to a point where clearly no significant environmental impacts on the environment would occur:

- Biological Resources
- Cultural Resources
- Tribal Cultural Resources

As it applies to the installation of the proposed signs, ground disturbance will occur in the area where these potential resources may exist. As such, the mitigation measures in the previous IS/MND are applicable to the installation of the signs to mitigate potential impacts to biological resources, cultural resources, and tribal cultural resources. The analysis in the Initial Study supports a finding that the previously adopted IS/MND adequately addresses the potential environmental impacts for the project with the supplemental analyses set forth in the IS/SMND.

City's decision to prepare a IS/SMND should not be construed as a recommendation of either approval or denial of this Project.

Public Review Period. The public comment period for the SMND began on October 15, 2020 and ended on November 4, 2020. To date, no comments have been received. The Supplemental Mitigated Negative Declaration was made available at Jurupa Valley City Hall and on the City's website starting from the beginning of the public review period.

## CONCLUSION

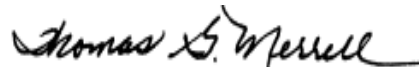
In sum, the proposed pylon sign and the two monument signs are consistent with applicable goals and policies of the General Plan and comply with most of the requirements of the City's zoning code. The Variance requested for sign height and area are warranted to ensure visibility of the project from the SR-60 freeway. Based upon the findings set forth above, staff recommends approval of Site Development Permit No. 19070 and Variance No. 19002 subject to the Conditions of Approval.

*Prepared by:*



*Andrea Hoff, MCP*  
*Associate Planner*

*Submitted by:*



*Thomas G. Merrell, AICP*  
*Planning Director*

*Reviewed by:*

**//s// Serita Young**

*Serita Young*

*Deputy City Attorney*

**ATTACHMENTS:**

1. Resolution No. 2020-11-10-04
  - a. Exhibit A. "Initial Study Checklist / Supplemental Mitigated Negative Declaration"
  - b. Exhibit B. Recommended Conditions of Approval
2. Exhibits / Plans
  - a. Site Plan
  - b. Freeway Sign Exhibit
  - c. Monument Signs Exhibit
3. Radius Map

**ATTACHMENT NO.1**

**RESOLUTION 2020-11-10-04 AND EXHIBITS A AND B**

**RESOLUTION NO. 2020-11-10-04**

**A RESOLUTION OF THE PLANNING COMMISSION OF  
THE CITY OF JURUPA VALLEY ADOPTING A  
SUPPLEMENTAL MITIGATED NEGATIVE  
DECLARATION AND APPROVING VARIANCE NO. 19002  
AND SITE DEVELOPMENT PERMIT NO. 19070 TO  
PERMIT THE CONSTRUCTION OF A FREESTANDING  
SIGN AND TWO MONUMENT SIGNS ON REAL  
PROPERTY LOCATED AT THE NORTHWEST CORNER  
OF PEDLEY ROAD AND BEN NEVIS BOULEVARD  
(APNS: 169-031-003, -004, -005, -006, AND -008) IN THE  
SCENIC HIGHWAY COMMERCIAL (C-P-S) ZONE**

**THE PLANNING COMMISSION OF THE CITY OF JURUPA VALLEY DOES  
RESOLVE AS FOLLOWS:**

Section 1.     **Project.** Barbara Cohen with AD/S Companies (the “Applicant”) has applied for Variance No. 19002 and Site Development Permit No. 19070 (collectively, Master Application No. 19151 or MA No. 19151) to permit the construction of one (1) freestanding sign and two (2) monument signs on real property located at the northeast corner of Pedley Road and Ben Nevis Boulevard (APNs: 169-031-003, -004, -005, -006, and -008) in the Scenic Highway Commercial (C-P-S) Zone and designated Commercial Retail (CR) (the “Project”).

Section 2.     **Variance.**

(a)     The Applicant is seeking approval of Variance No. 19002 from: (1) the maximum height of forty-five (45) feet for freestanding signs located within six hundred sixty (660) feet of the nearest edge of a freeway right-of-way line, as set forth in Section 9.245.040.(1)(a)(i) of the Jurupa Valley Municipal Code, to permit a seventy-five (75) foot tall freestanding sign, and (2) the maximum surface area of one hundred fifty (150) square feet for freestanding signs located within six hundred sixty (660) feet of the nearest edge of a freeway right-of-way line, as set forth in Section 9.245.040.(1)(a)(ii) of the Jurupa Valley Municipal Code, to permit a freestanding sign with a surface area of four hundred eighty-nine (489) square feet.

(b)     Section 9.240.270.A. of the Jurupa Valley Municipal Code provides that variances from the terms of Title 9 (Planning and Zoning) of the Jurupa Valley Municipal Code, may be granted when, because of special circumstances applicable to a parcel of property, including size, shape, topography, location or surroundings, the strict application of Title 9 deprives such property of privileges enjoyed by other property in the vicinity that is under the same zoning classification. A variance may not be granted for a parcel of property that authorizes a use or activity that is not otherwise expressly authorized by the zone regulation governing the parcel of property, but must be limited to modifications of property development standards, such as lot size, lot coverage, yards, and parking and landscape requirements.

(c) Section 9.240.270.D. of the Jurupa Valley Municipal Code provides that any variance granted shall be subject to such conditions as are necessary so that the adjustment does not constitute a grant of special privileges that is inconsistent with the limitations upon other properties in the vicinity and zone in which the property is situated, and which are necessary to protect the health, safety and general welfare of the community.

(d) Section 9.240.270.C. of the Jurupa Valley Municipal Code provides that all public hearings on variances that require approval of a land division shall be heard by the hearing body that has jurisdiction of the principal application.

(e) Section 9.240.270.C. of the Jurupa Valley Municipal Code further provides that a public hearing shall be held on all variance applications in accordance with the provisions of Section 9.240.250, and all the procedural requirements and rights of appeal as set forth therein shall govern the hearing.

(f) Section 9.240.250.(6) of the Jurupa Valley Municipal Code provides that for any decision where the hearing body is the Planning Commission and it has rendered a final decision rather than a recommendation to the City Council, that decision shall be considered final unless an appeal is filed with the City Clerk within ten (10) days after the decision. An appeal may be filed by the applicant, any interested person, or an individual Council Member or by a majority vote of the Council. If an appeal is filed by an applicant or other interested person, it shall be accompanied by the fee set forth in County Ordinance No. 671. Any appeal filed by an individual Council Member or by a majority vote of the Council does not require the payment of a fee. After an appeal is filed and the fee is received by the city, the City Clerk shall set the matter for public hearing before the City Council not less than thirteen (13) nor more than sixty (60) days thereafter and shall 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.

(g) Section 9.240.250.(7) of the Jurupa Valley Municipal Code provides that the City Council shall hear the matter de novo; however, the documents and the minutes of the hearing before the hearing body shall be a part of the City Council's record at its hearing on the matter. The City Council shall hear relevant testimony from interested persons and within a reasonable time after the close of the hearing, make its decision sustaining, reversing or modifying the decision of the hearing body.

### Section 3.      **Site Development Permit.**

(a) The Applicant is seeking approval of Site Development Permit No. 19070 to permit the construction of one (1) freestanding sign and two (2) monument signs on real property located at the northeast corner of Pedley Road and Ben Nevis Boulevard (APNs: 169-031-003, -004, -005, -006, and -008) in the Scenic Highway Commercial (C-P-S) Zone.

(b) Section 9.125.020.A.(77) of the Jurupa Valley Municipal Code provides that on-site advertising signs are permitted in the Scenic Highway Commercial (C-P-S) Zone upon approval of a Site Development Permit in accordance with the provisions of Section 9.240.330 of the Jurupa Valley Municipal Code.

(c) 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 Title 7 of the Jurupa Valley Municipal Code in such a manner that each building is located on a separate legally divided parcel.

Section 4. **Procedural Findings.** The Planning Commission of the City of Jurupa Valley does hereby find, determine and declare that:

(a) The application for MA No. 19151 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 November 10, 2020, the Planning Commission of the City of Jurupa Valley held a public hearing on MA No. 19151, 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 5. **California Environmental Quality Act Findings.** The Planning Commission of the City of Jurupa Valley hereby makes the following environmental findings and determinations in connection with the approval of the Project:

(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 has considered the potential environmental impacts of MA No. 19151. City staff has also reviewed the Initial Study and the Mitigated Negative Declaration (IS/MND) prepared for Master Application No. 17245 and approved by the Planning Commission of the City of Jurupa Valley on September 12, 2017, including the impacts and mitigation measures identified therein, and prepared a Supplement to the IS/MND prepared for Master Application

No. 17245 (“Supplemental IS/MND”), attached hereto as Exhibit “A,” in accordance with CEQA for the Project.

(b) Thereafter, City staff provided public notice of the public comment period and of the intent to adopt the Supplemental IS/MND as required by law. The public comment period commenced on October 15, 2020, and expired on November 4, 2020. Copies of the documents have been available for public review and inspection at City Hall, 8930 Limonite Avenue, Jurupa Valley, California 92509. The City did not receive any comments during the public review period.

(c) The Planning Commission has reviewed the Supplemental IS/MND and all comments received regarding the MND and, based on the whole record before it, finds that:

1) The Supplemental IS/MND was prepared in compliance with CEQA;

2) With the incorporation of mitigation measures, there is no substantial evidence that the Project will have a significant effect on the environment; and

3) The Supplemental IS/MND reflects the independent judgment and analysis of the Planning Commission.

(d) Based on the findings set forth in this Resolution, the Planning Commission hereby adopts the Supplemental IS/MND for the Project.

(e) The Planning Director is authorized and directed to file a Notice of Determination in accordance with CEQA.

**Section 6. Findings for Approval of Variance.** The Planning Commission of the City of Jurupa Valley hereby finds and determines that the proposed Variance No. 19002 should be granted because:

(a) Special circumstances apply to the subject parcel of property and the strict application of the maximum height and maximum surface area of freestanding signs located within six hundred sixty (660) feet of the nearest edge of a freeway right-of-way line under Sections 9.245.040.(1)(a)(i) and 9.245.040.(1)(a)(ii) of the Jurupa Valley Municipal Code will deprive the subject parcel of property of privileges enjoyed by other properties in the vicinity under the same C-P-S zoning classification. The Project site has a grade separation between the Project site and State Route (SR) 60. The Project site is significantly lower than the SR 60 freeway. A 45-foot high pylon sign would be hard to read, would be less visible for drivers on the SR 60 freeway, and would not provide the visibility necessary to attract auto traffic to the neighborhood commercial center as the drivers travel along SR 60.

(b) The adjustment does not constitute a grant of special privileges that is inconsistent with the limitations upon other properties in the vicinity and the C-P-S Zone, and will not be detrimental to the health, safety, and general welfare of the community. The proposed Variance will not authorize a use or activity for the subject property that is not otherwise expressly authorized by the C-P-S zoning regulations governing the subject property,

and is limited to modifications of the subject property's development standards, such as freestanding sign height and surface area requirements.

**Section 7. Findings for Approval of Site Development Permit.** The Planning Commission of the City of Jurupa Valley hereby finds and determines that Site Development Permit No. 19070 should be approved because:

(a) The proposed use conforms to all the requirements of the City of Jurupa General Plan. The proposed signs are for the previously approved gas station and drive-thru restaurant. The proposed signage does not detract from scenic vistas along Pedley Road. The freeway sign does not block views of the mountains and remains out of view from various vantage points along surrounding streets. The proposed signage is narrowly visible from Pedley Road and does not obstruct scenic views.

(b) The proposed use conforms with all applicable requirements of State law.

(c) The proposed use conforms with the ordinances of the City of Jurupa Valley.

(d) The overall development of the land is designed for the protection of the public health, safety and general welfare.

(e) The overall development of the land is designed to conform to the logical development of the land.

(f) The overall development of the land is designed to be compatible with the present and future logical development of the surrounding property.

(g) The plan considers the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion. Street dedications and improvements were completed as part of the overall project approval under Master Application No. 17245 (CUP No. 17004, TPM No. 37483). None are required for the proposed signage.

(h) The Plan takes into account topographical and drainage conditions, including the need for dedication and improvements of necessary structures as a part thereof.

(i) The site development plan does not permit the construction of more than one structure on a single legally divided parcel. The proposed Project does not include any construction of a structure. The proposed signage will serve to identify the gas station and drive-thru restaurant.

**Section 8. Approval of Master Application No. 19151 with Conditions.** Based on the foregoing, the Planning Commission of the City of Jurupa Valley hereby approves Master Application No. 19151 (Variance No. 19002 and Site Development Permit No. 19070), to permit the construction of one (1) freestanding sign and two (2) monument signs on real property located at the northeast corner of Pedley Road and Ben Nevis Boulevard (APNs: 169-031-003, -004, -005, -006, and -008) in the Scenic Highway Commercial (C-P-S) Zone and designated

Commercial Retail (CR), subject to the recommended conditions of approval attached hereto as Exhibit “B”.

Section 9.     **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 10<sup>th</sup> day of November, 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 G. Merrell, Planning Director of the City of Jurupa Valley, do hereby certify that the foregoing Resolution No. 2020-11-10-04 was duly adopted and passed at a meeting of the Planning Commission of the City of Jurupa Valley on the 10<sup>th</sup> day of November, 2020, by the following vote, to wit:

AYES:           COMMISSION MEMBERS:

NOES:           COMMISSION MEMBERS:

ABSENT:        COMMISSION MEMBERS:

ABSTAIN:       COMMISSION MEMBERS:

---

THOMAS G. MERRELL  
PLANNING DIRECTOR

**California Environmental Quality Act (CEQA)  
Initial Study  
Supplemental Mitigated Negative Declaration  
Jurupa Valley Chevron Center**

**City of Jurupa Valley Master Application MA 19151**

***Site Development Permit No. 19070  
Variance No. 19002***



City of Jurupa Valley  
8930 Limonite Avenue  
Jurupa Valley, CA 92509  
Contact: Andrea Hoff, Associate Planner  
(951) 332-6464  
[ahoff@jurupavalley.org](mailto:ahoff@jurupavalley.org)

**Applicant:**

Barbara Cohen  
AD/S Companies  
1160 Railroad Street  
Corona, CA 92882

**September 22, 2020**

## TABLE OF CONTENTS

<b>1.0 FINDING .....</b>	<b>1</b>
<b>2.0 INTRODUCTION .....</b>	<b>2-1</b>
2.1 Previously Adopted Mitigated Negative Declaration for the Approved Project.....	2-1
2.2 Proposed Project Description .....	2-2
2.3 Purpose of the Supplemental Initial Study/Mitigated Negative Declaration.....	2-2
<b>3.0 PROJECT BACKGROUND.....</b>	<b>3-1</b>
3.1 Project Location .....	3-1
3.2 Proposed Project Description .....	3-1
3.3 Environmental Setting .....	3-4
<b>4.0 ENVIRONMENTAL ANALYSIS .....</b>	<b>4.0-1</b>
4.1 Aesthetics.....	4.1-1
4.2 Energy .....	4.2-1
4.3 Transportation .....	4.3-1
4.4 Wildfire .....	4.4-1
<b>5.0 REFERENCES .....</b>	<b>5.0-1</b>

## LIST OF TABLES

Table 3-1: Existing and Surrounding Land Uses .....	3-4
---	-----

## LIST OF FIGURES

Figure 3.1: Site Location Map/Aerial Photo.....	3-2
Figure 3.2: Sign Locations .....	3-3
Figure 4.1-1: Freeway Pylon Sign Elevation .....	4.1-2
Figure 4.1-2: Freeway Pylon Sign Photo Simulation .....	4.1-3
Figure 4.1-3: Monument Signs Elevations	4.1-4

## 1.0 Finding

The subsequent activity has been evaluated pursuant to the provisions of Sections 15162—15164 of the CEQA Guidelines to determine whether an addendum to a mitigated negative declaration, supplemental mitigated negative declaration, or subsequent mitigated. The analysis compares the impacts identified in the prior document with those expected to result from the subsequent activity to determine whether the activity would result in any new or substantially more severe significant effect. Based on the analysis contained in Sections 4.1 through 4.5 of this document:

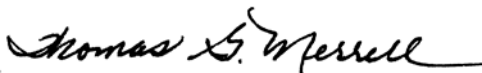
I find that the proposed project would not have a new or substantially more severe significant effect on the environment, and SUBSEQUENT MITIGATED NEGATIVE DECLARATION will be prepared.

☐

I find that although the proposed project could subsequent activity would have a new or substantially more severe significant effect on the environment, there will not be a significant effect in this case because mitigated measures are required and have agreed to by the project proponent that will reduce the effect below the level of significance. A subsequent **SUPPLEMENTAL MITIGATED NEGATIVE DECLARATION** will be prepared.

☒

I find that the proposed project may have a new or substantially more severe significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐

City of Jurupa Valley

Signature

Agency

Thomas G. Merrell, AICP, Planning Director

September 22, 2020

Printed Name/Title

Date

## 2.0-Introduction

### 2.1 Previously Adopted Mitigated Negative Declaration for the Approved Project

On September 12, 2018, the Planning Commission adopted Resolution No. 2018-09-12-01 for the Jurupa Valley Chevron Center Project (“Approved Project”) under Master Application (MA) 17245.

The Approved Project consisted of the following:

**A. Tentative Parcel Map (TPM) No. 37483:** Subdivide nine (9) commercial parcels into six (6) commercial parcels for a combined area of 5.36 acres. Parcel Nos. 1 and 2 will accommodate the development of the gas station, convenience store, office above the convenience store, and future drive-thru restaurant. Parcel Nos. 3, 4, 5 and 6 are for financing purposes only and no development was proposed at that time.

**B. Conditional Use Permit (CUP) No. 17004:** 2,900 sq.ft. gas station canopy; 4,500 sq.ft. convenience store; 2,100 sq.ft. office above convenience store; 2,500 sq.ft. pad for future drive-thru restaurant.

**C. Public Convenience or Necessity (PCN) No. 18001:** According to the Alcoholic Beverage Control Board, three (3) off-sale alcohol licenses are permitted within the census tract that the Project is located in. There are five (5) existing off-sale licenses, and the proposed off-sale license would result in six (6). As there is an over concentration of licenses, the City must issue a PCN Determination if alcoholic beverages are to be sold on the premises for off-site consumption.

The previously adopted Initial Study/Mitigated Negative Declaration (IS/MND) for the Approved project determined that there would be **no impacts or less than significant** impacts with implementation of Plans, Policies, Programs to the environment under the following issue areas:

- Aesthetics
- Air Quality
- Agriculture and Forestry Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation

- Utilities and Service Systems

The IS/MND determined that the Approved Project would result in **potentially significant impacts** to the following issue areas, but the Project **will incorporate mitigation measures** that would avoid or mitigate effects to a point where clearly no significant environmental impacts on the environment would occur:

- Biological Resources
- Cultural Resources
- Noise
- Transportation/Traffic
- Tribal Cultural Resources

The previously adopted IS/MND is hereby incorporated by reference and is available at City of Jurupa Valley Planning Department, 8930 Limonite Avenue, Jurupa Valley, CA 92509 and on the City's website at the following link: <https://www.jurupavalley.org/DocumentCenter/Index/68>.

## 2.2 Proposed Project

The Proposed Project involves the installation of three (3) freestanding signs at the Project site, including one freeway pylon sign and two monument signs. Figure 3-2 illustrates the locations of the proposed signs. They include:

- One 75-foot freeway pylon sign that consists of a "Chevron" sign, and three tenant sign spaces.
- One 9'-3" freestanding monument sign including Chevron gas station price sign and logo adjacent to Pedley Road.
- One 9'-3" freestanding monument sign including three tenant sign spaces adjacent to Ben Nevis Boulevard.

Although the location of a freeway pylon sign was shown on the Approved Project's plans, no specific details were provided for the height, size, and design of the sign. In addition, the location, height, size, and design of the proposed monument signs were not shown on the plans. Therefore, further CEQA analysis is required.

## 2.3-Purpose of the Supplemental Initial Study/Supplemental Mitigated Negative Declaration

Section 15163 of the State CEQA Guidelines provides the following guidance with respect to the preparation of a Supplement to a Mitigated Negative Declaration (MND) for minor changes to an approved project:

*(a) The lead or responsible agency may choose to prepare a supplement to an rather than a subsequent MND if: (1) Any of the conditions described in Section 15162 would require the preparation of a subsequent MND, and (2) Only minor additions or changes would be necessary to make the previous MND adequately apply to the project in the changed situation.*

*(b) The supplement to the MND need contain only the information necessary to make the previous MND adequate for the project as revised.*

*(c) A supplement to an MND shall be given the same kind of notice and public review as is given to a draft MND under Section 15087.*

*(d) A supplement to an MND may be circulated by itself without recirculating the previous draft or final MND.*

*(e) When the agency decides whether to approve the project, the decision-making body shall consider the previous MND as revised by the supplemental MND. A finding under Section 15091 shall be made for each significant effect shown in the previous MND as revised.*

As noted above, Section 15162 of the CEQA Guidelines describes the conditions under which a Subsequent IS/MND would be required as opposed to a Supplemental IS/MND:

*(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*

*(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*

*(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*

*(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:*

*(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*

*(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*

*(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*

*(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

## 3.0-Project Background

### 3.1 - Project Location

The Project site is located at the northwest corner of Pedley Road and Ben Nevis Boulevard. (APNS: 169-031-003 004, 005, 006, 008). Figure 3.1: *Site Location Map/Aerial Photo* presents an aerial of the Proposed Project site.

### 3.2 Proposed Project Description

#### *Site Development Permit (SDP) No. 19070*

The applicant proposes three freestanding signs at the Project site, including one freeway pylon sign and two monument signs. Figure 3-2 illustrates the locations of the proposed signs and Figures 4.1-1 and 4.1-2 illustrate the design of the signs.

They include:

- One 75-foot freeway pylon sign that consists of a “Chevron” sign, and three tenant sign spaces.
- One 9’-3” freestanding monument sign including Chevron gas station price sign and logo adjacent to Pedley Road.
- One 9’-3” freestanding monument sign including three tenant sign spaces adjacent to Ben Nevis Boulevard.

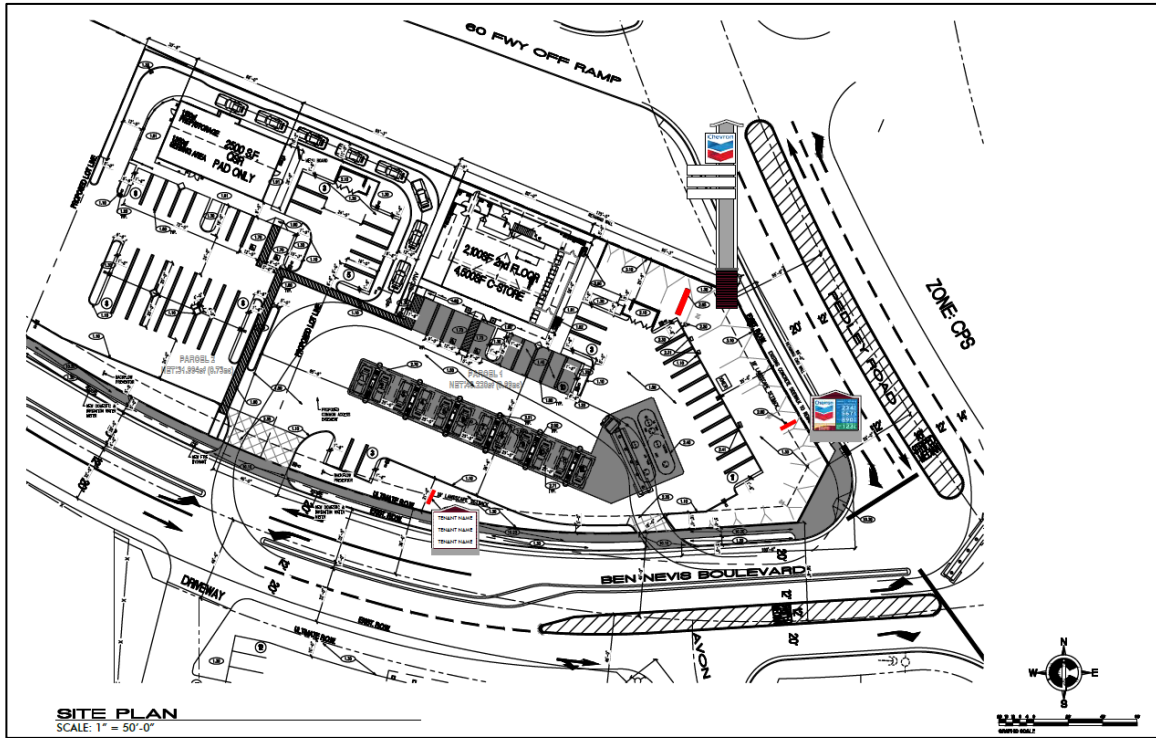
#### *Variance (VAR) No. 19002*

The zoning code establishes a maximum height of forty-five (45) feet for freestanding signs located within 660 feet of a freeway right-of-way. The applicant requests a Variance from this standard because of special circumstances applicable to the subject parcel of property, including shape, topography, location, and surroundings, and the strict application of this standard would deprive the property of privileges enjoyed by other property in the vicinity that is under the same zoning classification.

Figure 3.1- Site Location Map/Aerial Photo



Figure 3.2- Sign Location Map



### 3.3-Environmental Setting

CEQA Guidelines §15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as “...the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation is published, or if no Notice of Preparation is published, at the time the environmental analysis is commenced...” (CEQA Guidelines §15125[a]). Since a Notice of Preparation is not required, the environmental conditions are the date the Initial Study was commenced which was June 24, 2020.

The Project site consists of heavily disturbed land between a freeway off-ramp and adjacent city streets. The historical soils on-site appear to have been mixed heavily with imported larger grain soil, possibly during freeway off-ramp construction. The vegetation on-site is dominated by non-native invasive species of grasses and mustards. Native plant habitat is absent. Freeway debris and trash are common. The topography of the Project site is relatively flat, ranging from approximately 832 to 840 feet above average mean sea level (AMSL). The site is bordered by Ben Nevis Boulevard to the south, the SR-60 Freeway off-ramp to the north, Pedley Road to the east and degraded open space to the west. Existing and surrounding land uses are shown in Table 3.1.

TABLE 3.1: EXISTING AND SURROUNDING LAND USES	
Location	Existing Use
Site	Vacant land
North	SR-60 eastbound off-ramp
South	Ben Nevis Blvd. followed by vacant land and single-family residential uses
East	Pedley Road followed by vacant land
West	Vacant land

Source: Field Inspection, June, 2020

## 4.0-Environmental Analysis

According to Sections 15162 and 15163 of the State CEQA Guidelines, where new information, which was not known at the time of adoption of a previous IS/MND, shows the proposed project change may have a significant effect, a supplement to an IS/MND can be used in compliance with CEQA if only minor additions or changes would be necessary to make the previous IS/MND adequate for the project as revised.

This Supplement to the adopted IS/MND amends Sections 3.1 *Aesthetics*, and 3.16 *Transportation/Traffic* of the adopted IS/MND to disclose and analyze the potential for new environmental impacts to the Project as a result of the proposed signs and to update the adopted IS/MND to address subsequent updates to the CEQA Guidelines since the adoption of the previous IS/MND on September 12, 2018.

The following checklist has been prepared to support the decision to prepare a supplement to the adopted IS/MND. The checklist evaluates the proposed Project changes and impacts identified in the approved IS/MND to determine whether significant impacts not identified in the Approved Project's IS/MND would result from the Proposed Project changes.

The checklist for the Project focuses on the following key questions:

- 1) Would the Project result in new or substantially more severe impacts compared to those disclosed in the adopted IS/MND for MA17245?
  - 2) Would the Project introduce mitigation measures that were previously found to be infeasible in the adopted IS/MND for MA17245 or mitigation measures that the Proposed Project's proponents declined to implement?
- Would the Project implement mitigation measures that would avoid new or substantially more severe impacts compared to those disclosed in the adopted IS/MND for MA17245?

## 4.1 Aesthetics

Threshold 4.1 (a). Have a substantial adverse effect on a scenic vista?	Adopted IS/MND Impact Determination/ Proposed Project impact	Result in new or substantially more severe impacts compared to those disclosed in the adopted IS/MND?	Implement mitigation measures that would avoid new or substantially more severe impacts compared to those disclosed in the adopted IS/MND?
Key: NI= No Impact LTS= Less Than Significant LTSM= Less Than Significant with Mitigation	LTS/LTS	No	No

### Impact Analysis

According to the General Plan<sup>1</sup>, scenic vistas are points or corridors that are accessible to the public and that provide a view of scenic areas and/or landscapes. As it pertains to the Proposed Project, the Jurupa Hills located approximately 0.5 miles northeast of the Project site is considered to be a scenic vista. Public views of the Jurupa Hills are primarily from motorists, pedestrians, and bicyclists traveling north bound on Pedley Road.

The General Plan Mobility Element provides guidance for signs located along designated scenic corridors, such as Pedley Road. Policy ME 7.2 (4) (Development along Scenic Corridors) states that signs along scenic roadways should not obstruct or detract from scenic vistas or views.<sup>2</sup> Additionally signs visible from and located 500 feet of a scenic roadway shall be considered “sensitive” and require architectural review.

The General Plan Conservation and Open Space Element also provides guidance for signs located along scenic corridors. Policy COS 9.6 (Scenic Corridors and Roadways) requires that signs shall not intrude on or clutter views of scenic resources.<sup>3</sup>

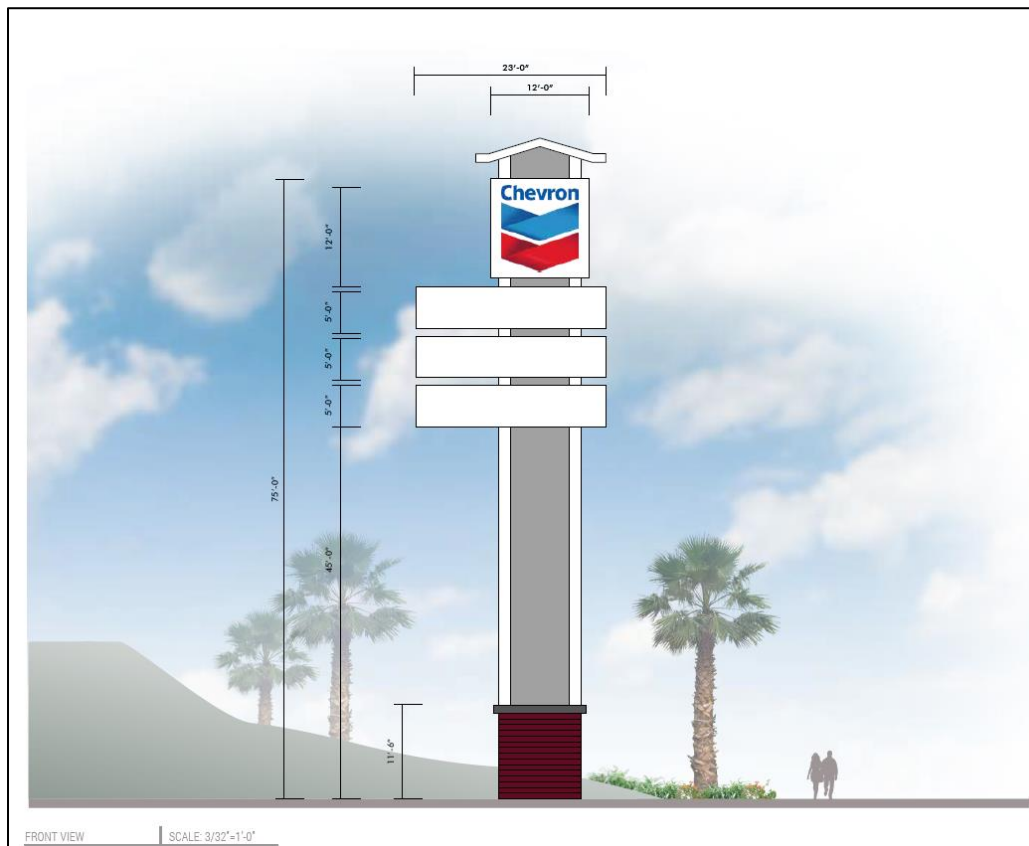
Figure 4.1-1 illustrates the design and detail of the proposed freeway sign, and Figure 4-1-2 illustrates the design and detail of the proposed freestanding monument signs.

<sup>1</sup>City of Jurupa Valley, *General Plan Conservation and Open Space Element*, 2017. P. 4-43.

<sup>2</sup>City of Jurupa Valley, *General Plan Mobility Element*, 2017. P.3-68.

<sup>3</sup>City of Jurupa Valley, *General Plan Conservation and Open Space Element*, 2017 . P. 4-46.

Figure 4.1-1- Freeway Pylon Sign Elevation



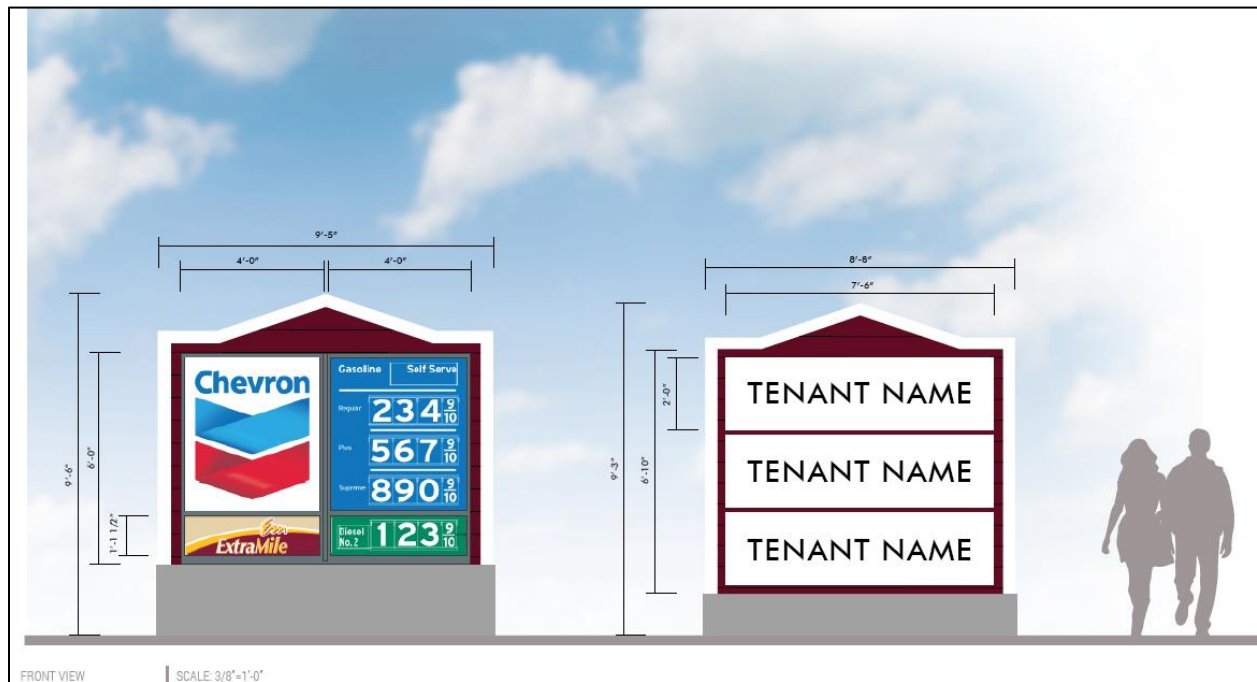
The Municipal Code established a maximum height of 45 feet for freeway sign and a maximum surface area of 150 square feet. The proposed sign is 75 feet in height and has a total sign area of 489 square feet. The applicant is requesting a variance in order to exceed these requirements.

Figure 4.1-1 on page 4.1-3 shows a photo simulation of the view from Pedley Road traveling northbound. This is the only view from Pedley Road which the Proposed Project could impact views of the Jurupa Hills.



**Figure 4.1-2- Freeway Pylon Sign Photo Simulation**

As shown in Figure 4.1-1, the Jurupa Hills are more visible on the east side of Pedley Road than on the west side on which the proposed sign is located. Although the proposed sign may impact scenic views of the Jurupa Hills, the location of the sign does not block views of the most visible portions of Jurupa Hills to the east as viewed by north bound pedestrians, bicyclist, or occupants of motor vehicles traveling north on Pedley Road. In addition, the sign narrow profile would not significantly block or obstruct views of the Jurupa Hills visible from Pedley Road.

*Monument Signs***Figure 4.1-3- Monument Signs Elevations**

The Project proposed two (2) freestanding monument signs; a 9'-3" high, 45 square foot tenant identification sign and a 9'-3" high, 48 square foot fuel price sign. Both signs are located on and visible from Pedley Road

As noted above, the Jurupa Hills qualifies as a scenic resource that is visible from Pedley Road for northbound pedestrians, bicyclists, and occupants of motor vehicles. Because of the height and the small size of the signs, views of the Jurupa Hills will not be blocked or obstructed.

**Level of Significance:** Less than significant.

Threshold 4.1 (b). Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Adopted IS/MND Impact Determination/ Proposed Project impact	Result in new or substantially more severe impacts compared to those disclosed in the adopted IS/MND?	Implement mitigation measures that would avoid new or substantially more severe impacts compared to those disclosed in the adopted IS/MND?
Key: NI= No Impact LTS= Less Than Significant LTSM= Less Than Significant with Mitigation	NI/NI	No	No

### Impact Analysis

According to the California Department of Transportation, the Project site is not located within a State Scenic Highway<sup>4</sup>. As such, there is no impact. In addition, according to the General Plan, the Project site is not located within or adjacent to a state scenic corridor or roadway<sup>5</sup>.

**Level of Significance:** No impact.

Threshold 4.1 (c). If located in an Urbanized Area, conflict with applicable zoning and other regulations governing scenic quality?	Adopted IS/ MND Impact Determination/ Current Project impact	Result in new or substantially more severe impacts compared to those disclosed in the adopted IS/MND?	Implement mitigation measures that would avoid new or substantially more severe impacts compared to those disclosed in the adopted IS/MND?
Key: NI= No Impact LTS= Less Than Significant LTSM= Less Than Significant with Mitigation	LTS/LTS	No	No

<sup>4</sup>California Department of Transportation, State Scenic Highway Program, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed August 15, 2020.

<sup>5</sup>City of Jurupa Valley, *General Plan Conservation and Open Space Element*, Figure 4-23: Jurupa Valley scenic corridors and roadways

### Impact Analysis

According to Census 2010, the Project site is in the Riverside-San Bernardino, CA Urbanized Area<sup>6</sup>. As such, the Project is subject to following General Plan requirements:

General Plan Land Use Element Policy LUE 11.8 Signage. *Require development projects to use high quality, well-designed signage that is architecturally integrated with and complementary to the proposed building(s) and adjacent development.*

*Analysis:* The convenient store building architecture has been designed to Jurupa Valley Farmhouse theme to complement the current/future development within the city and adjacent area. The canopy has also been designed to match the new proposed Chevron building with equal architectural treatments and colors. The proposed signs are designed to be consistent with the farmhouse architectural theme of the buildings.

General Plan Conservation and Open Space Policy COS 9.6 Scenic Corridors and Roadways. *Development projects along and within scenic corridors, including state highway projects, noise walls, and new private or public construction, shall not wall off scenic roadways and block views of scenic resources. The following measures shall be implemented: 1. Utilities, traffic signals, and public and private signs and lights shall not intrude on or clutter views, consistent with safety needs*

*Analysis:* As discussed under Threshold 4.1(a) on pages 4.1-1 through 4.1-4, the signs do not significantly intrude on, clutter, or block or obstruct views of the Jurupa Hills visible from Pedley Road.

**Level of Significance:** Less than significant.

Threshold 4.1 (d). Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	Adopted IS/ MND Impact Determination/ Proposed Project impact	Result in new or substantially more severe impacts compared to those disclosed in the adopted IS/MND?	Introduce mitigation measures that were previously found to be infeasible in the adopted IS/MND?
Key: NI= No Impact LTS= Less Than Significant LTSM= Less Than Significant with Mitigation	LTS/LTS	No	No

<sup>6</sup> United States Census Bureau, 2010 Census Urban Area Reference Maps, <https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html>, accessed August 12, 2020.

**Impact Analysis**

All sign lighting is required to be designed and installed to comply with California Green Building Standard Code Section 5.106.8 *Light Pollution*, or with a local ordinance lawfully enacted pursuant to California Green Building Standard Code Section 101.7, whichever is more stringent.

***Level of Significance:*** Less than significant.

## 4.2 Energy

Subsequent to the adoption of the Approved Project's IS/MND on September 12, 2018, changes to the CEQA Guidelines that became effective on December 28, 2018 require an analysis of a project's consumption of energy resources. The Supplemental IS/MND updates the Adopted IS/MND with respect to this issue.

Threshold 4.2 (a) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			■	

### Impact Analysis

Installation of the proposed signs would require a minimal amount of energy in the form of fuel to power the equipment (e.g. crane, small dozer) to install the sign and construct footings. Operation of the signs would require electricity to illuminate the signs. Illumination of the signs are required to meet the requirements of the CalGreen code to ensure that electricity consumption is not wasteful or inefficient.

**Level of Significance:** Less than significant.

Threshold 4.2(b). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			■	

### Impact Analysis

The Project is subject to California Building Code requirements. Illumination of the signs must achieve the 2019 Building and Energy Efficiency Standards and the 2019 California Green Building Standards requirements.

**Level of Significance:** Less than significant.

## 4.3 Transportation

Subsequent to the adoption of the Approved Project's IS/MND on September 12, 2018, changes to the CEQA Guidelines that became effective on December 28, 2018 which require all lead agencies to adopt Vehicle Miles Traveled (VMT) as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate took effect July 1, 2020. The Supplemental IS/MND updates the Adopted IS/MND with respect to this issue.

Threshold 4.3 (a). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?				■

### Impact Analysis

The Project consists of the installation of a freeway pylon sign and two (2) monument signs . Although the signs are intended to attract vehicles to the site, they do not generate vehicle miles traveled directly.

**Level of Significance:** No impact.

## 4.4 Wildfire

Subsequent to the adoption of the Approved Project's IS/MND on September 12, 2018, changes to the CEQA Guidelines that became effective on December 28, 2018 require an analysis of a project's impacts to wildfires if the project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The Supplemental IS/MND updates the Adopted IS/MND with respect to this issue.

Threshold 4.20 (e). Wildfire.	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Is the project located in or near state responsibility areas or lands classified as very high fire hazard severity zones?				■
<i>Screening Criteria: If the project site is <b>not</b> located in or near state responsibility area as shown on the State Responsibility Area Viewer maintained by the Board of Forestry and Fire Protection or within a High Fire Hazard Severity Zone as shown in General Plan Figure 8-11: Wildfire Severity Zones in Jurupa Valley, it may be presumed to have no impact absent substantial evidence to the contrary.</i>				

### Impact Analysis

State Responsibility Areas are recognized by the Board of Forestry and Fire Protection as areas where Cal Fire is the primary emergency response agency responsible for fire suppression and prevention. According to Cal Fire, the Project is not located within a State Responsibility Area<sup>7</sup>.

According to the General Plan, the Project site is not located in a very high fire hazard severity zone<sup>8</sup>. As such, further analysis is not required.

**Level of Significance:** No impact.

<sup>7</sup> California State Geoportal, *State Responsibility Area*, July, 2020, [https://gis.data.ca.gov/datasets/5bc422648cf045f38d10e1630fb71a71\\_0/data?geometry=-118.064%2C32.490%2C-113.716%2C33.297](https://gis.data.ca.gov/datasets/5bc422648cf045f38d10e1630fb71a71_0/data?geometry=-118.064%2C32.490%2C-113.716%2C33.297). Accessed August 31, 2020.

<sup>8</sup> City of Jurupa Valley, *General Plan Safety Element, Figure 8-11, Wildfire severity zones in Jurupa Valley*.

## 4.5 Mandatory Findings of Significance

Threshold 4.5 (a). Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or	Prior MND Impact Determination/ Current Project impact	Result in new or substantially more severe impacts compared to those disclosed in the adopted IS/MND?	Introduce mitigation measures that were previously found to be infeasible in the adopted IS/MND?
Key: NI= No Impact LTS= Less Than Significant LTSM= Less Than Significant with Mitigation	LTSM/LTSM	No	No

### Impact Analysis

With implementation of the Mitigation Measures BIO-1, BIO-2, CR-1, CR-2, GEO-1, and TCR-1 through TCR-7 contained in the IS/MND for MA17245, the Project does not have impacts which would have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

**Level of Significance:** Less than significant with mitigation incorporated.

Threshold 4.5 (b). Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Prior MND Impact Determination/ Current Project impact	Result in new or substantially more severe impacts compared to those disclosed in the adopted IS/MND?	Introduce mitigation measures that were previously found to be infeasible in the adopted IS/MND?
Key: NI= No Impact LTS= Less Than Significant LTSM= Less Than Significant with Mitigation	LTSM/LTSM	No	No

### Impact Analysis

With implementation of the Mitigation Measures BIO-1, BIO-2, CR-1, CR-2, GEO-1, HYD-1, NOI-1, TR-1 through TCR-7 contained in the IS/MND for MA17245, the Project does not have impacts that are cumulatively considerable.

**Level of Significance:** Less than significant with mitigation incorporated.

Threshold 4.5 (c). Does the Project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	Prior MND Impact Determination/ Current Project impact	Result in new or substantially more severe impacts compared to those disclosed in the adopted IS/MND?	Introduce mitigation measures that were previously found to be infeasible in the adopted IS/MND?
Key: NI= No Impact LTS= Less Than Significant LTSM= Less Than Significant with Mitigation	LTSM/LTSM	No	No

**Impact Analysis**

With implementation of the Mitigation Measures HYD-1 and NOI-1, the Project does not have impacts which would cause substantial adverse effects on human beings, either directly or indirectly.

***Level of Significance:*** Less than significant with mitigation incorporated.

**EXHIBIT B**

ALL – The condition applies to all entitlements.

SDP – The condition applies to the Site Development Permit.

VAR – The condition applies to the Variance.

**PLANNING DEPARTMENT**

1. **ALL - PROJECT PERMITTED.** MA19151 (SDP19070 & VAR19002) is an approval for the construction of the following signs for the Chevron Gas Station center:
  - a. One freestanding freeway pylon sign
  - b. Two freestanding monument signs
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 - FEES.** The approval of MA19151 (SDP19070 & VAR19002) shall not become effective until all planning fees have been paid in full.
5. **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 Planning Commission Resolution No. 2018-09-12-01 in connection with the adoption of a Mitigated Negative Declaration prepared for the project.

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. **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.
8. **VAR – APPROVAL PERIOD.** The Variance approval shall be used within two (2) year from the effective date. Any extension request for the Variance shall be processed in accordance with Title 9 Planning and Zoning.
9. **SDP AND VAR – APPROVAL OF JURUPA VALLEY CHEVRON CENTER PROJECT.** This approval shall become effective if an extension has been granted for MA17245 (original approval of the Chevron Center development).
10. **ALL - CONFORMANCE TO APPROVED EXHIBITS.** The project shall be in conformance to the approved plans (listed below) with any changes in accordance to these conditions of approval:
  - a. Sign Plan Set (three pages; cover page dated: April 15, 2019)
11. **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.
12. **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.

**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.**

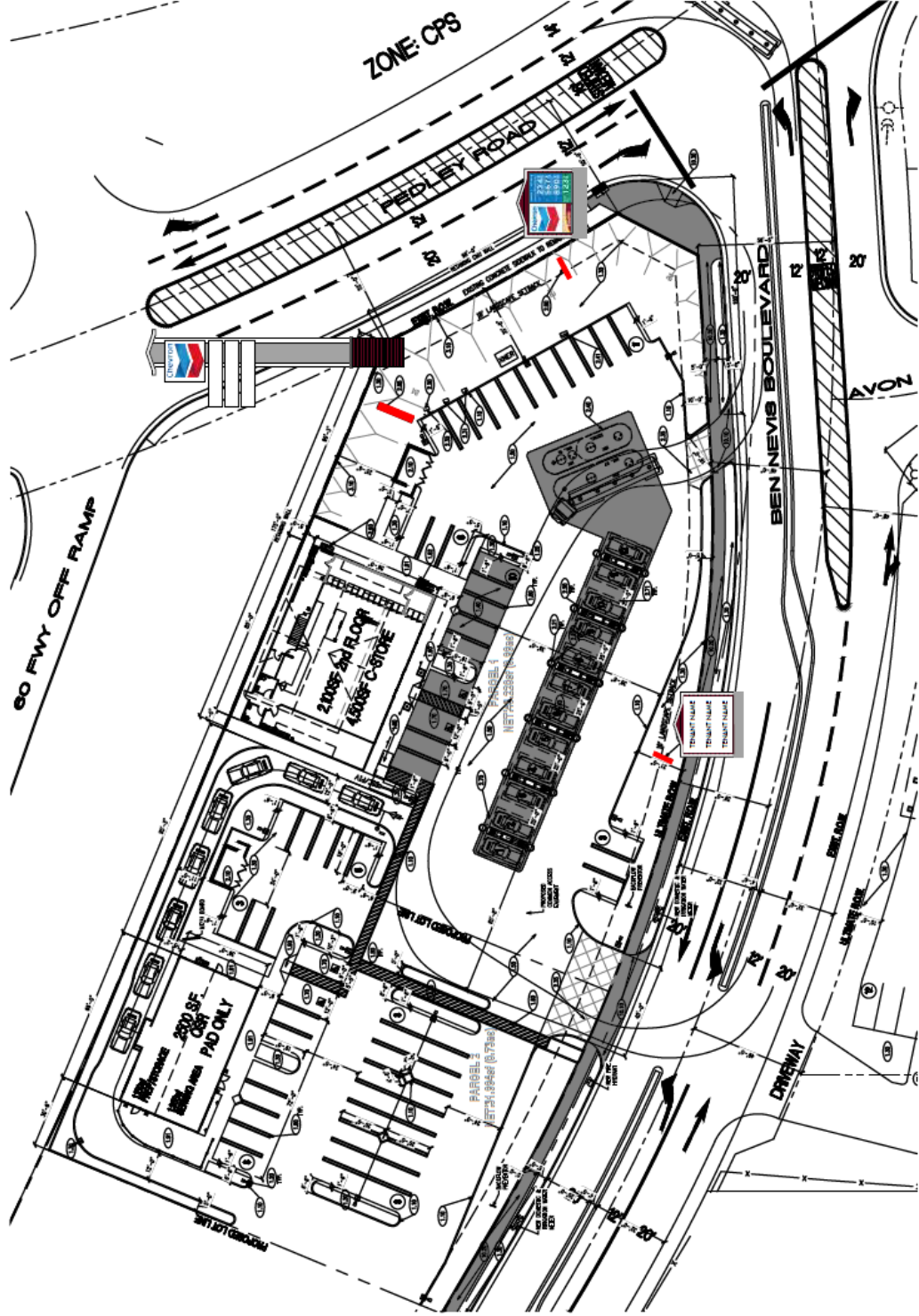
Applicant's name (Print Form): \_\_\_\_\_

Applicant's name (Signature): \_\_\_\_\_

Date: \_\_\_\_\_

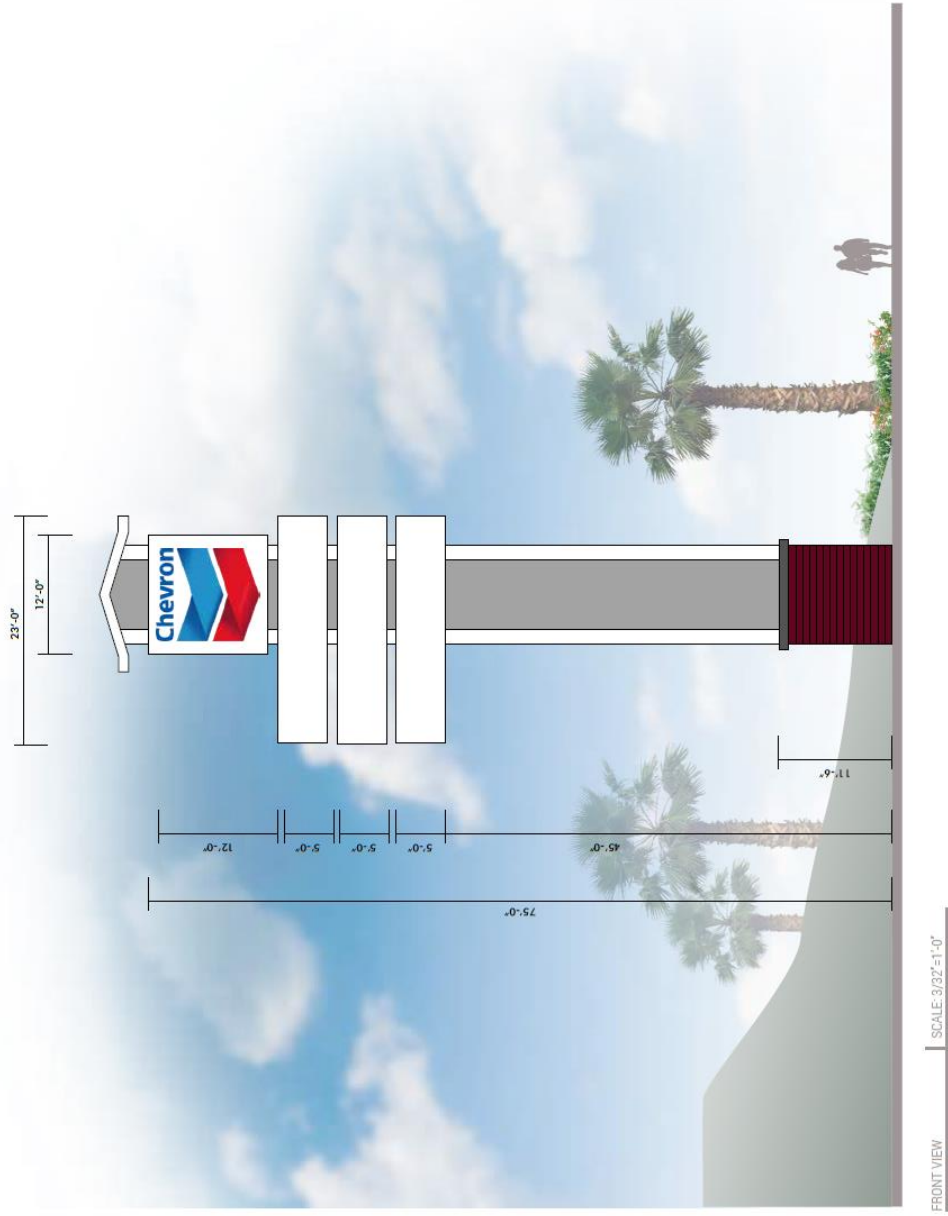
**ATTACHMENT NO.2**

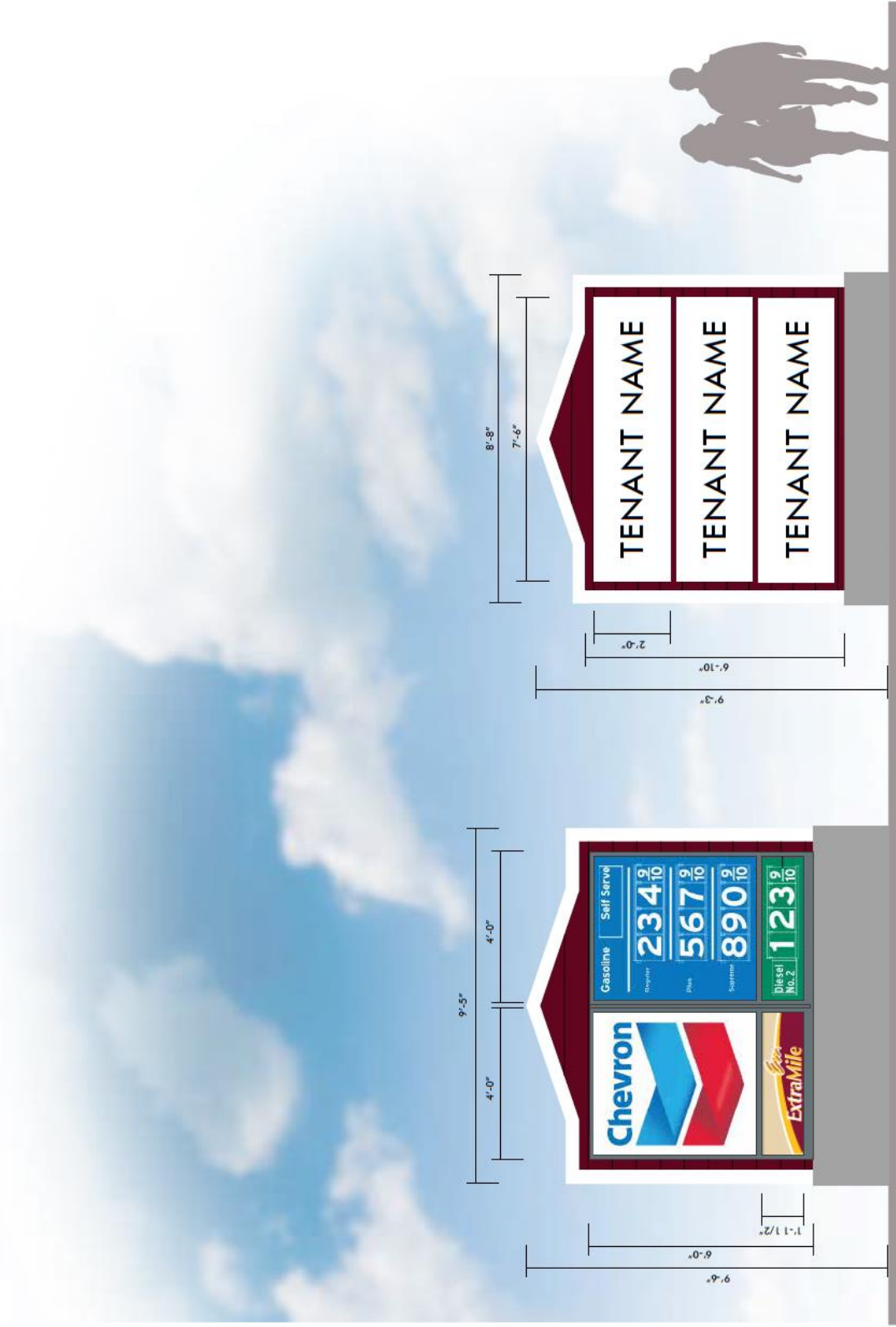
**EXHIBITS/PLANS**



**SITE PLAN**  
SCALE: 1" = 50'-0"







FRONT VIEW | SCALE: 3/8"=1'-0"

**ATTACHMENT NO.3**

**RADIUS MAP**

