City of
Jurupa Valley
California

General Plan

Proposed Technical Amendments to the General Plan



February 2024



Jurupa Mountains

General Plan

Proposed Technical Amendments to the General Plan

Community Development Department
City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509

February 2024

General Plan

Adopted by the City Council on September 7, 2017 (Reso. No. 2017-14)
Amended by the City Council on April 16, 2020 (Reso. No. 2020-19)
Amended by the City Council on July 1, 2021 (Reso. No. 2021-54)
Housing Element adopted by the City Council on December 2, 2021 (Reso. No. 2021-99)

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7.0 Summary: General Plan Public Workshops
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1 – Introduction

A. Welcome to the City of Jurupa Valley's 2017 General Plan!

It is with much pride and excitement that the City Council presents the City of Jurupa Valley's first General Plan. As the City's first "grass roots" general plan, it sets an up-to-date framework to help guide this young City's future. The 2017 General Plan addresses only key issues that are critical to the transition from county to cityhood, and has been referred to as an "Interim General Plan" due to budget constraints. Although more work is needed in future years to address all community values and local needs, this 2017 General Plan provides comprehensive, mid- to long-term goals and policies for maintaining and enhancing Jurupa Valley's quality of life. It guides land use, circulation, open space preservation, housing, and many other facets of the City's growth and development. At the same time, it recognizes that the City's ability to achieve its goals depends to a large degree on its people, and on its physical, economic, and environmental resources.

We hope you enjoy the new Plan, its content, its easily accessible information, and more. There is a wealth of useful information here about Jurupa Valley, its people, its places, and its resources. Finally, the Plan establishes policies and programs to address community needs and issues, and to create a prosperous, healthy, and bright future. General plans are not static; they can and do change, and should be updated over time to meet changing community needs. If you have questions or want to comment on the Plan or your experience using it, please contact the City. We want to hear from you!

B. Overview

The incorporation of Jurupa Valley in 2011 marked the culmination of years of effort to create a city and to protect its character, quality, and way of life. Residents banded together to protect the area and prevent the continued suburbanization of the Inland Empire. Their goal was to gain direct control over their own affairs, including land use and development, neighborhood revitalization, and economic sustainability. This General Plan marks an important step in achieving that goal, and in planning for growth and development that is consistent with the City's goals and aspirations for the future.

C. Vision Statement

Jurupa Valley's Vision Statement is an aspirational statement of what the City wants to become through the implementation of the 2017 General Plan. The Vision Statement provides a sense of the purpose and mission of the General Plan and sets the tone for the Plan's goals, policies, and programs. The Vision Statement functions as a beacon to guide the City and ensure that growth and development occur in a manner consistent with the City's vision. Jurupa Valley's Vision Statement is:

> *Jurupa Valley is a special city characterized by its small-town feeling, exceptional natural beauty, and distinctive communities; whose citizens enjoy healthy active lifestyles and a prosperous economy.*

The Vision Statement is further defined by detailed Community Values, as outlined below.

D. Community Values

Jurupa Valley's 2017 General Plan is guided by values that reinforce the Vision Statement and describe what is most important to City residents. These values are at the core of what people enjoy most about living, working, and recreating in Jurupa Valley—the scenic views, the Santa Ana River, the small-town feel, the equestrian lifestyle, the natural environment, a vibrant economy, friendly residents, healthy and safe neighborhoods, and respect for our history and diverse cultures. These values will enhance and sustain this young City's health and prosperity for generations to come. Proclaiming our values is essential if we are to create a new General Plan that truly reflects the needs, aspirations, and values of Jurupa Valley residents.

The City Council, in adopting this General Plan for Jurupa Valley, hereby affirms that these Community Values (*Table 1.1)* are the foundation and heart of the 2017 General Plan.

Table 1.1: Community Values Statement

City of Jurupa Valley Community Values Statement
Small-Town Feel. Maintain Jurupa Valley's small-town feel, where neighbors know neighbors and merchants, the built environment reflects and is compatible with the area's character, and residents can grow gardens, raise and keep livestock, and choose from diverse lifestyles in a semi-rural town setting.
Community of Communities. Jurupa Valley consists of nine distinct communities in a valley surrounded by stunning natural scenery and views. These are Belltown, Crestmore Heights, Glen Avon, Indian Hills, Jurupa Hills, Pedley, Rubidoux, Sunnyslope, and Mira Loma, as shown in *Figure 1-1*. As a "community of communities," we will preserve and enhance those positive qualities that make our communities unique, enhance our "gateways" to welcome residents and visitors, and embrace a unifying community theme and spirit. Our ability to offer the choice of a semi-rural, equestrian lifestyle is an essential part of who we are as a community and of our quality of life.
Open Space and Visual Quality. We value and protect the Santa Ana River and river plain, and the ridgelines and slopes of the Jurupa Mountains and Pedley Hills for their exceptional value for recreation, watershed, wildlife habitat, environmental health, and as scenic backdrops for the City. As part of our values, we support prevention and removal of visual blight, protection of public vistas, and community awareness and beautification activities. Jurupa Valley's special places will be protected, maintained, and promoted to preserve our unique character, instill local pride, and encourage tourism.
Active Outdoor Life. Many Jurupa Valley residents were drawn here because of the City's unique outdoor setting and the recreation opportunities it offers. Our parks and recreation facilities are essential to maintain and improve our health and quality of life. We place a high value on our public parks, sports fields, and pedestrian and equestrian trails, and support facilities, golf courses, outdoor use areas, historic sites and nature centers, campgrounds, and airport and joint use school facilities.
Public Safety. Support for public safety, law enforcement, and emergency medical services is a value that is widely held by Jurupa Valley residents. We honor and respect the safety professionals who faithfully serve Jurupa Valley. We support strong, collaborative efforts to prevent crime and homelessness, enforce planning and building codes, and improve the safety of neighborhoods, homes, public facilities, streets, trails, and other transportation facilities. We take proactive measures to cope with and recover from emergencies and natural and manmade disasters.
Education, Culture and Technology. We place a high priority on maintaining and improving our educational, cultural, and technical opportunities, including programs and events at schools, libraries, museums, performing arts facilities, and other community venues. We support the establishment of new community centers as well as college-level, life-enrichment, and career training opportunities in Jurupa Valley.
Mobility. We support the creation and maintenance of transportation networks (e.g., multi-use equestrian, pedestrian and bicycle trails, complete streets, sidewalks, airport, rail, and public transit) that are safe, attractive, and efficient and provide connectivity to meet the diverse needs for the movement of people and goods.
Diversity. We value Jurupa Valley's cultural and social diversity and celebrate our cultural richness through arts and culture, community festivals, educational programs and exhibits, seasonal and equestrian-themed events, preservation of historic landmarks, and youth and adult sports.
Environmental Justice. We value the health, well-being, safety, and livability of all our communities and strive to distribute public benefits and resources equitably. We endeavor to enhance underserved communities so that all residents can thrive and share in a high quality of life.

City of Jurupa Valley Community Values Statement

Healthy Communities. We have a comprehensive view of health. We enhance existing opportunities for healthy living and create new opportunities by encouraging residents to make the healthy choice the easy choice. The health and well-being of all individuals, families, neighborhoods, and businesses is our shared value and concern. We take positive steps to maintain a clean, visually attractive City, to improve Jurupa Valley's physical, social, and environmental health, and to share and teach these values to achieve and sustain a healthy, clean, and safe environment for current and future generations.

Economic and Fiscal Health. We support high quality economic growth and development that are environmentally sustainable and that foster housing, living wage jobs, retail goods and services, public facilities and services, environmental benefits, destination tourism, and medical and educational facilities. We seek ways to be good stewards of our local assets, to make wise land use and fiscal decisions, to conduct open and accessible government, and to preserve and enhance the City's prosperity and quality of life.

A Community of Communities

One of the most unique and delightful aspects of Jurupa Valley is the variety and number of distinct communities located here. The City's motto, "A Community of Communities," is an apt description, because residents strongly identify with their own community among the nine communities shown in *Figure 1-1*. These communities offer a range of housing, recreational, and retail opportunities and are further described in *Appendix 18.0, Jurupa Valley's Communities*. Each community varies in size, visual character, and focus. While each community differs, residents in each community are united in their commitment to preserve their community's quality of life and to work together to create a prosperous and healthy future for the City as a whole.

E. General Plan Elements

General Plan adoption is a major accomplishment. It reflects consensus and compromise among citizens, businesses, and property owners. All cities and counties in California must prepare and adopt general plans and, per state law, they must include seven sections, or "elements:" Land Use, Housing, Circulation (Mobility), Noise, Safety, Open Space, and Conservation. The organization of these seven elements, and any optional elements, is determined by the local jurisdiction. Jurupa Valley's 2017 General Plan includes these elements, plus additional "optional" elements: 1) Community Safety, Services, and Facilities; 2) Air Quality; 3) Environmental Justice; 4) Healthy Communities; and 5) Economic Sustainability. Due to consolidation of some topics, the 2017 General Plan includes ten elements.

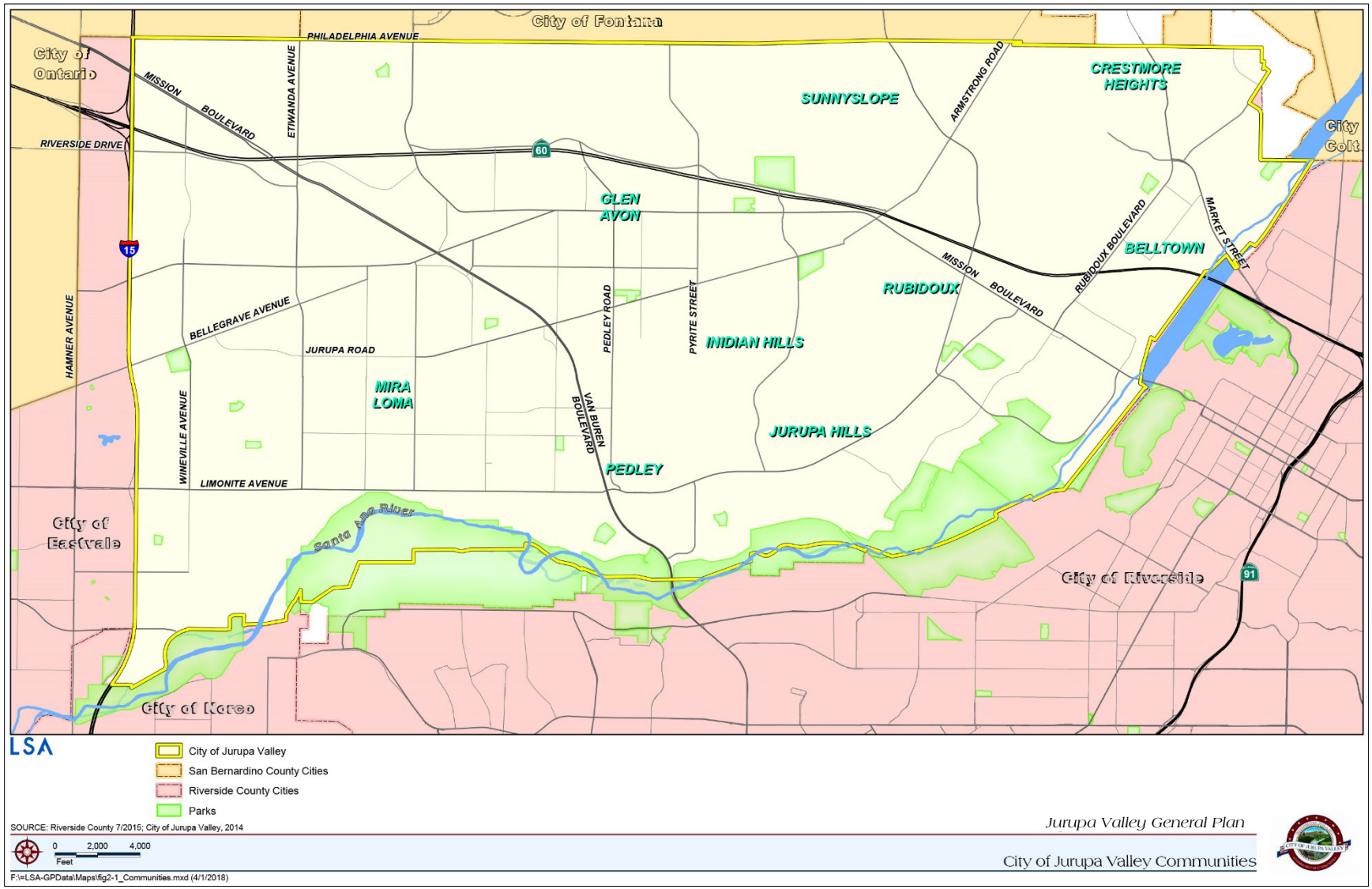


Figure 1-1: City of Jurupa Valley communities

Each General Plan element contains goals, policies, and programs to guide the future growth and development of the City while preserving its unique and special character. In addition, the General Plan includes several new and innovative concepts to address the specific issues in Jurupa Valley. The General Plan elements and their "big ideas" can be found in Chapters 2 through 11 of the General Plan and are summarized below.

The ***Land Use Element*** guides the land use pattern of the City including residential, commercial industrial, open space, recreation and public uses and how they are arranged. It contains a color-coded map detailing where the different types of land uses are allowed. A new component of the Land Use Element is the Equestrian Lifestyle Protection Overlay, which contains policies and programs to preserve the equestrian lifestyle in specific areas of the City and ensure that new development accommodates and is compatible with equestrian activities. Other new land use overlays include the Town Center Overlay, the Community Development Overlay, and the Historic Resource Overlay.

The ***Mobility Element*** recognizes the implications of land use policy on all modes of movement and establishes policies, standards, and implementation measures that address existing and potential circulation opportunities and deficiencies. The Mobility Element introduces the "Mobility Corridor" concept of multimodal mobility—conduits for the movement of people and goods rather than vehicular streets dedicated almost exclusively to the motor vehicle. In addition, the element acknowledges that much of Jurupa Valley's existing and future traffic is regional "pass-through" traffic, and a key objective of the Plan is to manage vehicular traffic that is using local arterials for trips that begin and end outside Jurupa Valley. Consequently, the City proposes only limited street and intersection improvements to minimize the effects of regional traffic on local streets, while accommodating local transportation needs. The Mobility Element promotes strategies and techniques to mitigate the need to create six-lane arterials through our small-town communities that would mainly serve regional "cut-through" traffic.

The ***Conservation and Open Space Element*** contains policies and programs to protect natural resources and open spaces, including natural habitat areas, environmentally sensitive areas, watersheds, recreation areas, agricultural land, and other open space amenities. Some of the key policies of the element address the protection of significant trees and vegetation, wildlife corridors, and cultural resources. In addition, policies are included regarding preserving scenic corridors and dark night skies in Jurupa Valley.



Figure 1-2: Aerial view of Jurupa Valley looking north toward Jurupa Mountains

The ***Housing Element*** outlines the City's existing and projected housing needs including its share of the regional housing need. Subject to strict state statutory requirements, the Housing Element is one of the most lengthy and detailed elements of the General Plan. To increase the City's affordable housing stock, the element calls for various incentives to allow housing to be built at a density of up to 25 dwelling units per acre. Such incentives might include permit expediting, housing grants, and development assistance.

The ***Air Quality Element*** contains policies and programs intended to help maintain healthy air quality in Jurupa Valley. The pattern of land use transportation systems can help reduce motor vehicle emissions and have positive, healthy effects on the quality of life for residents and visitors. The element is particularly important because Jurupa Valley, and the Inland Empire as a whole, has some of the worst air quality in the South Coast Air Basin due to prevailing wind patterns that transport pollution to the area.

The ***Noise Element*** contains policies that protect residents and land uses from noise and vibration impacts while allowing development of a mix of compatible land uses. The element includes policies to reduce the effects of noise from trucks and rail operations on Jurupa Valley residents.

The ***Community Safety, Services, and Facilities Element*** identifies hazards that influence the locations and types of proposed land uses and includes policies and programs to ensure the City is prepared for disasters such as earthquakes, fires, and floods. The element also contains policies related to many different agencies providing services and facilities in close coordination to the City.

The ***Environmental Justice Element*** contains policies and programs that seek to ensure that all members of the community have meaningful input into the decision-making process and are protected from adverse environmental impacts. Adoption of the Environmental Justice Element preceded adoption of the General Plan, and the American Planning Association has commended the City on the element's innovative approach to addressing environmental inequities and advocating for disadvantaged populations.

The ***Healthy Communities Element*** includes policies and programs that address community design, access, and overall health. The element places a strong emphasis on opportunities for residents to improve their physical and mental well-being while meeting daily needs. The element builds on the work of the *Healthy Jurupa Valley* initiative to raise awareness of health issues, increase access to healthy foods, and promote healthy living.

The ***Economic Sustainability Element*** addresses how to grow, sustain, and enhance the local economy. One of the big ideas in the Economic Sustainability Element is the designation of six "Opportunity Areas" where private commercial and industrial development could significantly and positively affect the City's fiscal revenue and job creation forecasts. The element also identifies the desire to attract new point-of-sale retails center to the City.

The General Plan's Purpose

This General Plan is a statement of fundamental values and a shared vision for the future of Jurupa Valley. Its primary purpose is to address the young City's most pressing planning needs until the resources are available to prepare a more comprehensive, long-range General Plan update. It was not the City's intent, nor has the City attempted, to address all of the planning issues, needs, and opportunities that a more extensive planning process would allow. Instead, the 2017 General Plan provides the focused vision, goals, policies, and programs to address the most important issues identified by residents, the City Council, the Planning Commission, and the General Plan Advisory Committee, including:

- Protecting the City's semi-rural character and equestrian lifestyle;
- Reducing conflicts between residential and industrial land uses;
- Improving housing quality, availability, affordability, and choice;
- Creating economic sustainability through diversified, quality development and job growth; and
- Enhancing residents' safety, convenience and quality of life.

This Plan directs and coordinates *near-term* planning decisions to improve the quality of life for all Jurupa Valley residents and businesses, and guides the use and protection of various resources to meet community needs and circumstances. It does this by setting goals, policies, and programs to guide the City's orderly and sustainable growth and development during an interim period through the year 2022—a relatively brief 5-year planning horizon. Within approximately 5 years of adopting this General Plan, or by

2022, the City should initiate a more comprehensive, longer-term planning process to update the 2017 General Plan and address the full range of community planning needs and issues, as more extensive resources allow.

City decision-makers will refer to this Plan when considering land use, planning, capital improvements, and budgets. City staff will use the Plan on a day-to-day basis in evaluating development proposals, protecting environmental resources, and preparing other mid- and long-range plans. Jurupa Valley residents, businesses, and property owners will use the Plan to understand City development policies and programs, make important land use and development decisions, work together to achieve a healthy and prosperous City, and help guide the use and enjoyment of their properties.

Planning Context

The 2017 General Plan is consistent with and derives its authority from California state law. Once adopted, the General Plan becomes the basis for land use and other important municipal decisions; however, the Plan itself is not a regulation. The General Plan is implemented through zoning regulations, adopted standards, and other City laws. As required by state law, capital improvement programs, zoning regulations, and related land use policies must be consistent with the General Plan.

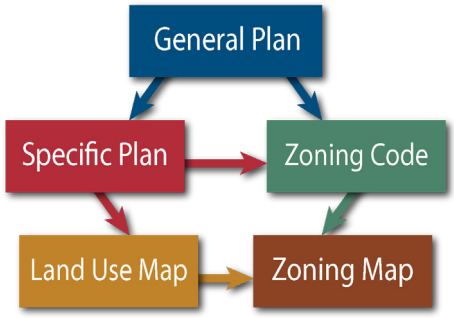


Figure 1-3: Role of the General Plan

Background to the 2017 General Plan

At a public hearing held on September 7, 2017, the Jurupa Valley City Council approved the 2017 General Plan and the Plan's Final Environmental Impact Report by Resolution 2017-14. This is the first General Plan prepared by and specifically for the new City. When Jurupa Valley was incorporated in 2011, the City adopted the Riverside County General Plan, the Jurupa Area Plan, and the Zoning Ordinance applicable to the City. Adoption of existing plans and policies is the normal procedure when new cities incorporate. To establish a new General Plan that truly reflects the goals, vision, and values of the residents of the City, the City Council approved a work program in August 2014 and directed City staff to update the existing General Plan. The program approved by the Council was designed to fit the limited time and resources available. As such, it constituted an "Interim" General Plan, with the objective of identifying the most pressing needs of the City until a more comprehensive update could be done. The 2017 General Plan updates and merges the previously adopted County General Plan and the Jurupa Area Plan to create a new General Plan within a limited budget and time frame.



Figure 1-4: Community input into the General Plan process

Public Participation and General Plan Workshops

Public General Plan Workshops and Stakeholder Meetings

In all, including public General Plan workshops, GPAC meetings, Planning Commission meetings, and City Council meetings, Jurupa Valley citizens provided valuable input at over 40 public workshops, meetings and hearings. A vigorous public outreach effort was launched and was designed to: 1) inform the Community about the 2017 General Plan process and 2) solicit public input on Community issues, needs, and opportunities to help inform and guide the General Plan effort. The outreach effort was also designed to reach out to diverse groups and areas within the City, including but not limited to Spanish-speaking residents, seniors, families, businesses, Healthy Jurupa Valley, the Center for Community Action and Environmental Justice, the Chamber of Commerce, the Rotary Club, environmental groups, houses of worship, homeowner associations, youth sports leagues, and school districts. The workshop promotion and publicity strategy was extensive. Workshop publicity and notices were provided in English and Spanish.

Eight public workshops were held between January 10 and February 7, 2015. A total of 128 community members participated in the workshops, including 5 individuals attending multiple workshops, and provided many wide-ranging and valuable comments on various Community issues, needs, and opportunities. That input was provided to the General Plan Advisory Committee, the Planning Commission, and the City Council and provided key guidance in the development of this General Plan. A final report summarizing the results of the public workshops is included as *Appendix 7.0.*

General Plan Advisory Committee (GPAC)



Figure 1-5: GPAC meeting on the General Plan

Prior to commencing the 2017 General Plan effort, the City Council appointed a General Plan Advisory Committee (GPAC) to guide City staff and planning consultants in the development of the Plan. The GPAC was made up of 31 community members, representing various agencies, commissions, committees, organizations, and citizens at-large. The GPAC's main roles were: 1) to provide input into what topics should be addressed in the 2017 General Plan, 2) to serve as a channel for the Community to make recommendations to the Planning Commission and the City Council regarding Community needs, values, issues, and goals, and 3) to help define a vision for Jurupa Valley's future.

The GPAC's first major effort was to prepare a Community Values Statement on which the goals, policies, and programs of the new General Plan would be based (*Table 1.1*, page 1-3). Following that effort, the GPAC reviewed a series of worksheets that were designed to help define the City's major issues, assets, and needs. GPAC members worked in teams to provide recommendations on the main policy areas of the General Plan, including land use, circulation and mobility, and conservation and open space. After identifying key policy issues, assets, and needs, the GPAC prepared a Final Report listing its findings and recommendations, included here as *Appendix 5.0*.

In addition, City staff held a number of meetings with key stakeholders to further engage the community and to involve those agencies and groups that might be directly affected by potential changes. Meetings were conducted with stakeholders from service providers, surrounding cities and other agencies.

Planning Commission

Throughout the course of the effort, the Planning Commission held 16 public meetings to consider GPAC's recommendations and other matters regarding the new General Plan. In addition, two members of the Planning Commission served on the GPAC. Based on GPAC and public input, and with the assistance of technical consultants and City staff, the Planning Commission prepared the draft 2017 General Plan for review and final action by the City Council.

City Council

In addition to unanimously adopting the final 2017 General Plan document and certifying its accompanying Environmental Impact Report, the City Council set the initial work program for the General Plan effort and provided key input and guidance during the 2½-year effort. Additionally, two Council members served on the GPAC.

Using the 2017 General Plan

The General Plan expresses the Community's values and broad consensus in the form of goals, policies, and programs. Goals are aspirational statements of intent that are not necessarily achievable within the 5- to 10-year planning period of this General Plan. Policies are statements that guide decision-making; they identify decisions the City must take to implement the General Plan and to make progress in achieving its goals. Programs are specific actions to be taken to carry out the General Plan's intent. Typically, programs require time and resources to accomplish and produce measurable results.

Policies are typically organized in each element by topical area or issue. For instance, policies related to "land use compatibility" can be found under that topical area in the Land Use Element. For policies and programs to be successfully implemented, they must be clear as to purpose and method of implementation. Additional information that may be included is implementation timing, responsible party, and resources required for implementation.

Details for implementing policies in the General Plan are contained in the Implementation Program in the form of action items *(see Appendix 9.0).* Programs describe specific steps necessary to achieve the City's objectives and describe the desired outcome. To allow easy reference, a numbering system has been established. Both an element and a sequential number (see the example in *Table 1.2* below) identify each policy. For instance, the first policy in the Land Use Element is identified as LUE 1.1. Policies are followed by programs, and programs are listed by the section number followed by ".1", plus consecutive numbers of programs.

Table 1.2: General Plan Policy Numbering System

Land Use Element Section	LUE 1
Policy	LUE 1.1
Program	LUE 1.1.1

Policy Interpretation

For a policy to be useful, it must be clear. However, not all policies are worded the same; they differ in terms of expected results, commitment of resources, and importance or urgency. Therefore, this General Plan uses simple and clear language to explain the different types of policies and how they are to be applied. The following definitions provide guidance in interpreting the policy language of the General Plan.

- **Shall** – Policies containing the word *shall* indicate that an action must be taken in all cases. This represents absolute commitment to the policy, and the expectation is that the policy will always be carried out.
- **Should** – Policies containing the word *should* indicate that an action will be taken, in most cases, but exceptions are possible for good reason.
- **Allow** – Policies containing the word *allow* indicate that a proposed action will be supported within certain parameters and following certain guidelines.
- **Coordinate** – Policies containing the word *coordinate* indicate that an action will be taken with the cooperation and/or assistance of some other entity, and the City will fulfill its share of the burden or responsibility.

- **Explore** – Policies containing the word *explore* indicate that an action will be taken to investigate the subject at hand to discover whether some further commitment is needed and appropriate.
- **Consider** – Policies containing the word *consider* indicate that an action may or may not be taken, depending upon the results of analysis that remain to be completed.
- **Limit** – Policies containing the word *limit* indicate that an action will be taken to keep the subject within certain limits, or at least operate to make undesired change more difficult.
- **Restrict** – Policies containing the word *restrict* indicate that an action will be taken to actively keep the undesired action to a minimum.

The reader should refer to *Section 12 – Glossary* for the meanings of other frequently used General Plan terms.

General Plan Relationship to Other Plans and Regulations

A number of plans and ordinances implement or are affected by the City's General Plan.

Zoning Ordinance: The General Plan is implemented primarily through its Zoning Ordinance. While the General Plan designates land uses to be accommodated in the long term, zoning identifies the specific land uses allowed and development standards that describe how they should be developed and operated. The General Plan's successful implementation depends, in large measure, upon the regular updating of the Zoning Ordinance to maintain consistency with the General Plan, as required by state law.

Subdivision Ordinance: State law mandates local approval of land subdivision via the Subdivision Map Act. Local review of proposed subdivisions and parcel maps includes assessment of consistency with, and implementation of, General Plan objectives and policies.

Specific Plans: Specific plans are customized regulatory documents in lieu of standard zoning that are typically used to plan large development projects and delineate land uses, infrastructure, development phasing and standards, and implementation measures. Specific plans must be consistent with the General Plan and can be used to implement the General Plan within a limited area.



Figure 1-6: General Plan implementation

Planned Unit Developments (PUDs): Planned Unit Developments are custom zones applied to specific areas. They contain development standards intended to provide land use, site planning, and/or design flexibility to create more innovative developments than would otherwise be possible under conventional standards.

Development Agreements: Developers and local governments may enter into development agreements. These agreements define permitted uses of property, density, and intensity of uses, development criteria, and provisions for the reservation or dedication of land for public purposes. They are in effect for predetermined periods and identify vested development rights that apply to the specific development project they govern. Development agreements assure that General Plan objectives and policies are carried out as development occurs.

Community and Specific Plans

The General Plan is not the only long-range "blueprint" for the City. From time to time, the City may adopt "Community," "Village," or "Area" plans. These are typically smaller-scale plans that address the localized needs and conditions of a particular neighborhood or community within the Jurupa Valley Planning Area. Such plans refine the policies of the Jurupa Valley General Plan as they apply to a smaller area. They are implemented by local ordinances such as those regulating land use and design. Area plans are focused planning policy documents that become part of, and must be internally consistent with, the Jurupa Valley General Plan.

Specific Plans are another type of long-range plan, typically associated with a specific, master planned development project or a large area to be developed. Unlike an area plan or a community plan, a specific plan is not an amendment to the General Plan, but is designed to implement the goals and policies of the General Plan for a specific geographical area. When a specific plan is adopted, it represents a separate document that must be fully consistent with the goals and policies stated in the General Plan. A specific plan is a hybrid policy statement and/or regulatory tool that places the emphasis on development standards and supplements those stated in the General Plan. Specific plans must address land use (including open space), infrastructure, development phasing, standards for development and natural resource conservation, and implementation measures.



Figure 1-7: A view of Jurupa Mountains from the Pedley Hills

The City already has several adopted specific plans in effect. These Specific Plans are available for review on the City's website at www.jurupavalley.org. As of the adoption date of this General Plan, the City has adopted specific plans listed in *Table 1.3*.

Table 1.3: Adopted Specific Plans

Specific Plan	Specific Plan Number
Mission de Anza	123
Agua Mansa Industrial Corridor	210
Rio Vista	243
I-15 Corridor	266
Emerald Meadows Ranch	337
Thoroughbred Farms	376
Paradise Knolls	650
Agua Mansa Commerce Park	16002
The District at Jurupa Valley	21001
Vernola Ranch	22001

Setting

Jurupa Valley is a distinct and special environment. From virtually any place in Jurupa Valley, one has a sweeping view of distant mountains and nearby hills. Rock outcroppings accent the hillsides and provide a distinct texture to the landscape. The hills, mountains, and watercourses that frame this valley also serve to focus urban development in the more suitable portions of the landscape. Jurupa Valley's open hills, fields, and river plain provide a habitat for many native plant and animal species, while the more distant mountains provide a scenic backdrop. The Santa Ana River provides another spectacular, contrasting natural feature. Located along the southern and eastern edges of Jurupa Valley, the river and the river plain buffer Jurupa Valley from development in the neighboring City of Riverside and provide habitat for numerous species of plants and animals. The Mission Boulevard and Van Buren Boulevard corridors augment the strong swaths of Interstate 15 (I-15) and State Route 60 (SR 60) to knit the land together in a strong pattern of travel routes. Jurupa Valley occupies a pivotal position along I-15 and SR 60, anchoring the northwestern portion of western Riverside City, western Riverside County, and southern San Bernardino County. The 2017 General Plan seeks to capitalize upon not only the

spectacular visual qualities of Jurupa Valley, but its strategic location as well.

Location

The City's strategic Inland Empire location within Southern California is evident in *Figure 1-8*. The map shows the location of the City of Jurupa Valley relative to the surrounding cities of Riverside and Corona to the south, San Bernardino and Fontana to the north, Pomona and Ontario to the northwest, and Orange County to the west. Jurupa Valley is located in the northwestern portion of Riverside County, and it stretches east beyond the curve of the Santa Ana River, just touching the corner of San Bernardino County's City of Colton.

The distinctiveness of the Jurupa Valley area can be found in its unique communities and wonderful natural setting. From the lush riparian corridor of the Santa Ana River, to the slightly undulating flatlands of Mira Loma, to the dramatic rolling terrain of the Pedley Hills, to the stark, rugged outcroppings of the Jurupa Mountains, Jurupa Valley provides diverse habitat for wildlife and an outstanding location for a semi-rural city that values preservation of its equestrian heritage in balance with new, high-quality economic and residential growth.



Figure 1-8: Regional setting

The western portion of Jurupa Valley is primarily flat, with gentle rolling foothills scattered throughout the Glen Avon and Mira Loma areas. North of SR 60 lies the dramatic sloping terrain of the Jurupa Mountains, which provide a natural backdrop for the communities of Sunnyslope and Belltown. The Pedley Hills provide a picturesque setting for the community of Pedley as well as a pleasing backdrop for communities adjacent to the hills. The Santa Ana River, with its lush riparian habitat, provides a natural contrast along the southern boundary of Jurupa Valley. Though not located within the City's boundaries, Mount Rubidoux serves as a prominent visual landmark for residents in Jurupa Valley's eastern communities.

Unique Features

Santa Ana River

Located along the southern boundary of Jurupa Valley, the Santa Ana River represents a significant recreational, habitat, and visual resource. This watercourse is one of the most significant in the nation, partly because it serves such a major part of this entire region and is associated with one of the fastest growing metropolitan areas in the continental United States. Moreover, it offers outstanding value in the area of drainage, flood control, water conservation, and natural habitat conservation/restoration. The



Figure 1-9: Santa Ana River in Jurupa Valley

2017 General Plan reinforces these functions through the pattern of recreation and open space designations in combination with extensive policies.

Throughout the area, interconnecting trails provide access to a scenic wildlife setting. The Santa Ana River Wildlife Area serves as a nature center that includes hiking and equestrian activities. The river, which drains a watershed of more than 2,840 square miles, is also the general alignment of the long-awaited Santa Ana River trail that will connect the far reaches of the San Bernardino Mountains with the Pacific Ocean.

Jurupa Mountains/Pyrite Canyon

Located between the northern boundary of Jurupa Valley and SR 60, the Jurupa Mountains are the dominant visual resource in the northern portion of Jurupa Valley. The highest peak, Mount Jurupa, stands at an elevation of 2,217 feet. In addition, substantial portions of the mountains are identified as potential habitat for the endangered Delhi Sands flower-loving fly. Industrial and mineral extraction uses were formerly located in Pyrite Canyon, located southwest of Mount Jurupa. The Stringfellow Reclamation Site is also located here. The site was designated a Superfund site to remediate and recover from the toxic pollution associated with decades-old waste disposal practices.



Figure 1-10: Aerial photograph of Jurupa Mountains and Pyrite Canyon, with SR 60, looking northeast

Pedley Hills

Reaching a peak elevation of 1,424 feet, the Pedley Hills provide the most significant physical feature in central Jurupa Valley and serve as a backdrop for several communities, especially Indian Hills and Pedley. The Hills' distinctive rock outcroppings and rugged landforms add visual interest and create scenic vistas in combination with the nearby Jurupa Mountains and distant San Bernardino Mountains.



Figure 1-11: Aerial view of Pedley Hills with housing

F. Looking Ahead – Updating the General Plan

Once adopted, the General Plan is not a static document. Community needs, values, land use patterns, environmental conditions, and economic factors may change over time, and the General Plan must change and evolve with them. To meet the needs of change and to ensure continued General Plan relevance and value, state law permits up to four amendments per mandatory element per year. Most amendments usually propose either a change in the land use designation of a particular property or a change in the General Plan's wording, or "text." Any changes to the General Plan must be done with due consideration to maintaining consistency between the Zoning Ordinance, the Zoning Map and the General Plan.

The City intends to review the General Plan annually to determine if amendments are needed. General plans are based on analyses and assumptions concerning land use, environmental, or other planning factors that may change over time. If the City Council determines that changes have occurred that merit General Plan amendments, the City will update the Plan to reflect new conditions and

information. General Plan Amendments must be supported by findings of fact. Findings provide a rationale for City Council approval or denial of an amendment. While special findings may be applied on an individual amendment basis, the following standard findings should be made for each General Plan amendment.

- The amendment is deemed to be in the public interest.
- The amendment is consistent and compatible with the rest of the General Plan and any implementation programs that may be affected.
- The potential impacts of the amendment have been assessed and have been determined not to be detrimental to the public health, safety, and welfare of the community.
- The amendment has been processed in accordance with the applicable provisions of the *California Government Code* and the California Environmental Quality Act (CEQA).

City-initiated amendments, as well as amendments requested by property owners, developers, and other public agencies, are subject to the same basic process and requirements described above to assure consistency and compatibility with the General Plan. This includes appropriate environmental review, public notice, and public hearings leading to an official action by City Council resolution.

###

2 – Land Use Element

A. Introduction

The Land Use Element is an essential tool in achieving Jurupa Valley's goals. It is one of ten sections, or "elements" that comprise the General Plan. Traditionally, the Land Use Element is considered the General Plan's most important policy document, because it describes the allowed types and configurations of land uses and where they can be located, including residential, commercial, mixed use, industrial, open space, recreation, and public uses. In combination with the other elements, the Land Use Element guides how the City plans, arranges, develops, and conducts these land uses and serves as a key tool in ensuring a high quality of life for all Jurupa Valley citizens. Land use decisions have the potential to add value to our Community in terms of safety, convenience, environmental quality, aesthetics, and economic benefits.

To help guide land use and development-related decisions, this element provides:

1. A Land Use Plan that graphically depicts where different types of land uses are allowed;
2. A description of Land Use Designations that comprise the Land Use Plan, including density and development intensity standards;
3. A summary of population and employment build-out estimates for the City;
4. Goals and policies that help guide public and private land use actions; and
5. Detailed policies and programs for individual communities and Overlay areas.

General Plan Advisory Committee Guidance

The General Plan Advisory Committee (GPAC) provided extensive and essential guidance in shaping the Land Use Element's vision and policies. Committee members noted that the City of Jurupa Valley is defined by its small-town feel and is best described as a "Community of Communities." These aspects of Jurupa Valley life are so important that they were adopted as Community Values and have an overarching role in shaping the goals, policies, and programs of the Land Use Element. The GPAC's Final Report is in *Appendix 5.0*.

The GPAC identified nine distinct communities within the overall Jurupa Valley community, as shown in *Figure 1-1* (page 1-5 above). Of these nine, four are predominantly suburban or small town neighborhoods (Rubidoux, Belltown, Jurupa Hills, and Indian Hills). The other five—Mira Loma, Pedley, Glen Avon, Sunnyslope, and

Crestmore Heights—are predominantly semi-rural and low density in character. Pedley is the most diverse; with a combination of old-style small town neighborhoods and large lots with animal keeping.

Primary City Goal

To be a city that maintains and enhances its unique, small-town character and equestrian-friendly neighborhoods while promoting economic opportunities and prosperity for all. The City will accomplish this goal by preserving its semi-rural character and by realigning its mix of land uses to help provide the housing, shopping, employment, and cultural opportunities its residents desire while improving the quality and compatibility of land uses within each community.

Land Use Objectives of General Plan

Based on public and GPAC input, the City identified these primary land use objectives.

1. Preserve small-town character and equestrian lifestyle;
2. Provide sustainable prosperity by expanding appropriate housing, strengthening the employment base; and
3. Promote a more balanced range of land uses that meets the needs and values of the wider community, and ensure that vacant land and resources are used wisely.

Land Use Assets, Issues, and Needs

The GPAC played a major role in identifying land use assets, issues, and needs. Committee members' discussion of land use was wide-ranging and quite detailed, for certain topics. Overall, the primary issues discussed were: 1) preserving and enhancing community character; 2) achieving balanced land uses and healthy, safe neighborhoods; 3) maintaining large-lot semi-rural, equestrian and animal-keeping lifestyles; 4) attracting much-needed community-serving uses such as medical services, quality retail and restaurants, higher education and job training facilities, a civic center, cultural, arts, entertainment, and recreation uses; 5) allowing mixed use development where appropriate; 6) removing and preventing "blight," and 7) allowing high-quality multi-family housing where appropriate.

Additional issues discussed were: 8) promoting Jurupa Valley as a destination city; 9) expanding and preserving trails and open spaces within the City; 10) correcting and preventing illegal construction and land uses or activities; 11) providing community centers at various locations throughout the City; 12) preventing incompatible uses or providing "buffers" between incompatible uses; and

13) addressing the effects of commercial truck traffic on streets, neighborhoods, and public safety.

In response to GPAC recommendations and the input received during eight public workshops on the General Plan, the *primary land use issues* identified were:

1. **Warehousing** – Address warehousing location, design, and potential impacts, including traffic, noise, and streets.
2. **Vacant Land** – Many large, vacant parcels that may be suitable for development.
3. **Freeway Access and Visibility** – Good freeway access and visibility from Interstate 15 (I-15) and State Route 60 (SR 60).
4. **Regional Connection** – Regional Metrolink station linking Jurupa Valley with larger urban centers.
5. **Flabob Airport** – Local airport with potential community benefits as a historic, cultural, and recreational hub.
6. **Recreation Facilities and Open Space** – The Community has many attractive and well-used recreational facilities, including community parks, community centers, a Discovery Center, a County campground and sports park, and includes several large open space areas.
7. **Scenic Valley and Agricultural Setting** – The Community's scenic backdrop, with distinctive rocky hills, riparian woodlands, farmed land, and long views of the San Bernardino Mountains helps define Jurupa Valley's character and contributes to its quality of life.

Policy and Program Sections

1. *Open Space*
2. *Residential*
3. *Commercial, Industrial, and Business Park*
4. *Public Facility/Institutional*
5. *Land Use Overlays*
6. *General Plan Administration*
7. *General Plan Land Use Implementation*
8. *Land Use Compatibility*
9. *Hillside Development*
10. *Community Design and Aesthetics*
11. *Project Design*
12. *Infrastructure, Public Facilities, and Services*
13. *Fiscal Impacts*

B. Background

Jurupa Valley's unique setting, with rocky hills and mountains to the north, northeast, and south, adjacent to the wide and mostly natural Santa Ana River, is a major reason so many residents come here and stay. Located in the northwest corner of Riverside County, Jurupa Valley is within commuting distance for many residents employed in neighboring Los Angeles, Orange, and San Bernardino counties, as shown in *Figure 2-1.* With a total land area of 45 square miles and a 2017 population estimated at 101,315, Jurupa Valley is one of the largest, yet lowest density cities in the western Riverside-San Bernardino Region with a citywide average density of a little over one dwelling unit per acre. This, coupled with its historic development as an unincorporated area under County of Riverside jurisdiction, has contributed to the evolution of Jurupa Valley into nine distinct communities–each with its own character, qualities, and challenges.

Existing Conditions

The young city is experiencing significant residential and industrial growth and has a mix of medium- and low-density residential development, equestrian and agricultural activities, and a mix of retail commercial, office, and industrial uses. In particular, the City is experiencing significant development interest for more industrial warehousing, and the Inland Empire's booming transportation/ logistics industry has resulted in industrial and warehouse uses encroaching into historically residential and rural neighborhoods. This trend may have limited opportunities for development in the retail commercial, office, and job-rich manufacturing sectors.

Two primary transportation corridors traverse the Jurupa Valley area: I-15, which runs north and south; and SR 60, which runs east and west. In recent years, residential development and economic activity have increased, in particular in the areas adjacent to the I-15 and SR 60 freeways. The City has significant capacity for expansion of residential and commercial development.

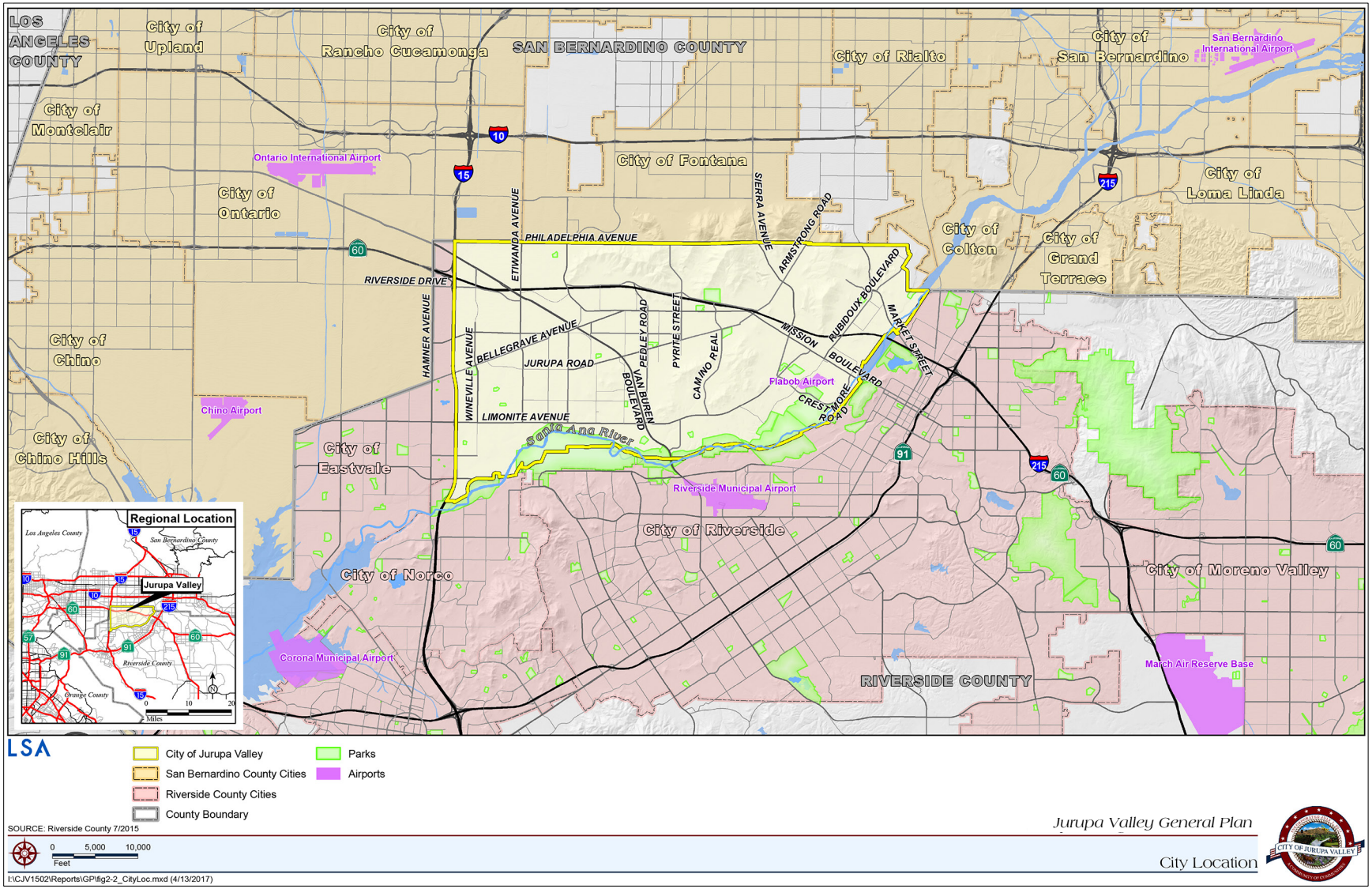


Figure 2-1: City location

Existing Land Uses

According to a 2016 study, the City of Jurupa Valley's existing land uses consist primarily of Single-Family Residential (31% of the City's total land area), Vacant Land (28%), and Industrial Land (11%), as shown in *Figure 2-2* and *Figure 2-3*.

In 2017, about 28% of the City's land area is vacant and undeveloped or minimally developed (e.g., agriculture, open space, parks, and playgrounds), as shown in *Figure 2-2.* Undeveloped areas contribute to the City's semi-rural "country" character and include permanent open space areas, such as the Santa Ana River and most of the Jurupa Mountains, public parks and campgrounds, and land designated for urban uses but not yet developed. *Figure 2-4* shows existing land uses along with vacant areas.

The existing pattern of land use and development has resulted in a homogenous employment base that should be strengthened and diversified with skilled labor, professional, and management job opportunities. Moreover, new housing and retail-commercial opportunities have lagged behind those of other nearby cities. The City's relatively high percentages of single-family housing, vacant land, and industrial land uses when compared with retail commercial and services, offices and public facilities, suggest an imbalance in providing sufficient land to meet a broad range of commercial, residential, and public services needs. There is also significant retail "leakage" to shopping areas in neighboring cities.

Moreover, virtually no land is committed to high density multi-family housing, visitor- or traveler-oriented uses, such as hotels, motels, conferencing, travel centers, and other similar uses. Residents must leave the Jurupa Valley for many services such as dining and entertainment. Consequently, the City's General Plan Land Use strategy expands the areas to be devoted to retail commercial sales and services, visitor-oriented uses, professional offices and business parks, and multi-family housing while maintaining adequate land resources for Industrial and Open Space/ Agricultural uses.

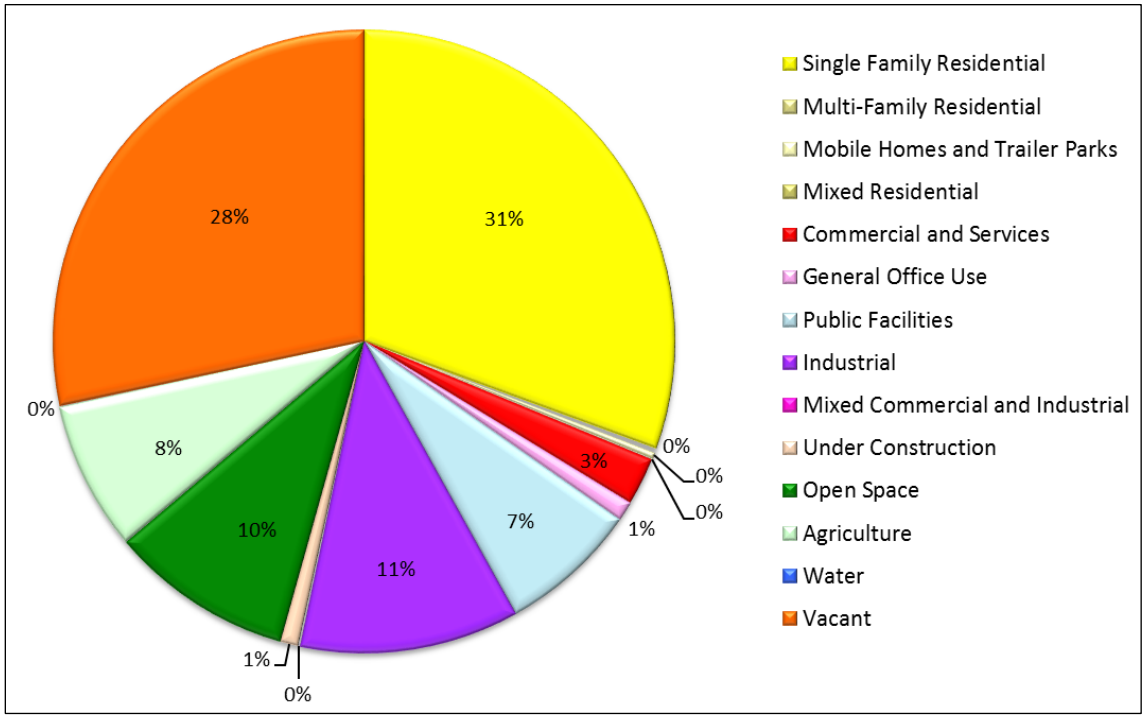


Figure 2-2: Existing land use by acres, as a percent of total City land area (SCAG, 2015)

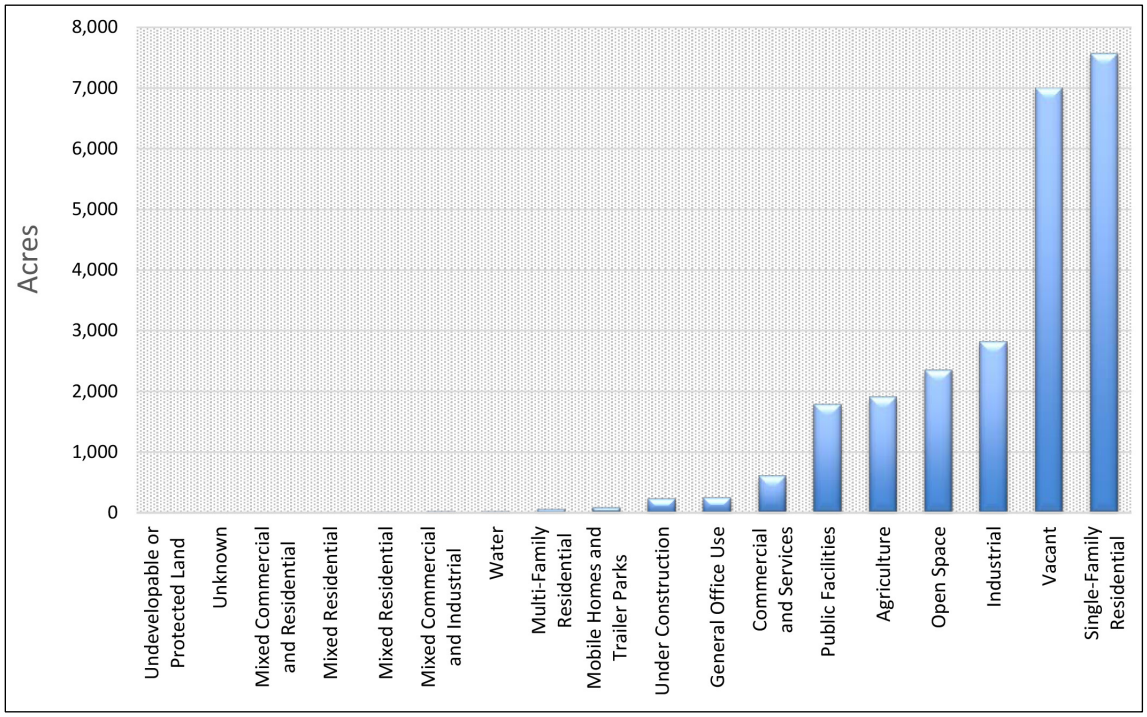


Figure 2-3: Existing land use by number of acres, City of Jurupa Valley, 2015

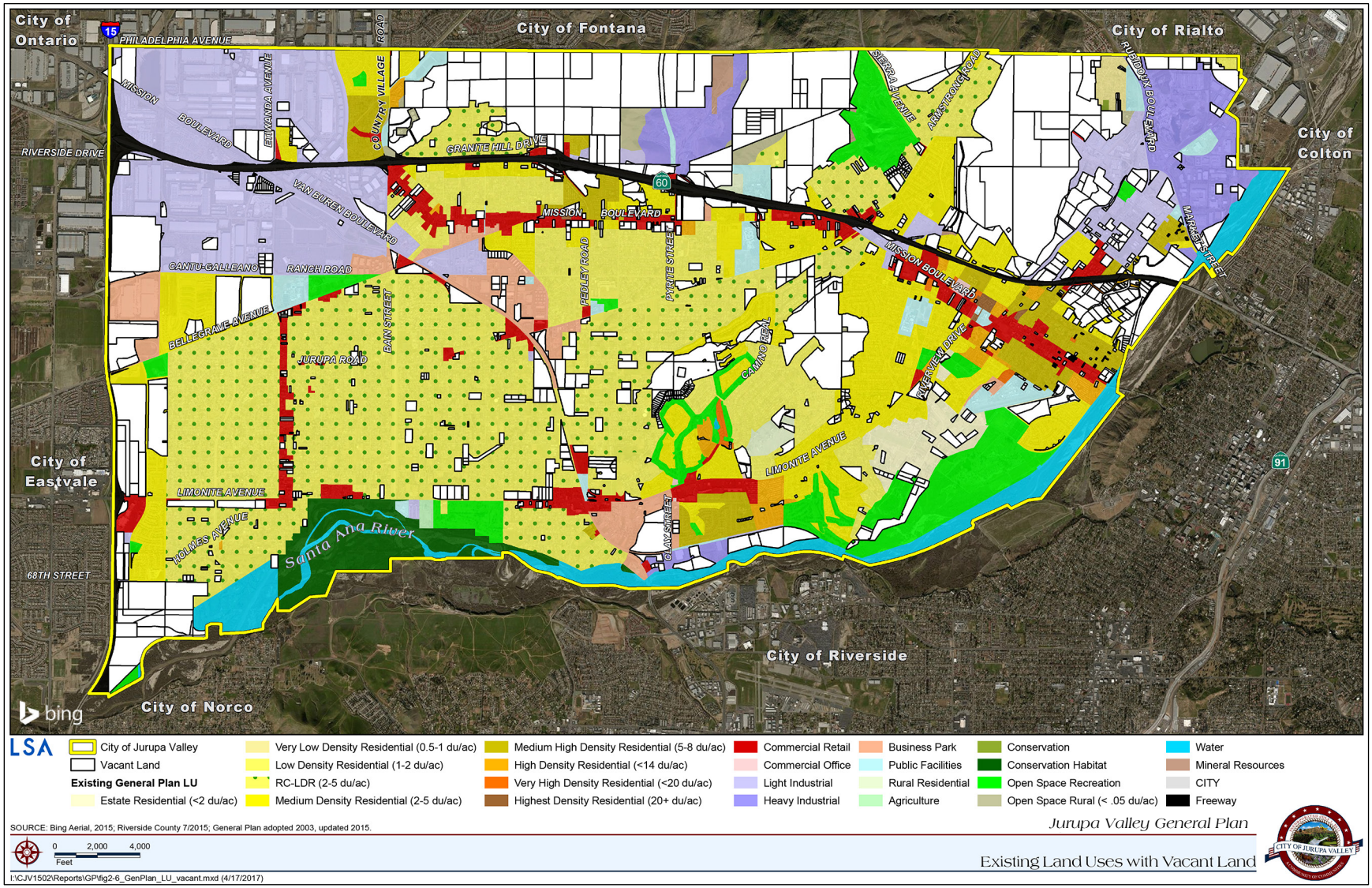


Figure 2-4: Existing land uses with vacant land, 2015

Land Use Plan

Jurupa Valley's rich heritage of rural living continues to be accommodated in areas committed to that lifestyle, and its environmental and economic sustainability are reinforced by strong commitments to open space preservation and urban development, as provided in this General Plan.

The Land Use Plan, *Figure 2-5,* focuses on preserving the unique features in the Jurupa area, guiding the City's growth and improvement, and on preserving and enhancing its citizens' quality of life. To accomplish this, the City has updated and refined many of its General Plan land use designations that were originally established by Riverside County before Jurupa Valley's incorporation. The acreages of the various land uses under Riverside County and City jurisdictions are compared in *Table 2.1* (page 2-11*)*. The proposed General Plan Land Use designations are summarized in *Table 2.4* (page 2-17).

Figure 2-5 (page 2-10), shows the location and boundaries of planned land uses. The Plan is organized around 23 land use designations and 11 land use overlays, as summarized in *Table 2.4* (page 2-17). The table describes the allowed maximum residential density, development intensity (as measured by floor area ratio or FAR), typical allowable land uses, and general characteristics for each of the land use designations. Sections LUE 1 through LUE 5 describe the General Plan's land use designations and list pertinent policies and programs.

The proposed land use designations represent a wide range of uses that respond to community needs, natural characteristics of the land, and the economic potential to accommodate a range of compatible uses. Many factors led to the designation of land use patterns. Among the most influential were previous County plans, established land use patterns, public input, transportation plans and needs, conservation and habitat plans, citizen input, and Planning Commission and City Council guidance.

Due to the General Plan's intent as an interim plan, the Land Use Plan takes a focused approach on land use changes, emphasizing those changes deemed most necessary in achieving near- and mid-term community goals. The General Plan was prepared with the expectation that within 5 years, or by 2022, the City will initiate a more comprehensive General Plan update. It will address land use issues that could not be fully addressed in the current update due to the lack of resources and will refine and update the General Plan elements based on Jurupa Valley's evolving needs, priorities, and issues during its first 11 years of cityhood.

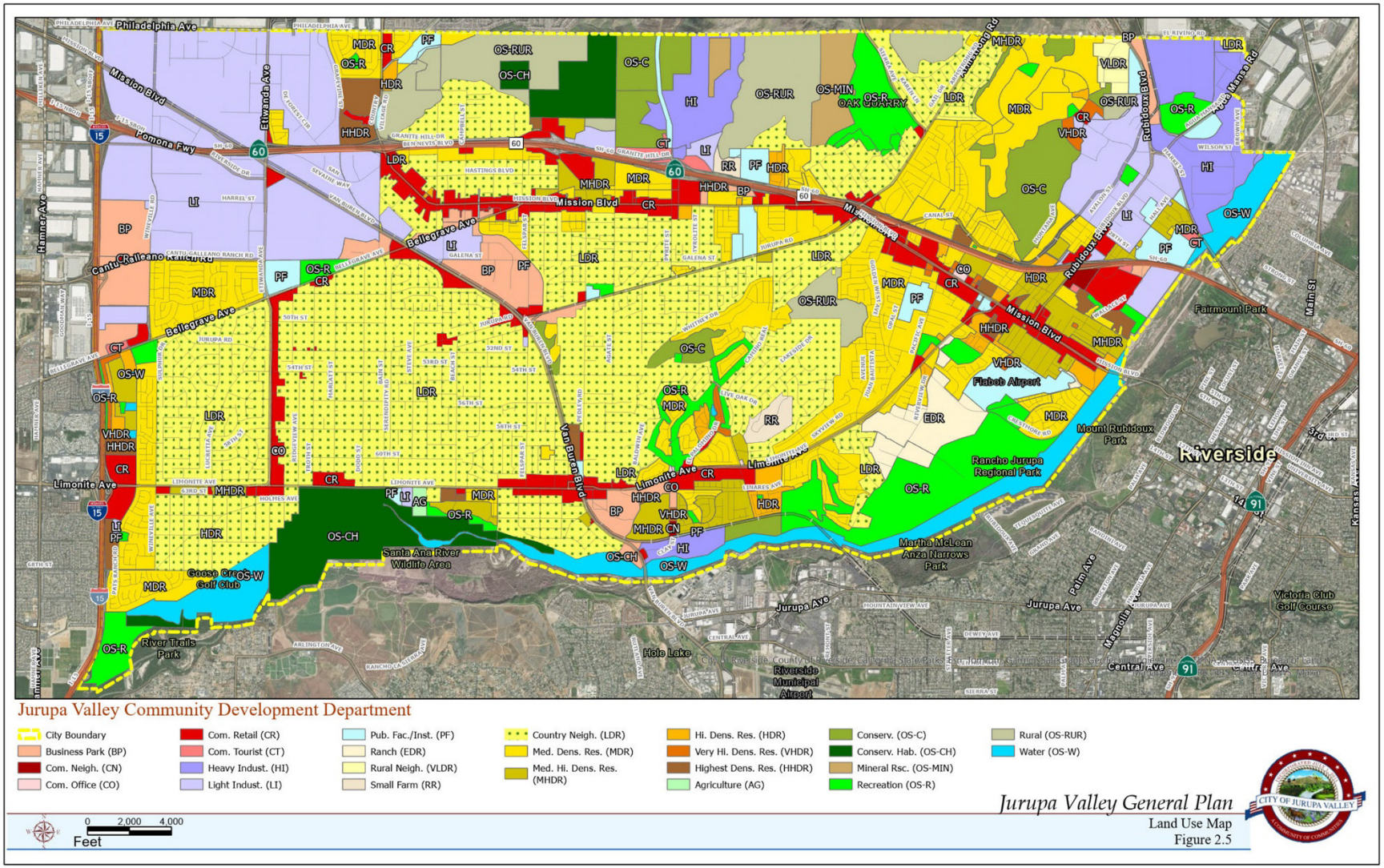


Figure 2-5: General Plan Land Use Map (February 2024)

Table 2.1: Comparison of Previous and General Plan Land Use Designations

Land Use[1] (Category/Designation)	Total Acres		Existing Land Uses		
	County	City	Developed (acres)	Vacant (acres)	% Vacant (City Acres)
Residential Uses					
Rural Residential (RR)	103.6	103.6	73.5	30.1	29.1%
Estate Residential (EDR)	338.5	338.5	259.5	79.0	23.3%
Rural Community-Low Density Residential[2] (RC-LDR)	5,492.0	–	–	–	–
Very Low Density Residential (VLDR)	71.0	97.4	93.1	4.3	4.4%
Low Density Residential (LDR)	1,694.2	7,062.2	6,331.7	730.5	10.3%
Medium Density Residential (MDR)	3,465.7	3,901.1	2,224.1	1,677.0	43.0%
Medium-High Density Residential (MHDR)	732.0	793.0	619.3	173.7	21.9%
High Density Residential (HDR)	285.0	292.9	219.5	73.4	25.1%
Very High Density Residential (VHDR)	85.6	88.8	31.6	57.2	64.4%
Highest Density Residential (HHDR)	198.0	212.0	171.3	40.7	19.2%
Subtotal Residential Uses	12,465.6	12,889.5	10,023.6	2,865.9	22.2%
Non-Residential Uses					
Commercial Retail (CR)	1,070.3	1,105.7	733.6	372.1	33.7%
Commercial Tourist (CT)	–	122.6	1.9	120.7	98.5%
Commercial Neighborhood (CN)	–	43.3	39.1	4.2	9.7%
Commercial Office (CO)	14.9	14.9	32.0	2.9	19.5%
Business Park (BP)	910.5	673.8	478.7	195.1	29.0%
Business Park-Specific Plan (BP-SP)	–	514.4	297.9	216.5	42.1%
Light Industrial (LI)	3,334.6	3,076.8	2,508.4	568.4	18.5%
Heavy Industrial (HI)	1,108.4	736.9	588.9	148.0	20.1%
Agriculture[2] (A)	20.4	–	–	–	–
Subtotal Non-Residential Uses	6,459.1	6,288.4	4,680.5	1,627.9	25.9%
Public Uses					
Open Space-Recreation (OS-R)	1,501.4	1,452.2	1,452.2	0.0	NA
Open Space-Rural (OS-RUR)	1,131.6	1,131.6	1,131.6	0.0	NA
Open Space-Conservation (OS-C)	547.7	683.5	683.6	0.0	NA
Open Space-Conservation Habitat (OS-CH)	867.6	971.1	971.1	0.0	NA
Open Space-Mineral Resources (OS-MIN)	446.5	300.7	300.7	0.0	NA
OpenSpace-Water (OS-W)	837.4	884.1	884.1	0.0	NA
Railroad (Rail)	–	168.5	168.5	0.0	NA
Roadways/Other	3,051.0	2,549.7	2,529.7	0.0	NA
Public Facility/Institutional (PF)	538.5	527.0	527.0	0.0	NA
Subtotal Public Uses	8,921.7	8,668.4	8,668.5	0.0	NA
Total City (43.5 square miles)	27,846.4	27,846.3	23,352.6	4,493.8	16.1%

1 The City's Interim General Plan eliminated the County's Agriculture and Rural Community-Low Density Residential designations and added Commercial Tourist, Neighborhood Commercial, Business Park-Specific Plan, and Railroad designations.

2 The City re-designated land in the old Agriculture category to Very Low Density Residential, and re-designated Rural Community-Low Density Residential to Low Density Residential.

NA Not applicable (open space uses have no development potential)

City Development Potential under This General Plan

Table 2.2 and *Table 2.3* summarize the projected development capacity of the General Plan. The tables include existing and projected population, numbers of dwelling units and employees. The main areas where land uses are expected to change gradually, over time, are along major arterial streets such as Bellegrave Avenue, Etiwanda Avenue, Limonite Avenue and Mission Boulevard, and on large, mostly vacant parcels in several areas, as shown in *Figure 2-6*.

During public meetings, Jurupa Valley's residents emphasized the need for a more "balanced" community. To that end, the focus of the General Plan is to preserve those aspects of Jurupa Valley that residents treasure most, and to promote long-term economic vitality and improve residents' quality of life. This is accomplished through the identification, distribution, and arrangement of various land uses throughout the City.

A key step in achieving the Community's Vision as described in the Community Values Statement has been to modify or delete some previously adopted County of Riverside land use categories and to add new designations to better achieve the new City's goals. These changes to the previous General Plan's land use designations are described below and in *Section LUE 5 – Land Use Overlays* (beginning on page 2-43).

For example, the Community Development Overlay (CDO) has been revised to allow multiple land use options to encourage the eventual conversion of older land uses to more compatible, high quality land uses. In particular, the CDO is applied to portions of the Mission Boulevard and Etiwanda Avenue corridors. These areas include vacant and/or aging buildings along with numerous vacant and unsightly parcels along these important commercial corridors in Jurupa, including those along Mission Boulevard in Glen Avon. This policy area is intended to facilitate optimum development of these infill properties and stimulate economic development of the adjacent communities.

Large areas of open space line the Santa Ana River, providing an expansive natural scenic corridor between Jurupa Valley and the cities of Riverside and Norco. Portions of the Jurupa Mountains along the northern border of the City also contain Open Space designations intended to preserve the rugged nature of this area, protect sensitive habitat areas, and buffer the City from the cities of Fontana and Rialto. Recreational open space areas designed for active recreational uses, such as golf courses and athletic fields, are located throughout Jurupa Valley.

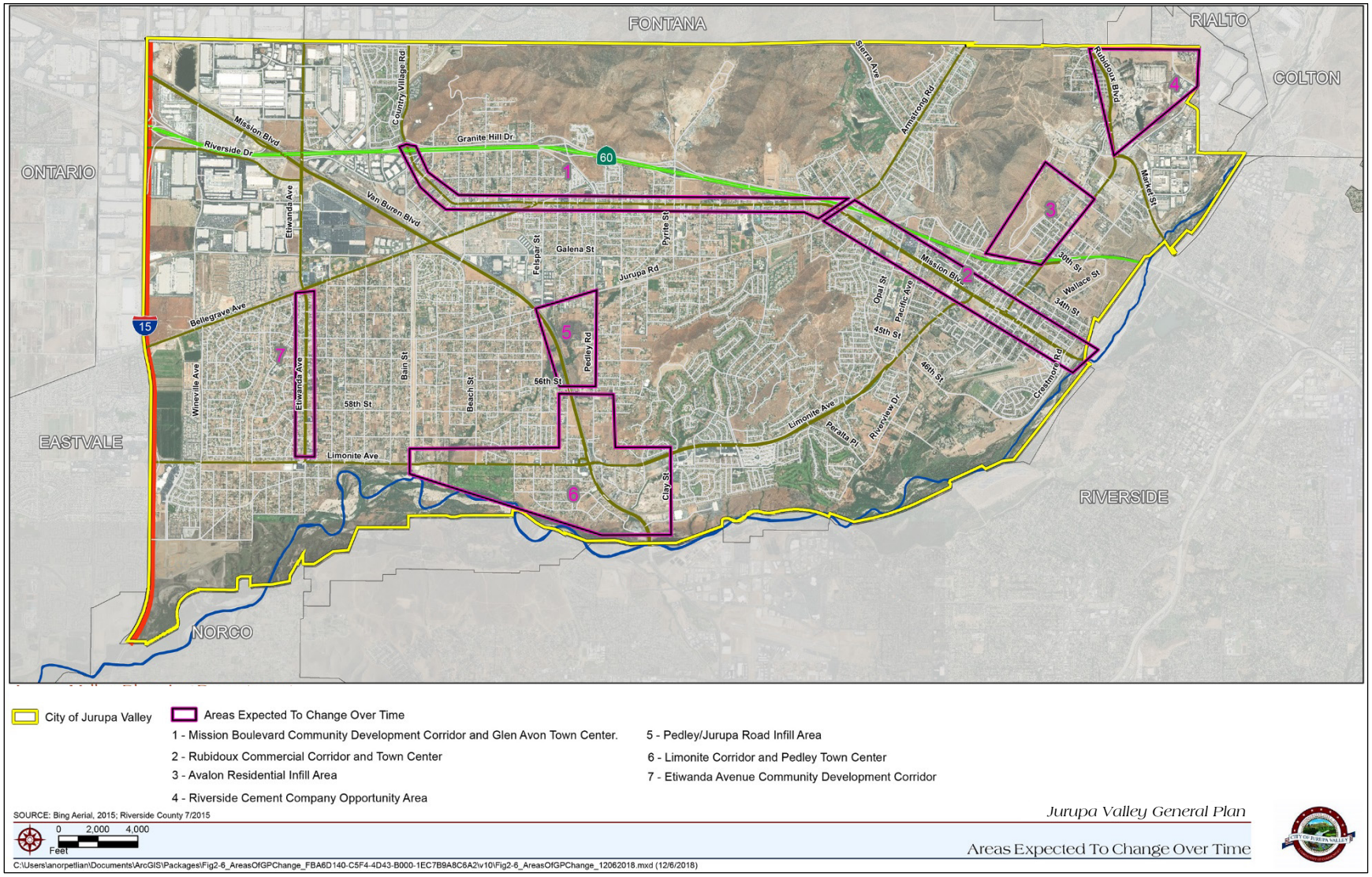


Figure 2-6: Areas of General Plan expected to change over time

Table 2.2: Residential Land Use Statistics and Buildout Projections

Residential Land Use (Category/Designation)	Existing Land Uses (acres)		(B) Maximum Density (Units/Acre)	Additional Dwelling Units		Additional Population[2] (Persons)	
	Developed	(A) Vacant		(C) Maximum (A × B)	(D) Less Intense[1] (C × 70%)	(E) Maximum (C × 3.75)	(F) Less Intense[1] (D × 3.75)
Rural Residential (RR)	73.5	30.1	0.2	6	4	23	16
Estate Residential (EDR)	259.5	79.0	0.5	40	28	148	104
Very Low Density Residential (VLDR)	93.1	4.3	1.0	4	3	16	11
Low Density Residential (LDR)	6,331.7	730.5	2.0	1,461	1,023	5,479	3,835
Medium Density Residential (MDR)	2,224.1	1,677.0	5.0	8,385	5,870	31,444	22,011
Medium High Density Residential (MHDR)	619.3	173.7	8.0	1,390	973	5,211	3,648
High Density Residential (HDR)	219.5	73.4	14.0	1,028	719	3,854	2,697
Very High Density Residential (VHDR)	31.6	57.2	20.0	1,144	801	4,290	3,003
Highest Density Residential (HHDR)	171.3	40.7	20+	875	613	3,281	2,297
Total Residential Uses	**10,023.6**	**2,865.9**	–	**14,332**	**10,032**	**+53,745**	**+37,622**
					City Population (2014)	98,842	98,842
					Buildout Population (2035)	152,587	136,464
					Percent Change	+54%	+38%
					Average Annual Percent Change (20 years)	+2.7%	+1.9%

Source: City population from factfinder/US Census; http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk

1 "Less Intense" land use density is considered to be 70% or 0.7 of maximum density, which is more likely and typically experienced given physical and other constraints often encountered during development.

2 Units times 3.75 persons per dwelling unit (based on US Census 2014 total population divided by total housing units)

Table 2.3: Non-Residential Land Use Statistics and Buildout Projections

Non-Residential Land Use (Category/Designation)	Existing Land Uses (acres)		(B) Maximum Floor Area Ratio	Additional Acres		Additional Square Feet		Additional Employees	
	Developed	(A) Vacant		(C) Maximum (A × B)	(D) Less Intense (C × 75%)	(E) Maximum[1] (C × 43,560)	(F) Less Intense (E × 75%)	(G) Maximum[2] (E × Empl/SF)	(H) Less Intense (F × Empl/SF)
Commercial Retail (CR)	733.6	372.1	0.35	130	98	5,673,037	4,254,777	9,455	7,091
Commercial Tourist (CT)	1.9	120.7	0.35	42	32	1,840,192	1,380,144	3,067	2,300
Commercial Neighborhood (CN)	39.1	4.2	0.6	3	2	109,771	82,328	183	137
Commercial Office (CO)	32.0	2.9	1.0	3	2	126,324	94,743	158	118
Business Park (BP)	478.7	195.1	0.6	117	88	5,099,134	3,824,350	6,374	4,780
Business Park-Specific Plan (BP-SP) (estimate)	297.9	216.5	0.6	130	97	5,658,444	4,243,833	7,073	5,305
Light Industrial (LI)	2,508.4	568.4	0.6	341	256	14,855,702	11,141,777	12,380	9,285
Heavy Industrial (HI)	588.9	148.0	0.5	74	56	3,223,440	2,417,580	2,686	2,015
Total Non-Residential Uses	**4,680.5**	**1,627.9**	**–**	**840**	**630**	**36,586,044**	**27,439,533**	**41,376**	**31,032**

1 1 acre = 43,560 square feet
2 Commercial = 1 employee per 600 square feet; office/business park = 1 employee per 800 square feet; industrial = 1 employee per 1,200 square feet

General Plan Land Use Designations and Land Use Intensity

The General Plan's land use designations are summarized in *Table 2.4*. The Land Use Plan, *Figure 2-5* (page 2-10), uses these designations to accommodate the full range of land uses existing in the City in 2017, as well as new land uses in those areas where land use changes are desired. The land use designations were originally developed by the County of Riverside and adopted by the City upon incorporation; however, many of the land use designations did not apply to the City of Jurupa Valley, or did not make sense in terms of the City's values, needs, and overall scale. Consequently, the General Plan land use designations have been updated and consolidated to better meet the City's needs.

Table 2.4 lists the titles and abbreviations of all land use designations, such as Low Density Residential (abbreviated LDR) followed by descriptions of land use intensity and typical allowed uses. Two types of land use descriptions are shown: 1) the base designations, including Residential, Commercial, Open Space, and Public Facility, that establish the primary land uses for a particular property; and 2) land use *overlays* that are specialized land use designations applied to the base land use designation.

The overlays may be applied to any base designation to address special land use needs, concerns, or goals and create a combining designation such as Low Density Residential/Equestrian Lifestyle Protection Overlay (LDR/ELPO) to protect the City's semi-rural equestrian areas within Low Density Residential areas.

Land use intensity refers to the number of dwellings or the amount of non-residential floor area occupying a unit of land—typically 1 acre. This, in turn, provides a measure of the numbers of person living or working in an area, and allows cities to anticipate and plan for streets, utilities, and schools and other community needs based on population. City land use and population estimates are based on land use intensities in *Table 2.4*. Land use intensity is also governed by Zoning Ordinance standards that address building setbacks, building height, lot coverage, and parking requirements.

Residential Density

Table 2.4 sets allowed densities for the six residential land use designations. Residential land use intensity is based on the minimum lot size required per dwelling unit, or maximum number of dwellings per acre. For example, the Low Density Residential designation requires 0.5 acre per dwelling, or a maximum density of two dwellings per acre.

Table 2.4: Summary of General Plan Land Use Designations

Land Use Designation	Allowed Density (Minimum Parcel Size per DU) or Development Intensity (Floor Area Ratio)[1,3]	Notes
Open Space		
Open Space, Conservation (OS-C)	N/A	• Protection of open space for natural hazards, cultural resource preservation, wildlife and habitat, and natural and scenic resources. • Light agricultural uses are permitted.
Open Space, Conservation Habitat (OS-CH)	N/A	• Protection of open space habitat is primary purpose. • Conserved and managed in accordance with adopted MSHCPs, where applicable.
Open Space, Water (OS-W)	N/A	• Includes bodies of water and natural or artificial drainage corridors. • Extraction of mineral resources subject to conditional use permit (CUP). May be permissible if flooding hazards are addressed and long-term habitat and riparian values are maintained.
Open Space, Recreation (OS-R)	20 acres minimum	• Public and private recreational uses, including parks, athletic fields, and golf courses. • Neighborhood parks are permitted within residential land uses. • Light agricultural uses are permitted.
Open Space, Rural (OS-RUR)	20 acres minimum	• One single-family residence allowed per 20 acres. • Allows all types of new and existing agricultural activities.
Open Space, Mineral Resources (OS-MIN)	N/A	• Mineral extraction and processing facilities conditionally allowed. • Includes areas held in reserve for future mineral extraction and processing.
Residential		
*Small Farm (RR)	1 DU per 5 acres	• Single-family detached residences • Allows animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources), and governmental uses.
*Ranch (EDR)	1-2 DU per 5 acres	• Single-family detached residences • Allows agriculture, intensive equestrian, and animal keeping uses.
*Rural Neighborhood (VLDR)	1-2 DU per 2 acres	• Single-family detached residences • Allows limited agriculture, intensive equestrian, and animal keeping uses.
*Country Neighborhood (LDR)	1-2 DU per acre	• Single-family detached residences • Allows limited agriculture, intensive equestrian, and animal keeping uses. • Formerly designated RC-LDR.
Medium Density Residential (MDR)	2-5 DU per acre	• Single-family detached and attached dwellings • Limited agriculture and animal keeping is permitted; however, intensive animal keeping is discouraged.
Medium-High Density Residential (MHDR)	5-8 DU per acre	• Single-family attached and detached residences
High Density Residential (HDR)	8-14 DU per acre	• Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, and zero lot line homes.
Very High Density Residential (VHDR)	14-20 DU per acre	• Single-family attached residences and all types of multi-family dwellings.
Highest Density Residential[2] (HHDR)	20-25 DU per acre	• Multi-family dwellings, includes apartments and condominiums. • To achieve affordable housing goals, minimum target density set at 20 dwelling units per acre. Maximum base density is 25 dwelling units per acre.
Commercial, Industrial, and Business Park		
Commercial Retail (CR)	0.20 - 0.35 FAR	• Local- and regional-serving retail and service uses. • Applied to shopping centers of 5 acres or more.

Land Use Designation	Allowed Density (Minimum Parcel Size per DU) or Development Intensity (Floor Area Ratio)[1,3]	Notes
*Commercial Neighborhood (CN)	0.25 - 0.60 FAR	• Uses providing goods and services to meet the frequent shopping needs of people living nearby, typically within a one-half mile radius of residences served. • Allowed uses include small grocery stores, cleaners, laundromats, drug stores, restaurants, small specialty stores, feed and tack, and other neighborhood convenience uses. • Applied to smaller commercial centers, generally less than 5 acres in area.
Commercial Tourist (CT)	0.20 - 0.35 FAR	• Tourist-related commercial including hotels, restaurants, conference and meeting facilities, theaters, museums, golf courses, and recreation/ amusement activities.
Commercial Office (CO)	0.35 - 1.0 FAR	• Variety of office and office-related uses including financial, legal, medical, dental, real estate, insurance, and other office services.
Light Industrial (LI)	0.25 - 0.60 FAR	• Industrial, service-commercial, and related uses including warehousing/ distribution, research and development, assembly and light manufacturing, repair facilities, and supporting retail uses.
Heavy Industrial (HI)	0.15 - 0.50 FAR	• More intense industrial activities, such as manufacturing, materials processing, and any related industrial activities that generate significant impacts such as excessive noise, dust, and other nuisances.
Business Park (BP)	0.25 - 0.60 FAR	• Employee-intensive uses, including research and development, technology centers, corporate offices, clean industry, and supporting retail uses.
Other		
Public Facility/Institutional (PF)	Maximum 0.60 FAR	• Civic uses and facilities providing academic, medical, governmental, or similar services to the public, including health care facilities, churches, schools, social services, cultural and public recreational uses, compatible businesses (provided they do not displace public uses), and other public and quasi-public uses. • Includes privately held uses with public facility characteristics that are not required to be designated as public facilities, but are eligible to be so designated based on site-specific reviews of the characteristics of the use.
Overlays		
*Equestrian Lifestyle Protection Overlay (ELPO)	N/A	• Defines areas in which the long-term character, safety, and viability of equestrian uses are specifically protected from encroachment by incompatible uses, activities, and public facilities.
*Community Development Overlay (CDO)	N/A	• Encourages new development and land use changes to be applied through future rezones. • Residential development in commercial areas is consistent with the General Plan and does not require a General Plan Amendment. • Applied to Opportunity sites and areas where land use changes are anticipated or encouraged. • May include development incentives, such as flexible development standards or transfer of development potential. • Incentives may require minimum site area.
*Town Center Overlay (TCO)	N/A	• Applied to three historic core areas, namely Rubidoux, Pedley, and Glen Avon. • Promotes infill and improvement of established town centers; a more urbanized, pedestrian-oriented mix of residential, commercial, office, entertainment, civic, transit, educational, and/or recreational uses, or other uses is encouraged. • Special Design Guidelines apply to the Pedley, Rubidoux, and Glen Avon Town Centers
Specific Plan Overlay (SPO)	N/A	• Requires preparation of a specific plan before an area can be further developed. • Typically applied to large undeveloped or underdeveloped areas.

Land Use Designation	Allowed Density (Minimum Parcel Size per DU) or Development Intensity (Floor Area Ratio)[1,3]	Notes
		• Special land use and development standards may apply. (See Land Use Element and specific plans for detailed information.)
Mixed Use Overlay (MUO)	N/A	• This designation is applied to areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned, allowing either vertical or horizontal mixed use.
Business Park Overlay (BPO)	N/A	• Applies to areas where a clear separation of industrial and business park uses from residential uses is desired.
Mira Loma Warehouse and Distribution Center Overlay (MLO)	N/A	• Within the Overlay, Light Industrial, and Heavy Industrial land use designations, warehousing, logistics and distribution uses, and other goods storage facilities shall be permitted only in a defined area in Mira Loma. • Land uses governed by a City Council-adopted land use plan for the Overlay Area (see Appendix 17.0).
Agua Mansa Warehouse and Distribution Center Overlay (AMO)	Projects shall comply with the Heavy Industrial land use designation FAR, unless there is an FAR requirement in an under-lying Specific Plan, in which case projects shall comply with the Specific Plan FAR.	• Within the Overlay, Heavy Industrial land use designation, warehousing, logistics and distribution uses, and other goods storage facilities shall be permitted only in the AMO area, subject to satisfying all AMO policies (see Policy LUE 5.44).
Stringfellow Remediation Site/Pyrite Canyon (SRO)	N/A	• Applies to a recognized as a hazardous waste disposal reclamation site, which is subject to an abatement and reuse plan to be prepared and implemented by the appropriate authorities.
Santa Ana River Corridor (SAO)	N/A	• Include policies to protect and enhance portions of Santa Ana River within Jurupa Valley.
Flabob and Riverside Municipal Airports Overlay (FLO)	N/A	• Special policies apply to this area to minimize land use conflicts with adjacent uses and to maintain consistency with the Western Riverside County Airport Land Use Plan.
*Historic Resource Overlay (HRO)	N/A	• Allows use of flexible development standards, incentives, and building codes to encourage preservation of historically designated properties and districts, such as Mills Act and the Historic Building Code.

Notes:
*Asterisk indicates new or significantly revised land use designation. For continuity, the previous map abbreviation has been used.
1 **FAR = Floor Area Ratio**, which is the measurement of the amount of non-residential building floor area divided by site area, in square feet, as determined by Zoning Ordinance development standards for building/lot coverage, setbacks, building height, and parking requirements (see General Plan Land Use Designations and Land Use Intensity (beginning on page 2-16).
2 The **Development Intensity Range** provides a range of anticipated building intensity, where noted.
3 **Clustering** is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture, or wildlife habitat).

Floor Area Ratio (FAR)

Non-residential land use intensity is typically measured by the amount of building floor area allowed per acre, also referred to as Floor Area Ratio or "FAR." *Table 2.3* (page 2-15) includes ranges for floor area ratios for non-residential land uses, including commercial, industrial, and public facility/institutional uses. The ranges reflect FARs that could be anticipated based on Zoning Ordinance standards and are included in the General Plan to describe non-residential land uses in terms of intensity, massing, and scale and to estimate non-residential floor area square footages for planning purposes. FARs are effectively set by development standards in the Zoning Ordinance and are not expressly fixed by the General Plan. FARs may be modified by the City Council on a project or area-wide basis, such as specific plans or village plans.

Land Use and Zoning

The General Plan Land Use Map establishes the pattern and arrangement of land uses in Jurupa Valley. It shows the locations and boundaries of the various land use designations and overlays. The land use designations encompass one or more "zones," as described in the City's Zoning Ordinance and Zoning Map. Zoning implements the General Plan by setting specific use requirements and development standards for each zone. Within each land use designations, one or more zones may be associated with that designation, depending upon the specific types of land uses to be allowed/encouraged. *Table 2.5* shows the relationship of General Plan Land Use Designations and Zones. For more information on Zones and development regulations, refer to the City's Zoning Ordinance and Official Zoning Map.

Table 2.5: General Plan Land Use Designations and Consistent Zone Districts

General Plan Land Use Designation	Consistent Zone Districts*
Open Space Conservation (OS-C) and Conservation Habitat (OS-CH)	N-A Natural Assets W-E Wind Energy Resource Zone R-5 Open Area Combining Zone
Water (OS-W)	N-A Natural Assets W-1 Watercourse, Watershed & Conservation Areas R-5 Open Area Combining Zone
Recreation (OS-R)	N-A Natural Assets A-1 Light Agriculture W-1 Watercourse, Watershed & Conservation Areas R-5 Open Area Combining Zone
Rural (OS-RUR)	N-A Natural Assets W-1 Watercourse, Watershed & Conservation Areas A-2 Heavy Agriculture R-5 Open Area Combining Zone W-2 Controlled Development Areas W-2-M Controlled Development Areas with Mobile Homes
Mineral Resources (OS-MIN)	M-R Mineral Resources M-R-A Mineral Resources & Related Manufacturing
Commercial Retail (CR)	C-1/C-P General Commercial C-R Rural Commercial C-P-S Scenic Highway Commercial R-VC Rubidoux Village Commercial
Commercial Neighborhood (CN)	C-N Neighborhood Commercial
Commercial Tourist (CT)	C-T Tourist Commercial C-P-S Scenic Highway Commercial
Commercial Office (CO)	C-O Commercial Office C-P-S Scenic Highway Commercial
Light Industrial (LI)	B-P Business Park I-P Industrial Park M-SC Manufacturing – Service Commercial
Heavy Industrial (HI)	M-SC Manufacturing – Service Commercial I-P Industrial Park M-M Manufacturing – Medium M-H Manufacturing – Heavy
Business Park (BP)	BP Business Park
Small Farm (RR) – 1 DU per 5 acres	A-1 Light Agriculture A-P Light Agriculture with Poultry R-T-R Mobilehome Subdivision-Rural R-5 Open Area Combining Zone
Ranch (EDR) – 1-2 DU per 5 acres	A-1 Light Agriculture R-1 Single Family Detached R-A Residential Agricultural R-T-R Mobilehome Subdivision-Rural R-5 Open Area Combining Zone
Rural Neighborhood (VLDR) – 1-2 DU per 2 acres	A-1 Light Agriculture R-1 Single Family Detached R-T-R Mobilehome Subdivision-Rural R-5 Open Area Combining Zone
Country Neighbor-hood (LDR) – 1-2 DU per acre	A-1 Light Agriculture R-1 Single Family Detached R-A Residential Agricultural R-R Rural Residential R-T-R Mobilehome Subdivision-Rural R-5 Open Area Combining Zone
Medium Density Residential (MDR) – 2-5 DU per acre	R-1 Single Family Detached R-2 Multiple Family Dwellings R-2A Limited Multiple Family Dwellings R-3 General Residential R-T Mobile Home Subdivision & Mobile Home Park R-4 Planned Residential R-5 Open Area Combining Zone R-6 Residential Incentive R-D Regulated Development Areas
Medium High Density Residential (MHDR) – 5-8 DU per acre	R-1 Single Family Detached R-2 Multiple Family Dwellings R-2A Limited Multiple Family Dwellings R-3 General Residential R-T Mobile Home Subdivision & Mobile Home Park R-4 Planned Residential R-5 Open Area Combining Zone R-6 Residential Incentive
High Density Residential (HDR) – 8-14 DU per acre	R-2 Multiple Family Dwellings R-2A Limited Multiple Family Dwellings R-3 General Residential R-T Mobile Home Subdivision & Mobile Home Park R-4 Planned Residential R-5 Open Area Combining Zone R-6 Residential Incentive
Very High Density Residential (VHDR) – 14-20 DU per acre	R-2 Multiple Family Dwellings R-2A Limited Multiple Family Dwellings R-3 General Residential R-T Mobile Home Subdivision & Mobile Home Park R-4 Planned Residential R-5 Open Area Combining Zone R-6 Residential Incentive
Highest Density Residential (HHDR) – 20-25 DU per acre	R-2 Multiple Family Dwellings R-2A Limited Multiple Family Dwellings R-3 General Residential R-T Mobile Home Subdivision & Mobile Home Park R-4 Planned Residential R-5 Open Area Combining Zone R-6 Residential Incentive
Public/Institutional (PF)	AIR Airport Zone C-1/C-P General Commercial C-P-S Scenic Highway Commercial R-VC Rubidoux Village Commercial C-N Neighborhood Commercial C-O Commercial Office B-P Business Park

*Zones applied to rural areas of Riverside County and atypical for Jurupa Valley are not included.

Note: Specific Plan (SP) Zone and Planned Unit Development (PUD) Zone are consistent with all General Plan Land Use Designations.

Promoting Economic Sustainability and Prosperity

The General Plan provides for major employment centers at the I-15/SR 60 junction, in the Mira Loma Warehouse Policy Area, shown in *Figure 2-7,* in the Agua Mansa Warehouse and Distribution Center Overlay, shown in *Figure 2-7*, and along sections of Van Buren Boulevard.

Typical employment uses within Business Park and Light Industrial designated areas include research and development, manufacturing, assembly, research institutions, academic institutions, medical facilities, and support commercial uses. Heavy Industrial designated areas accommodate the most intensive types of industrial activities, including heavy manufacturing and processing plants.

Commercial Corridors

Several older "strip commercial corridors" are located in the City. These areas have a mix of residential, light industrial/service commercial, and commercial uses. Visual blight due to unmaintained land and buildings is a problem in some areas along these major commercial corridors, including portions of Etiwanda Avenue, Jurupa Road, Pedley Road, and Mission Boulevard. Moreover, their Retail-Commercial designation and C-1/C-P zoning on small parcels can result in inefficient, low-quality development and an inordinately high number of driveways along major arterial streets. To promote parcel consolidation and redevelopment with high-quality residential and commercial uses in selected areas, the General Plan applies the Community Development Overlay (CDO) to portions of Etiwanda Avenue and Mission Boulevard. This designation will implement General Plan policies by preserving and expanding residential uses in the Equestrian Lifestyle Protection Overlay, encouraging neighborhood-serving commercial uses, where appropriate, and by discouraging "strip commercial" development.

The Overlay will provide an incentive for residential development by allowing owners of parcels of 5 acres or larger, except on corner lots, to request rezoning to allow Medium Density Residential development (allows up to five dwelling units per acre). This rezoning would then be allowed under the General Plan. It also indicates that the City intends to work with property owners and conduct public outreach to determine whether the General Plan should continue to allow for Retail Commercial uses in this area, and if so, where. To apply the CDO, the City must identify the goals and purposes to be achieved in each area where it is applied.

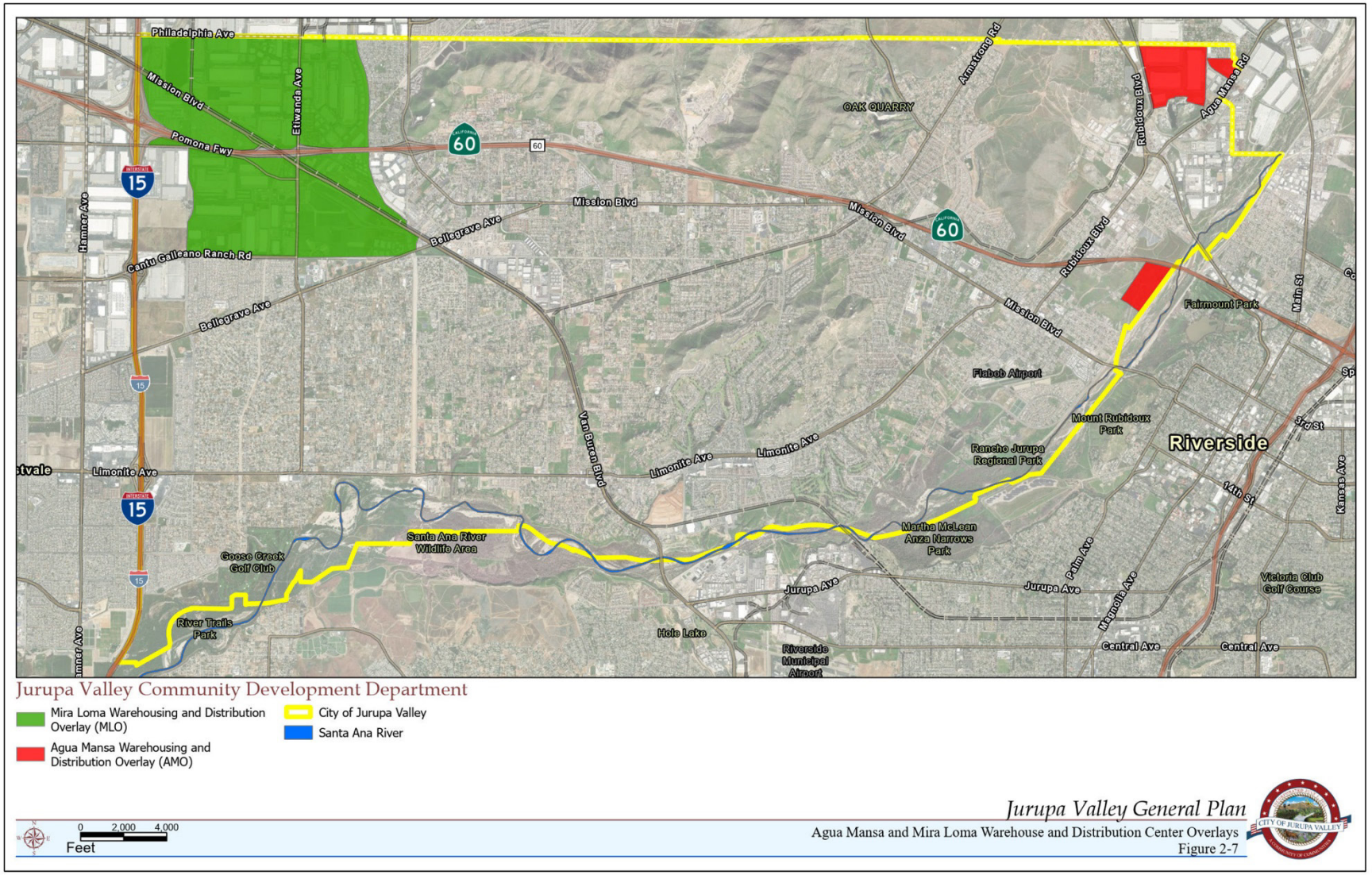


Figure 2-7: Agua Mansa and Mira Loma Warehouse and Distribution Center Overlays

Preserving Historic Town Centers



Figure 2-8: Rubidoux, looking north, with Jurupa Mountains in background

This policy area is intended to encourage high-quality development of vacant infill properties and to stimulate economic development of the communities served by Mission Boulevard. The Town Center Overlay is applied at key existing community centers, namely the Glen Avon area along Mission Boulevard near Pedley Road, the Pedley/Limonite area, and the Rubidoux area along northeast Mission Boulevard, as shown in *Figure 2-10* below. These areas are intended to function as pedestrian-oriented community centers, in keeping with their historic uses. Developers are encouraged to develop a mix of high-quality residential, retail, office, and public uses in close proximity.

To address compatibility and design issues, special design guidelines for site planning, building design, landscaping, and signage apply to these areas *(*see *Section LUE 10 – Community Design and Aesthetics* beginning on page 2-76). The strategic locations make these centers focal points of community social and commercial activity and valuable assets in the City's economic development efforts. For example, the Rubidoux Town Center Overlay takes advantage of the existing pattern of development on Mission Boulevard by allowing for vertically or horizontally mixed residential units, thereby increasing the development feasibility and economic value of this area.



Figure 2-9: Metrolink stop, Jurupa Valley

Jurupa Valley's proximity to major freeways, Metrolink services, and railroad tracks provides an opportunity for regional multimodal transportation connections. Combined with the relatively compact activities envisioned in the *Town Centers,* these transportation links offer the long-term potential to provide improved commuter and public transit access. Future multimodal transportation options are a part of this General Plan, in part, due to the need to reduce traffic loading from local arterial streets as well as on highway and freeway systems. This is particularly critical in Jurupa Valley due to the concentration of warehousing and logistics uses. These uses are associated with high volumes of heavy trucks, which affects local air quality and street paving, and which causes traffic congestion, despite the importance of these uses to the City's economic development.

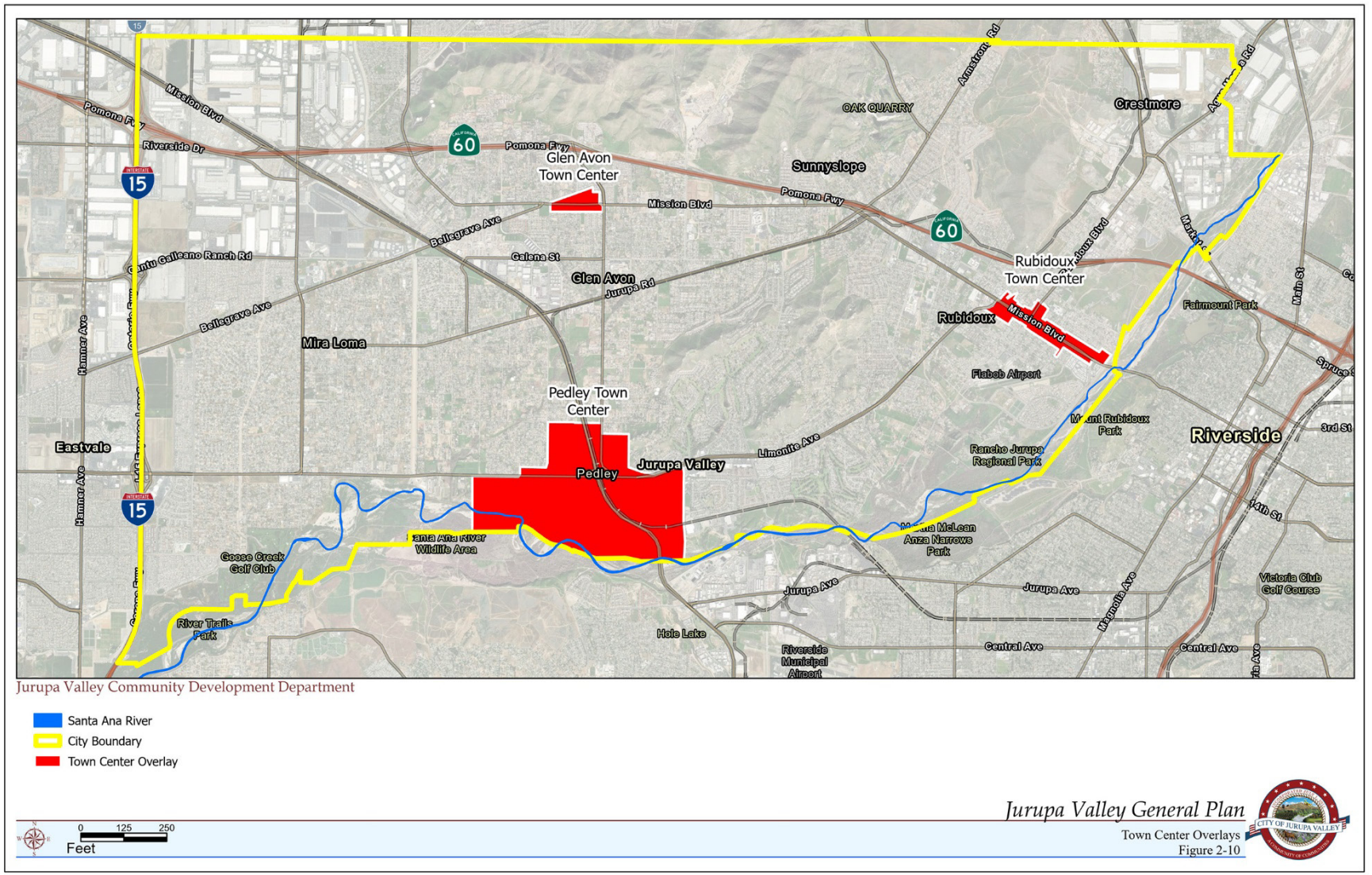


Figure 2-10: Town Center Overlay map

Preserving Jurupa Valley's Small Town Rural Character

As shown in *Figure 2-4* (page 2-8), the City has several large, vacant areas that are suitable for development. Rural and semi-rural areas still comprise large areas of Jurupa Valley. The City's semi-rural communities, such as parts of Old Mira Loma, Glen Avon, and Pedley, exemplify the lifestyle choice of many Jurupa Valley residents. Rural uses like horse keeping, animal keeping, and small-scale orchards and vegetable gardening define the unique character of many neighborhoods and communities in Jurupa Valley and help to define their boundaries and lifestyles. These semi-rural areas also help retain precious water resources by reducing run-off and providing important wildlife habitat and habitat linkages.

Due to increasing growth pressures, there is danger that the character of some rural areas may be diminished by encroaching urbanization. A delicate balance exists between accommodating future growth, meeting community needs for jobs and services, and preserving this rural lifestyle. In some locations, allowing limited growth is desirable and appropriate, while in others, there is a need to maintain and/or upgrade the character of an area. In either instance, it is necessary to ensure that an appropriate level of services and infrastructure is available.

The City is committed to ensuring that rural uses remain an integral part of the City's future and are protected through the policies of the General Plan, as reflected in the following General Plan goals, policies, and programs.

C. Land Use Element Goals, Policies and Programs

Goals

To be a City that establishes and maintains a balance of land uses that:

LUE 1 Encourages attractive, safe, and well-maintained residential neighborhoods that offer a range of high quality housing opportunities that "fit" the community in which they are to be located;

LUE 2 Attracts high quality commercial, office, and industrial areas offering a range of retail, service and employment uses that complement rather than compete with one another;

LUE 3 Enhances Jurupa Valley's equestrian lifestyle, with equestrian-friendly features such as extensive multi-use trails and a mix of passive and active recreational areas;

LUE 4 Protects open space and natural resource areas for solitude and a relief from urban stresses, recreation and views, diverse and healthy natural habitats for a variety of plant and animal life and distinct community edges; and

LUE 5 Supports diverse and well-funded public and institutional uses that provide essential utilities and public services, lifelong learning opportunities, and improved access to recreational, cultural, historic, and social amenities and resources.

Land Use Categories – Descriptions

LUE 1 – Open Space

As shown on the Land Use Designation Summary, *Table 2.4* (page 2-17), the Open Space category consists of six land use designations: Agriculture/Open Space-Conservation, Open Space-Conservation Habitat, Open Space-Water, Open Space-Recreation, Open Space-Rural, and Space-Mineral Resources.



Figure 2-11: Wine grapes, Jurupa Valley

Open Space-Conservation (OS-C)

The Open Space-Conservation land use designation is applied to land designated for light agricultural activities (where appropriate), preservation of non-Multi-Species Habitat Conservation Plan (MSHCP) lands, protection from natural hazards, conservation of prime farmland and existing, productive agricultural land, and preservation of scenic and other natural resources. Ancillary structures or uses may be permitted if they further the intent of this designation and do not substantially alter the character of the area. Actual building or structure size, siting, and design will be determined on a case-by-case basis.

Open Space-Conservation Habitat (OS-CH)

The Open Space-Conservation Habitat land use designation applies to public and private lands conserved and managed in accordance with adopted MSHCPs. Ancillary structures or uses may be permitted for the purpose of preserving or enjoying open space. Actual building or structure size, siting, and design will be determined on a case-by-case basis.

Open Space-Recreation (OS-R)

The Open Space-Recreation land use designation allows for active and passive recreational uses such as parks, trails, campgrounds, athletic fields, golf courses, and off-road vehicle parks. Agricultural activities are also permitted, where appropriate. Ancillary structures may be permitted for recreational opportunities. Actual building or structure size, siting, and design will be determined on a case-by-case basis.

Open Space-Rural (OS-RUR)

The Open Space-Rural land use designation is applied to remote, privately owned open space areas with limited access and a lack of public services. Single-family residential uses are permitted at a density of 1 dwelling unit per 20 acres. This land use classification is also applied to new and existing agricultural uses, including commercial orchards, row crops, greenhouses, vineyards, animal breeding, and grazing.

Open Space-Mineral Resources (OS-MIN)

The Open Space-Mineral Resources land use designation allows for mineral extraction and processing facilities designated based on the Surface Mining and Reclamation Act (SMARA) of 1975 classification. The extraction of mineral resources is conditionally permitted, subject to an approved surface mining permit, if the proposed project can be undertaken in a manner that preserves and protects threatened or endangered species, sensitive habitat, scenic resources, and views from residential neighborhoods and major roadways. Areas held in reserve for future mining activities also fall under this designation. Ancillary structures or uses may be permitted that assist in the extraction, processing, or preservation of minerals. Actual building or structure size, siting, and design will be determined on a case-by-case basis.

Open Space-Water (OS-W)

The Open Space-Water designation primarily includes the Santa Ana River and its floodplain. It also includes natural creeks and springs. Ancillary structures or uses may be permitted for flood control or recreational purposes. The extraction of mineral resources subject to an approved surface mining permit may be permitted if the proposed project can be undertaken in a manner that does not result in increased flooding hazards and that is consistent with maintenance of long-term habitat and riparian values.

Policies

The following policies apply to properties designated as Agriculture/ Open Space-Conservation, Open Space-Recreation, Open Space-Rural, Open Space-Conservation Habitat, or Open Space-Water.

LUE 1.1 **Compatible Structures.** Require that structures be designed and operated in a manner that preserves and is compatible with the environmental character where they are located, including lighting, telecommunications equipment and other facilities and equipment.

LUE 1.2 **Agency Cooperation.** Cooperate with the California Department of Fish and Wildlife (CDFW), the United States Fish and Wildlife Service (USFWS), and any other appropriate agencies to conserve non-MSHCP habitat.

LUE 1.3 **Prime Farmland.** Encourage conservation of designated Prime Farmland and productive agricultural lands.

LUE 1.4 **Right-To-Farm.** Adhere to the Riverside County Right-To-Farm Ordinance and any subsequent ordinance assuring the ability of farmers to continue with legally established agricultural activities.

LUE 1.5 **Agricultural.** Where it is determined by the City to be compatible, the City will allow new agricultural uses.

In addition to Policies LUE 1.1 through 1.5, the following policies apply only to those properties designated as Open Space-Recreation.

LUE 1.6 **County Facilities.** Encourage the County to continue to develop and maintain regional park facilities in Jurupa Valley that provide recreational opportunities for residents and visitors.

LUE 1.7 **Accessibility.** Require that open space recreation facilities be accessible to the community, regardless of age, physical limitation, or income level.

LUE 1.8 **Quimby Act.** Require that new development meet the parkland requirements as established in the Quimby Act and City enabling ordinances.

In addition to Policies LUE 1.1 through 1.5, the following policies apply only to properties designated as Open Space-Rural.

LUE 1.9 **Siting and Grading.** Require that development be sited and designed to blend with a site's undeveloped natural contours and to avoid a padded, unvaried, unnatural, or manufactured appearance.

LUE 1.10 **Adequacy of Services.** Require that adequate and available circulation facilities, water resources, sewer facilities and/or septic capacity, and storm drainage exist to meet the demands of the proposed land use.

LUE 1.11 **Rural Character.** Ensure that development does not adversely impact the open space, rural character, and environmental sustainability of the surrounding area.

LUE 1.12 **Parcel Consolidation**. Encourage parcel consolidation using incentives and other measures.

The following policies apply only to properties designated as Open Space-Mineral Resources.

LUE 1.13 **SMARA Compliance.** Require that surface mining activities and lands containing mineral deposits of statewide or regional significance comply with City ordinances and the SMARA.

LUE 1.14 **Encroachment.** Protect lands designated as Open Space-Mineral Resources from encroachment of incompatible land uses through buffer zones or visual screening.

LUE 1.15 **Road Access.** Protect road access to mining activities and prevent or mitigate traffic conflicts with surrounding properties.

LUE 1.16 **Reclamation**. Require the recycling and reclamation of mineral extraction sites to open space, recreational, or other uses that are compatible with the surrounding land uses.

LUE 1.17 **Reuse Plan**. Require an approved reclamation and reuse plan prior to issuing a permit to operate an extraction operation.

Programs

LUE 1.1.1 **Parkland Requirements.** In coordination with community service districts, special districts, schools, residents, and the development community, consider amending the City's parkland requirements, including park area dedication and in-lieu fee requirements, to help address underserved parkland needs.

LUE 1.1.2 **Incentives.** Provide programs and incentives that encourage Open Space-Rural areas to be maintained in a manner that enhances their existing and desired visual character.

LUE 1.1.3 **Mineral Extraction Controls**. Establish a zoning overlay zone to designate open space areas in the OS-RUR designation that are appropriate for mineral extraction

such that scenic resources such as prominent ridgelines, rivers, and forests are not adversely affected.

LUE 2 – Residential

Residential land uses in Jurupa Valley are the single largest land use in terms of acreage, and can be found in areas ranging from rugged hillside areas to large lot, level terrain adjacent to the Santa Ana River. Because of the importance of housing to residents' quality of life, it is the City's overarching housing goal to create the highest quality residential neighborhoods in the Inland Empire.



Figure 2-12: New housing in Mira Loma

Residential land uses accommodate not only a wide variety of housing types and land use designs, but also an assortment of public uses such as churches, schools, parks, daycare centers, libraries, and other cultural and civic uses that support healthy neighborhoods and communities, and help establish neighborhood character and quality of life. The intent of these policies is to help meet housing needs, accommodate a range of housing styles, types, densities and affordability, and enhance the quality of neighborhoods through appropriate housing design and site planning, property maintenance, and public improvements. Housing choices range from rural retreat to suburban neighbor hood and from higher cost executive homes to modest yet sound starter housing for young families. Increasingly, homebuyers are attracted to Jurupa Valley not only because of the range of housing types available but also because of its relative affordability for a wide range of household incomes.

Housing Opportunities

As further discussed in the Housing Element, this General Plan identifies areas suitable for a range of high-quality new housing types at a variety of densities, tenure, and prices. Areas designated for Highest Density Residential allow up to 25 dwellings per acre and are deemed appropriate to accommodate affordable housing, consistent with the City's assigned regional housing needs. Potential housing sites in 2017 are shown in *Figure 2-13* below.

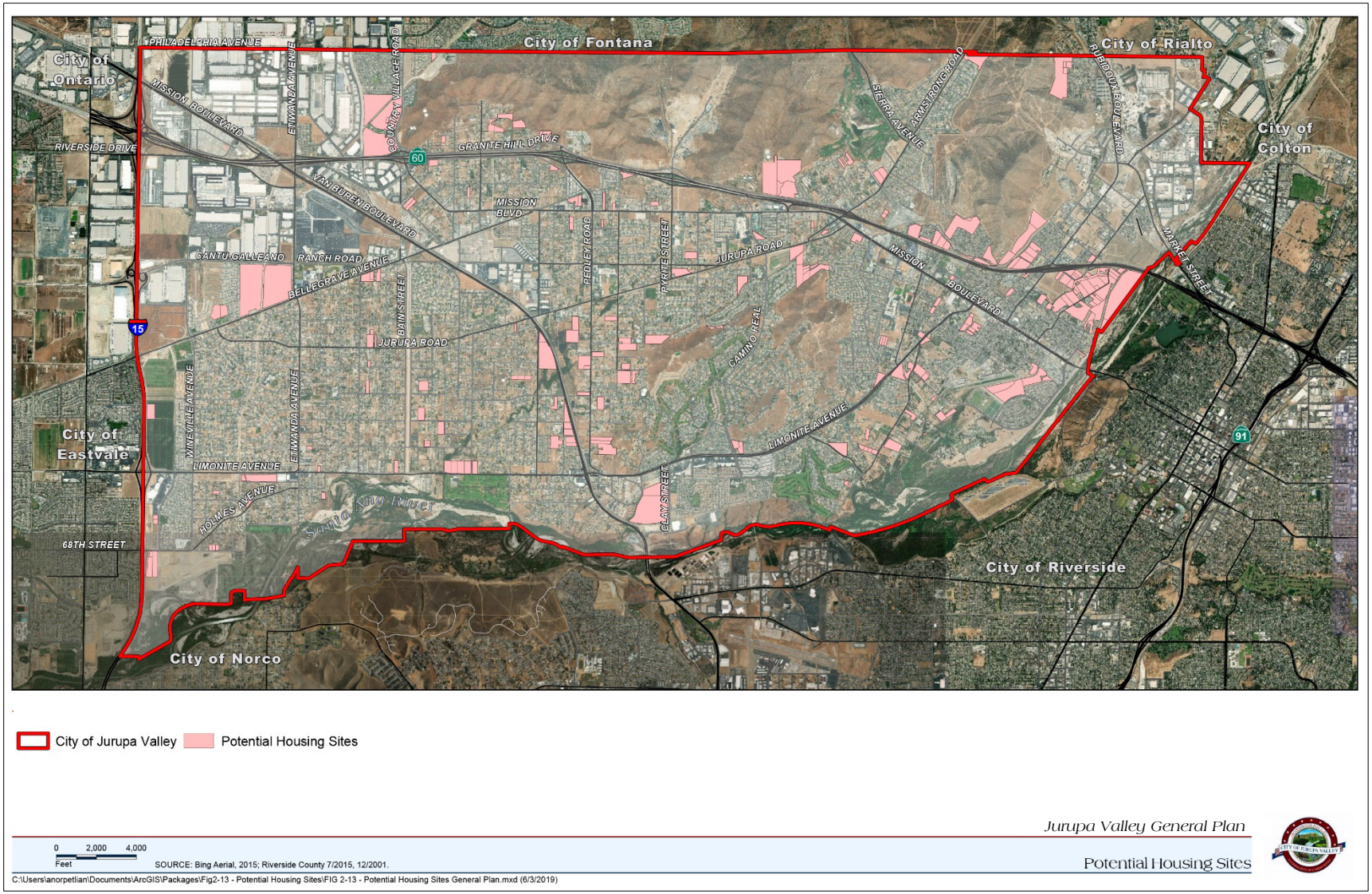


Figure 2-13: Potential housing sites

Residential land uses are divided into nine land use designations:

- Small Farm (RR) (formerly "Rural Residential")
- Ranch (EDR) (formerly "Estate Density Residential")
- Rural Neighborhood (VLDR) (formerly "Very Low Density Residential")
- Country Neighborhood (LDR) (formerly "Rural Community - Low Density Residential")
- Medium Density (MDR)
- Medium-High Density (MHDR)
- High Density (HDR)
- Very High Density (VHDR)
- Highest Density (HHDR)

Small Farm (RR)

Small Farm allows one single-family dwelling per 5 acres, plus ancillary structures. Limited recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses, and governmental uses are allowed within this designation.

Ranch (EDR)

The Ranch land use designation allows development of detached single-family residential dwellings and ancillary structures at a density of 1 to 2 dwelling units per 5 acres. In this designation, animal keeping is allowed, but regulated to ensure compatibility between the EDR designation and other, more intense residential uses in the vicinity. Limited agriculture is permitted in this designation.

Rural Neighborhood (VLDR)

Rural Neighborhood provides for the development of detached single-family residential dwellings and ancillary structures. Intensive animal keeping uses are discouraged or are limited to ensure compatibility between the VLDR designation and other uses in the vicinity. Limited agriculture is permitted in this designation. The density range is typically 1 to 2 dwelling unit per 2 acres.

Country Neighborhood (LDR)

The Country Neighborhood designation provides for the development of detached single-family residential dwellings and ancillary structures. Intensive animal keeping uses are discouraged or are limited to ensure compatibility between the LDR designation and other uses in the vicinity. Limited agriculture is permitted in this designation. The density range is from 1 dwelling unit per acre up to 2 dwelling units per acre.

Medium Density Residential (MDR)

The Medium Density Residential land use designation provides for the development of detached single-family dwellings. Limited agriculture and animal-keeping uses, including horses, are also allowed within this category. The density ranges from 2 to 5 dwelling units per acre.

Medium-High Density Residential (MHDR)

The Medium-High Density Residential land use designation provides for the development of smaller lot, single-family dwellings. Typical allowable uses in this category include detached, small-lot single-family homes, attached single-family patio homes, courtyard development, and townhouses. Clustered development is encouraged in this category. The density range is from 5 to 8 dwelling units per acre.

High Density Residential (HDR)

The High Density Residential land use designation allows detached and attached small lot single-family dwellings, homes, patio homes, zero lot line homes, multi-family apartments, duplexes, and townhouses. The potential for clustered development is also provided for in this land use category. The density range is from 8 to 14 dwelling units per acre.

Very High Density Residential (VHDR)

The Very High Density Residential land use designation allows for the development of multi-family apartments, duplexes, and condominiums, with a density range of from 14 to 20 dwelling units per acre.

Highest Density Residential (HHDR)

The Highest Density Residential land use designation allows for the development of multi-family apartments and condominiums, with a density range of between 20 and 25 dwellings per acre.

Policies

The following policies apply to residentially designated properties within the designations described above and as depicted on the Land Use Element Map (also see *Section 5 – Housing Element*).

LUE 2.1 **Residential Development.** Accommodate the development of single-family and multi-family residential units in areas appropriately designated by the General Plan, specific plans, the Equestrian Lifestyle Protection Overlay, and community and town center plans land use maps.

LUE 2.2 **Higher Density Residential.** Accommodate higher density residential development in walkable, pedestrian-oriented areas near major transportation corridors, concentrated employment areas, and community and town centers, and promote the development of high quality apartments and condominiums that will encourage local investment and pride of ownership.

LUE 2.3 **Infrastructure.** Ensure that circulation facilities, water resources, sewer and storm drainage facilities, and other utilities available or provided by the developer are adequate to meet the demands of a proposed residential land use in addition to those services and resources required to serve existing residents and businesses.

LUE 2.4 **Housing Quality and Variety.** Accommodate the development of a variety of highest quality housing types, styles and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.

LUE 2.5 **Connectivity.** Integrate residential development with a continuous network of parks, open space, public areas, bicycle trails, equestrian trails, public transit routes, and pedestrian paths to connect neighborhoods and communities with key nodes. Key nodes include parks and recreation facilities, schools, town and neighbor-hood centers, and other in-city communities and surrounding cities and points of interest.

LUE 2.6 **Buffering.** Require setbacks and other design elements to buffer residential units from the impacts of abutting agricultural, roadway, commercial, and industrial uses, to the maximum extent possible.

LUE 2.7 **Reduced Street Widths.** Allow for reduced widths for local streets, where appropriate, to minimize impacts of traffic on neighborhood safety and character, in accordance with CAL FIRE standards.

LUE 2.8 **Supportive Uses.** Accommodate activity centers or nodes within or near residential neighborhoods that allow such services as child or adult care, recreation, public meeting rooms, convenience commercial uses, and similar facilities, where appropriate.

LUE 2.9 **Design Compatibility.** Ensure that new residential developments are designed to be compatible with their surroundings and to enhance visually the appearance of neighborhoods and adjacent structures.

LUE 2.10 **Special Needs Housing.** Require that special needs housing, such as transitional or group housing, is

designed to enhance and be compatible with adjacent uses, structures, and neighborhoods.

Programs

LUE 2.1.1 **Regional Housing Needs**. Within 1 year of adoption of the General Plan, amend the General Plan Land Use Map and Zoning Ordinance density standards for the R-6 zone to allow a base density up to 25 dwelling units per acre, and amend the Zoning Map to show the locations of at least 34 acres of additional R-6 zoning to help meet Regional Housing Needs Assessment (RHNA).

LUE 3 – Commercial, Industrial and Business Park

Commercial Land Use Designations



Figure 2-14: Newer office development, Riverside County

Commercial land uses are critical to the long-term economic and fiscal stability of the City. They provide jobs for local residents, provide necessary goods and services, and generate much of the tax base necessary to fund essential public facilities and services such as police and fire. However, underutilized and unmaintained commercial buildings and storefronts can result in visual blight that detracts from the communities they occupy and discourages private investment. The City intends to accommodate retail commercial and office space demand, stimulate focused commercial centers, encourage a variety and range of commercial uses needed by residents, and ensure that new or rehabilitated commercial structures and centers enhance the visual character of the area and are integrated into the community they are intended to serve. The Commercial land use designations are:

- Commercial Retail (CR)
- Commercial Neighborhood (CN)
- Commercial Tourist (CT)
- Commercial Office (CO)

Commercial Retail (CR)

The Commercial Retail land use designation allows for the development of a broad range of retail commercial and services, including professional office and visitor-serving commercial uses. Commercial Retail uses will be permitted based on their compatibility with surrounding land uses and on the amount of Commercial Retail acreage already developed in the City. Floor area ratios (FARs) range from 0.20 to 0.35.

Commercial Neighborhood (CN)

The Commercial Neighborhood land use designation allows for the development of neighborhood-serving uses that meet the convenience needs for nearby residents. These are freestanding commercial uses or smaller-scale commercial centers located within or on the edges of residential neighborhoods and include such uses as neighborhood food markets, local-serving retail commercial, personal services, professional offices, cultural facilities, and eating and drinking uses. Commercial Neighborhood uses will be permitted based on their compatibility with surrounding land uses. Floor area ratios range from 0.25 to 0.60.

Commercial Tourist (CT)

The Commercial Tourist land use designation allows for visitor-serving commercial uses such as hotels, motels, golf courses, commercial recreation and amusement facilities, and sale of new and used automobiles and trucks. Commercial Tourist uses will be permitted based on their compatibility with surrounding land uses. Floor area ratios range from 0.20 to 0.35.

Commercial Office (CO)

The Commercial Office land use designation allows for a variety of office uses, including professional offices such as medical and dental offices, legal and financial services, insurance services, and other office and support services. Commercial Office uses will be permitted based on their compatibility with surrounding land uses. Floor area ratios range from 0.35 to 1.0.

Policies

The following policies apply to Commercial designated properties, as shown on the Land Use Map.

LUE 3.1 **Commercial Development.** Accommodate the development of commercial uses in areas designated by the General Plan, specific plans, and community and town center plans.

LUE 3.2 **Accessibility.** Building and parking facilities should generally be located adjacent to and oriented parallel to public streets to facilitate pedestrian accessibility and to screen parked cars. In pedestrian areas, such as Town Centers and commercial and industrial parks, buildings should face and be directly accessible from the public sidewalk. In semi-rural, equestrian-oriented, or suburban areas, buildings should not face large parking lots but instead face major on-site landscaped, open space trails or other pedestrian-oriented features.

Parking areas on adjoining commercial parcels should be physically connected to allow continuous vehicle, bicycle, pedestrian and equestrian access, and pedestrian and equestrian facilities should be located and designed to be separate from motor vehicles where possible.

LUE 3.3 **Community Facilities.** Accommodate community-oriented facilities, such as public meeting rooms, daycare facilities, public transit, public buildings (e.g., government-owned buildings, community service district facilities with public services), and cultural uses.

LUE 3.4 **Transit and Housing.** Locate commercial uses near transit facilities and residential areas, and require the incorporation of facilities such as bus turnout lanes and bus shelters to promote use of public transit.

LUE 3.5 **Residential Compatibility.** Commercial uses abutting residential properties shall be designed to protect the residential use from the impacts of noise, vibration, light, fumes, odors, vehicular traffic, parking, and safety hazards.

LUE 3.6 **Infrastructure.** Require that new commercial development provide adequate parking, transportation facilities and utilities, including sidewalks and trails, street trees, water resources, sewer and storm water facilities, and other utilities to serve new businesses in addition to meeting the needs of existing residents and businesses.

LUE 3.7 **Mixed Uses.** Allow mixed-use projects to develop in commercially designated areas in accordance with the Design Guidelines of the Town Center Overlay and the Mixed Use Overlay, and with consideration of potential impacts to adjacent uses.

LUE 3.8 **Architectural Compatibility.** Require commercial development to be designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high quality architecture, landscaping, and site improvements. Architectural styles that reflect the City's small town rural, agricultural history shall be utilized in the design of new commercial developments in or near the Town Centers, consistent with the applicable design guidelines.

LUE 3.9 **Maintenance.** Require property owners and tenants of commercial properties to properly maintain and repair buildings, landscaping, signs, and fencing to ensure they

reflect community expectations for a quality environment and remain competitive with commercial facilities located outside the City.

LUE 3.10 **Pedestrian, Bicycle, and Transit Access.** Require commercial projects to be designed to promote convenient access to and from nearby neighborhoods, transit facilities, bikeways, and other amenities.

LUE 3.11 **Environmental Compatibility and Quality.** Require commercial districts and uses to be compatible with their environmental setting, promote City environmental goals, and be designed and operated to avoid or mitigate environmental impacts.

Programs

LUE 3.1.1 **Broaden and Refine Commercial Zones.** During the next 3 years, amend the Zoning Ordinance to allow office parks, large-scale shopping centers, specialized commercial such as medical clusters, tourist commercial, and entertainment complexes.

LUE 3.1.2 **Maintenance.** Adopt guidelines, an amendment to the Zoning Ordinance, or other measure(s) to clearly outline the City's expectations and requirements for the maintenance and repair of commercial buildings, landscaping, signs and fencing.

Industrial and Business Park Area Plan Land Use Designations

Industrial land aids in creating economic growth by providing jobs for local and area-wide residents, providing growth opportunities for new and existing businesses, and by building and maintaining a tax base, which can help fund essential public services. The goal is to provide attractive work environments that fit with the character of each community and are well served by convenient and adequate multimodal transportation options. Stimulation of clusters of similar industrial businesses can facilitate competitive advantages in the marketplace.

Industrial/Business Park land uses are divided into three land use designations: Light Industrial, Heavy Industrial, and Business Park.

Light Industrial (LI)

The Light Industrial designation is intended to encourage research and development uses that will attract highly skilled, well paid jobs to Jurupa Valley. It also allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing and distribution centers within

the Mira Loma Warehouse and Distribution Center Overlay, and supporting retail uses. Floor area ratios range from 0.25 to 0.60.

Heavy Industrial (HI)

The Heavy Industrial land use designation allows for intense industrial activities that may have significant impacts (noise, vibration, glare, odors) on surrounding uses. It also allows for warehousing, distribution, and logistics centers within the Mira Loma and Agua Mansa Warehouse and Distribution Center Overlays. Floor area ratios range from 0.15 to 0.50.

Business Park (BP)

The Business Park land use designation allows for employee-intensive uses, including research and development, technology centers, corporate and support office uses, "clean" industry, and supporting retail uses. Floor area ratios range from 0.25 to 0.60.

Policies

The following policies apply to Industrial and Business Park designated properties, as shown on the Land Use Map.

LUE 3.12 **Industrial and Business Park Development.** Accommodate the continuation of existing and the development of new industrial, manufacturing, research and development, and professional offices in areas designated by the General Plan, specific plans, community and town center plans.

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

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

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

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

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

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

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

LUE 4 – Public Facility/Institutional

The Public Facility/Institutional (PF) land use designation provides for the development of various public, quasi-public, and private uses with similar characteristics, such as governmental facilities, utility facilities including public and private electric generating stations and corridors, landfills, airports, educational facilities, and maintenance yards.



Figure 2-15: Louis Robidoux Library, Jurupa Valley

Uses within the Public Facility/Institutional land use designation provide essential support services to City residents and are typically operated by a government entity, a public utility, a community service district or a special district. These uses include City Hall and other public buildings, flood control facilities, utilities, schools, libraries, and other such facilities. Due to the intense nature of many of these activities, potential conflicts with surrounding land uses can occur. Privately owned facilities providing public services, such as Flabob Airport, may also be included in the Public Facility/ Institutional designation. The intent of these policies is to provide for adequate public facilities within the City to serve the public and to ensure compatibility with surrounding land uses.

Due to the varied nature of Public Facility/Institutional land uses, building intensity and design criteria for uses in this designation shall generally comply with those standards and policies in other land use designations that are most similar to the intended use. Airports, utility facilities other than electric generating stations, and landfills generally have low FARs. Building intensities for civic uses such as government buildings and schools, however, are comparable to other employment-generating land use designations. The maximum

intensity allowed for civic uses within the Public Facility/Institutional designation is 0.60 FAR. Actual FAR will vary for other uses, and the appropriate FAR will therefore be determined in the zoning ordinance.

Policies

The following policies apply to Public Facility/Institutional designated properties, as shown on the Land Use Map and on the Community Plan land use maps.

LUE 4.1 **Public Facility Development.** Accommodate the development of public facilities and services in areas designated by the General Plan, specific plans, and community and town center plans.

LUE 4.2 **Encroachment.** Protect major public facilities, such as Flabob Airport, publicly owned buildings, landfill, and solid waste disposal sites, from the encroachment of incompatible uses.

LUE 4.3 **Locations.** Locate and design new public facilities to protect sensitive uses, such as schools and housing, from impacts due to noise, vibration, light, fumes, odors, and vehicular traffic, parking and safety hazards.

LUE 4.4 **Infrastructure.** Require new Public Facility/Institutional development to provide adequate parking, transportation facilities, including sidewalks and trails, street trees, water resources, sewer facilities, and other utilities to serve new and existing Public Facility/Institutional businesses and tenants in addition to meeting the needs of existing residents and businesses.

LUE 4.5 **Architectural Compatibility.** Public Facility/Institutional development shall be designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high-quality architecture, landscaping, and site improvements.

LUE 4.6 **Public Utilities, Easements, and Rights of Way.** New development and conservation land uses shall not infringe upon existing public utility corridors, including fee owned rights of way and permanent easements whose true land use is that of public facilities. This policy will ensure that the "public facilities" designation governs what otherwise may be inferred from large-scale General Plan maps.

LUE 4.7 **Consideration of Scale.** Due to the scale of General Plan maps and the area of the City, utility easements and linear rights of way may not be shown on General Plan,

specific plan, and community plan maps. These features need to be taken into consideration in the review of applications to develop land and proposals to preserve land for conservation.

LUE 4.8 **Impact Mitigation of New Public Facilities.** Planning and development of new public facilities, such as public buildings, utility transmission lines (water, sewer, communications and power), roads, bridges, storage and equipment yards, and flood control channels, shall avoid adverse impacts to prime residential or commercial properties, or areas with residential and commercial development potential, and shall not adversely affect the character and quality of life in the City's residential neighborhoods.

LUE 5 – Land Use Overlays

Land Use Overlays are land use designations that give the City Council greater control in achieving land use planning goals or to address specific community issues or needs. The Overlay designations are shown in *Figure 2-5* (page 2-10) and in more detail in *Figure 2-16* below. Generally, overlays are applied to areas, neighborhoods, or groups of parcels, not small, individual properties. The Overlays address a particular land use characteristic or process and can be applied to any base land use designation.

Generally, overlays are applied as part of a General Plan amendment to provide another layer of land use guidance or a variety of land use and/or development options. For example, the underlying land use designation might be Retail-Commercial; however, the application of the Community Development Overlay allows the opportunity to develop Residential and Retail Commercial uses where they are compatible and to give an incentive for development or redevelopment with new uses that better meet City goals than the previous uses and that remove non-conforming or dilapidated land uses. Where an overlay is applied, the more specific provisions of the overlay shall apply to the base land-use designation.

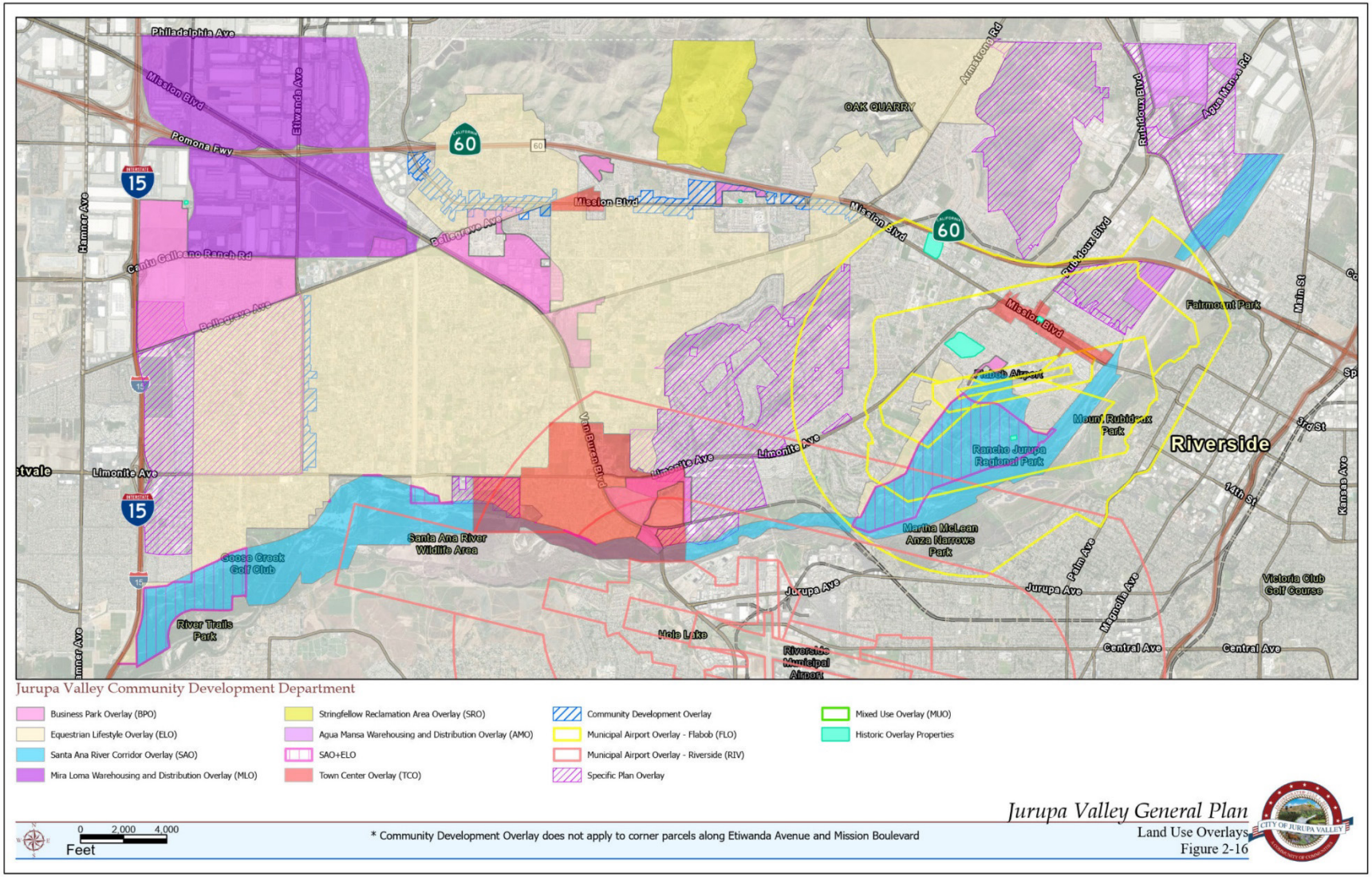


Figure 2-16: Combined Land Use Overlay Map

Equestrian Lifestyle Protection Overlay (ELPO)

The Equestrian Lifestyle Protection Overlay preserves Jurupa Valley's equestrian heritage and lifestyle and ensures the keeping of horses and other farm animals can continue, subject to regulations specified in the Zoning Ordinance. All new developments within this Overlay must meet equestrian-friendly requirements, such as minimum parcel area and building setback requirements, and provide community and local trails and accommodate equestrian use in accordance with the City's trail planning.



Figure 2-17: Equestrian "parking," Jurupa Valley

Jurupa Valley's equestrian lifestyle is one of the community's most closely held values. In particular, Mira Loma, Sunnyslope, Crestmore Heights, Pedley, Glen Avon, and areas between Riverview and the Santa Ana River are centers of equestrian activities where horses and riders can often be seen in yards and riding along local streets. While not all of Jurupa Valley is suited for animal keeping and equestrian activities, those areas that are generally suited for equestrian use are shown in *Figure 2-18* below.

The intent of establishing these areas is to preserve the equestrian lifestyle and ensure that these areas maintain their equestrian focus for the life of this General Plan and beyond. Jurupa Valley's equestrian focus is more than a recreation activity or a shared value. It is a lifestyle choice and considered by many to be the essence of what makes Jurupa Valley unique. It also offers important benefits for community health, environmental preservation, land use, and the local economy.

Jurupa Valley is well suited for equestrian use due to its many large residential lots in semi-rural neighborhoods, equestrian and animal-keeping goods and services, corrals and stables, and a growing network of multi-purpose trails linking the Santa Ana River with neighborhoods and large open space areas. Moreover, equestrian uses bring people together. Horse facilities such as trails, show arenas and staging areas, as well as competition and recreational riding venues can attract residents and visitors and be a major source of local pride, increased property values, and economic activity.

These factors contribute to Jurupa Valley's desirability as a place to live, visit, or do business—both for equestrians and for those who love equestrian-oriented communities. While horse keeping and riding bring many benefits and enhance Jurupa Valley's quality of life, they require special land use and circulation planning to ensure community safety and a balanced network of trails and compatible land uses. The Equestrian Lifestyle Protection Overlay is intended to ensure that this planning takes place and that equestrian uses continue to be a defining value of Jurupa Valley.

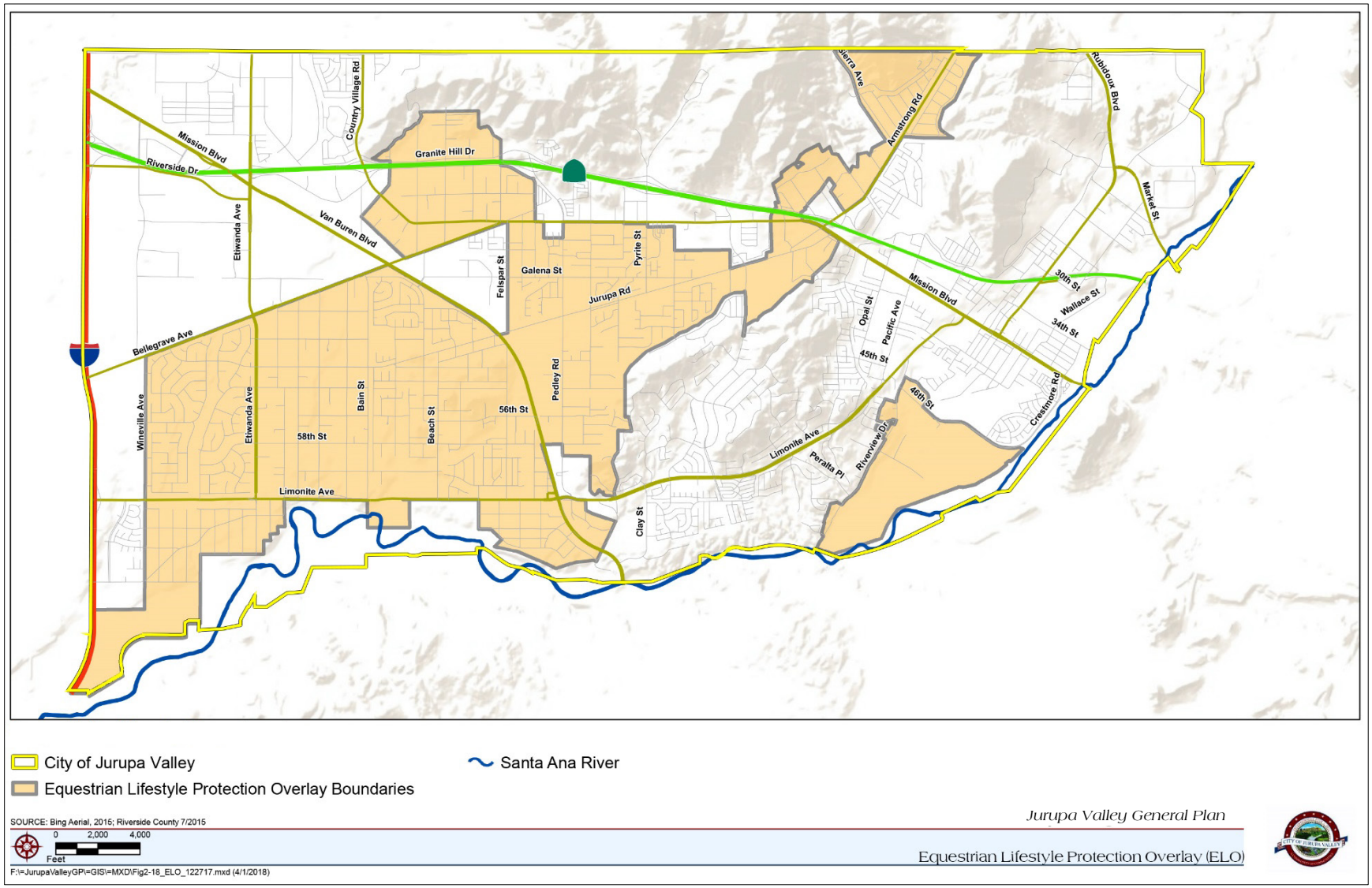


Figure 2-18: Equestrian Lifestyle Protection Overlay

Policies

The following policies apply within the Equestrian Lifestyle Protection Overlay.

LUE 5.1 **Application.** Apply the Equestrian Lifestyle Protection Overlay to those areas where equestrian uses, facilities, trails, and accessory uses are encouraged, as shown in *Figure 2-18* above.

LUE 5.2 **Land Use and Circulation Planning.** Within the Overlay, give priority to preserving, facilitating, and improving equestrian uses, access, and safety, trails and other equestrian-serving facilities when planning public transportation, utilities, public buildings, and other public facilities.

LUE 5.3 **Land Use Compatibility.** Within the Overlay, equestrian uses and facilities shall be allowed by right, subject to appropriate standards for horse density and well-being, setbacks, access, sanitation, and safety. Horse-keeping and equestrian activities shall be conditionally allowed in land use designations where it is compatible and can meet appropriate standards. New land use entitlement applications, whether for residential, commercial, industrial, or institutional uses, shall be designed such that there will be no interference with surrounding equestrian neighborhoods.

LUE 5.4 **Residential Development.** Require that residential development proposed near existing equestrian neighborhoods shall be designed to be equestrian friendly and integrate the new neighborhoods with the existing equestrian lifestyle as an asset to future residents. Land within the Equestrian Lifestyle Protection Overlay shall be developed to promote and protect the semi-rural equestrian lifestyle within it.

LUE 5.5 **Development Review.** New development in the Overlay should accommodate horse keeping, horse facilities and equestrian activities, where feasible and appropriate. Within the support area, equestrian uses, trails, and facilities are encouraged.



Figure 2-19: Typical equestrian neighborhood signage

LUE 5.6 **Special Mobility Considerations.** In mobility and streets planning, the City will do the following:

1. Designate local streets within the Overlay as "equestrian streets," provide attractive signs that designate semi-rural neighborhood streets as equestrian-priority over motor vehicles, require waste bins to be removed from the street right of way, and allow equestrians to use entire street rights of way, where appropriate, to link key trails, facilities, or open spaces, as designated in the City's Streets Master Plan and Trail Plan.
2. Provide grade-separated crossings where equestrian routes and equestrian trails meet arterial streets, wherever feasible. Where this is not feasible, equestrian crossings shall be signalized and use two-tiered signal activation and special signage and pavement markings, overhead lighting, and/or paving annunciators.
3. *Primary Equestrian Trail*s along and within public rights of way shall include appropriate railing, signage, lighting and trail surface material to protect public and equestrian safety.
4. *Secondary Equestrian Trail Routes* shall include safe, level areas within street or utility rights of way that provide equestrian route signage and minimal improvements to accommodate equestrian use.

LUE 5.7 **Incentives.** Provide development incentives to encourage equestrian-friendly development and to help preserve communities' equestrian lifestyle, which may include residential cluster development or planned unit developments, density transfer programs, density bonuses associated with innovative land use planning, and expedited planning application and permit processing.

LUE 5.8 **Residential Density.** Allow development of Small Farm, Ranch, Rural Neighborhood, and Country Neighborhood Residential uses in the Overlay. Higher density residential development may be allowed if equestrian friendly and if the City Council finds that the project will provide significant overall benefits to equestrian uses and lifestyle.

LUE 5.9 **Incompatible Uses.** Discourage the encroachment of incompatible land uses that impact the feasibility or safety of equestrian trails and lifestyle in the Overlay. Industrial uses and large commercial trucks shall be discouraged in the Overlay.

Programs

LUE 5.1.1 **Zoning Update.** Update the Zoning Ordinance to protect and encourage equestrian uses and facilities within the ELPO and to remove obstacles and disincentives.

LUE 5.1.2 **Density Transfer.** Consider adopting a density transfer program to provide incentives for open space preservation and equestrian uses.

LUE 5.1.3 **Public Awareness.** Work with community service districts, special districts, equestrian groups, realtor associations, home builders, new home agents and non-profit agencies to improve public awareness of equestrian uses, rules, responsibilities, routes, and activities and to help improve public safety, enjoyment, and sense of community.

LUE 5.1.4 **Funding.** Consider an assessment district, joint-powers agreement with the Jurupa Area Recreation and Park District (JARPD) or the County, or other funding mechanism for the acquisition of rights of way and the construction and maintenance of multi-purpose trails within the Overlay Area.

LUE 5.1.5 **Acquire Easements**. Work with other agencies, utility providers and private landowners to acquire access easements for equestrian trail use where appropriate, such as along utility easements or along flood control channels.

LUE 5.1.6 **Hitching Posts.** Require that within the Overlay, new development shall install hitching posts and related facilities to allow safe short-term equestrian "parking" and to create a design statement that the area encourages equestrian uses.

Community Development Overlay (CDO)

The General Plan previously included a "Community Development Overlay" designation, which was part of Riverside County's General Plan adopted by the City upon incorporation. The Community Development Overlay has been redefined to meet the City's specific needs. Its purposes are to 1) provide planning flexibility in meeting localized needs or issues, such as along major street corridors where prevailing land uses may no longer make sense and need strategic changes, and 2) promote lot consolidation into parcels of 5 acres or more to avoid "strip commercial" development and encourage high quality residential and commercial infill.

Large sections of Etiwanda Avenue and Mission Boulevard were originally designated for Commercial Retail development. In these areas, land use designations and lot patterns can result in inefficient

development referred to as “strip commercial” development. This is a pattern of auto-oriented commercial development extending along a roadway, typically characterized by shallow lot depths, frequent curb cuts and inefficient use of sites. In Jurupa Valley, portions show characteristics of strip commercial development with a mix of residential, retail-commercial, and unsightly service-commercial/light industrial uses in some areas. This land use pattern has resulted in potentially conflicting land uses with the potential to cause blight and a lack of property maintenance or reinvestment. The CDO designation can address these issues by: 1) identifying specific areas that need local consideration of land use changes to address special factors, 2) establishing incentives to encourage more logical, orderly development, and 3) setting a process in which property owners and the public can become better informed and participate in land use deliberations. Two Community Development Overlay areas are included as a part of the 2017 Land Use Element. These two overlay areas are commercial corridors on major segments of Etiwanda and Mission.

1. **Etiwanda Avenue Commercial Corridor.** The Commercial Development Overlay is applied to the east side of Etiwanda between Limonite Avenue and Bellegrave Avenue. The properties that abut the street are designated for retail commercial land use. The Etiwanda Avenue Commercial Corridor overlay will provide for the City Council to change the zoning to low or medium density residential for interior lots or other properties, consistent with the General Plan and without the need for a General Plan Amendment. This option creates the opportunity to generate an economic stimulus for the existing and future retail along the corridor.

2. **Mission Boulevard Commercial Corridor.** The Commercial Development Overlay is applied to properties designated Commercial Retail (CR) along both sides of Mission Boulevard between Bain Street and Jurupa Road, except for the Glen Avon Town Center. parcels. The Mission Boulevard Commercial Corridor overlay will provide the opportunity for the City Council to change the zoning of parcels of at least 5 acres to low- or medium-density residential for interior lots, or for other properties within this overlay area, consistent with the General Plan and without the need for a General Plan Amendment. This option creates the opportunity to generate an economic stimulus for existing and future retail along the corridor and encourage high-quality infill development.

Policies

The following policies apply within the Community Development Overlay.

LUE 5.10 **Purpose.** The purpose of the Community Development Overlay is to encourage parcel consolidation and promote new development and strategic land use changes through additional planning studies and public participation in future General Plan amendments and/or Zoning Map changes.

LUE 5.11 **Application.** Apply the Community Development Overlay to sites, corridors, or areas where land use changes are anticipated or encouraged that cannot be accommodated under existing General Plan land use designations. The specific goals, issues, and incentives, where applicable, shall be described when the Community Development Overlay is applied.

LUE 5.12 **Incentives.** Consider allowing incentives within the Community Development Overlay, including development incentives, such as expedited planning application and permit processing, and the ability to apply for residential development and lot mergers in advance of a General Plan amendment provided that certain minimum standards (e.g., minimum lot area) and procedures are met.

Town Center Overlay (TCO)

The City of Jurupa Valley covers about 45 square miles. Most of this area is either semi-rural equestrian properties or suburban in character. However, specific areas, due to their history and location, began as small centers of commerce and should be preserved and enhanced as pedestrian-oriented, small town centers. The Land Use Plan identifies specific areas within the communities of Rubidoux, Glen Avon, and Pedley as town centers. These centers are different from the rest of the City. They are designated with the Town Center Overlay to encourage development of traditional, pedestrian-oriented town centers with characteristics that distinguish them from surrounding areas. These centers promote walkability, equestrian accessibility, civic, cultural, entertainment, retail, and service uses. Mixed residential and commercial uses may also contribute to the town centers' energy and distinctive characters. To promote town centers as magnets for local residents and local services and restaurants, the City may offer voluntary incentives to promote this form of small-town development. Town centers also serve adjacent and nearby residential neighborhoods and are intended to reflect a small downtown atmosphere. They are also

places that attract residents from adjacent areas to socialize, shop, and dine.

To address potential land use compatibility issues, and to enhance town centers' historic and architectural character, design guidelines are applied to each center within the Overlay. Allowable land uses within the Town Center Overlay include:

- High, Very High, and Highest Density Residential in the core area
- High Density Residential in the surrounding core support area
- Commercial Retail
- Commercial Office
- Public Facilities
- Open Space-Recreation

A typical mix of uses may include public or quasi-public uses (schools, plazas, theaters, cultural centers, offices, and parks), traditional residential neighborhood- or community-serving retail centers, recreational uses, offices, and where appropriate, courtyard-style or attached residential dwellings. Land use emphasis is generally on uses within the Commercial Retail designation such as a grocery store, a drug store, and other retail outlets, and the Commercial Office designation such as professional services and financial institutions. Residential densities range from 5.0 to 25.0 dwelling units per acre, while non-residential intensities range from 0.2 to 0.5 FAR.

Policies, General

The following policies apply within the Town Center Overlay.

LUE 5.13 **Town Center Development.** Require development within the Town Center Overlay, to be compact, pedestrian-oriented, and designed to accommodate a broad range of uses, including commercial, residential, and public facility uses, consistent with the Community's historic character.

LUE 5.14 **Locations.** Apply the Town Center Overlay to the historic community centers of downtown Rubidoux, downtown Glen Avon, and downtown Pedley as shown in *Figure 2-10* (page 2-25). The City Council may consider applying the Town Center Overlay to other areas determined to be consistent with the intent and policies of this section.

LUE 5.15 **Development Standards.** Require areas within Town Center Overlay designations to develop in accordance with the land use standards for Town Centers as detailed in the Town Center Design Standards and the Rubidoux Area Design Standards of the Zoning Regulations.

LUE 5.16 **Incentives.** Provide incentives, such as density bonuses and relaxation of development standards, as appropriate, to facilitate the development of town centers as designated on the Land Use Plan, *Figure 2-5* (page 2-10).

LUE 5.17 **Mixed Uses.** Accommodate the development of structures and sites with a mix of housing, retail, commercial office, cultural, public/quasi-public, and recreational uses in areas designated as "Town Centers" on the General Plan, the specific plan, and community and town plan land use maps.

LUE 5.18 **Allowed Uses.** Areas within the Town Center Overlay shall be planned and designed with a list of allowed and conditionally allowed land uses that are appropriate to the specific area.

LUE 5.19 **Open Space.** Provide open space areas within town centers, such as plazas or parklets, to provide visual relief from the urban environment, to form linkages to other portions of the City, and to serve as buffers from incompatible uses.

LUE 5.20 **Community-Oriented Uses.** Accommodate community-oriented facilities, such as public meeting rooms, daycare facilities, public transit, public buildings (e.g., government-owned buildings, community-service district facilities with public services), public art, and cultural uses in town centers.

LUE 5.21 **Public Transit.** Locate town centers along public transit routes and other major circulation facilities, where possible, to enhance accessibility and promote transit ridership.

LUE 5.22 **Infrastructure.** Provide parking, transportation facilities, including sidewalks and trails, street trees, water resources, sewer facilities, and other utilities that are adequate to serve Town Center development in addition to meeting the needs of existing residents and businesses.

LUE 5.23 **Public Entrances.** Orient public building entrances in town centers to the public street and locate parking in the rear or to the side of the building.

LUE 5.24 **Shared Parking.** Allow shared or joint use parking and reduced parking standards in town centers, where appropriate.

LUE 5.25 **Connectivity.** Integrate pedestrian-, equestrian-, and bicycle-friendly street and trail networks connecting town centers with surrounding land uses.

LUE 5.26 **Compatibility.** Require that mixed-use developments be designed to enhance compatibility with adjacent uses,

and mitigate potential conflicts between uses, considering such issues as noise, lighting, security, trash and recycling storage, deliveries, truck and automobile access, and parking.

LUE 5.27 **Architectural Compatibility.** Require that town center development be designed to be architecturally compatible with its surroundings and visually enhance the character of the surrounding neighborhood and designated scenic highways or public view corridors.

Programs, General

LUE 5.1.7 **Town Center Area Plans.** The City will prepare an area plan for each of its three town centers to establish a consensus and a vision that is shared by the stakeholders and the City Council. The master plans will be prepared in the following order of priority:

1. Pedley Town Center
2. Glen Avon Town Center
3. Rubidoux Town Center

LUE 5.1.8 **Town Center Standards.** The City will prepare Town Center Standards and update the Zoning Ordinance to include them and to integrate the Rubidoux Design Standards with the new standards.

LUE 5.1.9 **Density Transfer**. Consider establishing a Zoning Ordinance provision to allow the transfer of development credits – i.e., residential density – from environmentally sensitive sites to Town Center sites, where appropriate.

Policies, Pedley Overlay



Figure 2-20: Pedley Town Center area, looking south towards the Santa Ana River

The Pedley Overlay is the location of City Hall and the Jurupa Valley/Pedley train station, as shown in *Figure 2-21*. Its potential as a key component of the City's identity, its ability to preserve its historical heritage and establish a downtown environment that attracts locals to shop, dine and socialize is critical. A master plan for Pedley Town Center will guide development to create a cohesive center that will anchor the new City and help solidify its internal identity with its citizens. The master plan will be the basis for future land use decisions and capital improvements and may ultimately take the form of a specific plan.

LUE 5.28 **Semi-Truck Traffic.** Limit semi-truck traffic generated by uses to a maximum of 15 trucks per day, Monday through Friday.

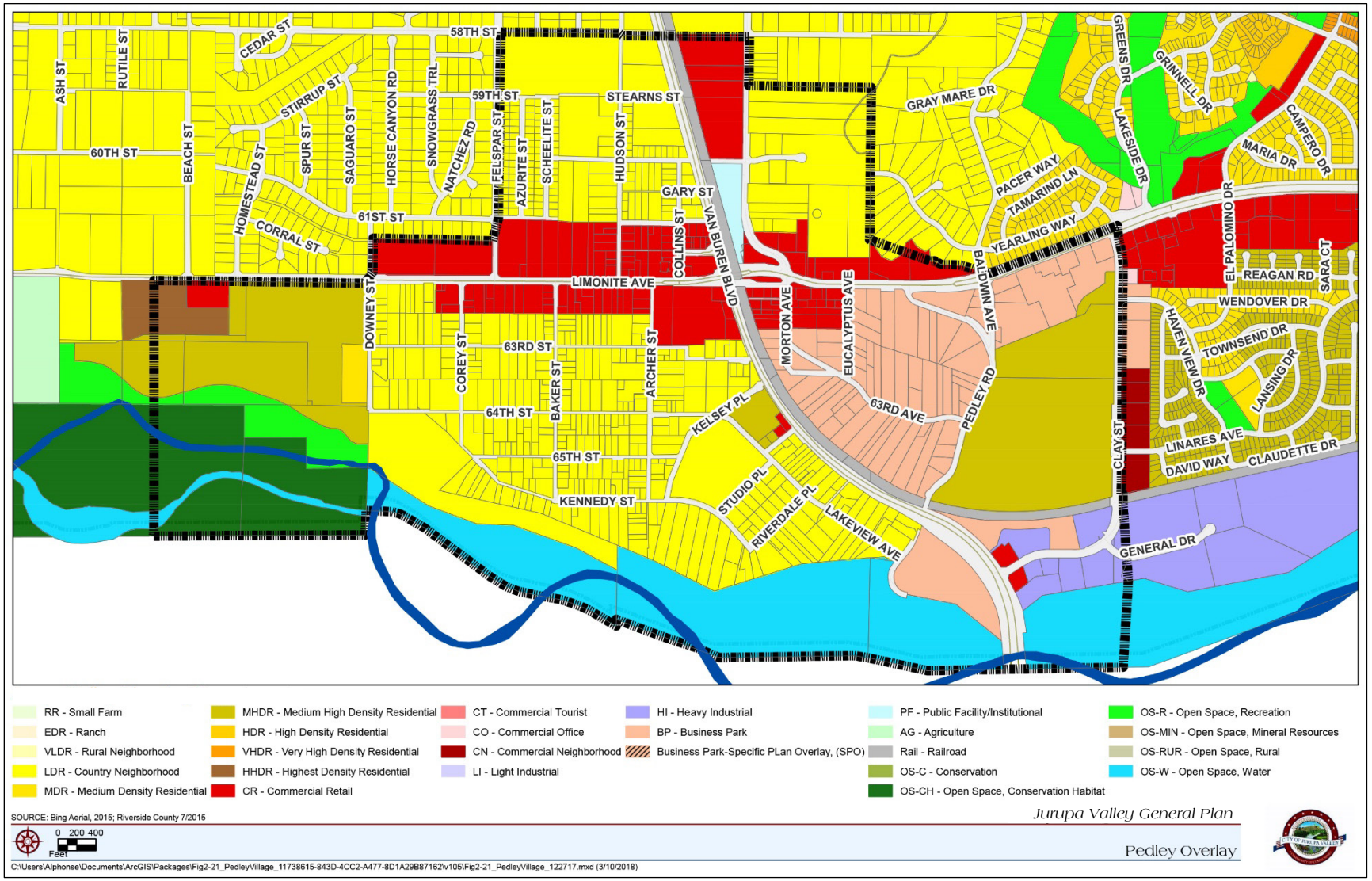


Figure 2-21: Pedley Overlay map

LUE 5.29 **Limonite Avenue Improvements.** Proposed development applications, or applications to bring existing uses into conformity with City requirements, shall provide for improvements to Limonite Avenue, which may include, but are not limited to, street widening in accordance with General Plan right of way width, access limitations (not more than one driveway), provision of right of way for an access/deceleration lane, and pavement improvements.

Policies, Glen Avon Overlay

The Glen Avon Overlay is shown in *Figure 2-23*. This small center has excellent visibility and access, and is located near the intersection of Mission Boulevard and Pedley Road. An area plan for the Glen Avon Overlay is needed to establish a consensus for its boundaries and define the desired character of new development such that the area's scale and historical character are preserved and enhanced. This town center is expected to be smaller than Rubidoux or Pedley, yet still embrace the small town commercial and traditional neighborhoods that are served by equestrian- and pedestrian-friendly connections.

Policies, Rubidoux Overlay



Figure 2-22: Mission Boulevard in Rubidoux Town Center, looking south toward the City of Riverside

Much work has been done by the County of Riverside to establish a general consensus and vision for Rubidoux Town Center, as shown in *Figure 2-24*). Although in 2024 no area plan or specific plan has been adopted by the City, a Workbook containing architectural and site development guidelines for the "Rubidoux Village Area" was prepared by the County and those guidelines have been adopted by the City Council, as well as zoning specific to the desired form and character of the Rubidoux Town Center. Upon completing the area plans for Pedley and Glen Avon town centers, the City will prepare an area plan for Rubidoux that is consistent with existing policy and zoning, while updating and clarifying existing policies and programs.

The Rubidoux Overlay area has been the focus of special assistance in terms of redevelopment funding and public improvements. To continue the improvements begun under the County of Riverside's Jurupa Valley Redevelopment Plan (JVRP), the following land use policies are established. To implement the policies further, the Rubidoux Village Commercial Zone, a Rubidoux Village Sign Program, and shared parking provisions have been established for this Area. In addition, the Rubidoux Village Design Workbook provides a set of guidelines intended to improve the architectural aesthetics of the downtown Rubidoux area in support of the economic development strategy as outlined in the JVRP.

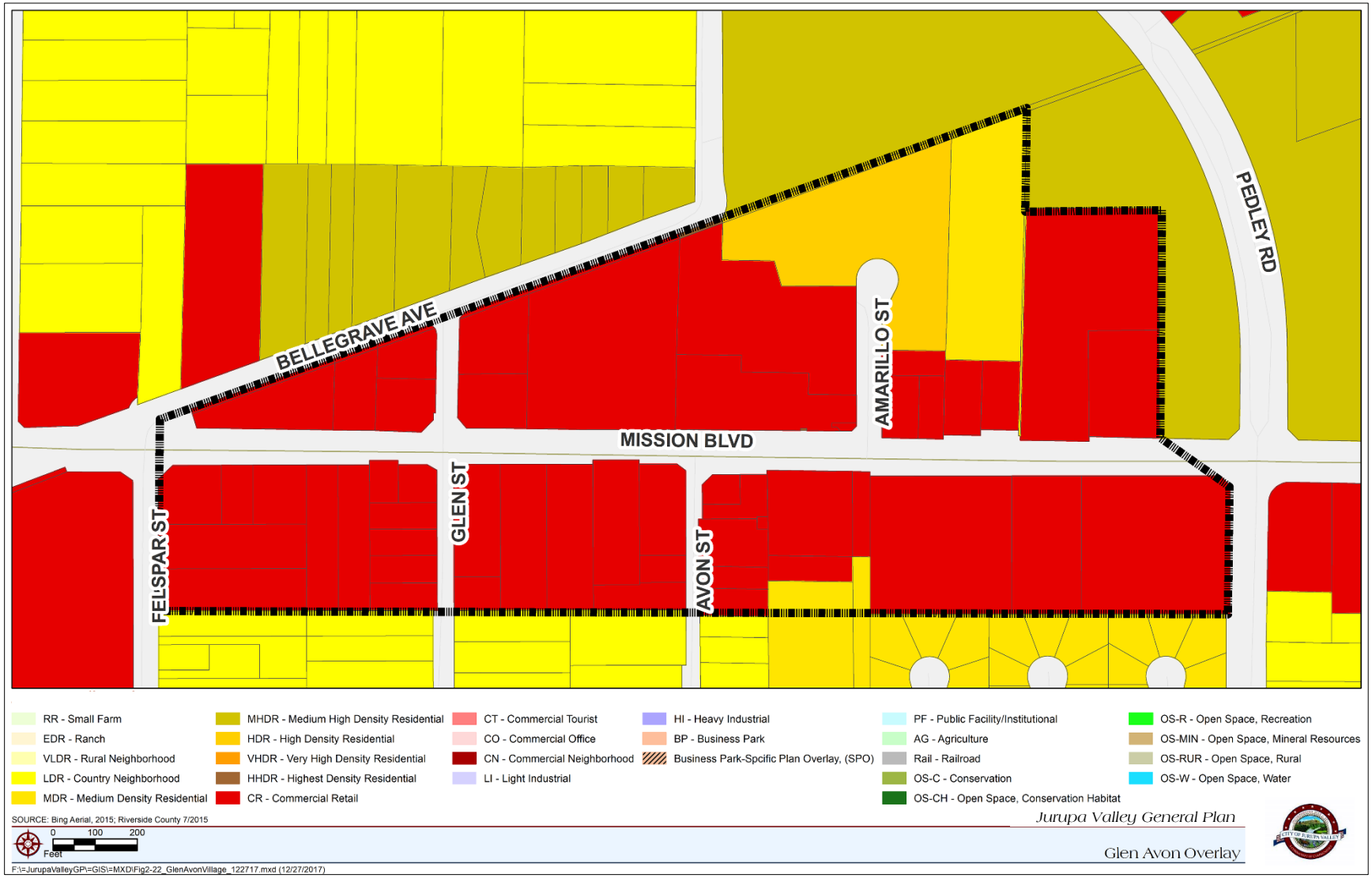


Figure 2-23: Glen Avon Overlay map

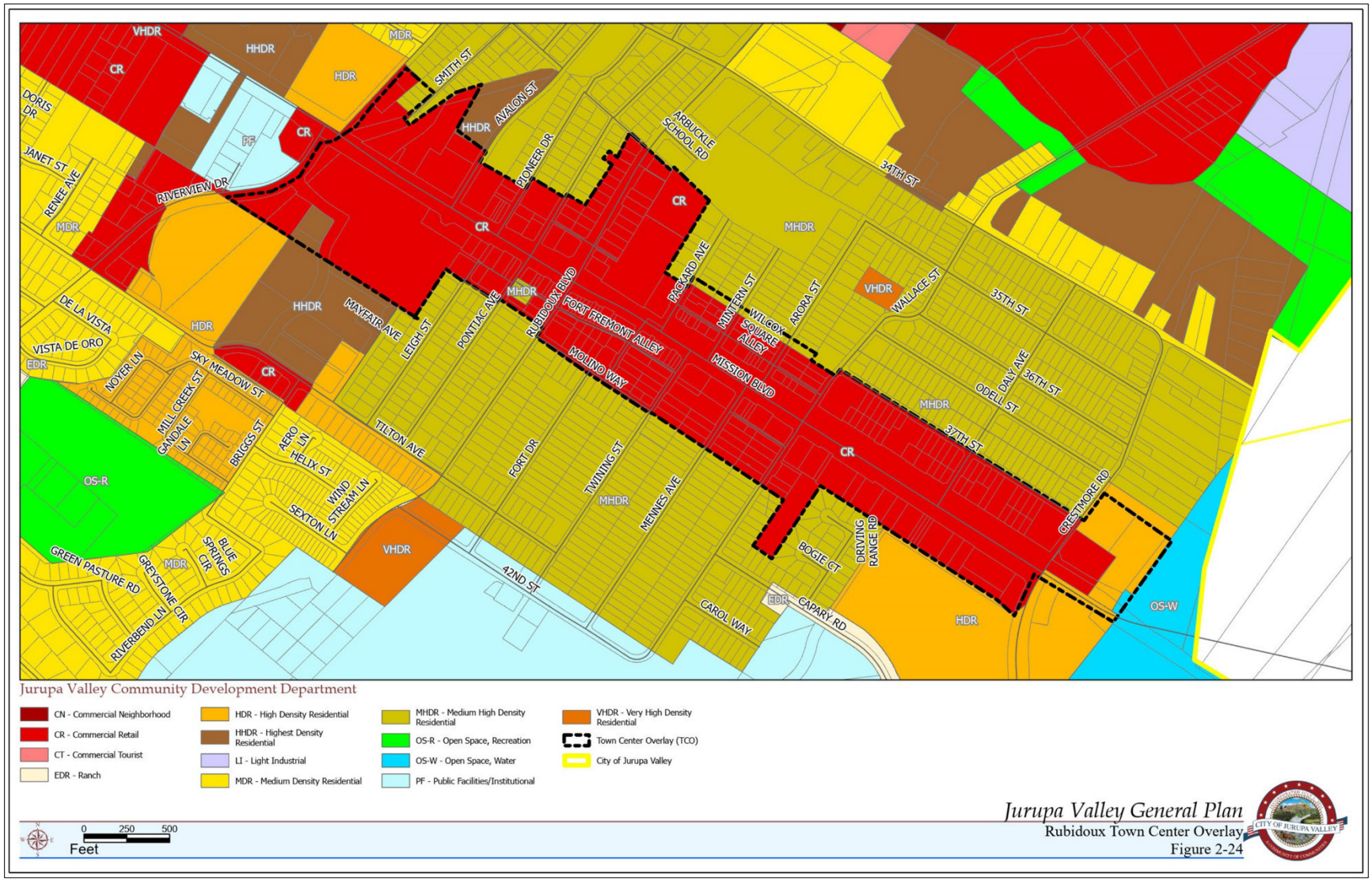


Figure 2-24: Rubidoux Town Center Overlay map

LUE 5.30 **Allowed Uses.** Allow a variety of pedestrian-oriented, compact residential, retail commercial, and service uses appropriate for a town center.

LUE 5.31 **Architectural Theme.** The entire Rubidoux Overlay area shall be subject to an architectural theme, as illustrated in the Rubidoux Village Design Workbook.

LUE 5.32 **Infill Development Priority.** To help revitalize the commercial area, give high priority to infill development of vacant and deteriorated properties and the expansion and improvement of existing businesses.

The concept of the Rubidoux Overlay as a town center has been further developed by dividing the area into three distinct planning sub-areas (East Village, Village Center, and West Village). Each planning sub-area has been determined to be suitable for specific uses given the intent of the Jurupa Valley Redevelopment Plan. The types of community characteristics that have been used to define the sub-areas are as follows:

- The intensity of development in adjoining areas;
- The nature of the Mission Boulevard landscaping;
- The nature and intensity of traffic flows;
- The availability of alleys; and
- The uses and facilities existing in the area.

(Refer to the Zoning Ordinance and the Rubidoux Village Design Workbook for further specific design requirements.)

LUE 5.33 **Signage.** All signage within the Rubidoux Overlay area shall be subject to the Rubidoux Village Sign Program prepared specifically for the area. The sign program shall be implemented through the Zoning Ordinance.

LUE 5.34 **Shared Parking.** Provide special consideration for parking by establishing a shared parking program designed specifically for the Rubidoux Village Policy Area as outlined in the County Land Use Ordinance.

LUE 5.35 **Residential Buffering.** Require projects adjacent to residential lots to provide mitigation measures so as to buffer the impacts of the commercial development from the residential uses. These mitigation measures shall include, but not be limited to, landscaping, noise berms, and operation hours.

LUE 5.36 **Flexible Development Standards.** Permit modification of development standards stated in the design workbook for architectural features when a project applicant can demonstrate that, due to the design of the existing building(s) and/or structure(s), it would be architecturally infeasible to incorporate the specific

architectural design(s). Modificationsshall be subject to the approval of the Planning Commission or City Council.

Specific Plan Overlay (SPO)

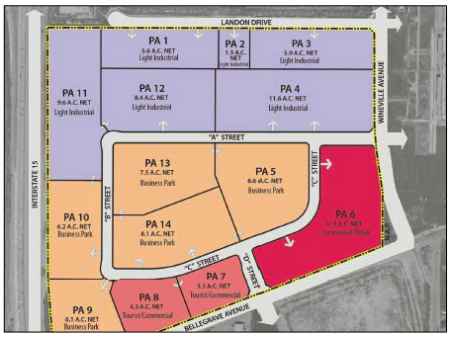


Figure 2-25: Thoroughbred Farms Business Park Specific Plan, November 2012

Specific plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual development projects in a more localized, specific manner than is possible with community-wide zoning ordinances. Specific plans are not part of the General Plan but apply in addition to, and consistent with, the General Plan. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development and conservation. These tools are a means of addressing detailed concerns that conventional zoning cannot do.

Specific plans are identified in this section because detailed study and development direction are provided in each plan. Policies related to any listed specific plan can be reviewed at the City's Community Development Department. The ten specific plans located in the Jurupa planning area are listed in *Table 2.6* below.

Table 2.6: Adopted Specific Plans in Jurupa Valley

Specific Plan	Specific Plan Number
Mission de Anza	123
Agua Mansa Industrial Corridor	210
Rio Vista	243
I-15 Corridor	266
Emerald Meadows Ranch	337
Thoroughbred Farms	376
Paradise Knolls	650
Agua Mansa Commerce Park	16002
The District at Jurupa Valley	21001
Vernola Ranch	22001

Where the Specific Plan Overlay is placed on the Land Use Map, properties within its boundary shall not receive new land use or development entitlements until a specific plan has been adopted (or amended) by the City Council. The specific plan shall apply to all property within the overlay boundary and shall supersede prior land use designations and zoning.

Policies

The following policies apply within the Specific Plan Overlay.

LUE 5.37 **Specific Plan Content.** Require that all specific plans must meet the requirements of state law and include four planning frameworks: Land Use, Design, Circulation,

and Infrastructure/Public Facilities. Within each framework, the specific plan will provide the goals and policies that will guide future decisions on projects within the specific plan area. The plan will also include a detailed implementation plan that will identify responsibilities, financing requirements, and phasing/ timing.

LUE 5.38 **Application of New Specific Plan Overlays.** The General Plan designates several large key undeveloped areas of the City with the Specific Plan Overlay. These areas include industrial and business park property along I-15 and in the Agua Mansa industrial area.

Mixed Use Overlay (MUO)

This overlay is applied to areas where the City seeks to encourage a vibrant mix of residential, commercial, office, entertainment, educational, and/or recreational or other uses, allowing either a vertical or horizontal mix of uses. The MUO allows a greater range of flexibility or land use than would otherwise be allowed by the base designation.

Policies

The following policies apply within the Mixed Use Overlay.

LUE 5.39 **Horizontal and Vertical Mix.** Permit a range of horizontally and vertically mixed uses appropriate to key areas of the City.

LUE 5.40 **Flexibility.** Apply flexible development standards where it can be demonstrated that by doing so, the proposed development or land use will help achieve General Plan goals.

LUE 5.41 **Ground Floor Retail.** In pedestrian-oriented environments, require retail uses to be located on the ground floor to provide convenience and good visibility for shoppers. Whenever possible, require off-street parking to be screened and located on the side or at the rear of buildings.



Figure 2-26: Mixed use senior housing over retail commercial, Riverside County (KTGY Architects)

Program

LUE 5.1.10 **Zoning Ordinance Update.** Update the Zoning Ordinance, the Zoning Map, and specific plans to ensure consistency with the Mixed Use Overlay and to establish flexible development standards.

Business Park Overlay (BPO)

The Business Park Overlay is to be applied to areas where a clear differentiation of industrial and business park uses from residential uses is desired. It denotes those areas where uses allowed under Heavy Industrial and, in some cases, Light Industrial designations are likely to be incompatible with adjacent residential uses and where business park uses would be more appropriate. The Business Park Overlay is intended to maintain the integrity of business park uses and protect the residential areas that surround these industrial and business park uses from the introduction of new incompatible industrial uses, industrial truck traffic, and dangerous traffic congestion at railroad grade crossings. Besides ensuring compatibility between residential and industrial uses, the additional landscaping requirements for new development or expansion of existing uses are intended to enhance community identity within the area. The overlay allows the application of special use standards or buffering to be specified at the time the BPO is applied.

Policies

The following policies apply within the Business Park Overlay.

LUE 5.42 **Prohibited Uses.** Prohibit truck terminals, draying, freight, logistics and other trucking operations or industrial/manufacturing uses that could generate substantial heavy truck traffic, air quality, or noise impacts in areas designated Business Park on the General Plan Land Use Map.

Mira Loma Warehouse and Distribution Center Overlay (MLO)



Figure 2-27: Heavy commercial traffic in Mira Loma

The Mira Loma Warehouse and Distribution Center Overlay (MLO) is located in the northwest section of the City and consists primarily of large logistics warehouses with storage, loading, and shipping facilities and industrial/manufacturing properties. The area has a high concentration of commercial and industrial truck traffic, and includes some small-scale retail commercial and services adjacent to a small residential neighborhood.

This overlay, in addition to the Agua Mansa Warehouse and Distribution Center Overlay (AMO), is designed to limit the locations of logistics and other similar supply-chain uses to certain areas within the City, including the Mira Loma Warehouse and Distribution Center Overlay area. Its boundaries are shown in *Figure 2-7* (page 2-23). These uses generate a greater concentration of heavy commercial truck traffic than other typical manufacturing uses and thus generate significant environmental impacts on air quality, noise, and traffic.

Policies

The following policies apply within the Mira Loma Warehouse and Distribution Center Overlay.

LUE 5.43 **Permitted Uses.** Permit warehousing and distribution uses, logistics, and other goods storage facilities in the Business Park, Light Industrial, and Heavy Industrial land use designations only in the following area:

The area in Mira Loma defined and enclosed by these boundaries: San Sevaine Channel from Philadelphia Street southerly to Galena Street on the east, Galena Street from the San Sevaine Channel westerly to Wineville Road on the south, Wineville Road northerly to Riverside Drive, then Riverside Drive westerly to Milliken Avenue, then Milliken Avenue north to Philadelphia Street on the west, and Philadelphia Street easterly to the San Sevaine Channel on the north.

This policy shall not apply to firms that only store goods that are manufactured or assembled on-site. In such a case, the use shall be evaluated based on the underlying general plan land use designation, and any potential impacts on the community from diesel and other hazardous emissions, traffic generation, local existing land use compatibility, and other environmental and socioeconomic concerns. Any manufacturing project proposal outside the aforementioned area that is in excess of 200,000 square feet in size shall be required to obtain a Conditional Use Permit from the City. No warehouses, distribution centers, intermodal transfer facilities (railroad to truck), trucking terminals, or cross dock facilities shall be allowed outside the boundaries of this overlay, except as otherwise permitted in the Agua Mansa Warehouse and Distribution Center Overlay.

Agua Mansa Warehouse and Distribution Center Overlay (AMO)

The Agua Mansa Warehouse and Distribution Center Overlay (AMO) is located in the northeast section of the City and allows for warehousing and distribution, logistics, and other goods storage facility uses provided the proposed use complies with the policies of this overlay. This overlay, in addition to the Mira Loma Warehouse and Distribution Center Overlay, is designed to limit the locations of warehousing, distribution, logistics, and similar uses to certain areas within the City, including the Agua Mansa Warehouse and Distribution Center Overlay area.

The Agua Mansa Warehouse and Distribution Center Overlay may be established on a property or project site to allow logistics if the project includes a General Plan Amendment to establish the overlay and is consistent with the policies in LUE 5.44.

Policies

LUE 5.44 **Permitted Uses.** Permit warehousing and distribution uses, logistics, intermodal transfer facilities, trucking terminals, cross dock facilities, and other goods storage facilities in the Heavy Industrial land use designation only in the Agua Mansa Warehouse and Distribution Center Overlay area, subject to the following:

1. The project applicant enters into a development agreement with the City that provides for community benefits that offset the loss of potential manufacturing or commercial uses that would otherwise generate higher paying jobs and tax base;
2. The project exemplifies extraordinary design quality consisting of a campus-like setting that enhances and beautifies the streetscape and surrounding areas;
3. The project provides for adequate protection of residential neighborhoods from truck traffic and air pollution;
4. The project is consistent with the goals of the General Plan; and
5. One of the following zoning classifications applies to the project site:
    - S-P (Specific Plan)
    - M-M (Manufacturing – Medium)
    - M-H (Manufacturing – Heavy)

This policy shall not apply to firms that only store goods that are manufactured or assembled on-site. In such a case, the use shall be evaluated based on the underlying General Plan land use designation, and any potential impacts on the community from diesel and other hazardous emissions, traffic generation, local existing land use compatibility and other environmental and socioeconomic concerns. Any manufacturing project proposal outside of the aforementioned area that is in excess of 200,000 square feet in size shall be required to obtain a Conditional Use Permit from the City. No warehouses, distribution centers intermodal transfer facilities (railroad to truck), trucking terminals, or cross dock facilities shall be allowed outside of the boundaries of this overlay, except as otherwise permitted in the Mira Loma Warehouse and Distribution Center Overlay.

Stringfellow Remediation Site and Pyrite Canyon Overlay (SRO)

The area, formerly known as the Stringfellow Acid Pits, is recognized as a federal Superfund site (hazardous waste disposal site), which is subject to an abatement plan administered by State of California authorities.

The Open Space-Mineral Resources designation was selected for this site because it does not allow residential uses (except for on-site caretakers).

The remainder of the overlay area is designated for commercial or industrial uses, or Open Space-Rural. When all significant hazards have been abated, the City will determine if a re-designation to a different land use is appropriate.

Policies

The following policies apply within the Stringfellow Remediation Site and Pyrite Canyon Overlay.

LUE 5.45 **Special Development Requirements.** In addition to the commercial and industrial development policies within this text, development proposals within the Overlay must meet the following requirements:

1. Piped water and domestic sewer service shall be provided.
2. Clearance from the appropriate state authorities must be provided and must indicate that all significant hazards have been abated and the proposed project can occur without jeopardizing public health and safety, or that any proposed clean-up plans have been determined adequate by the state to permit development of the site.
3. In general, only commercial and industrial uses, which do not consist of a high concentration of people, shall be permitted within this area. A residence for an on-site caretaker shall not be permitted without clearance from the state.



Figure 2-28: Stringfellow remediation site and Pyrite Canyon, looking north

Santa Ana River Corridor (SAO)

The Santa Ana River is an integral part of the City's and the region's multi-purpose open space and trail systems. In 2014, the California state legislature created the Santa Ana River Conservancy Program within the Coastal Conservancy. The Program addresses the resource and recreational goals of the corridor including the Santa Ana River Trail that, upon completion, will incorporate 100 miles of trail system from San Bernardino County in the north to Orange County in the south. Beyond that, the Santa Ana River is the



Figure 2-29: Santa Ana River, Jurupa Valley (photo by Osmar Duran, 2013)

centerpiece of a massive 2,840-square-mile watershed that involves major portions of three counties. The river drains southwest toward Prado Dam and serves as a prominent natural buffer between Jurupa and the cities of Riverside and Norco. Several natural and channelized drainage courses connect with the river. In addition to their fundamental water-related functions, these watercourses provide corridors through developed land and link open spaces together. Among other things, this creates biologically essential wildlife corridors that allow wildlife to move from one open space to another without crossing streets, highways, or developed land. The following policies preserve and protect this important natural and recreational feature.

Policies

The following policies apply within the Santa Ana River Corridor Overlay.

LUE 5.46 **Development Setbacks.** Require development, where allowable, to be set back an appropriate distance from the top of bluffs, to protect the natural and recreational values of the river and to avoid public responsibility for property damage that could result from soil erosion or future floods.

LUE 5.47 **Common Access and Views.** Encourage future development that borders the Policy Area to design for common access and views to and from the Santa Ana River.

LUE 5.48 **Sensitive Habitat and Species.** Public and private development, operations, and maintenance shall avoid damaging sensitive habitat or species, including significant native trees, species of local significance, and threatened and endangered species.

LUE 5.49 **Protect Flood Areas.** Preserve areas subject to erosive flooding in a natural state and encourage recreation development, such as parks and golf courses, along the riverbanks above and outside of flood areas.

LUE 5.50 **Interconnected Trails.** Develop and maintain trails and related facilities for riding, hiking, and bicycling for the entire reach of the river connecting to the state- and nationally designated Orange County and San Bernardino Santa Ana River trails and connected with the countywide system of trails.

LUE 5.51 **Trail Crossings.** Provide recreational trail crossings under bridges crossing the river and along flood channels crossing under roadways, where feasible.

LUE 5.52 **Connectivity.** Require private developments along the Santa Ana River to provide riding, hiking, and biking trails to ensure connectivity to the Riverside County-wide trails system.

LUE 5.53 **Caltrans Coordination.** Coordinate with the California Department of Transportation (Caltrans) on future freeway expansions to ensure compatibility with the natural character of the river corridor.

LUE 5.54 **Roads and Bridges.** Discourage the addition of local vehicular road crossings over the Santa Ana River, however, a pedestrian/equestrian crossing may be constructed in the "narrows" area of the river. If an additional vehicular crossing is allowed, careful consideration shall be given to location, design, and landscaping to take advantage of the scenic character of the river and to avoid damage to or destruction of natural systems.

LUE 5.55 **Utilities.** Discourage utility lines within the river corridor and floodplain. If approved, lines shall be placed underground where feasible and shall be located and designed in a manner to harmonize with the natural environment and to be visually unobtrusive.

Flabob and Riverside Municipal Airports Overlay (FLO)

Flabob and Riverside Municipal Airports provide valuable commercial and recreational air services and play an important role in local and regional economies. Future development in Jurupa Valley is likely to create additional pressure to expand air services at these locations. To allow the continued, orderly operation and, where appropriate, expansion of airports, the City and the County have adopted land use measures that minimize the public's exposure to excessive noise and safety hazards. These land use standards apply to significant areas in Jurupa Valley.



Figure 2-30: Flabob Airport – aerial view looking northeast

To accomplish this, the State of California adopted the Airport Land Use Law, *California Public Utilities Code* §§21670-21679.5. This General Plan is intended to implement and be consistent with the purposes of the Airport Land Use Law. The Airport Land Use Law provides for the creation of the Riverside County Airport Land Use Commission (ALUC or Commission) and the adoption of airport land use compatibility plans by the Commission to assist the County and affected cities in land use planning in the vicinity of airports. The Commission has adopted an Airport Land Use Compatibility Plan for Western Riverside County (ALUP), which applies to all cities in Western Riverside County and includes polices and compatibility criteria for Flabob and the Riverside Municipal airports. Relevant excerpts of the ALUP are included in *Appendix 4.0*. The Plan,

including the Policy Framework, Plan Implementation measures, and Compatibility Criteria are incorporated into this General Plan by reference.

Flabob Airport

Flabob Airport enjoys a long and storied history in the Jurupa area and continues to serve an important role in providing aviation services, education, and community events for residents. To minimize land use conflicts with adjacent uses, much of the remaining undeveloped area adjacent to the airport is designated as Estate Density Residential, with most of the developed land designated and used for Medium Density Residential. The Airport Safety Zones are shown in *Figure 2-31*. Potential land use conflicts can occur primarily in Safety Zone C, where new residential development is limited to one dwelling per 5 acres, gross; and in Zone D, where residential densities are limited to a prescribed density range. That is, residential density must be no greater than one dwelling per 5 acres or at least five dwellings per acre.

Riverside Municipal Airport

The boundary of the Riverside Municipal Airport Influence Area is shown on *Figure 2-31* below. There are four safety zones associated with the Riverside Municipal Airport Influence Area. These safety zones are shown in more detail in *Appendix 4.0*. Within land-use compatibility zones, new development is subject to regulations governing such issues as development intensity, density, height of structures, and noise.

Policies

The following policies apply within the Flabob and Riverside Municipal Airports Overlay.

LUE 5.56 **ALUP Compliance.** Provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area by complying with the Airport Land Use Compatibility Plan as set forth in *Appendix 4.0*, as well as any applicable policies related to airports in the Land Use, Circulation, Safety, and Noise Elements of the General Plan, unless the City Council overrides the Plan as provided for in state law.

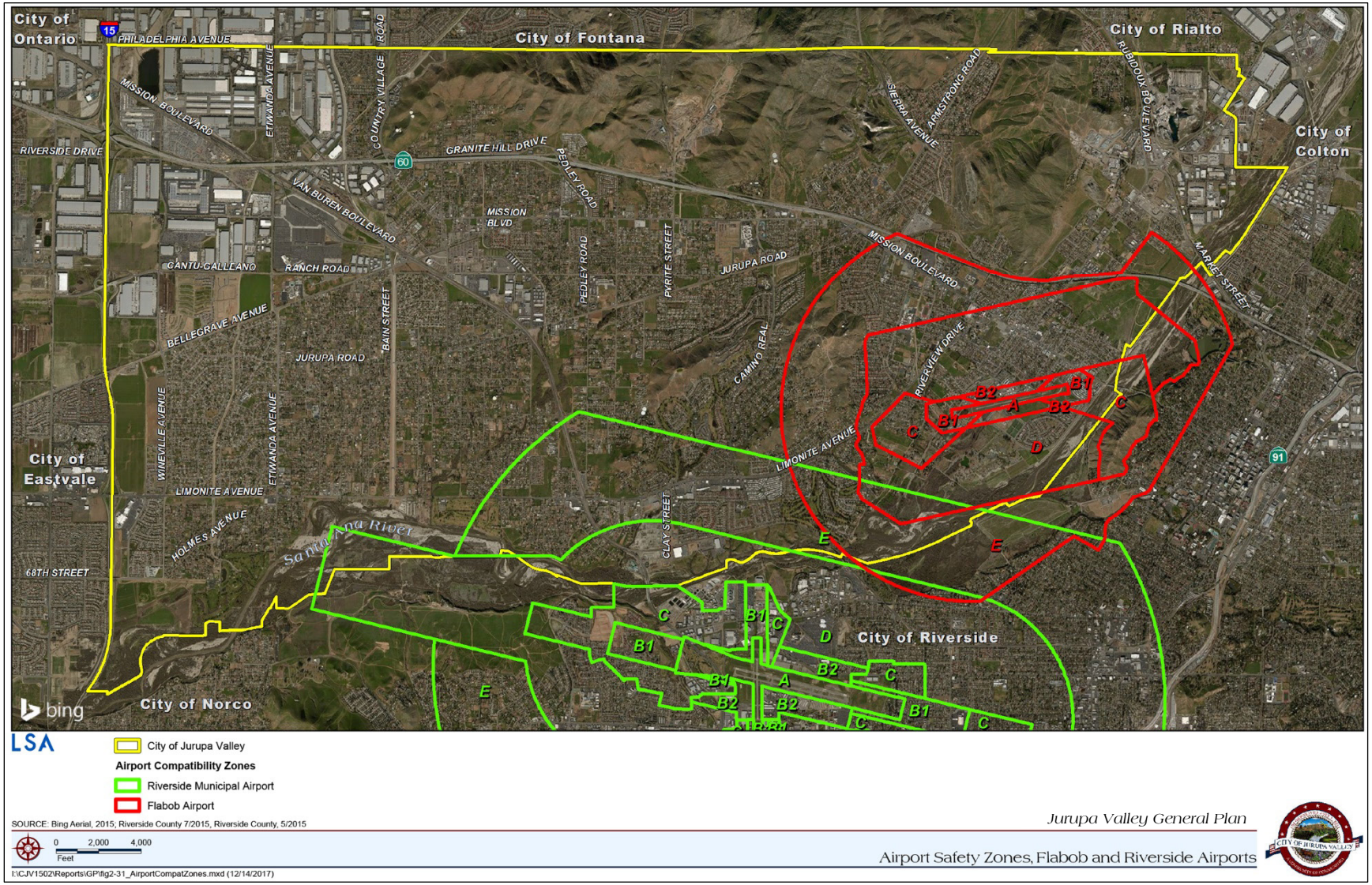


Figure 2-31: Airport Safety Zones, Flabob and Riverside Airports

LUE 5.57 **Development Review.** Refer all major land use actions to the Airport Land Use Commission for review, pursuant to Policy 1.5.3 of the ALUP until: 1) the Commission finds the City's General Plan to be consistent with the ALUP, or 2) the City Council has overruled the Commission's determination of inconsistency, or 3) the Commission elects not to review a particular action.

LUE 5.58 **Continued Airport Operation.** Support the continued operation of Flabob and Riverside Municipal Airports to help meet airport services needs within the land-use compatibility criteria with respect to potential noise and safety impacts.

LUE 5.59 **Consistency Requirement.** Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Compatibility Plan as set forth in *Appendix 4.0*, and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.

LUE 5.60 **ALUP Amendments.** Review all subsequent amendments to any airport land-use compatibility plan and either adopt the plan as amended or overrule the Airport Land Use Commission as provided by law (*California Government Code* §65302.3).

LUE 5.61 **General Plan Adoption or Amendment.** Prior to the amendment of this General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or a building regulation within the planning boundary of any airport land use compatibility plan, the City will refer such proposed actions for determination and processing as provided by the Airport Land Use Law.

LUE 5.62 **Cluster Development.** Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable Airport Land Use Compatibility Plan.

LUE 5.63 **Bird-attracting Uses.** In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that attract birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also, avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports.

LUE 5.64 **Encroachment.** Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

LUE 5.65 **Voluntary Review.** The City, from time to time, may elect to submit proposed actions or projects voluntarily that are not otherwise required to be submitted to the ALUC under the Airport Land Use Law in the following circumstances:

1. Clarification: If there is a question as to the purpose, intent, or interpretation of an Airport Land Use Compatibility Plan (ALUCP) or its provisions; or
2. Advisory: If assistance is needed concerning a proposed action or project relating to Airport Land Use matters.

LUE 5.66 **Airport Referrals.** Submit all development proposals located within an Airport Influence Area to the affected airport for review.

Historic and Cultural Resource Overlay (HRO)

The Historic Resource Overlay is applied to sites, buildings, or other resources of historical, cultural, archaeological, or paleontological merit, including Native American sacred places or other areas of special cultural merit. Development and land use changes within the HRO require special review to evaluate potential adverse impacts on the resource and to establish measures or conditions to protect the resource. The HRO allows the use of flexible development standards, incentives, and building codes to encourage preservation of historically designated properties and districts, such as the Mills Act and the Historic Building Code. The overlay is applied to several historic and potentially historic properties listed in *Table 4.1: Designated Historic Structures in Jurupa Valley* (page 4-39), concurrent with adoption of the General Plan.



Figure 2-32: Historic Jensen-Alvarado Ranch and Museum, Jurupa Valley

Policies

The following policies apply within the Historic and Cultural Resource Overlay.

LUE 5.67 **Resource Preservation.** Within the HRO, require the preservation of designated historic structures, landmarks and sites in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and other standards and guidelines as adopted by the City.

LUE 5.68 **Property Maintenance.** Encourage owners of historic resources to maintain their property in a manner that preserves the property's historic integrity.

LUE 5.69 **CEQA Compliance.** Require mitigation of significant, adverse impacts to on-site and adjacent, designated historic, or other cultural resources as a condition of approval of any project requiring California Environmental Quality Act (CEQA) review.

LUE 5.70 **Adaptive Reuse.** Encourage adaptive reuse of historic resources to preserve them and prevent architecturally inappropriate changes or loss through disrepair and demolition.

LUE 5.71 **New Development.** Encourage developers of residential and commercial developments within a 300-foot radius from a historic resource to be compatible with the historic resource in terms of scale, massing, building materials, and general architectural treatment.

LUE 5.72 **Preservation.** Encourage the continued preservation and operation of the Jensen-Alvarado Historic Ranch and Museum and avoid municipal actions, such as capital improvements and development approvals that would detract from its historic significance and setting, or otherwise affect its long-term viability as a public historic park and museum.

LUE 5.73 **Flexible Standards.** Apply flexible development standards where appropriate and necessary to help preserve historic buildings and sites. In the event of an earthquake, flood, or other natural disaster, or in the event of arson, encourage property owners to preserve, repair, and restore damaged historic structures. If a historic building is damaged so that it is physically infeasible to restore, the replacement building should reflect the former building's architectural character.

LUE 5.74 **Wayfinding Signs and Historic Plaques.** Encourage the placement of attractive and historically appropriate City "wayfinding" or directional signage, including electronic or web-based interpretive information, and the installation of historic plaques that identify and celebrate historic buildings and other cultural resources.

Programs

LUE 5.1.11 **Historic Resource Criteria.** Prepare eligibility criteria and procedures for the designation of potential historic resources (e.g., Galleano Winery; Jensen-Alvarado Ranch) and potential historic districts (e.g., Downtown Rubidoux).

LUE 5.1.12 **Historic Survey.** Conduct a historic and cultural resources survey to identify historic buildings, sites, and other important cultural landmarks to be preserved.

LUE 5.1.13 **Zoning Ordinance Amendment.** Amend the Zoning Ordinance to require an assessment of potential impacts to on-site and nearby historic resources as part of planning applications for general plan amendments, rezoning, and conditional use permits.

LUE 5.1.14 **Demolition.** Amend the Zoning Regulations to include Historic Resource demolition procedures.

LUE 6 – General Plan Administration

Policies

LUE 6.1 **Existing, Non-Conforming Uses.** Allow for the continued occupancy, operation, and maintenance of land uses and structures that existed legally at the time of the adoption of the General Plan and became non-conforming due to use, density, and/or other development standards, and provide for their abatement where appropriate.

LUE 6.2 **Achieving Conformance.** Encourage existing non-conforming uses to transition into conformance with the new land use designations and/or policies by enacting incentives, facilitating entitlement processing for new conforming land uses and, where necessary, establishing a fair abatement program.

LUE 6.3 **Regional Planning.** Participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management with cities, local and regional agencies, stakeholders, Indian nations, and surrounding jurisdictions.

LUE 6.4 **Agency Coordination.** Coordinate with local agencies, such as community service districts (CSDs), special districts, school districts, Riverside County Fire and Sheriff Departments, and others to ensure adequate service provision for development.

LUE 6.5 **Development Intensity.** The zoning, development, and use of properties may not exceed the maximum level of residential density specified in the General Plan, a specific plan, or a town center plan. If an existing property is smaller in area than would be required by the General Plan, zoning that recognizes the existing lot size may be applied.

LUE 6.6 **Population Density.** Pursuant to state law, each land use designation that provides for residential development (other than caretaker's dwellings) is assigned a population density standard by the Planning Director for the purposes of projection and infrastructure planning. These population density standards are relevant only for general planning purposes and shall not be interpreted as constituting legal limitations on the number of persons who may reside at any particular location or parcel.

LUE 7 – General Plan Land Use Implementation

Policies

LUE 7.1 **Land Use Map.** Accommodate land development and uses in accordance with the patterns and distribution of uses and density depicted on the ***Error! Reference source not found.*** (*Figure 2-5,* page 2-10), specific plans, and community and town center plans.

LUE 7.2 **Consistency with Community Values Statement**. Provide a land use mix at Citywide and town center plan levels that is consistent with the Community Values Statement, is based on projected need, and is supported by evaluation of impacts to the environment, the economy, infrastructure, andpublic services.

LUE 7.3 **Community Character.** Accommodate a range of community types and character, from semi-rural equestrian properties, agricultural, and rural enclaves to traditional town center and suburban communities with a small-town "feel."

LUE 7.4 **Multimodal Orientation.** Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses and locate them to capitalize on multimodal transportation opportunities and to promote compatible land use patterns that reduce reliance on the automobile.

LUE 7.5 **Residential Growth Areas.** Locate residential growth in areas near major transportation or where well served by rail or public transit and within easy walking or biking distance from schools, parks and neighborhood-serving uses, to the greatest extent possible.

LUE 7.6 **Retail and Office Growth Areas.** Locate retail commercial and professional office growth near or within existing and planned town centers and commercial nodes to the greatest extent possible.

LUE 7.7 **Industrial, Warehousing and Service-Commercial Growth Areas.** Limit industrial, warehousing and service-commercial uses to the *Agua Mansa and Mira Loma Warehouse and Distribution Center Overlays* (*Figure 2-7*, page 2-23) and to other areas readily accessible from major highways or rail traffic, and sufficiently separated and buffered to protect residential uses.

LUE 7.8 **Environmentally Sensitive Areas.** Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.

Program

LUE 7.1.1 **Land Use Intensification**. Amend Section 9.10.050(D) of the Zoning Ordinance to require that applications to change the General Plan Land use designation to intensify land use on properties within a 100-year floodplain or on slopes of 4:1 or greater require initiation of a General Plan amendment by the City Council.

LUE 8 – Land Use Compatibility

Policies

LUE 8.1 **Land Use Compatibility.** Require land to be developed and used in accordance with the General Plan, specific plans, and community and town center plans to ensure compatibility and minimize impacts.

LUE 8.2 **High Quality Development.** Require that all development be of high quality and enhance the positive characteristics and unique features of the project site, neighboring properties and the surrounding community.

LUE 8.3 **Protect Existing Legal Uses.** Retain and enhance the integrity of legal, existing residential, commercial, agricultural, and open space areas by protecting them from encroachment of land uses that would result in significant, adverse impacts from noise, vibration, noxious fumes, glare, shading, and traffic.

LUE 8.4 **Buffering.** Require buffering between urban uses and adjacent rural/equestrian oriented land uses to the maximum extent feasible. New development shall be responsible for providing the buffering on its own site or off-site, where appropriate, and acceptable to affected property owners.

LUE 9 – Hillside Development

Policies

LUE 9.1 **Hillside Development Limitations.** Limit development in areas that contain natural slopes, canyons, ravines, or other significant elevation changes, regardless of land use designation, and apply the following policies:

LUE 9.2 **Natural Landforms**. Require that hillside development preserve and protect the site's natural landforms and native vegetation, and preserve established trails.

LUE 9.3 **Cluster Development.** Require that development clustering be used, where appropriate, to retain natural slopes, protect native trees, vegetation, wildlife corridors, riparian areas and springs, cultural resources, and open space, and preserve scenic views.

LUE 9.4 **Hillside Grading.** Ensure that hillside structures, site improvements, landscaping and drainage, and public facilities (including but not limited to public streets, utilities, grading and drainage, signs and other features) are developed in a manner that minimizes hazards from erosion and slope failures.

LUE 9.5 **Visually Sensitive Areas**. Development on visually significant ridgelines, canyon edges, and hilltops shall use sensitive siting, architectural design, and appropriate landscaping to ensure that development is visually unobtrusive and compatible with its setting.

LUE 9.6 **Specialized Construction.** Use adaptive construction techniques, such as post and beam construction, and special foundations when the need is identified in a soils and geology report accepted by the City.

LUE 9.7 **Grading**. Limit grading, cut, and fill to the minimum quantities necessary to provide stable areas for structural foundations, street rights of way, parking facilities, and other intended uses.

LUE 10 – Community Design and Aesthetics

Policies

LUE 10.1 **Land Use Balance.** Encourage communities that provide a balanced mix of land uses, including open space, employment, recreation, shopping, and housing.

LUE 10.2 **Infill Development**. Assist in and promote the development of infill and underutilized parcels that are located in Opportunity and specific plan areas as identified on the General Plan Land Use Map.

LUE 10.3 **Parcel Consolidation.** Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance, where appropriate.

LUE 10.4 **Street and Trail Connectivity**. Create street and trail networks that directly connect local destinations and that promote use by pedestrians, equestrians, and bicyclists.

LUE 10.5 **Residential/Commercial Connectivity.** Maintain and/or provide connectivity between residential and commercial developments where appropriate.

LUE 10.6 **Complete Streets.** Promote compact growth and complete streets, where appropriate, that promote pedestrian, equestrian and bike trails, and that takes advantage of public transit routes and facilities.

LUE 10.7 **Community Linkages**. Create opportunities to link communities through access to multimodal transportation systems.

LUE 10.8 **City Buffer Areas.** Use open space, hills, greenways, agricultural lands, parks, and riparian areas to help define the City's character and views and to serve as land use buffers from adjacent cities.

LUE 10.9 **Promote Unique Community Characte**r. Use community plans to promote the development and preservation of unique communities in which each community exhibits a special sense of place and quality of design.

LUE 10.10 **Development Incentives.** Allow techniques such as development incentives, density transfer programs, or other mechanisms to achieve broad community or preservation goals.

Program

LUE 10.1.1 **Distinctive Communities Map.** Prepare a Distinctive Communities Map that reflects the intent of the General Plan and its residents that the unique qualities and characteristics of each of the City's distinctive communities will be maintained and not be absorbed into continuous suburban development. The map should be a "bubble" diagram rather than attempting to delineate precise community boundaries. Topographic features such as hills, watercourses, floodplains, and manmade features, such as streets and landmarks, should constitute the community definers or approximate boundaries.

10.1.2 **Cultural Arts.** Explore the establishment of a non-profit foundation and funding mechanism to promote and finance public art in the City.

LUE 11 – Project Design

New developments shall be located and designed to visually enhance and not degrade the character of the surrounding community. Development projects shall consider and where appropriate, address the following.

Policies

LUE 11.1 **Small-Town Character.** Protect and enhance Jurupa Valley's small-town character, maintain or improve walkability, provide bike and equestrian trails, and social connectivity and "sense of place."

LUE 11.2 **Design Standards.** Comply with the design standards of the appropriate General Plan and community plan land use category.

LUE 11.3 **Construction.** Require that public and private structures be constructed in accordance with the requirements of the City's zoning, building, and other pertinent codes and regulations.

LUE 11.4 **Landscape and Irrigation Plans.** Require landscape and irrigation plans to be submitted and implemented for development projects subject to discretionary review, as required by City Landscape Standards.

LUE 11.5 **Water Conservation Techniques.** Require water conservation techniques, such as groundwater recharge basins, use of porous pavement, cisterns for non-potable water uses, drought-tolerant landscaping, drought-conscious irrigation systems, water recycling, and other water conservation methods to be included in new public and private development, as appropriate.

LUE 11.6 **Energy Efficiency.** Require development projects to use energy efficient design features in their site planning, building design and orientation, and landscape design that meet or exceed state energy standards.

LUE 11.7 **Public Art.** Encourage property owners, developers, and designers to incorporate innovative and creative design and development concepts into new development, including provisions for public art.

LUE 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.

LUE 11.9 **Commercial Vehicle Access.** Use safe and convenient vehicular access and reciprocal access between adjacent commercial uses and properties.

LUE 11.10 **Residential Compatibility.** Require non-residential uses to be designed so that site and building entries, drive-ways, parking and loading areas, trash and recycling areas, drive-through uses, and storage bays are located and designed to minimize conflicts with adjacent residential neighborhoods due to traffic, noise, vibration, odor, lighting, and other impacts on surrounding properties. Any potential impacts shall be mitigated to a level of non-significance, to the approval of the City.

LUE 11.11 **Landscape Maintenance.** Require development projects to include landscaping in all site areas, including street trees, parking lots, setback areas, open spaces, and other exterior use areas. Landscaping shall include trees, shrubs and ground covers, and an automatic, water-conserving irrigation system, and shall be designed and maintained in accordance with City Landscape Standards. In addition, a priority should be placed on preserving mature trees in place wherever possible. Where mature trees must be removed, they shall be replaced with an equivalent number of large trees of the same or compatible species.

LUE 11.12 **Natural Features.** Require development projects, including public projects, utilities, and earthworks/ grading, to protect and preserve natural features, such as unique natural terrain, rocky outcrops, ridgelines, drainage ways, mature trees, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.

LUE 11.13 **Connectivity.** Require development projects to be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other amenities.

LUE 11.14 **Parking Lots.** Design parking lots and structures to be functionally and visually integrated and connected, with parking adequately screened from public streets by a 3-foot-tall landscape planting, earth berm or wall, and located behind or on the side of the building(s) served.

Wherever possible, consideration will be given to the option of permeable surfaces in parking lots.

LUE 11.15 **Accessibility.** Require building entries to be accessible from the public sidewalk, parking and pedestrian areas, and equestrian and bicycle routes where appropriate, and include amenities that encourage accessibility, such as low-scale entry signage, bicycle parking, equestrian hitching posts, down lighting, and waiting areas, where appropriate.

LUE 11.16 **Street Crossings.** Require new development to provide safe and frequent pedestrian, bicycle and, where appropriate, equestrian street crossings, including over- or underpasses where necessary.

LUE 11.17 **Screened Trash and Recycling Areas.** Require new development to provide clean, safe, secure, visually screened trash and recycling enclosures that are architecturally compatible with the development. Existing development and uses are encouraged to provide safe, secure, and visually screened trash and recycling enclosures.

LUE 11.18 **Crime Prevention.** Require that development projects consider public safety and "defensible space" in their design through the appropriate use of building windows, entries, landscaping, and site lighting that is designed for efficiency and to reduce glare and "light spillage" across property lines.

LUE 11.19 **Property Maintenance.** Property owners shall maintain their sites, structures and landscaping in a safe, healthy, and attractive condition through the following:

1. Provide proactive code enforcement activities.
2. Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance methods.
3. Promote and support community and neighborhood based efforts for the maintenance, upkeep, and renovation of structures and sites.
4. Promptly clean up and remove graffiti, trash, animal waste, toxic materials, or other materials or substances that have the potential to detract from residential and neighborhood safety, health or environmental quality. Inoperable appliances and vehicles, and abandoned or unsafe structures should be removed, repaired, or properly stored and visually screened.

5. Promote the use of E-Citizen or other smartphone digital application to report non-emergency issues such as graffiti and code violations.

Programs

LUE 11.1.1 **Architectural Guidelines.** Within 18 months of adopting the General Plan, adopt Architectural Guidelines addressing site planning, building and landscape design, and signage. The Guidelines shall update and, where appropriate, merge and integrate community design standards developed by the County of Riverside and applied to various areas within Jurupa Valley.

LUE 11.1.2 **Landmark and Historic Trees**. Within 18 months following adoption of the General Plan, the City Council shall consider an ordinance to maintain and protect landmark and historic trees throughout the City.

LUE 12 – Infrastructure, Public Facilities, and Services

Policies

LUE 12.1 **Service Capacity.** Ensure that development does not exceed the City's or the community services districts' or special districts' ability to adequately provide supporting infrastructure and services, such as water, wastewater treatment, energy, solid waste and public services such as police/ fire/emergency medical services, recreational facilities, and transportation systems.

LUE 12.2 **Monitoring.** Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that housing and population growth does not reduce levels of service below acceptable levels.

LUE 12.3 **Urban Water Management Plans.** Review all projects for consistency with the appropriate community services district's urban water management plans.

LUE 13 – Fiscal Impacts

LUE 13.1 **Fair Share Infrastructure Funding.** Require that new development contribute its fair share to fund infra-structure and public facilities, such as police and fire facilities, parks, streets, and trail improvements.

LUE 13.2 **Fiscal Analysis.** Require a fiscal impact analysis for specific plans and major development proposals to reduce or prevent fiscal impacts to the City.

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3 – Mobility Element

A. Introduction

This Mobility Element guides the long-term circulation system of the City. Its goals and policies are closely linked with the Land Use Element and are intended to provide the best possible balance among Jurupa Valley's transportation needs, community character, roadway size, traffic service levels, bicycle, equestrian and pedestrian amenities, public transit opportunities and resources. This Mobility Element represents a new approach to transportation planning in Jurupa Valley. It focuses on *mobility corridors* rather than focusing primarily on streets and roadways. Mobility corridors are transportation pathways that provide for the movement of people and goods between and within cities. They are more than simply a street or roadway. They encompass single or multiple transportation routes and facilities (such as thoroughfares, sidewalks, trails, parkways, public transit, and railroads), the adjacent land uses and the connecting network of streets. As further discussed in the section below on Mobility Corridor Planning, this approach offers several important advantages over conventional transportation and street circulation planning. It:

- Links corridor planning and design to surrounding land uses;
- Coordinates and implements multiple modes of transportation within the corridor, such as pedestrian, bicycle and equestrian facilities;
- Establishes the basic function and design criteria for facilities within each corridor type; and
- Emphasizes context-sensitive right of way planning and design which maintains and enhances compatibility with the adjacent neighborhood and protects the City's semi-rural character and quality of life.

One fundamental challenge that cities face is the tension between the desire of local residents to address community character in thoroughfare design, and the desires of a broad range of stakeholders to focus on roadway capacity and to accommodate regional traffic demands. This tension is best addressed through a more holistic approach to corridor planning which sets the framework for detailed, site-specific design of individual thoroughfares. Specific thoroughfare designs tailored to community context and transportation needs are contained in the City's *Master Plan of Streets and Trails*, to be prepared pursuant to this Element and consistent with its goals and policies.

Local roadways are the most heavily used transportation mode in Jurupa Valley; however, sidewalks, public transit, the Citywide trail system, and bicycle facilities provide opportunities for alternative modes of travel that could relieve pressure on roadways by reducing vehicle miles traveled (VMT). Furthermore, alternative travel modes, such as walking and cycling, have valuable secondary benefits that enhance the overall quality of life in Jurupa Valley. These benefits include traffic calming, walkability, improved health, improved air quality and more neighborly communities.

How we approach transportation is critical to Jurupa Valley's prosperity and closely linked to land use and community character and quality of life. The Mobility Element addresses all aspects of the movement of goods and people, including pedestrians, bicycles, transit, light rail and commuter rail, air, and automobile traffic within and through the community. In compliance with state law, all city and county general plans must contain a circulation or "mobility" element that designates future road improvements and extensions, addresses non-motorized transportation alternatives, and identifies funding options. The Mobility Element also identifies transportation routes, terminals, and facilities.

General Plan Advisory Committee (GPAC) Recommendations

Mobility and circulation issues were discussed in detail by the GPAC. Committee members discussed circulation and mobility in terms of pedestrian, equestrian, bicyclists and motor vehicle needs. Mobility was considered a key component of the City's quality of life and of overarching importance to Jurupa Valley's residents, as described in the following excerpt from the Community Values Statement.

City of Jurupa Valley Community Values Statement

Mobility. *We support the creation and maintenance of transportation networks (e.g., multi-use equestrian, pedestrian and bicycle trails, complete streets, sidewalks, airport, rail, and public transit) that are safe, attractive, and efficient and provide connectivity to meet the diverse needs for the movement of people and goods.*

There was detailed discussion of specific streets, intersections, modes of travel, and geographic areas needing attention and/or improvements, as discussed in the Final GPAC Report, *Appendix 5.0*. There was broad Committee support for more and safer sidewalks, bicycle paths and multi-use trails, especially in terms of safe routes to schools. Primary issues discussed were: 1) the need for street improvements at key intersections and along major arterial streets, including repaving and enhanced crosswalks; 2) traffic congestion at several specific intersections; 3) the need for bikeway improvements and bike lane connectivity near schools, parks, community

centers, multi-family housing, neighborhood commercial uses, and along common bike routes; and 4) beautification of street rights-of-way, including street trees, drought-tolerant landscaping, trash and graffiti removal, decorative signs and crosswalk paving, transit shelters, street furniture and landmarks and/or public art.

Additional issues important to the Committee were: 5) improved street, intersection and walkway lighting, 6) parked "big rigs" and other vehicles along streets and curbs, 7) undergrounding existing overhead utility lines, 8) "soft edges" between street and sidewalks and equestrian or multi-use trails; and 9) use of flood control channels for trails. These issues and needs are addressed in the policies and programs in this Element.

Primary Mobility Goal

To create a multi-modal mobility network which protects Jurupa Valley's semi-rural character and lifestyle, is attractive and provides all users with safe connections to homes, jobs, schools, commercial areas, public facilities and recreation areas, and which reduces dependence on the use of single-occupant automobiles.

Policy and Program Sections

1. *Mobility Corridors*
2. *Roadway Network*
3. *Pedestrian and Bicycle Facilities*
4. *Equestrian and Multi-Purpose Trails Network*
5. *Public Transit*
6. *Freight Movement and Airports*
7. *Scenic Corridors, Street Character and Design*
8. *System Operation, Maintenance and Funding*

B. Background

Setting and Regional Context

The City's regional transportation setting is shown in *Figure 2-1* (page 2-5). Jurupa Valley's transportation system is composed of numerous state highways (both freeways and highways), as well as numerous local city routes. The transit system includes common bus carriers, paratransit services and Metrolink (commuter rail service), and other local agency transit and paratransit services. In addition, the City transportation system includes private aviation facilities, limited passenger air service within the City, freight rail service, bicycle facilities, and other non-motorized forms of transportation – e.g., multi-purpose trails.

An Overall Mobility Vision

As stated in the Land Use Element, the City is moving away from its historic growth patterns that relied heavily on industrial development. It seeks to move toward a pattern of more orderly, balanced growth with preservation of the equestrian lifestyle and more retail shopping, housing choices and local job growth. In Jurupa Valley, the circulation system is intended to accommodate a pattern of managed growth, providing both regional and local links among Jurupa Valley's nine distinct communities. To accomplish this, the City intends to transform its circulation network into a multi-modal transportation system. This system uses *mobility corridors* that are designed to promote and accommodate a range of travel options in addition to private motor vehicles. These include walking, biking, public transit and commuter rail use, and equestrian trail riding so that citizens and visitors can readily access all parts of the City and move safely within it by utilizing a number of transportation options.

Internal and external links using vehicular, pedestrian, public transit, equestrian, bicycle, and air transportation facilities are essential to meet Jurupa Valley's existing and future needs. The intent of the City's new approaches to growth and mobility is to prioritize mobility options that help reduce vehicle miles traveled (VMT) and the need to use automobiles for short, in-City trips. The planned mobility system is designed to fit into the fabric of the City's overall land use pattern and avoid adversely affecting open space systems. A key component to this objective is to manage regional vehicular traffic that is using local arterials for trips that begin and end outside of Jurupa Valley. The Mobility Element promotes strategies and techniques to avoid the need for six lane arterials passing through our small-town communities that would primarily serve "pass-through" traffic.

In addition to the General Plan, the City supports several transportation plans and programs that are necessary to manage current traffic demands and plan for the City's future transportation needs, including the Southern California Area Government's (SCAG) 2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy, Caltrans' District 8 Highway Plan and County of Riverside Transportation Plan.

Public Participation/Intergovernmental Coordination

The Mobility Element was created with input from numerous interest groups, citizens, jurisdictions, and agencies. Extensive efforts were made to involve the public, including: eight public workshops on community assets, issues and needs, and monthly meetings of the General Plan Advisory Committee (GPAC) over

1 year, as described in the GPAC Final Report (see *Appendix 5.0*). City staff also met with staff from community service districts, special districts, and surrounding jurisdictions to discuss regional issues, including regional transportation, connectivity and trails. In response to a broad range of public input, the circulation system is designed to be "context sensitive." That is, streets and other improvements within the public right of way are purposefully located and designed to visually "fit" into and enhance the community or neighborhood in which they are located, and to logically serve the adjacent land uses and open space areas.

C. Mobility Element Goals, Policies, and Programs

The City's network of roads, streets, sidewalks, trails, rails and other transportation infrastructure is critical to its safety, economic sustainability, and overall quality of life. Key issues include Roadway System, Non-Automotive System, Trails, Freight Movement, Airports, Scenic Corridors and Street Character and Design, and System Operation, Maintenance and Funding. Each of these issues is discussed separately below, followed by goals, policies and programs for each of these topic areas.

Goals

To be a City that establishes and maintains a balanced, multi-modal mobility network that:

ME 1 Provides mobility corridors for all modes of travel, including transit, bicyclists, pedestrians, equestrians, rail traffic and motor vehicles, and that helps reduce locally generated VMT.

ME 2 Maintains an interconnected network of bicycle, pedestrian, equestrian and public transit facilities that encourage non-automotive travel.

ME 3 Promotes trails for pedestrian, bicycle and equestrian use for recreational as well as local travel needs.

ME 4 Establishes policies that coordinate the circulation system with the General Plan, specific plans and town center plans, and Land Use Element, and that provide direction for future decision-making.

ME 5 Creates a comprehensive, interconnected and economical system of public transportation options that help reduce traffic congestion and vehicle emissions, and that help reduce dependence on the personal automobile.

ME 6 Accommodates and manages *commercial* truck traffic to promote local jobs and economic growth and protect public safety, health and welfare.

ME 7 Accommodates continued, safe freight railroad operations in Jurupa Valley.

ME 8 Helps preserve, protect and enhance safety and land use compatibility at Flabob Airport.

ME 9 Preserves and where possible, enhances scenic corridors and communities' visual character through context-sensitive street and roadway design that removes blight, preserves scenic views, retains mature trees, protects sensitive environments and wildlife habitats, and enhances neighborhood safety and character.

ME 10 Develops implementation strategies and identifies funding sources to provide for the timely implementation of the Mobility Element's goals, policies and program.

ME 11 Provides strategies to manage "pass-through" regional traffic such that the character of the community is preserved.

Policies and Programs

ME 1 – Mobility Corridors

Mobility Corridor Planning

The Mobility Element approaches long range transportation planning holistically. That is, it focuses on planning mobility corridors rather than focusing primarily on streets and roads. Mobility planning requires pathways or conduits for movement of people and goods. In the City of Jurupa Valley, the character of the community demands that these pathways accommodate numerous forms of mobility without altering the semi-rural, small town character of the City's distinctive communities. Thus, rather than building the City's mobility system around streets as the primary factor, this element takes an unconventional approach in identifying the major community-wide travel routes as Mobility Corridors with multiple travel choices.

As part of the General Plan, the City has adopted new "Mobility Corridors" to emphasize the multi-modal character of Jurupa Valley's' transportation system. Mobility Corridors are shown in *Figure 3-1* and include a range of transportation uses possible in the entire right of way, not just the paved roadway. For example, a Primary Mobility Corridor may include a Class III bikeway, a public sidewalk, and an equestrian trail in addition to four travel lanes for motor vehicles. Mobility corridors are different from the more familiar "street classifications" typically included in general plans in that they focus on the *functional and aesthetic characteristics* of a right-of-way, rather than its ability to convey motor vehicles.

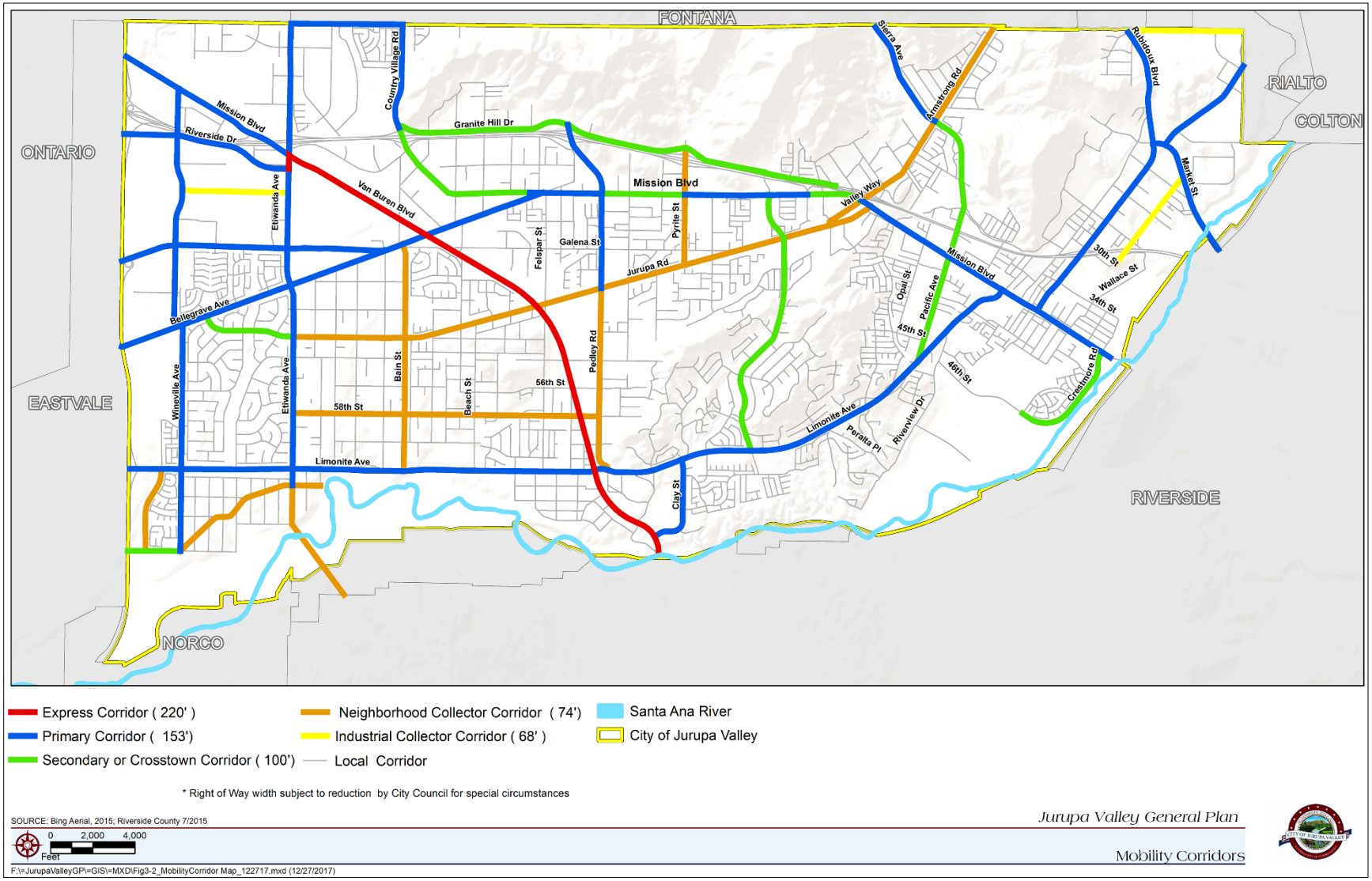


Figure 3-1: Mobility corridors map

As described in *Table 3.1*, the typical right of way widths for the various corridor types, based on categories that relate to expected modes and volume of use.

Table 3.1: Mobility Corridor Classifications

Mobility Corridor Classifications	Right of Way Width[1]	Roadway Classification and Number of Lanes	Applicable Streets[2]
Express Corridor	220'	Expressway (6-8)	Van Buren
Primary Corridor	153'	Urban Arterial (4-6)	Mission, Limonite, Rubidoux, Cantu-Galleano, Etiwanda
	128'	Arterial (2-4)	Country Village, Pedley north of Jurupa Road
	118'	Major (2-4)	Wineville, Pedley, Clay, Philadelphia, Bellegrave, Riverside Drive, Sierra, Market and Limonite
Secondary or Crosstown Corridor	100'	Secondary (2)	Camino Real, Granite Hill, Crestmore, portions of Mission, Pacific
Neighborhood Collector Corridor	74'	Collector (2)	Pedley south of Jurupa Road, portions of Jurupa Road, Pat's Ranch Road, Bain, Granite Hill, Valley Way, Holmes, 58th
Industrial Collector Corridor	68'	Industrial Collector (2)	Hall, El Rivino, Harrel
Local Corridor	64'	Local	Most residential streets

[1]Right of way width = Right of way width in feet. right of way width subject to reduction by City Council for special circumstances.
[2]Partial street listing to show types and range of existing streets; subject to modification in the *Master Plan of Streets and Trails.*

Relationship Between Mobility Corridors and Street Classifications

The general relationships between the previous street classifications and the mobility corridors are shown in *Table 3.1* above. The corridor descriptions assume narrower rights-of-way than shown in the Conventional Roadway Cross Sections, *Figure 3-4* (page 3-15). They also reflect "complete streets, multi-modal" design goals and seek to minimize the need and community impacts of street widening; however, they are flexible standards.

The City Council may modify the right of way widths or number of lanes in specific circumstances where warranted by special corridor conditions, such as the need for additional right-of-way to address trails, sidewalk, bus turnouts, special pedestrian and parking needs, grading and landscaping requirements or the need for regional connectivity at City limits. In most cases, accommodating bicyclists, pedestrians, and where appropriate, equestrians and public transit, shall have equal or greater priority than designing to achieve optimum level of service and free-flowing motor vehicle traffic. By contrast, street classifications as shown in *Figure 3-4* (page 3-15) refer to the standard street type and overall right-of-way width from an engineering perspective, without specifying multi-modal and neighborhood design features.

Mobility Corridors Policies and Programs

Policies

ME 1.1 **Mobility Corridors.** Require that the City's mobility corridors:

1. Accommodate public transit, motor vehicles, bicyclists, equestrians and pedestrians within the public right of way wherever feasible, using multi-modal, "complete streets" design strategies.
2. Maintain at least a Level of Service (LOS) D or better at all intersections, except where flexibility is warranted based on a multi-modal LOS evaluation, or where LOS E is deemed appropriate to accommodate complete streets/multi-modal facilities.
3. Be designed to meet the needs of the existing population and business activities, as designated by the Land Use Element and in accordance with the Mobility Corridor concept and to maintain consistency with the Master Plan of Streets and Trails (to be developed).
4. Be designed so that new roadways, ramps, traffic control devices, bridges or similar facilities, and significant changes to such facilities, are designed to accommodate multi-modal facilities in an attractive and safe manner.
5. Be maintained in accordance with best practices and the City's Street Improvement Program.

ME 1.2 **Corridor Design.** When existing mobility corridors require modification or new corridors are established, their design shall be consistent with the following standards:

1. Roadway designs shall maintain no more than two through travel lanes wherever possible and shall not exceed four through travel lanes except within Express Mobility Corridors, or where a transition is required for roadways that connect to roads in other jurisdictions at the City boundaries.
2. Existing improvements and rights of way within mobility corridors may establish the general design criteria for the relevant segment in order to avoid replacing existing street improvements or right of way acquisitions for street widening.
3. Where sidewalks are appropriate, they should be detached and separated from the roadway by landscaped parkways. Where sidewalks are adjacent to curb on an existing roadway within a mobility

corridor, sidewalks on either side of the relevant segment may be continued to a reasonable transition point.

4. Where two-lane roadways exist within a mobility corridor in low density, semi-rural areas, widening the existing through lanes for safety may be determined appropriate by the City Council on a case-by-case basis. Adding lanes to accommodate additional vehicular traffic shall require a finding by the City Council that the need for additional capacity takes precedence over preserving the existing corridor character.
5. Provisions for bus turnouts, bus shelters and connectivity to the Pedley Metrolink Station shall be included.
6. Houses along Secondary, Neighborhood Collector and Local Corridors shall have street access.

ME 1.3 **Preserving Community Character in Mobility Corridors.** Mobility corridors shall be designed to consider the land use and aesthetic contexts of their surroundings and shall include the following features unless determined infeasible or inconsistent with General Plan goals and policies:

1. Mobility corridors shall include parkways, street trees and where appropriate, medians that include substantial landscape treatments and that separate pedestrians and equestrians from vehicle traffic and provide a pleasant and inviting traveling experience for non-vehicular travel.
2. Express and Primary Mobility Corridors shall include a landscaped raised median wherever possible and shall include substantial setbacks and landscape buffers to protect adjacent noise-sensitive uses.
3. Mobility corridors shall be designed to produce an attractive, safe and high-quality environment of tree-lined streets within a semi-rural, small town community.

Programs

ME 1.1.1 **Mobility Corridor Master Plan**. Consider establishing a Mobility Corridor Master Plan and Design Guidelines to provide more detailed guidance on the design, operational and maintenance of mobility corridors.

ME 2 – Roadway Network

Jurupa Valley's roadway network must meet multiple goals. It must be safe, convenient, efficient and well-balanced to address all roadway users' needs and compatible with its surroundings. The roadway network must be planned and designed to meet existing and future transportation needs, yet be designed to preserve and enhance the character and quality of life that Jurupa Valley residents cherish. At the same time, the roadway system must meet or exceed adopted performance and design standards. When feasible and where appropriate, the public rights-of-way must accommodate multiple travel "modes," including motor vehicles, pedestrians, equestrians, bicyclists, landscaping, street furniture, utilities and traffic control devices, all in safe and aesthetically pleasing ways. This concept is known as "complete streets."

2016 Roadway Network

Access and mobility in Jurupa Valley relies on several integrated transportation systems, namely motor vehicle-based systems characterized by conventional streets and highways; a non-motor vehicle-based system characterized by equestrian, bicycle and pedestrian facilities, both on- and off-street; a trail system, accommodating multiple users such as pedestrians and equestrians and staging areas; facilities for freight movement, including commercial trucks and rail traffic; and airport facilities. These modes, and their relevant policies and programs, are discussed below.

A well-designed public street network is essential for safe and efficient surface transportation. Such a network can cut down travel times, reduce accidents on certain facilities, assist in emergency operations, and help in allocating roadway funding. These facilities also serve as the primary thoroughfares for freight and goods movement that supply the local and regional economies. The City's Existing Circulation Network is shown in *Figure 3-2*.

Street Classifications

Streets and highways are classified according to the type of service they are intended to provide. Fundamental to this process is the recognition that individual streets and highways usually do not function independently, but rather, as a system with most travel involving movement through a network of streets.

The City's streets are classified in terms of their operational characteristics, right of way width, and land use/transportation function, as described below. *Figure 3-2* shows the circulation network existing in 2016, using the classifications of the City's major streets, which is based on the County of Riverside's street classification system. A similar classification system is used for many cities within the SCAG region. That classification system has been modified

in the General Plan by incorporating them into mobility corridor classifications that address multi-modal, complete streets considerations while incorporating the various County of Riverside classifications.

Generalized cross-sections for the different functional street classifications are described below and shown in *Figure 3-2*. These sections depict general street section guidelines adopted by the County of Riverside and by the City upon incorporation. In general, they assumed wider ultimate street sections than are anticipated in the General Plan:

1. **Freeway.** A highway upon which the abutter's rights of access are controlled and that provides separated grades at intersecting streets. The minimum right of way width and number of lanes is determined by the California Department of Transportation (Caltrans).
2. **Expressway.** An Expressway is a multimodal roadway corridor for through traffic. Access from abutting property is restricted. Intersections with other streets or roadways are limited to approximately one-half mile intervals. The minimum right of way is 184 feet to 220 feet. The number of lanes is 6 or 8 and additional right of way may be needed at intersections. Segments of Van Buren Boulevard are currently designated as an Expressway.
3. **Urban Arterial.** An Urban Arterial is a roadway primarily for through traffic where access from other streets or roadways is limited to approximately one-quarter mile intervals. The minimum right of way is 152 feet. The number of lanes is 4 to 6, and additional right of way may be needed at intersections. Segments of Limonite Avenue (*Figure 3-3*) are currently designated as an Urban Arterial roadway *(Figure 3-4)*.
4. **Arterial.** An Arterial is a divided roadway primarily for through traffic to which access from abutting property is kept at a minimum. Intersections with other streets or roadways are limited to approximately one-quarter mile intervals. The minimum right of way is 128 feet. The number of lanes is 2 or 4, and additional right of way may be needed at intersections. Segments of Etiwanda Avenue are currently designated as an Arterial roadway.

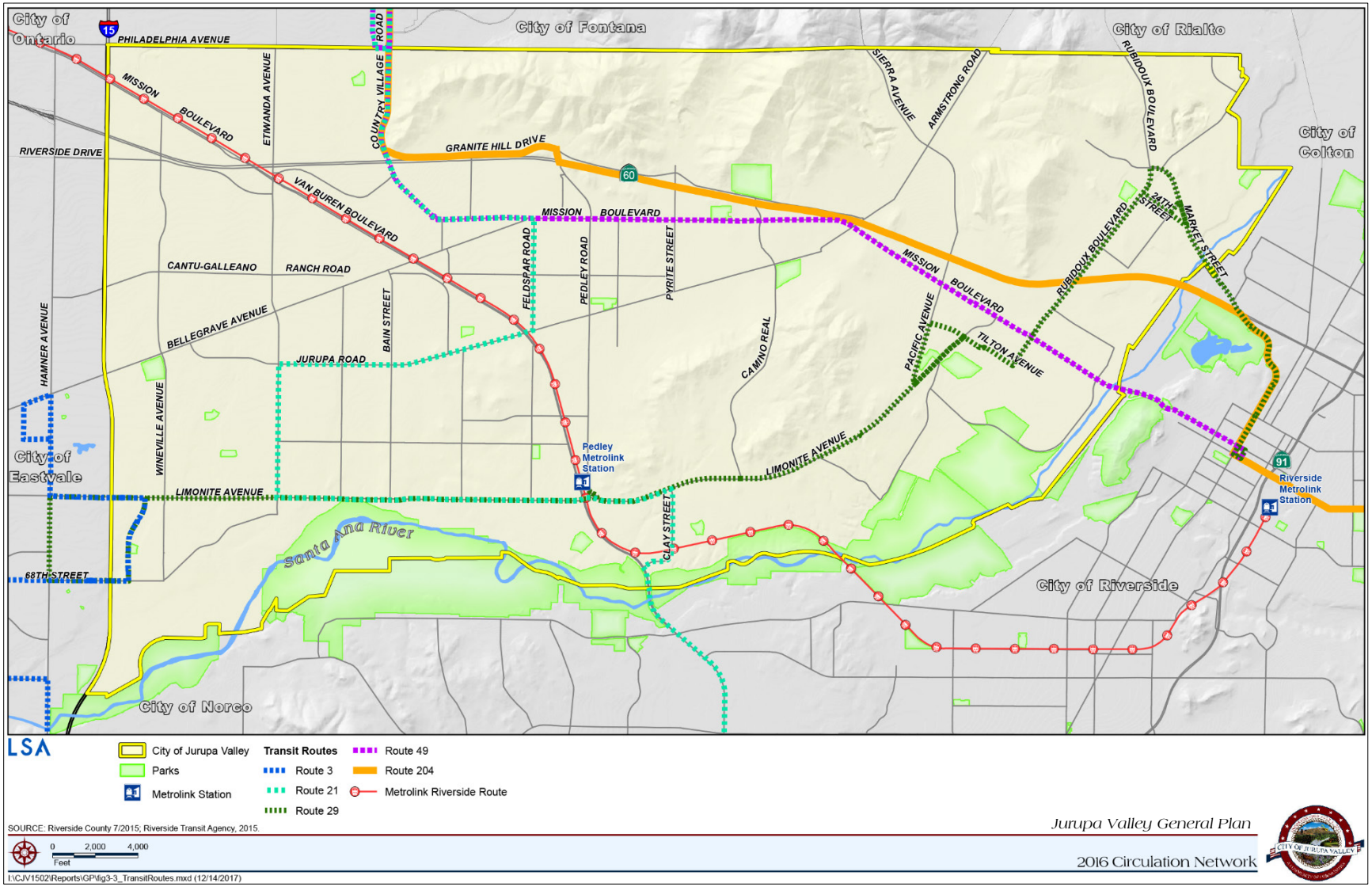


Figure 3-2: 2016 circulation network



Figure 3-3: Segment of Limonite Avenue near the Spectrum Center

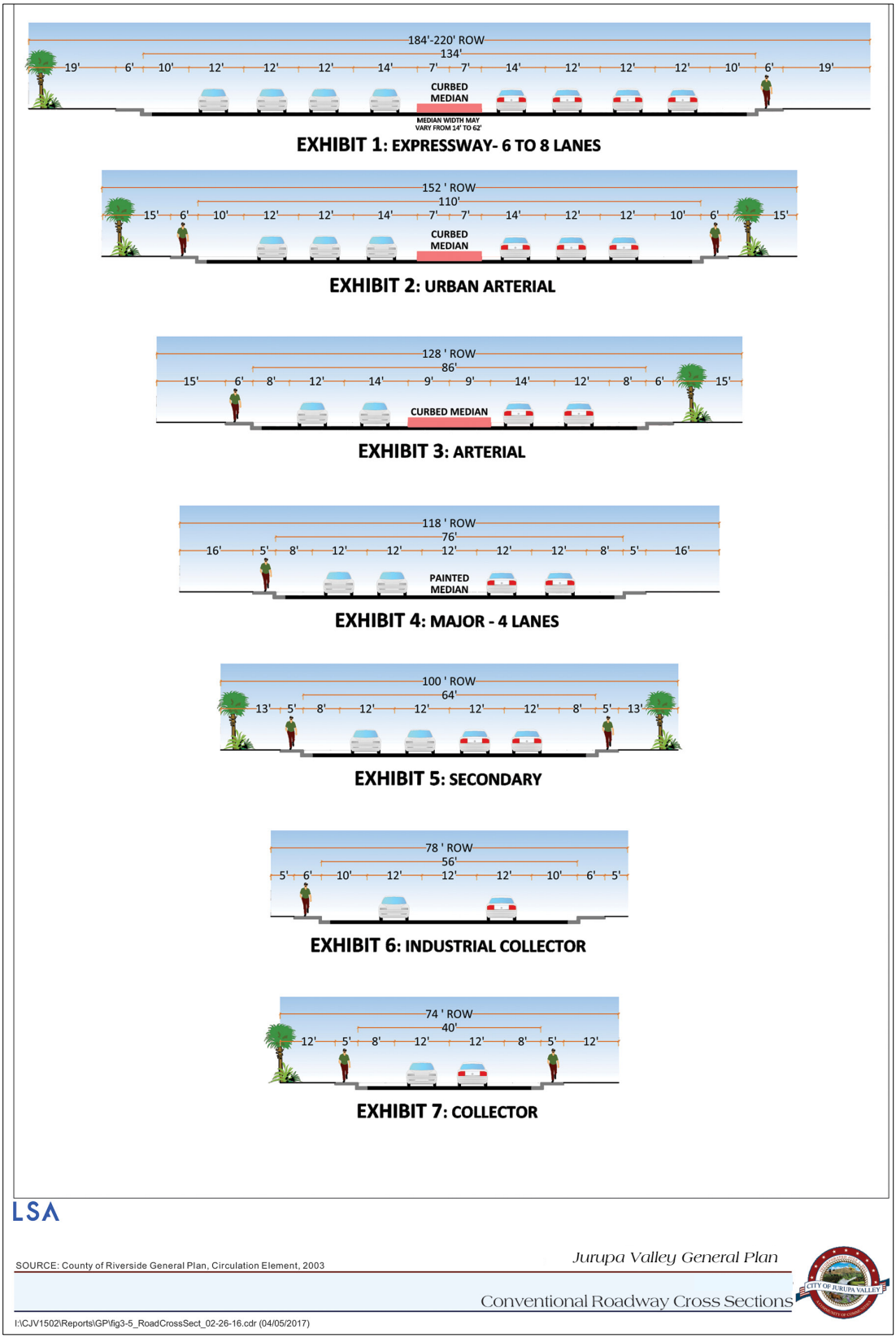
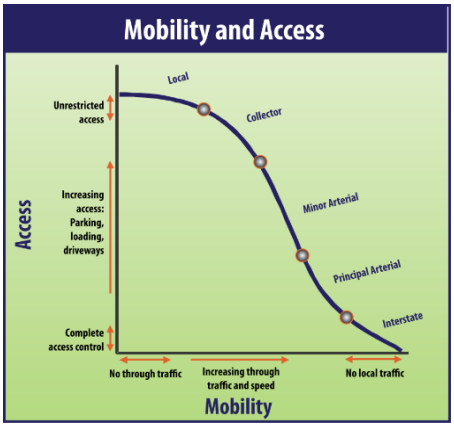


Figure 3-4: Conventional roadway cross sections

5. **Major.** A Major roadway serves property zoned for major industrial and commercial uses or serves through traffic. Intersections with other streets or roadways may be limited to approximately 660-foot intervals. The minimum right of way is 118 feet. The number of lanes is 4, and additional right of way may be needed at intersections. Limited segments on Pedley Road are currently designated as a Major roadway.
6. **Secondary.** A Secondary roadway serves through traffic along longer routes between major traffic-generating areas or serves property zoned for multiple residential, secondary industrial, or commercial uses. Intersections with other streets and roadways may be limited to 330-foot intervals. The minimum right of way is 100 feet. The number of lanes is 4 with no turn lanes, and additional right of way may be needed at intersections. Segments on Pacific Avenue are currently designated as a secondary roadway.
7. **Collector Street.** Collector streets are intended to serve intensive residential land uses, multiple-family dwellings, or to convey traffic through an area to roads of equal or similar classification or higher. A collector street may also serve as a cul-de-sac in industrial or commercial use areas but shall not exceed 660 feet in length when so used. The minimum right of way is 74 feet, and the number of lanes is two. Segments on 58th Street are currently designated as a Collector roadway.
8. **Industrial Collector Street.** Industrial collector streets are intended to serve the intensive needs of commercial/ industrial truck traffic. The minimum right of way width is 78 feet, typically allowing two travel lanes, center median and parking lanes, plus pedestrian, bicycle and pedestrian facilities where appropriate.
9. **Local Street.** Local streets consist of public rights-of-way serving residential neighborhoods and are primarily two-lane, low-volume roadways with rights-of-way typically ranging from 44 to 60 feet wide. In Jurupa Valley, local streets are intended to safely accommodate equestrians, pedestrians, bicyclists and motor vehicles in a manner that preserves and enhances the character of the community in which they are located.



Source: Federal Highway Administration

Figure 3-5: Relationship between mobility and access on roadways

The functionality of a street is related to traffic mobility and accessibility. Freeways and expressways have restricted access, which allows for higher speeds and capacities. Conversely, local streets and minor arterials allow for greater access but have reduced speeds and capacities. The relationship can be seen in *Figure 3-5.*

Master Plan of Streets and Trails

The Master Plan of Streets and Trails (MPST) more precisely describes the street type, right of way widths, designs, locations character, and facilities for all of the City's streets.

As called for by Program ME 2.1.5, the first phase of the MPST will be prepared within 1 year of adoption of the General Plan and fully completed and adopted, including Local Streets, Collectors, and trails within 2 years of General Plan Adoption. Phase 1 shall address the mobility corridors and major roadways. The MPST is an engineering and urban design plan that integrates innovative engineering design, land use planning and aesthetic considerations and will, as a minimum, addresses the following factors.

1. Mobility corridor classification
2. Number of roadway lanes, dedicated turn lanes, and on-street parking (where appropriate)
3. Primary equestrian trail designations for one side of a roadway
4. Multi-purpose and bikeway designations for one side of a roadway
5. Future intersection improvements and locations of crosswalks and equestrian crossings
6. Roadway cross section, including right of way width, raised landscaped medians, trails, bikeways, bike lanes and parkways
7. Off-road primary equestrian trails
8. Public transit and pedestrian amenities
9. Planned improvements and/or right of way acquisitions
10. Relationship of transportation facilities to their neighbor-hood context.

"LOS" Versus "VMT"

Level of Service (LOS) has been the standard used to measure transportation impacts of major developments and road system changes. Level of Service is basically a measurement of how many cars can pass through an intersection in a given time. However, in recent years, LOS has been criticized as being an inadequate measure of a roadway's performance because if a project reduced a road's LOS, the result was generally considered an adverse or undesirable project effect, no matter how many other benefits the project might create. Further, increasing level of service by widening streets is often growth-inducing and invites additional traffic, yielding only short-term benefits and leading to eventual decreases in LOS. Since LOS is based on peak hour traffic volumes, it can generate the need for costly improvements that are not needed during most of a 24-hour period.

LOS is not the only tool to measure traffic congestion. In 2016, California enacted SB 743, a law which is expected to change how traffic congestion is measured. Under the new law, the Governor's Office of Planning and Research (OPR) is tasked with developing a replacement metric for LOS which is based on Vehicle miles traveled (VMT) and considers the needs of all road users, including bicyclists, pedestrians and others.

The Governor's Office of Planning and Research is working with local agencies to develop guidelines to help local governments implement AB 743. In the interim, cities must take into account VMT as part of environmental review, but may also continue to use LOS to evaluate roadway performance. Jurupa Valley's VMT performance is evaluated in the *Traffic Study, Appendix 3C*.

Levels of Service

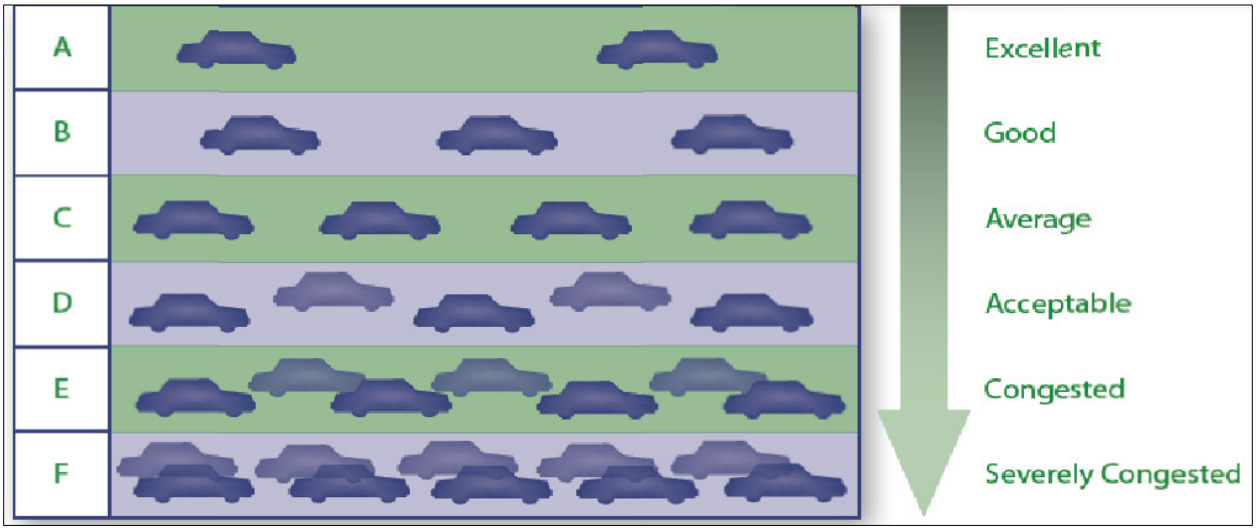
Historically, the primary tool used to measure roadway performance has been level of service, or LOS. At its most basic, LOS is a measure of a roadway's ability to carry a given traffic volume with minimal delays–that is, with little or no traffic congestion. Congestion results when traffic demand approaches or exceeds the available capacity of the system. And while this is a simple concept, it is not constant. Traffic demands vary significantly depending on the season of the year, the day of the week, and even the time of day. Also, the capacity can change because of weather, work zones, traffic incidents, or special events. LOS is often measured at "peak hours" of the day to express worst case conditions. Peak hours are typically 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.

Level of Service is generally expressed by using the letter grades A through F, as described in *Table 3.2* and illustrated in *Figure 3-6*.

Table 3.2: Level of Service Definitions

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

Source: Highway Capacity Manual 2010



Source: FHWA

Figure 3-6: Levels of service

Many cities within Riverside County maintain LOS D as their minimum threshold for their roadway systems. The County of Riverside maintains an LOS standard of D; therefore, for this analysis, LOS D was used as the standard for intersection and roadway segment LOS analysis. Intersections or roadway segments operating at LOS E or F exceed the minimum LOS standard D—that is, they are more congested with more traffic delays. This threshold may be modified based on a balancing of overall community objectives. LOS F is projected for specific streets. LOS F is not considered "acceptable" in Jurupa Valley but can be a short-term result of regional and local growth, right of way, and resource constraints that requires mitigation. Jurupa Valley's 2016 roadway levels of service are shown in *Figure 3-7.*

Pass-Through Traffic

A significant portion of Jurupa Valley's motor vehicle traffic is "pass-through" or "cut-through" traffic; that is, motor vehicle trips where the origin and destination are both outside of the City limits. Jurupa Valley streets do not connect well with streets in adjacent communities. Historically, Jurupa Valley roads followed the railroad tracks and were constrained by geography, particularly the hills and the Santa Ana River. Consequently, two of the main roads, Bellegrave Avenue and Jurupa Road, are not aligned true to north and south, but are aligned northeast to southwest. Motorists intending to travel from the I-15 to Van Buren Boulevard and the City of Riverside find it most convenient to use Limonite, resulting in significant traffic congestion in Pedley. Similarly, access to and from the SR 60 takes motorists through Rubidoux, Glen Avon, and Pedley to access areas south of the Santa Ana River.

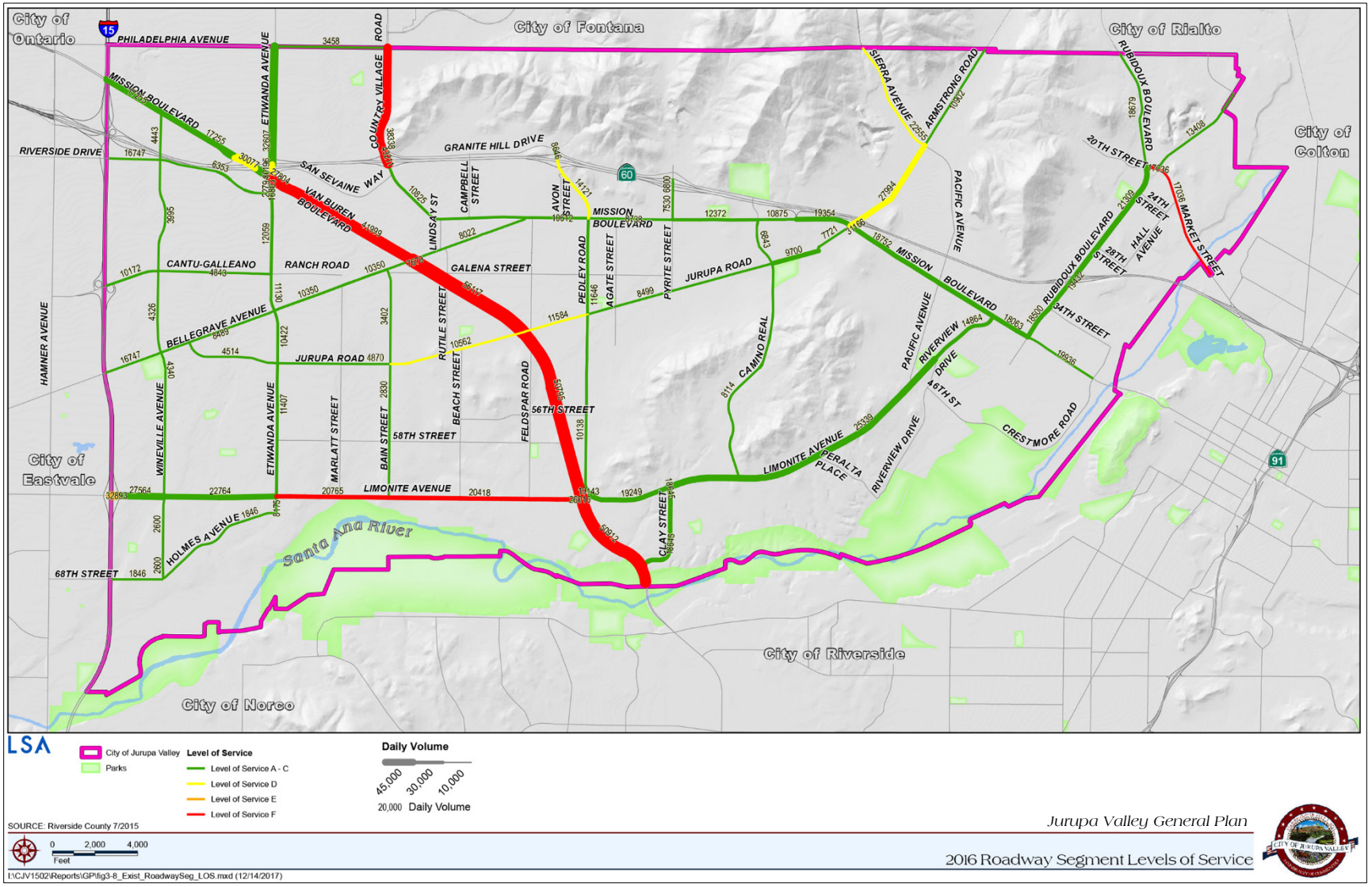


Figure 3-7: Roadway segments Levels of Service (2016)

Table 3.3 shows the percentage of the future traffic volumes on major streets attributable to pass-through traffic. Up to 79% of motor vehicle trips—and in many cases almost one-half, consist of pass-through trips that use local streets and bypass the main highways I-15, SR 60 and the Van Buren expressway. These pass-through trips are largely the result of motorists seeking "shortcuts" to avoid freeway congestion or reduce travel time. This situation creates a significant challenge for the City to meet local circulation needs first–within available resources–while managing regional pass-through trips so as to reduce traffic congestion and impacts.

Generally, strategies to reduce pass-through traffic involve capital improvements to slow, divert, or dissuade motorists from traveling along particular corridors. This could, in some areas, have the initial effect of creating greater congestion until a new equilibrium is established. That new equilibrium may, in fact, create congestion on new routes. Techniques to narrow roadways, such as road diets, chokers, speed tables, and other devices/strategies, can affect vehicular traffic flow, decreasing speed and increasing congestion. Strategies to address pass-through traffic may be contradictory to a goal of mobility congestion relief. However, the objective of congestion relief and achieving LOS D conditions must be balanced with other important community objectives, such as maintaining the small town, semi-rural character of the community.

Table 3.3: Select Link Analysis for Roadway Segments Operating at LOS D, E, or F (Year 2035)

	Roadway Segment	Functional Classification	Year 2035 Conditions				% of Traffic Internal to the City	% of Traffic External to the City (Cut-Thru Traffic)
			Daily Volume	V/C	LOS			
Segments on Etiwanda Avenue								
6	**Philadelphia Ave to SR-60 WB Off-Ramp**	**6-Lane Urban Arterial Highway**	**52,677**	**1.09**	**E**	*	57%	43%
Segments on Country Village Road								
16	**Philadelphia Ave to SR-60 WB Ramps**	**5-Lane Urban Arterial Highway**	**50,257**	**1.24**	**F**	*	46%	54%
Segments on Van Buren Boulevard-East Mission Boulevard								
32	**Bellegrave Ave to Jurupa Rd**	**6-Lane Expressway**	**77,031**	**1.40**	**F**	*	21%	79%
Segments on Mission Boulevard								
46	Valley Way to Riverview Dr	4-Lane Arterial Highway	31,944	0.99	D		81%	19%
Segments on Bellegrave Avenue								
50	Wineville Ave to Etiwanda Ave	4-Lane Major Highway	28,633	0.93	D		60%	40%
Segments on Valley Way-Armstrong Road								
63	**SR-60 WB Ramps to Sierra Ave**	**4-Lane Major Highway**	**44,117**	**1.44**	**F**	*	66%	34%
Segments on Limonite Avenue								
67	**Wineville Ave to Etiwanda Ave**	**4-Lane Urban Arterial Highway**	**41,570**	**1.29**	**F**	*	58%	42%
Segments on Rubidoux Boulevard								
77	SR-60WB Ramps to Market Street	4-Lane Major Highway	28,540	0.93	D		80%	20%
Segments on Sierra Avenue								
80	West of Armstrong Rd	4-Lane Arterial Highway	29,093	0.90	D		42%	58%
Segments on Market St								
81	**West of Rubidoux Blvd**	**4-Lane Major Highway**	**42,364**	**1.38**	**F**	*	50%	50%

Notes:

LOS = Level of Service, V/C = Volume to Capacity

Capacity based on County of Riverside Link Volume Capacities, March 2001.

* Exceeds LOS Standard

The balance between eliminating vehicular congestion during two peak traffic periods on each weekday to accommodate pass-through traffic and the need to avoid large, urban-style multi-lane roadways is a difficult one and ultimately, must be a policy decision by the City Council which is reflected in the MPST. This General Plan outlines a strategy to help achieve that balance by: 1) managing traffic to optimize benefits to City residents, 2) maintaining communities' semi-rural character, and 3) providing future options, if the need arises.

Future Conditions and Traffic Management Strategies

Planned Roadway Network

Based on the threshold of acceptability for levels of service within the City of Jurupa Valley, 10 roadway segments and 13 intersections will not meet the minimum level of service standard at General Plan buildout (2035). These intersections and roadway segments will fail gradually over the 20-year time frame of this projection. As new modes of transportation and traffic management technologies emerge, there will be ample opportunity to make adjustments along the way to manage congestion to acceptable levels and to route cut-through traffic to appropriate transportation corridors. No additional improvements are recommended other than those discussed in Anticipated Level of Service at General Plan Buildout conditions. This is due to right-of-way constraints and the City's efforts to maintain its rural character as well as to discourage pass-through traffic on local streets.

The General Plan Buildout Major Street Network, *Figure 3-8*, shows the major corridors that are planned to accommodate the existing and planned land uses, and existing and expected vehicle traffic demand. The planned network will help accomplish the City's mobility goals and minimizes the need to acquire additional street right-of-way to help maintain Jurupa Valley's semi-rural character. It will also help reduce local traffic congestion while discouraging pass-through traffic. Street improvements are anticipated to be constructed as development occurs, and where improvements are not associated with specific development, as city, county or state funding becomes available. The City has responsibility for the planning, building and maintaining local streets; the county and state have responsibility for maintaining highways and County roads that connect with Jurupa Valley's transportation corridors.

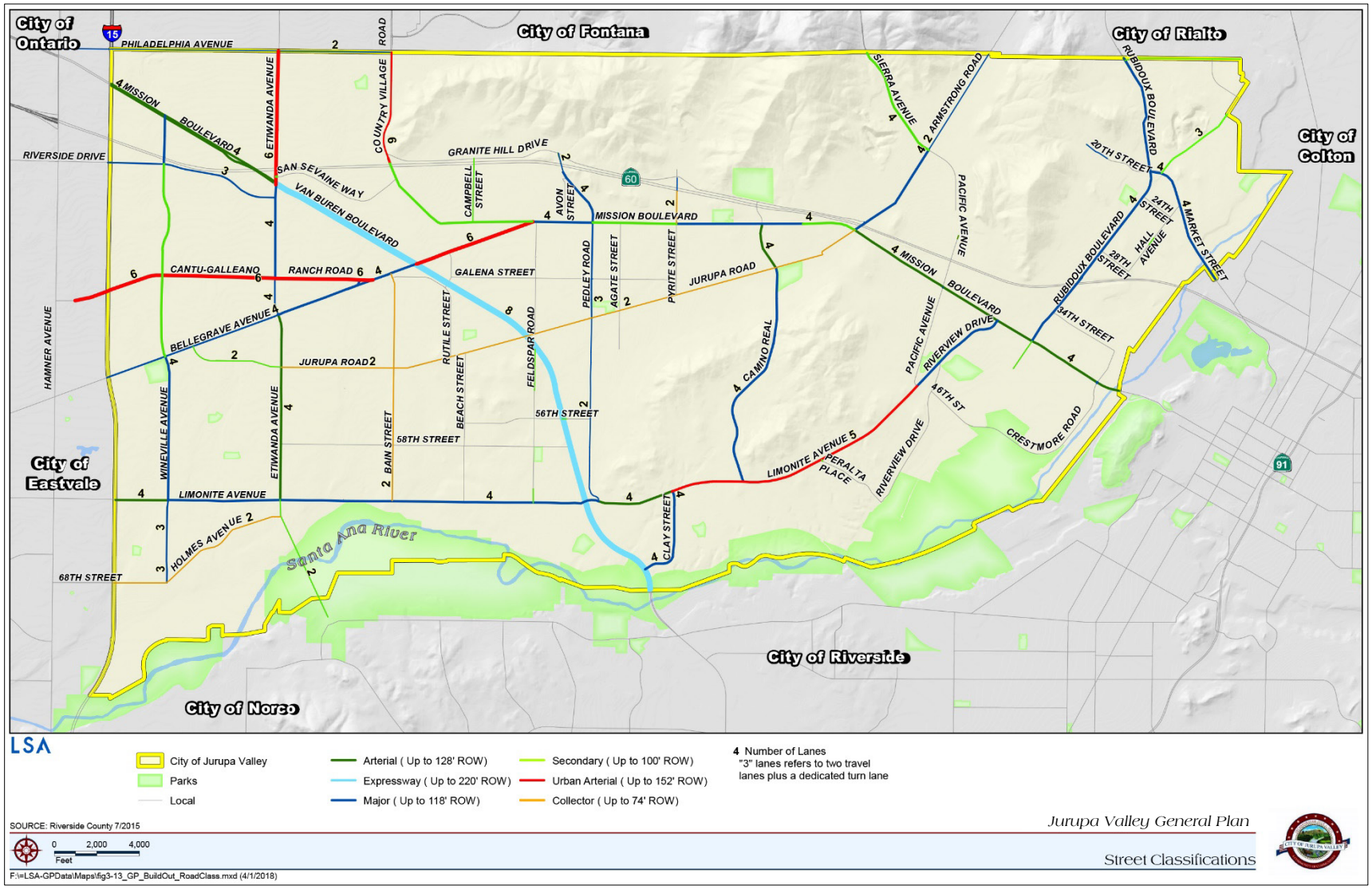


Figure 3-8: Street classifications (2017)

Roadway and Intersection Improvements

The existing land uses and new uses that will be built under the General Plan will contribute additional traffic on local roadways and intersections. Much of the existing and projected future congestions is the result of "pass-through" traffic from regional (i.e., non-City) sources that will also increase in the future. The General Plan Program EIR indicates that 10 roadway segments and 13 intersections are already deficient in terms of the City's Level of Service (LOS) standard of LOS D or better during peak hours. As pass-through traffic increases due to regional growth and new land uses build out, additional traffic will be added to the local circulation network. As more roadways and intersections exceed City LOS standards, strategic modifications to the existing roadways will be needed to manage traffic and keep LOS within acceptable levels.

General Plan Build-out includes implementation of limited changes to the existing roadway network, as summarized below. These improvements are based on input from the General Plan Advisory Committee, residents and the City of Jurupa Valley and reflect the City of Jurupa Valley's Mobility goals.

Roadway Segments

1. **Etiwanda Avenue:** The roadway segment south of Limonite Avenue is proposed to include a two-lane Collector roadway bridge extension from 66th Street over the Santa Ana River to Arlington Avenue. Upon implementation of this facility, motorists will be able to bypass Limonite through Pedley in order to reach the City of Riverside area south of the Santa Ana River.
2. **Van Buren Boulevard:** The roadway segments from Etiwanda Avenue to Clay Street are proposed to be widened from a four-lane Urban Arterial to an eight-lane Expressway. The intersection of Van Buren Boulevard/ Bellegrave Avenue is proposed to realign to the south with a new connector at Van Buren Boulevard/Van Buren Connector. Also, the intersection of Van Buren Boulevard/ Jurupa Road is proposed to realign to the north with a new connector at Van Buren Boulevard/Van Buren Connector. These improvements will facilitate pass-through traffic between the Fontana/Ontario area and the City of Riverside.
3. **Cantu-Galleano Ranch Road:** The roadway segments between Etiwanda Avenue and Van Buren Boulevard are proposed to be widened from four-lane Major roadways to six-lane Urban Arterials. The roadway segment east of Etiwanda Avenue is proposed to align with Bellegrave Avenue and create a new intersection at Bellegrave

Avenue/Cantu-Galleano Ranch Road. These improvements will facilitate pass-through traffic between I-15 and Van Buren Boulevard.

4. **Bellegrave Avenue:** The roadway segment between Marlatt Street and Dodd Street is proposed to realign with Cantu-Galleano Road and end at the new intersection of Bellegrave Avenue/Cantu-Galleano Ranch Road. A new intersection west of Bain Street is proposed to connect at Van Buren Connector/Bellegrave Avenue. This change is to be implemented concurrently with Cantu-Galleano Ranch Road improvements (No. 3 above) to facilitate pass-through traffic and reduce congestion on Mission Boulevard and Limonite Avenue.
5. **Market Street:** The roadway segment east of Rubidoux Boulevard is proposed to be widened from a two-lane Arterial to a four-lane Major Roadway. This improvement is needed to manage industrial traffic and to create an alternate route between Agua Mansa and the City of Riverside.
6. **Sierra Way:** The roadway segment north of Armstrong Road is proposed for widening from a two-lane secondary to a four-lane Major Roadway to provide enhanced regional connectivity.

Intersection Improvements

Based on the threshold of acceptability for levels of service within the City of Jurupa Valley, 38 intersections will not meet the minimum level of service standard. To support the General Plan Land Use Element implementation, the following improvements to the intersections are planned:

1. **I-15 Southbound Ramps/Limonite Avenue**: Optimize the signal timing.
2. **I-15 Northbound Ramps/Limonite Avenue**: Optimize the signal timing.
3. **Wineville Road/Mission Boulevard**: Install a traffic signal.
4. **Wineville Road/Riverside Drive**: Install a traffic signal.
5. **Wineville Road/Cantu-Galleano Ranch Road**: Optimize the signal timing.
6. **Mission Boulevard/SR-60 Eastbound Off-Ramp:** Optimization of the signal timing improves operations. No additional feasible mitigation is possible due to right of way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
7. **Etiwanda Avenue/Philadelphia Avenue:** Stripe eastbound right-turn lane and add overlap phasing. Add westbound right-turn lane with overlap phasing. Add a second

northbound left-turn lane. No additional feasible mitigation is possible due to right of way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the p.m. peak hour.

8. **Etiwanda Avenue/SR-60 Eastbound On-Ramp:** Install a traffic signal. No additional feasible mitigation is possible due to right of way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the p.m. peak hour.
9. **Etiwanda Avenue/Van Buren Boulevard:** Southbound right-turn lane with overlap phasing and optimization of signal timing improvements operations. No additional feasible mitigation is possible due to right of way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
10. **Etiwanda Avenue/Bellegrave Avenue**: Optimize the signal timing.
11. **Etiwanda Avenue/Limonite Avenue:** Add an eastbound left-turn lane and westbound left-turn lane. Add protected phasing to the eastbound/westbound approaches.
12. **Country Village Road/Philadelphia Avenue**: Optimize the signal timing.
13. **Country Village Road/SR-60 Westbound Ramps:** Add a second westbound right-turn lane; this will require modification of the westbound off-ramp. Stripe a southbound right-turn lane and restripe the southbound through lane to a through/right-turn lane.
14. **Van Buren Boulevard-Bellegrave Connector/Bellegrave Avenue:** Install a traffic signal. Add a westbound left-turn lane and restripe the southbound approach to include a southbound left-turn lane and through/right-turn lane. Restripe the northbound approach to include a northbound left-turn lane and a through/right-turn lane.
15. **Van Buren Boulevard/Van Buren-Bellegrave Connector:** Install a traffic signal, add two northbound left-turn lanes, a second eastbound right-turn lane, and a southbound right-turn lane.
16. **Pedley Road/SR-60 Westbound Ramps**: Install a traffic signal.
17. **Pedley Road/SR-60 Eastbound Ramps:** Install a traffic signal. Although this intersection operates satisfactorily, a signal has been added due to the addition of a signal at Pedley Road/SR-60 Westbound Ramps.
18. **Jurupa Road/Van Buren-Jurupa Connector:** Install a traffic signal. Add an eastbound left-turn lane.
19. **Van Buren Boulevard/Van Buren-Jurupa Connector:** Install a traffic signal. Add two northbound left-turn lanes.
20. **Pedley Road/Jurupa Road:** Install a traffic signal.

21. **Pedley Road-Morton Avenue/Limonite Avenue**: Optimize the signal timing.
22. **Pyrite Street/SR-60 Westbound Ramps**: Install a traffic signal.
23. **Pyrite Street/SR-60 Eastbound Ramps**: Install a traffic signal.
24. **Clay Street/Limonite Avenue:** Add overlap phasing to the northbound right-turn lane to allow traffic to turn right while other non-competing movements occur at the intersection.
25. **Van Buren Boulevard/Clay Street**: Optimize the signal timing.
26. **Camino Real/Jurupa Road:** Add a northbound right-turn lane with overlap phasing.
27. **Camino Real/Limonite Avenue:** Add overlap phasing to the southbound right-turn lane.
28. **Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard:** Add a southbound left-turn lane. This improvement will require modification to the off-ramp.
29. **Valley Way/Jurupa Road:** Install a traffic signal. Add an eastbound left-turn lane.
30. **Armstrong Road/Sierra Avenue:** Add overlap phasing to the eastbound right-turn lane. No other improvements are feasible due to right of way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
31. **Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive:** Restripe the north leg to separate the southbound left-turn lane and right-turn lane. No other improvements are feasible due to right of way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
32. **Valley Way/SR-60 Westbound On-Ramp:** This intersection may be combined with Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive as a five-legged intersection with one signal controller. This will require Caltrans review. No other improvements are feasible due to right of way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
33. **Valley Way/Mission Boulevard:** Optimize the signal timing. No other improvements are feasible due to right of way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
34. **Riverview Drive/Mission Boulevard:** Add a second northbound right-turn lane and add overlap phasing to the northbound right-turn lane and eastbound right-turn lane. Restripe the north leg approach to the southbound left-

turn lane and through/right-turn lane. Change the northbound/southbound signal phasing from split-phasing to protected phasing. No other improvements are feasible due to right of way constraints.

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

Anticipated Level of Service at General Plan Buildout

Even with the above improvements, it is anticipated that some City streets and intersections will continue to experience significant congestion and at times, fall below acceptable LOS standards, as shown in *Figure 3-9*, *Figure 3-10*, and *Figure 3-11*. However, this outcome is not inevitable. Traffic volume projections rely on many regional and local factors that are difficult to predict. Further, the projections predict LOS failure at 20 years, providing adequate time to monitor and adjust to changing conditions. In 2017, existing rights-of-way are not wide enough to accommodate all roadway widening or improvements that may be needed in the future. Moreover, extensive street widening throughout the City would irreversibly change the semi-rural character in many areas that the City intends to preserve. Consequently, the City chooses to consider a broad range of transportation system improvements to facilitate all transportation modes and balance the needs of all users rather than rely on extensive street widening or right of way acquisition projects. A “menu” of possible transportation system improvements, including both design and operational measures, is described in *Appendix 19.0*.

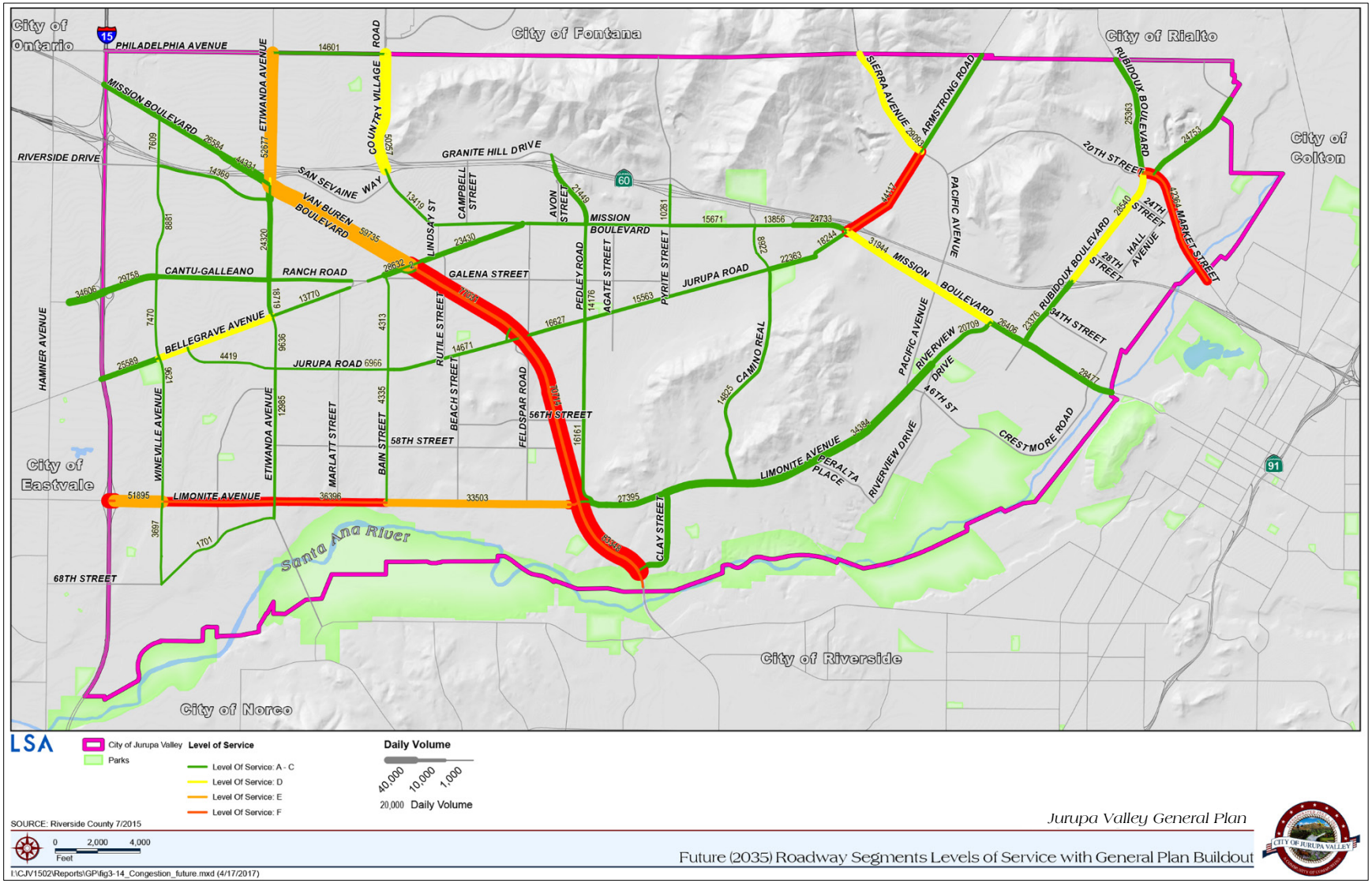


Figure 3-9: Future (2035) roadway segments levels of service with General Plan buildout

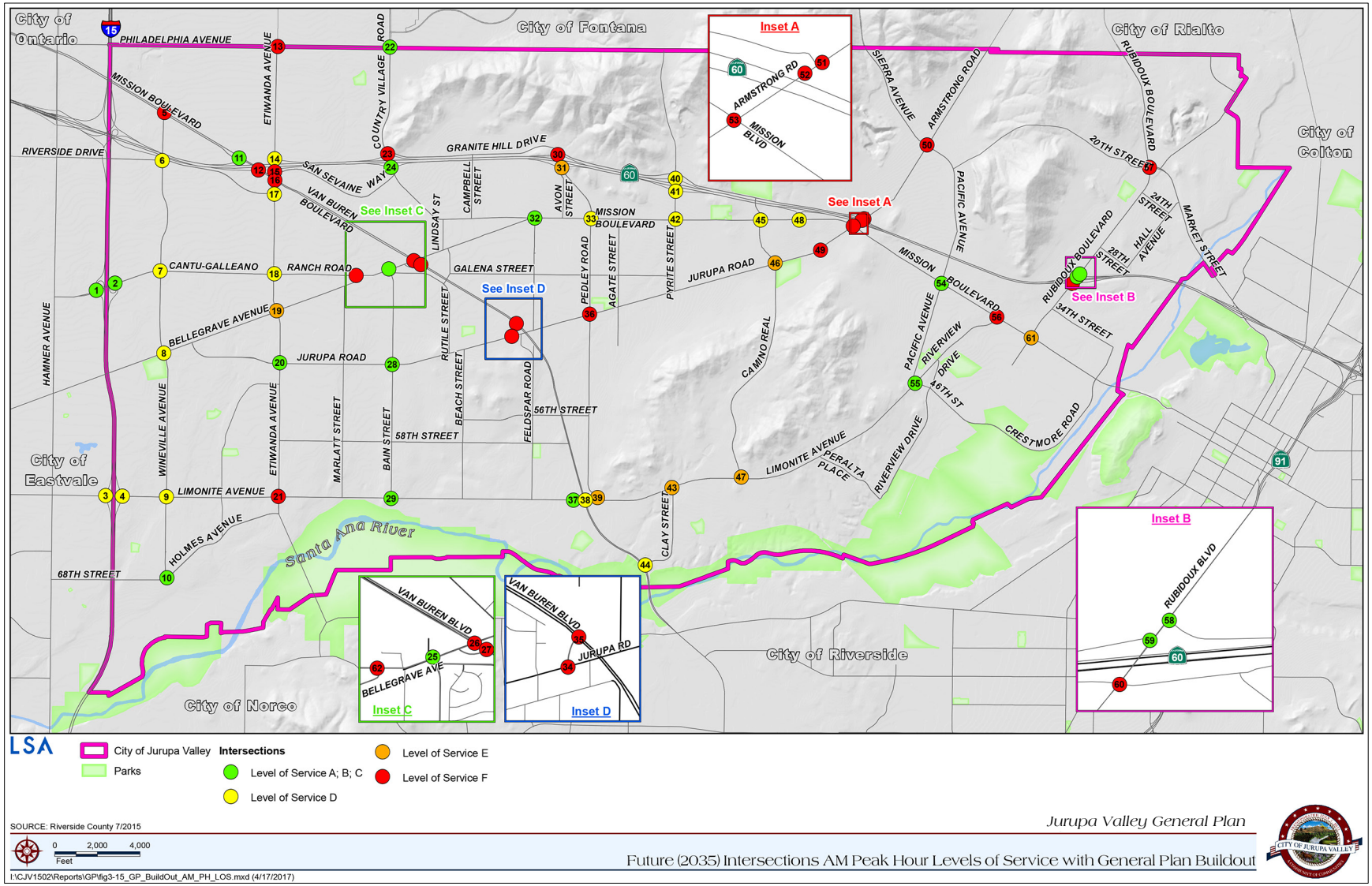


Figure 3-10: Future (2035) intersections AM peak hour levels of service with General Plan buildout

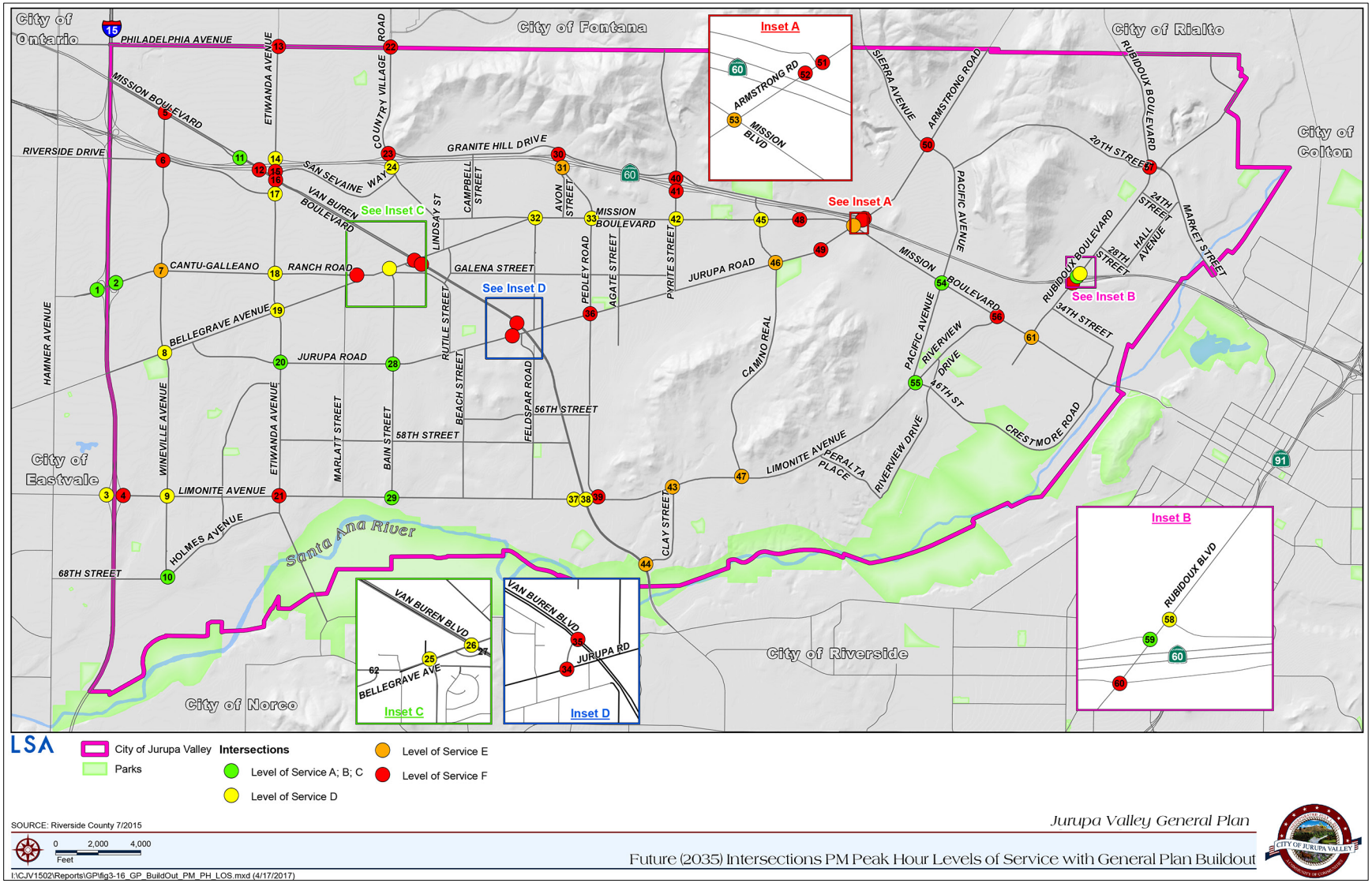


Figure 3-11: Future (2035) intersections PM peak hour levels of service with General Plan buildout

Roadway Network Policies and Programs

General

Policies

ME 2.1 **Roadway System.** Require that the City's mobility corridors:

1. Accommodate public transit, motor vehicles, bicyclists, equestrians and pedestrians within the public right-of-way wherever feasible, using multi-modal, "complete streets" design strategies.
2. Maintain at least a Level of Service (LOS) D or better at all intersections, except where flexibility is warranted based on a multi-modal LOS evaluation, or where LOS E is deemed appropriate to accommodate complete streets/multi-modal facilities.
3. Be designed to meet the needs of the existing population and business activities, as designated by the Land Use Element and in accordance with the Mobility Corridor concept and to maintain consistency with the Master Plan of Streets and Trails (to be developed).
4. Be designed so that new roadways, ramps, traffic control devices, bridges or similar facilities, and significant changes to such facilities, are designed to accommodate multi-modal facilities in a balanced manner.
5. Be maintained in accordance with best practices and the City's Street Improvement Program.

ME 2.2 **Transportation Infrastructure.** Traffic control devices and transportation infrastructure shall operate to serve the needs of all roadway users, including motorists, public transit, pedestrians, equestrians and cyclists.

ME 2.3. **Development Project Impacts.** Require development projects to analyze potential off-site traffic impacts and related environmental impacts through the CEQA process and to mitigate adverse impacts to less-than-significant levels.

ME 2.4 **Transportation Options.** Support development of a variety of transportation options for major employment and activity centers, including direct access to transit routes, primary highways, bikeways, park-n-ride facilities, and pedestrian facilities.

ME 2.5 **Public Transit Connections**. Support the development of transit connections that link the town centers located throughout the City and as identified in the Land Use Element and in the specific, community and town plans.

ME 2.6 **Efficient Use.** Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.

ME 2.7 **System Evaluation.** Evaluate the planned circulation system as needed to enhance the street network to respond to anticipated growth and mobility needs.

ME 2.8 **Interagency Cooperation.** Cooperate with local, regional, state, and federal agencies to establish an efficient circulation system.

ME 2.9 **Project Integration.** Encourage development of projects that facilitate use of alternative modes of transportation, including public transit, light rail, pedestrian-oriented retail and activity centers, equestrian trails and related facilities, and bicycle facilities.

ME 2.10 **Transportation Projects**. Consider the following regional and community wide transportation projects when developing transportation improvement plans in Jurupa Valley:

1. Construct new interchanges on State Route 60 at Camino Real and Sierra Avenue/Pacific Avenue.
2. Support the development of regional transportation facilities and services (such as high-occupancy vehicle lanes, express bus service, and fixed transit facilities) to encourage the use of public transportation and ridesharing for longer distance trips.
3. Buren Boulevard and parallel rail lines at Jurupa Road, Limonite Avenue and Galena/ Bellegrave Avenue.
4. Potential California High Speed Rail Corridor through Jurupa Valley.

ME 2.11 **Street Improvements with New Development.** Require street improvements as a condition of new developments, including undergrounding of utility lines, installation of fiber optic cable and other utilities, sidewalk, curb, gutter and street pave-out, bicycle and equestrian facilities, street lighting (where appropriate), street trees and landscaping.

Programs

ME 2.1.1 **Mitigation Measures.** As necessary to mitigate potential impacts, the City will implement improvements identified as mitigation measures in the Final Environmental Impact Report for the General Plan.

ME 2.1.2 **School Planning.** Provide assistance to school districts in facility planning and transportation operations to ensure safety for users of all modes during school pick-up, drop-off and other special events.

ME 2.1.3 **Sidewalks**. Prepare and maintain an inventory of sidewalk facilities to determine where pedestrian improvements are most needed to provide a continuous safe route for pedestrians.

ME 2.1.4 **Barrier-free Access.** Retrofit streets and require developments to install public improvements that provide disabled access and mobility on public streets, as required by state or federal law.

ME 2.1.5 **Master Plan of Streets and Trails.** Within 2 years of adopting the General Plan, prepare a Master Plan of Streets and Trails, including specific plans for future major capital projects such as the Cantu-Galleano/ Bellegrave connection, cross sections for unimproved linkages to be developed through land development, and design standards for mobility corridors to address all transportation needs, including rural and local streets and industrial collector streets. Phase 1 of the Plan shall address mobility corridors and major roadways and shall be prepared within 1 year of adoption of the General Plan. Phase two shall include Local Streets, Collectors and the trails network as described in Policy and Program Sections 3.0 and 4.0. The Plan shall be consistent with this Mobility Element.

ME 2.1.6 **Camino Real**. Consider modifying design of Camino Real in residential areas to slow traffic, improve sight distance and facilitate residential driveway use (i.e., cars backing into traffic lanes).

ME 2.1.7 **Transportation Technology.** Consider emerging transportation technologies in reviewing new development, preparing and implementing City policies and programs, and in City transportation planning and design, including autonomous vehicles, electric charging stations, signal synchronization, pedestrian-actuated signals, and transportation network performance monitoring.

Levels of Service

Policies

ME 2.12 **Target Levels of Service**. Until a multi-modal based metric is adopted, City will maintain the following target Levels of Service, or "LOS":

1. LOS C along all City maintained roads and conventional state highways. As an exception, LOS D may be allowed in designated areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Express ways, conventional state highways or freeway ramp intersections.
2. LOS D or E may be deemed acceptable by the City Council in designated town centers and for multi-modal mobility corridors that include facilities for at least three transportation modes in addition to motor vehicles, and that support transit-oriented development and walkable communities. LOS F is not considered an acceptable level of service.

Planned Circulation Systems

Policies

ME 2.13 **Multi-Modal Level of Service.** When the City determines that there is a suitable tool available, we will measure and evaluate roadway performance and CEQA compliance and mitigation from a multi-modal, "complete streets" perspective using vehicle miles traveled (VMT), consistent with SB 743 and state guidelines.

ME 2.14 **Traffic Study Guidelines**. Apply level of service and/or VMT standards to new development, consistent with state law, based on new Traffic Study Guideline, to be developed by City to evaluate traffic impacts and identify appropriate mitigation measures for new development.

ME 2.15 **Traffic Impact Evaluation**. New developments shall be reviewed to identify project-related impacts to circulation facilities and shall provide site improvements necessary to mitigate such impacts. The Engineering Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.

ME 2.16 **Traffic Impacts.** Traffic studies prepared for development entitlements (e.g., tracts, plot plans, public use permits, conditional use permits) shall identify project-

related traffic impacts and determine the "significance" of such impacts in compliance with CEQA

ME 2.17 **Impact Mitigation**. Mitigate direct project related traffic impacts by requiring street improvements as a condition of approval, or for indirect and cumulative impacts, through the payment of mitigation fees to fund improvement of streets and other transportation facilities.

Programs

ME 2.1.8 **Traffic Study Guidelines.** City will prepare and adopt Traffic Study Guidelines to aid in the evaluation of transportation-related impacts to circulation facilities, residential neighborhoods, environmental conditions and open space, and to identify the appropriate mitigation for such impacts.

ME 2.1.9 **Planned Network Improvements.** City will evaluate and where appropriate, include the planned intersection and roadway segment improvements as described in the General Plan Mobility Element in its Capital Improvement Program. City will implement the improvements as resources allow.

ME 3 – Pedestrian and Bicycle Facilities

To meet a wide range of community needs, the City's transportation system must also include facilities for bicycles, pedestrians, equestrians, rail and public transit facilities. In addition to providing more travel options, these alternative transportation modes have other significant benefits, including reduced fuel usage and emissions, health and recreation opportunities, reduced traffic congestion and an improved quality of life. Increasing the community's use of non-motorized travel modes can mean changes to long-standing habits or behaviors. Thus, it requires more effort than merely building new facilities or expanding existing ones. It requires public outreach and education to promote these modes and their safe use.

Pedestrian Facilities

Pedestrian facilities include sidewalks, walkways, bridges, crosswalks, signals, illumination, and other amenities (e.g., benches, bus shelters), among other items. These facilities are an important part of the City's non-motorized transportation network. Pedestrian facilities provide a vital link between many other modes of travel and can make up a considerable portion of short-range trips made in the community. Where such facilities exist, people will be much more likely to make shorter trips by walking rather than by vehicle.



Figure 3-12: Santa Ana River Class 1 multi-use path

Equestrian facilities can also include some of these features, or be designed with a more rural character, as is typical in Jurupa Valley. Equestrian facilities are discussed here due to their connections to streets and sidewalks, and also in the Conservation and Open Space Element in relationship to recreation and open space trails. Sidewalks provide safe passage for pedestrians by creating a right of way that is separate from vehicular traffic. They are particularly important in, to, and from activity areas around the City, such as shopping districts, schools, recreation centers, and government buildings. Sidewalks encourage pedestrian activity, which is a defining element of community and neighborhood identity. In addition, good pedestrian connections are imperative for transit service because most transit trips begin and end with a pedestrian trip. Lack of sidewalks discourages pedestrian transportation.

For the most part, sidewalks are installed in most urban environments when the roadway frontage is developed. Because development occurs in stages, numerous missing links can occur in the sidewalk system. Eventually these are filled in, but this can take many years. Public sidewalk facilities existing in 2016 are shown in *Figure 3-13.*

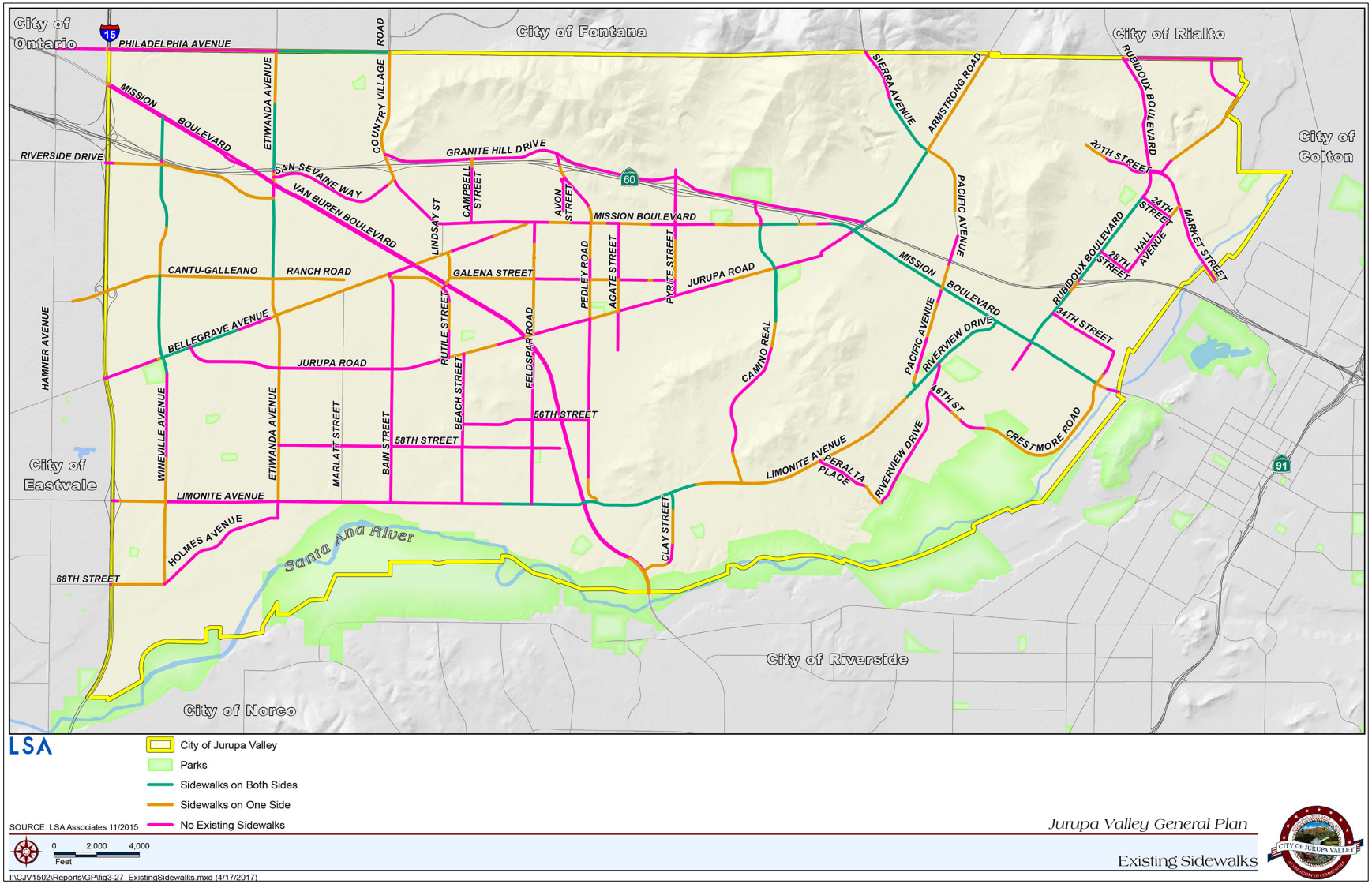


Figure 3-13: Public sidewalks in 2016

Pedestrian and Bicycle Facilities Policies and Programs

General Provisions

Policies

ME 3.1 **Bicycle and Pedestrian Trail Network.** Plan, develop and maintain a bikeway and pedestrian network according to a Bicycle and Pedestrian Plan, to be prepared following General Plan adoption. Bicycle facilities should be located off-road to the greatest extent possible, such as along flood control channels, the Santa Ana River banks, regional parks and within residential developments and greenbelts.

ME 3.2 **Bicycle- and Pedestrian-Oriented Site Design.** Encourage bicycle- and pedestrian-oriented site design in commercial areas.

ME 3.3 **Design Standards.** In determining the appropriate street or intersection design standard to apply, the City will seek to balance cyclists' and pedestrians' safety and convenience with that of other roadway users.

ME 3.4 **Intersections and Crossing Locations.** Use Federal, State, and local guidelines and standards for traffic operations, signal timing, geometric design, Universal Access (ADA) and roadway maintenance that facilitate walking and bicycling at intersections and other key crossing locations.

ME 3.5 **Grant Funding.** Pursue Federal, State, County, regional and other funding opportunities to increase non-motorized mode share percentages, improve transportation system performance, and to increase user safety

ME 3.6 **Internal Linkages**. Bicycle and pedestrian trails networks should be located and designed to link to retail and commercial centers.

ME 3.7 **External Linkages.** Link on-road and off-road bicycle and pedestrian facilities to existing and planned bicycle and pedestrian facilities in adjacent and regional jurisdictions.

ME 3.8 **Traffic Control Devices**. Traffic control devices and transportation infrastructure will be operated to serve the needs of all users of the roadway and pedestrians.

Program

ME 3.1.1 **Pedestrian and Bikeway Plan**. Prepare a comprehensive Master Pedestrian and Bikeway Plan within 2 years of adoption of this General Plan.

Pedestrian Facilities

Policies

ME 3.9 **Pedestrian Facilities.** Public streets shall provide pedestrian facilities in accordance with adopted City standards. Sidewalks shall be separated from the roadway by a landscaped parkway, except where the Planning Director determines that attached sidewalks are appropriate due to existing sidewalk location, design or other conditions.

ME 3.10 **Accessible Pedestrian Facilities.** All new streets shall have provisions for the adequate and safe movement of pedestrians, including improvements for the elderly and disabled.

ME 3.11 **Pedestrian Connectivity.** Require development projects and site plans to be designed to encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network.

ME 3.12 **Pedestrian Facility Improvements.** As funding permits, the City will install, or require as a condition of development approval, pedestrian facility improvements such as installation of signs, signals, sidewalks, street crosswalks, proper lighting, pedestrian- and equestrian-activated signals, street trees, benches, transit shelters, trails, landscaping, and other ancillary pedestrian features.

ME 3.13 **Sidewalk Repair or Replacement.** Repair or replace substandard public sidewalks and paving in public areas, in accordance with a Sidewalk Repair Program.

ME 3.14 **Public Pedestrian Improvements.** Encourage public pedestrian improvement projects such as public art, fountains, street trees, lighting, directional signs, and enhanced crosswalks.

ME 3.15 **Pedestrian Facilities.** Provide facilities for the safe movement of pedestrians within new developments, as specified in the General Plan and City Engineering and trail standards.

ME 3.16 **Removal of Barriers**. Maximize visibility and access and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of

pedestrians within and between adjacent developments, where appropriate. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.

ME 3.17 **Public Transit Connections**. Ensure safe pedestrian access from developments to existing and future transit routes and terminal facilities through project design.

ME 3.18 **Safe Crossings**. City will plan for and implement pedestrian access facilities improvements that are consistent with road design standards, including provisions for interconnected pedestrian and equestrian paths, sidewalks, crosswalks, timing and actuation of traffic signals, in-street annunciators or other features necessary for safe street crossing.

ME 3.19 **Safe Routes to Schools**. Collaborate with school districts and other agencies to provide and designate safe routes to schools, consisting of sidewalks, bicycle facilities or improved trails.

ME 3.20 **Development Review.** Consult the Engineering Department as part of the development review process regarding any development proposals where pedestrian facilities may be warranted. City may require both the dedication and improvement of pedestrian facilities as a condition of development approval.

ME 3.21 **ADA Compliance**. Require safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.

ME 3.22 **Trail Crossings**. Require, where appropriate and feasible, the construction of overpasses or under crossings where pedestrian, bicycle and equestrian facilities intersect freeways, expressways, urban arterials, arterials and primary roadways.

ME 3.23 **Facility Improvements**. Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new or improved facilities are warranted.

Bicycle Facilities

Policies

ME 3.24 **Integration of Bicycle Planning**. Integrate development of the bicycle facilities network into larger land use planning and development projects.

ME 3.25 **Bicycle-Friendly Infrastructure.** Require bicycle-friendly infrastructure design using new technologies and innovative treatments, where necessary to improve bicyclists' safety and convenience.

ME 3.26 **Bicycle Facilities.** In preparing City land use plans and applicable Capital Improvement Programs, the City will address bicycle needs, including:

1. Attractive destination facilities, such as secure bicycle lockers, showers, and changing rooms that are conveniently located for bicyclists – i.e., a bike station;
2. Facilities for bicycle parking within newly built and renovated multi-family residential developments, residential condominiums and apartment conversions to condominiums, multi-use and non-residential sites;
3. Safe, secure, attractive and convenient bicycle parking; and
4. Wayfinding systems and traffic control signage or markings for all bicycle facilities.

ME 3.27 **Bicycle and Pedestrian Wayfinding**. Bicycle and pedestrian network wayfinding, maps, and information shall be provided through signs, street markings, mobile apps and other technologies.

ME 3.28 **Regional Bicycle and Pedestrian Coordination.** Coordinate regional trail and bicycle planning, acquisition and development efforts with adjacent jurisdictions.

ME 3.29 **Off-Road Trail Linkages.** Where feasible, the City connects off-road trails with the on-road transportation network.

ME 3.30 **Bicycle and Pedestrian Facility Design Standards.** City shall utilize the Caltrans Highway Design Manual and other infrastructure guidelines as appropriate to design and maintain bicycle and pedestrian facilities to high safety standards.

ME 3.31 **Safety Awareness**. Encourage and support the creation of comprehensive safety awareness programs for pedestrians, equestrians, cyclists and drivers.

ME 3.32 **Improvements along Bicycle and Pedestrian Routes.** Improve and maintain alternative transportation infrastructure and assign a high priority to improvements along primary pedestrian and bicycle routes to schools.

ME 3.33 **Roadway Repairs.** When roadway repairs are done by the City or other agencies, such as utility companies, the roadway shall be restored in accordance with City standards, with restriping suitable for bicycle use, as appropriate.

ME 3.34 **Bikeway Width.** Where feasible, design bikeways beyond the minimum required widths, but within federal, state, or local standards (for example, Class 2 lanes should not exceed 8 feet in width to avoid confusion with driving lanes).

ME 3.35 **Bicycle Parking.** Require convenient, secure, attractive and easy to use bicycle parking to be provided at public buildings, commercial areas, multi-family residential development projects, and at schools and parks, and encourage other agencies to provide bicycle parking for rail transit and Park-n-Ride facilities.

ME 3.36 **Bicycle Improvements Conditionally Required**. Require the construction or rehabilitation of bicycle facilities and/or "bicycle-friendly" improvements as a condition of approving new development, in accordance with Zoning Ordinance standards.

Programs

ME 3.1.2 **Zoning Ordinance Update.** Update the Zoning Ordinance to require end of trip bicycle facilities, as appropriate to the scale and use of the project, such as bicycle parking, lockers, and showers in new or major remodels of multi-family residential and non-residential uses.

ME 3.1.3 **Class II Bike Lanes.** Identify and designate Class II bike lanes where considered appropriate and there is sufficient curb-to-curb street pave-out width.

ME 3.1.4 **Education.** Promote Bicycle and Walking Safety lessons in local recreation programs and collaborate with local schools and law enforcement to offer bicycle and pedestrian skills and safety education programs.

ME 3.1.5 **Safe Routes to Schools**. Expand the Safe Routes to School program, including City sponsorship of bicycle safety training, International Walk/Bike to School events, cyclovias, and similar events and encourage all Jurupa Valley schools to get involved.

ME 3.1.6 **Bicycle-Friendly Businesses.** Establish a bicycle-friendly business program to incentivize and facilitate use of alternative modes of transportation by employees and customers.

ME 4 – Equestrian and Multi-Purpose Trails Network



Figure 3-14: Equestrians at Mary Tyo equestrian staging area

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

A Trail Network Vision

Jurupa Valley's vision is to create an extensive network of multi-purpose trails that link urban, rural, and natural areas and serve pedestrians, cyclists, and equestrians. These trails are an integral part of the Countywide trails system. These trails serve both as a means of connecting the unique communities and activity centers within the City to adjacent communities, and as an effective alternate mode of transportation. In addition to transportation, the trail system also serves as a community amenity by providing recreation and leisure opportunities.

The presence of trails throughout the community, particularly within the Equestrian Lifestyle Protection Overlay, as shown in the General Plan Land Use Element *Figure 2-18* (page 2-46), reflects the importance of the equestrian heritage to Jurupa residents. Protection of the existing equestrian character of the community and planning for new trails is a high City priority. Trails also provide connections to activity centers within the City and to adjacent communities and provide recreation and leisure opportunities for residents.



Figure 3-15: Bain Street primary equestrian trail, along San Sevaine Flood Channel

A well-planned and built trail system can provide an improved quality of life for City residents and visitors by providing a recreational amenity and by providing a viable alternative to the automobile. Ideally, this system would connect community centers, residential neighborhoods, recreational amenities, employment centers, shopping areas and activity areas. Providing a safe user environment can encourage utilization of trails within commercial, office, and residential areas. The trails proposed for the City are designed to serve several different groups. They are intended for the use of equestrians, hikers, joggers, non-motorized bikers, as well as the casual walker. Depending on where the trail is located will affect the type of use the trail gets, but many trails are open to all of these uses.

Historically, the trails network was planned under the auspices of Riverside County, supplemented by the Jurupa Area Recreation and

Park District (JARPD) and mostly implemented using street rights-of-way along major streets. When new developments are constructed, they are required to fill in missing linkages along the street edge. To date, there has been no initiative by any public agency to build a true off-road trails network. In 2016, JARPD prepared a plan to identify and show connectivity for the key segments in the network. This plan served as the basis for the policies and programs in the General Plan.

The City's trail network is currently planned and implemented through the City's development review process in coordination with the Jurupa Area Recreation and Park District. Existing trails in Jurupa Valley are located along the:

1. east side of Bain Street, between Bellegrave Avenue and Limonite Avenue
2. west side Etiwanda Avenue between Bellegrave Avenue and Limonite Avenue
3. north and south sides of Bellegrave Avenue, from Etiwanda Avenue to Wineville Street
4. east side of Wineville Street, between Limonite Avenue and 68th Street
5. east side of Wineville between Bellegrave Avenue and Redbud Street.
6. south side of Cantu-Galleano Boulevard between Calle Del Sol and Etiwanda
7. north side of Limonite Avenue, between Wineville Street and Etiwanda Avenue
8. south side of 68th Street between the I-15 freeway and Lucretia Street
9. east side of Lucretia Street between 66th and 68th Streets
10. south side of 66th Street between Lucretia Street and Etiwanda Avenue

In 2017, the City has a developed trail that extends along the Santa Ana River Trail, linking Jurupa Valley with the cities of Riverside and Eastvale. The Santa Ana River Trail is part of a planned regional trail extending across multiple jurisdictions from the Pacific Ocean in Orange County to the San Bernardino Mountains in San Bernardino County. Some communities have trails which are built and are maintained by another entity such as a homeowners' association, a community service area, or a local park and recreation district. These trails lack connectivity to other parts of the County trail system, resulting in a fragmented system. Providing connectivity between City trails and between County trails and state and federal trails, historic trails, and trails in other jurisdictions will be instrumental in creating a usable trail system. The City has four general types of multi-use, recreational trails:



Figure 3-16: Santa Ana River trailhead

Parkway Trails are located in, along, or adjacent to a stream's floodplain. Ordinarily it extends the length of the stream but may be broken into segments. Road and trailside parks are part of a parkway.

Regional Trails are the main trails within the County, generally maintained and operated by the County of Riverside's Parks and Open Space District. They are designed to eventually provide linkages between areas which could be quite distant from each other. They are also designed to connect with state and federal trails as well as trails within Jurupa Valley, other cities and unincorporated areas. Regional trails will have an easement of 14 to 20 feet wide and a trail width of 10 feet.

Community Trails are designed to link areas of a community to the regional trail system and to link areas of a community with each other, as further described below. Such trails are typically maintained and operated by a local parks and recreation district. Typically, Community Trails have an easement width of 10 to 14 feet wide and a trail width of 4 to 8 feet.

Historic Trails are designated historic routes that recognize the rich history of Jurupa Valley and Riverside County. In Jurupa Valley, the Juan Bautista de Anza National Historic Trail is one segment of a planned 1,200-mile trail connecting historic, cultural, and recreation sites from Nogales, Arizona to the San Francisco Bay Area. Historic Trail routes designations are graphical representations of the general location of these historic routes and do not necessarily represent a planned Regional or Community Trail. In some cases, the trails have more detailed planning documents which describe interpretive routes for autos and/or non-motorized modes of Transportation. There generally are Regional or Community Trail designations that either follow or parallel these routes, thus providing opportunities to recognize the historic significance of these routes and allowing the possibility of developing interpretive signage and visitor facilities.

Equestrian Trail Routes

Within the *Equestrian Life Style Protection Overlay* and in selected areas outside the Overlay, the General Plan establishes three different types of equestrian trail routes to serve Jurupa Valley. Specific trail designs and facilities within the routes will vary, depending upon right of way width, sight distance, land use, existing improvements, safety and budget considerations. Specific trail locations and designs will be shown in the City's Trails Master Plan. These trail routes are generally described below:

Primary Equestrian Trail Routes connect Jurupa Valley's equestrian-oriented communities and secondary equestrian routes, and

provide regional connections to surrounding communities adjacent trail systems. These routes consist of improved equestrian trails located behind a curb along one side of the public right-of-way, and typically include a compacted, all-weather trail surface (e.g., decomposed granite, compacted natural grade, gravel), three-rail running fencing, equestrian street crossings, lighting and safety signage. Primary Equestrian Trail routes generally follow major streets and designated flood control channels, such as Limonite, Bellegrave Road, Etiwanda and Pedley Road and San Sevaine Channel.

Secondary Equestrian Routes connect residential neighborhoods with the Santa Ana River, Jurupa Mountains, schools, parks, neighborhood markets, cultural facilities and other important local destinations. These routes along one side of a public right-of-way consist of mostly unimproved equestrian trails located on the unpaved shoulder and behind drainage swales or catch basins. Secondary Equestrian Routes may include low-level, downlighting (such as bollards), safety crossings and signage, and are typically located on connector streets or minor arterials, such as 58th Street, Holmes Avenue, Riverview Drive, 46th Street/Crestmore Drive, 51st Street between Beach Street and Felspar Street, and Jurupa Road.

Equestrian Streets consist of an interconnected network of local streets located within rural, large lot residential neighborhoods in the Equestrian Lifestyle Protection Overlay, *Figure 2-18* (page 2-46). These streets have right-of-way widths of 60 feet or less, with asphalt paving, soft dirt shoulders, and typically lack curbs, sidewalks or other public frontage improvements. On these streets, the entire right-of-way, including paved roadway and unimproved shoulders, serves as an equestrian route where equestrians have priority over motor vehicles. Equestrian streets are intended to maintain and protect the semi-rural, equestrian lifestyle, slower pace of life, recreational opportunities and visual character that exists in much of semi-rural Jurupa Valley, including parts of the Mira Loma, Pedley, Glen Avon, Belltown, and Sunnyslope communities. Examples of Equestrian Streets include: 63rd Street between Van Buren and Downey Street, 65th Street, Scenic Drive, Troth, and Marlatt Streets.

The Generalized Equestrian Trails Plan, *Figure 3-17* below, guides the general location and improvement of equestrian trails in Jurupa Valley, until a more detailed Master Trails Plan is adopted by the City.

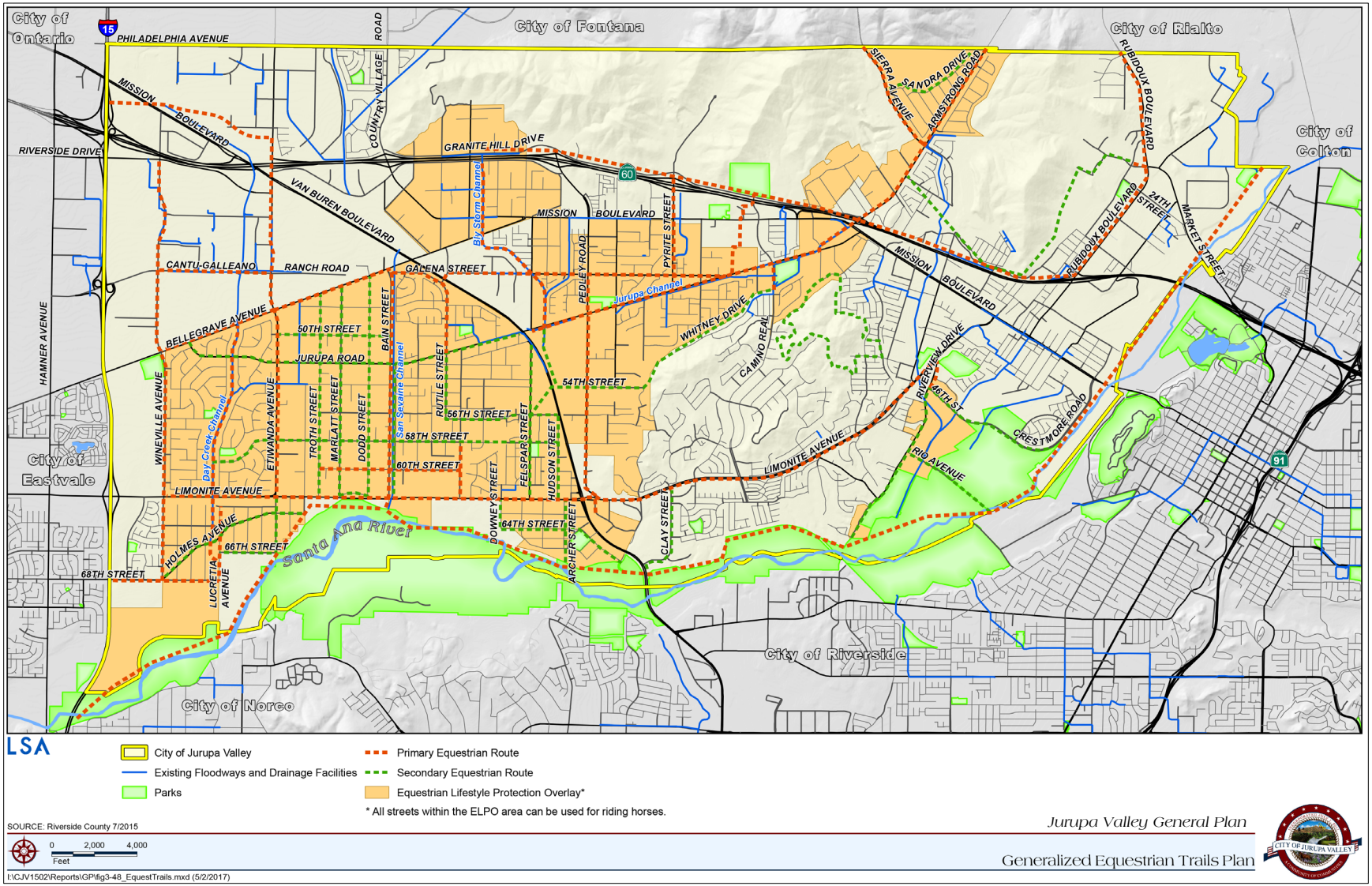


Figure 3-17: Generalized equestrian trails plan

Multi-Purpose Trails Vision

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

JARPD Trails Plan

The JARPD prepared a detailed plan for a Jurupa Valley Multi-Purpose Community Trails System which has not been adopted by the City. Many trail elements in that plan have been incorporated into the Generalized Equestrian Trails Plan. It is anticipated that with further community vetting and discussion, additional elements of the JARPD Trails Plan may be incorporated into a Master Streets and Trails Plan to be developed by the City. The JARPD Plan, and its guiding principles, are included in *Appendix 16.0*.

Master Trails Plan

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

Equestrian and Multi-Purpose Trail Facilities Network Policies and Programs

Equestrian and Multi-Purpose Trail Facilities



Figure 3-18: Primary equestrian trail looking north on El Camino Real

Policies

ME 4.1 **Equestrian and Multi-Purpose Trails.** Provide trails for the safe movement of pedestrians and equestrians within and between new developments where appropriate, and as specified in the General Plan and City Engineering and trail standards.

ME 4.2 **Removal of Barriers**. Maximize visibility and access and encourage the removal or modification of barriers (e.g., walls, fences, utilities, drainage ditches, refuse bins) for safe and convenient equestrian movement, and provide hitching posts where appropriate for safety or convenience. Special emphasis should be placed on creating and maintaining safe and convenient trail linkages with the Equestrian Lifestyle Protection Overlay.

ME 4.3 **Development Review.** Consult the Engineering Department as part of the development review process regarding any development proposals where trail facilities or improvements may be warranted. City may require both the dedication and improvement of pedestrian and equestrian facilities as a condition of development approval.

ME 4.4 **Safe Crossings**. City will plan for and implement pedestrian and equestrian access that is consistent with road design standards, including provisions for inter-connected pedestrian and equestrian paths, sidewalks, crosswalks, timing and actuation of traffic signals, in-street annunciators or other features necessary for safe street crossing.

ME 4.5 **Facility Improvements**. Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new or improved multi-purpose facilities are warranted.

Programs

ME 4.1.1 **Equestrian and Multipurpose Trails Implementation.** Implement the Equestrian Trails Plan as shown in *Figure 3-17* (page 3-48) and implement the City Multi-Purpose Trail System Plan, to be developed.

ME 4.1.2 **Trail Linkages.** Locate and design trails to provide access to or link scenic corridors, schools, parks, and other natural areas.

ME 4.1.3 **Trail Access**. Require that all development proposals located along a planned trail or trails provide access to the trails system.

ME 4.1.4 **Gated Communities**. Ensure that existing and proposed gated communities with dedicated trails and new gated communities do not preclude trails from traversing their properties.

ME 4.1.5 **Trail Siting and Design.** Adhere to the following guidelines when siting or designing a trail:

1. Permit urban trails to be located in or along transportation rights-of-way in fee, utility corridors, and along irrigation and flood control waterways so as to take advantage of existing rights-of-way, separate traffic and noise, and provide more services at less cost in one corridor.
2. Secure separate rights-of-way for non-motorized trails when physically, financially and legally feasible.
3. Where a separate right-of-way is not feasible, maintain recreation trails within the City right-of-way.
4. Use trail design standards which will minimize maintenance due to erosion or vandalism.
5. When a trail is to be reserved through the development approval process, base the precise trail alignments on the physical characteristics of the property, assuring connectivity through adjoining properties.
6. Place all recreation trails a safe distance from the edge of active aggregate mining operations and separate them by physical barriers.
7. Install warning signs indicating the presence of a trail at locations where regional or community trails cross public streets with high amounts of traffic and advising where equestrians share right-of-way with motor vehicles.
8. Take into consideration such issues as sensitive habitat areas, flood potentials, access to neighborhoods and open space, safety, alternate land uses, and usefulness for both transportation and alternate land uses when designing and constructing trails.
9. Coordinate with other agencies and/or organizations (such as the U.S. Fish and Wildlife Service and the Department of Transportation) to encourage the development of multi-purpose trails. Potential joint uses may include historic and environmental interpretation, access to fishing areas and other

recreational uses, opportunities for education, and access for the disabled.

10. Work with landowners to address concerns about privacy, liability, security, and trail maintenance.

ME 4.1.6 **Rail Fencing.** Require the installation, where appropriate, of rail type fencing separating road rights-of-way from adjacent trail easements as part of capital improvement projects and land use entitlements. Rail and fencing standards should be specified in the City's Master Plan of Streets and Trails.

Trail Acquisition, Maintenance, and Funding

Policies

ME 4.6 **Acquisition of Right-of-Way**. To expand its trails network, the City will:

1. Promote public/private partnerships for trail acquisition.
2. Determine which public and/or private agencies have easements or existing, unused rights-of-way which could be incorporated as trail linkages. Such agencies may include the Riverside County Flood Control District, Jurupa Area Recreation and Park District, community service districts, special districts, utilities, and railroads.
3. Evaluate the potential use of private-landowner tax credits for acquiring necessary trail easements and/or rights-of-way. A system such as this would allow a landowner to dedicate an easement for trail purposes in exchange for having that portion of the property assessed as open-space instead of a higher land-use category.

ME 4.7 **Alternative Trail Locations.** Examine the use of utility easements, Memoranda of Understanding (MOUs) and rights-of-way for use as public trail linkages to the regional trails system and/or other open space areas. Potential corridors include the right-of-way easements for:

1. water and wastewater mains
2. water storage project aqueducts
3. flood control channels and maintenance access ways
4. overhead utilities, and
5. unused or abandoned rail rights-of-way

ME 4.8 **Trail Maintenance.** To help maintain its trails, the City will:

1. Consider the use of volunteers, associations, or private landowner maintenance agreements, and/or adopt-a-trail programs sponsored by various groups,
2. Discourage unauthorized use of trails by motorized vehicles, which may cause trail deterioration, create an unsafe environment, and/or disrupt the enjoyment of the trails by intended trail users. These methods may include the installation of gates and motorcycle barriers, posting signs prohibiting unauthorized activities, or implementing educational programs to encourage the proper use of trails.

ME 4.9 **Trails Program Funding.** Consider all possible sources of funding to plan, acquire, construct and maintain trails. Sources can include, but not be limited to, development mitigation fees, private foundation grants, and/or funds from local, regional, State, and Federal government entities.

Programs

ME 4.1.7 **Grants.** Working with other agencies, the City will seek grants to help develop, operate and maintain a comprehensive trail system. Trails are a priority of the City and help link Jurupa Valley's designated open spaces. Trails also provide connections to activity centers within the City and to adjacent communities, and provide recreation and leisure opportunities.

ME 4.1.8 **Trail Maintenance Fund.** Consider establishing a Trails Maintenance Fund.

ME 5 – Public Transit

The City encourages the development of a safe, efficient, and economical community, intercommunity and countywide public transportation system. Public Transit includes busses, taxis, rideshare services (e.g., Uber, Lyft), commuter rail (Metrolink), and all other forms of transportation meets public transportation needs. Due to the interrelationship of urban and rural activities (employment, housing and services), and the low average density of existing land uses, the private automobile is the dominant mode of travel within Jurupa Valley and surrounding areas.



Figure 3-19: Riverside Transit Authority bus

As the population grows in Jurupa Valley and the region, the street and highway network will become increasingly congested. Hence, the City intends to encourage increased ridership on public transit systems and increased use of alternative modes of transportation, including bicycles and walking. The Riverside Transit Agency ("RTA")

provides numerous public transportation opportunities for residents and visitors in Jurupa Valley. These public transportation opportunities include fixed-route transit, intercity transit, para-transit, senior transit, rural transit, and private transit services.

Fixed-Route and Demand-Response Services

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

The Riverside Transit Agency (RTA) operates fixed routes providing public transit service throughout western Riverside County and coordinates transit services throughout a 2,500-square mile service area. RTA provides local and regional services throughout the region with 35 fixed routes, 8 Commuter Link routes, and Dial-A-Ride services.



Figure 3-20: Metrolink station in Jurupa Valley

Commuter Link routes provide express bus routes to Riverside, Orange, San Diego, and San Bernardino Counties and include RTA's newest generation of express buses. Dial-A-Ride is an origin to destination reservation transportation service for seniors and persons with disabilities. Dial-A-Ride vehicles travel to areas within three-quarters of a mile of an RTA local fixed-route.

Figure 3-21 illustrates the fixed-route transit services. In 2017, RTA provides five fixed routes that operate within and through the City on most major roadways. Adequate connectivity exists on most major roadways in the east-west and north-south directions, however, deficiencies exist on Van Buren Boulevard from Limonite Avenue to the northwestern City limits, Bellegrave Avenue from the western City limits to Mission Boulevard, Jurupa Road from Van Buren Boulevard to Mission Boulevard, Camino Real from Mission Boulevard to Limonite Avenue, and Etiwanda Avenue from Jurupa Road to the northern City limits.

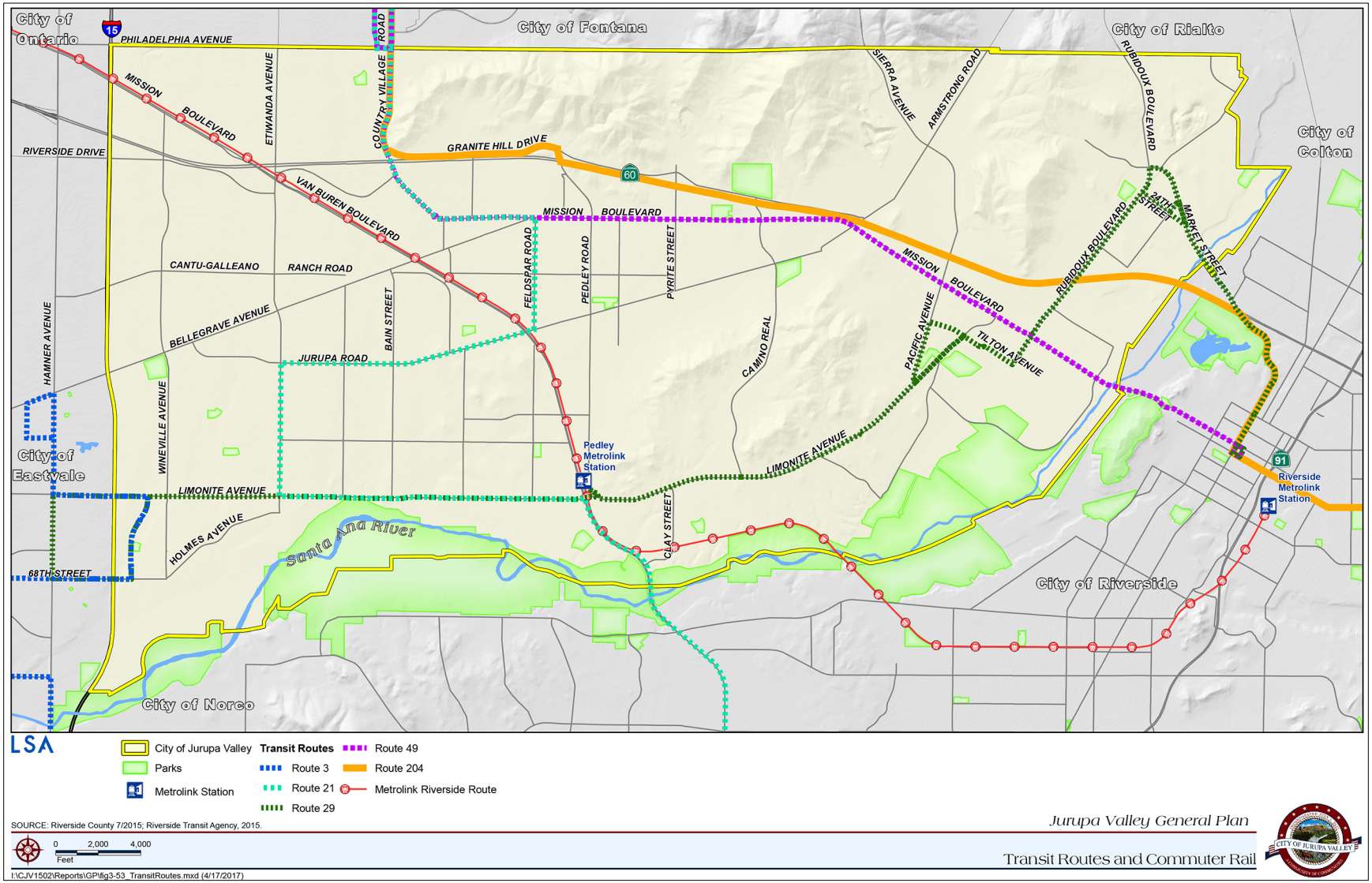


Figure 3-21: Transit routes and commuter rail

Commuter rail service through the City of Jurupa Valley is provided by Metrolink and is illustrated in *Figure 3-22*. The Jurupa Valley/ Pedley Metrolink Station is located on Pedley Road in Jurupa Valley and connects to the Riverside-Downtown station to the east and the East Ontario station to the west. RTA fixed Route 29 provides a transit connection to the Pedley Metrolink Station. The Pedley Metrolink Station is served by Metrolink's Riverside Line, which provides rail service from Riverside to Downtown Los Angeles.

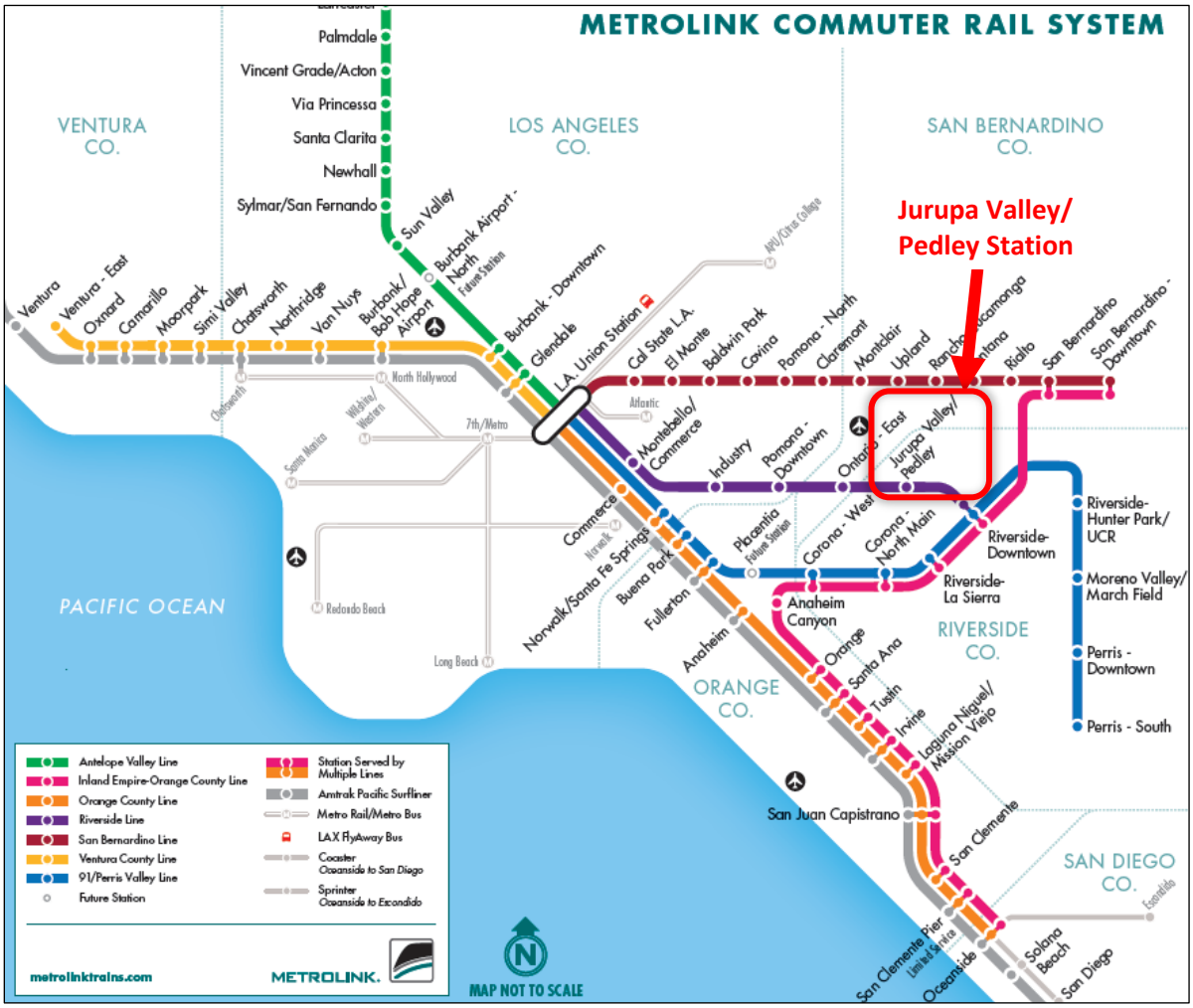


Figure 3-22: Metrolink commuter rail system

Public Transit Policies and Programs

Policies

ME 5.1. **Transit Funding**. Support transit operator efforts to maximize revenue sources for short- and long-range transit needs, including the operators' use of federal grants, state enabling legislation, and fare box revenue, and other appropriate funding sources. This can be

accomplished through the Riverside County Transportation Commission (RCTC) and development of Short- and Long-Range Transit Plans.

ME 5.2 **Transit Usage**. Support transit operators' programs to foster transit usage.

ME 5.3 **"Clean" Transit**. Demand that local and regional public transit providers operate and maintain fleet vehicles so as to not generate significant noise and air quality impacts.

ME 5.4 **Paratransit Service**. Support appropriate and cost-effective transit services for seniors, disabled persons and those who are unable to drive motor vehicles by coordinating with regional transit providers, non-profit service providers, private services, and community-based services.

ME 5.5 **Transit Right-of-Way**. Reserve sufficient right-of-way to plan for and accommodate public transit service.

ME 5.6 **Town Centers**. Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., town centers, tourist attractions and employment centers.

ME 5.7 **Street Design for Transit**. Design the physical layout of major streets and collector highways to facilitate transit operations. Locations of bus turnouts and other transit features should be considered.

ME 5.8 **Transit Oriented Development**. Consider offering developer incentives to locate new development near transit-oriented areas such as town centers, mixed use areas or along a designated transit corridor near a transit station. Incentives could include density bonuses, parking reductions or fast-track development review and/or permit processing.

ME 5.9 **Public Transit Planning**. Encourage public transit development and expanded use through higher densities where appropriate, innovative street and building design, street improvements, and right-of-way dedication.

ME 5.10 **Transit Centers and Park-N-Rides**. Encourage the development of transit centers and park-n-rides for use by all transit operators, including development of multi-modal facilities.

ME 5.11 **Bus Shelters**. Coordinate with transit operators to ensure that bus shelters are provided along and/or near all transit routes, whenever feasible. New developments may be required to provide bus shelters due to existing

or future planned transit routes, even if demand for pedestrian facilities are not immediately warranted.

ME 5.12 **Accessible Transit**. Require bicycle, pedestrian and wheelchair access to all transit facilities and maintain bicycle, pedestrian and wheelchair facilities so that they are safe, attractive and well lit.

ME 5.13 **Metrolink Facilities and Services**. Encourage continued improvements to the Jurupa Valley/Pedley Metrolink Station facilities and services.

ME 5.14 **Linkage**. Design and improve street and trails to link all transportation modes, including public transit, with the Metrolink station, park-n-ride facilities and other transit centers.

Programs

ME 5.1.1 **Transit Shelters**. Work with RTA to identify shelter options to ensure adequate safety and comfort for transit users and encourage RTA to provide bus shelters at all bus stops along Limonite, Mission, and Jurupa Road.

ME 5.1.2 **Public Transit Plan**. Work with RTA and other transit agencies to prepare a Public Transit Plan for Jurupa Valley. The Plan shall address existing and future public transit needs, opportunities and constraints, and shall integrate the following transit planning principles:

1. Public transit shall have high priority on major and secondary City streets. Where appropriate, transit vehicles should have higher priority than private vehicles.
2. Technology should be applied to increase average speeds of transit vehicles, where appropriate.
3. Transit stops should be easily accessible, with safe and convenient crossing opportunities.
4. Transit stops should be active and attractive public spaces that attract people on a regular basis, at various times of day, and all days of the week.
5. Transit stops function as community destinations. The largest stops and stations should be designed to facilitate programming for a range of community activities and events.
6. Transit stops should include amenities for passengers waiting to board.
7. Transit stops should provide space for a variety of amenities in commercial areas, to serve residents, shoppers, and commuters alike.

8. Transit stops should be attractive and visible from a distance.
9. Transit stop placement and design influences accessibility to transit and network operations, and influences travel behavior/mode choice.
10. Zoning codes, local land use ordinances, and design guidelines around transit stations should encourage walking and a mix of land uses.
11. Streets that connect neighborhoods to transit facilities should be especially attractive, comfortable, and safe and inviting for pedestrians and bicyclists.

ME 6 – Freight Movement and Airports

Commercial Trucks

Due to its location relative to major highways and urban centers, Jurupa Valley serves as a major logistics shipping and receiving center for Southern California. Along with that regional role comes significant commercial truck traffic using highway off-ramps and City Streets. This has been part of an important economic stimulus in Jurupa Valley, but has also resulted in significant traffic congestion in certain areas and increased wear and damage to City streets, particularly in areas where logistics and other warehouse and industrial uses are concentrated. Most commercial truck traffic is concentrated in the northwestern and northeastern areas of the City, near the SR 60 corridor, as shown in *Figure 3-24*.



Figure 3-23: Commercial semi-truck/trailer in Jurupa Valley

In 2017, the City does not have designated truck routes, per se. Based on information received from the City's Engineering Staff, there are, however, truck restrictions on designated roadways within the City, as shown in *Figure 3-25*. The following roadway segments restrict truck access:

- Etiwanda Avenue from Riverside Drive to Bellegrave Avenue
- Jurupa Road from Camino Real to Valley Way
- Valley Way-Armstrong Road from Jurupa Road to Mission Boulevard
- Holmes Avenue from Wineville Avenue to Etiwanda Avenue
- Agate and Pyrite Streets between Galena and Mission
- Sierra Avenue and Armstrong Road adjacent to north City Limits

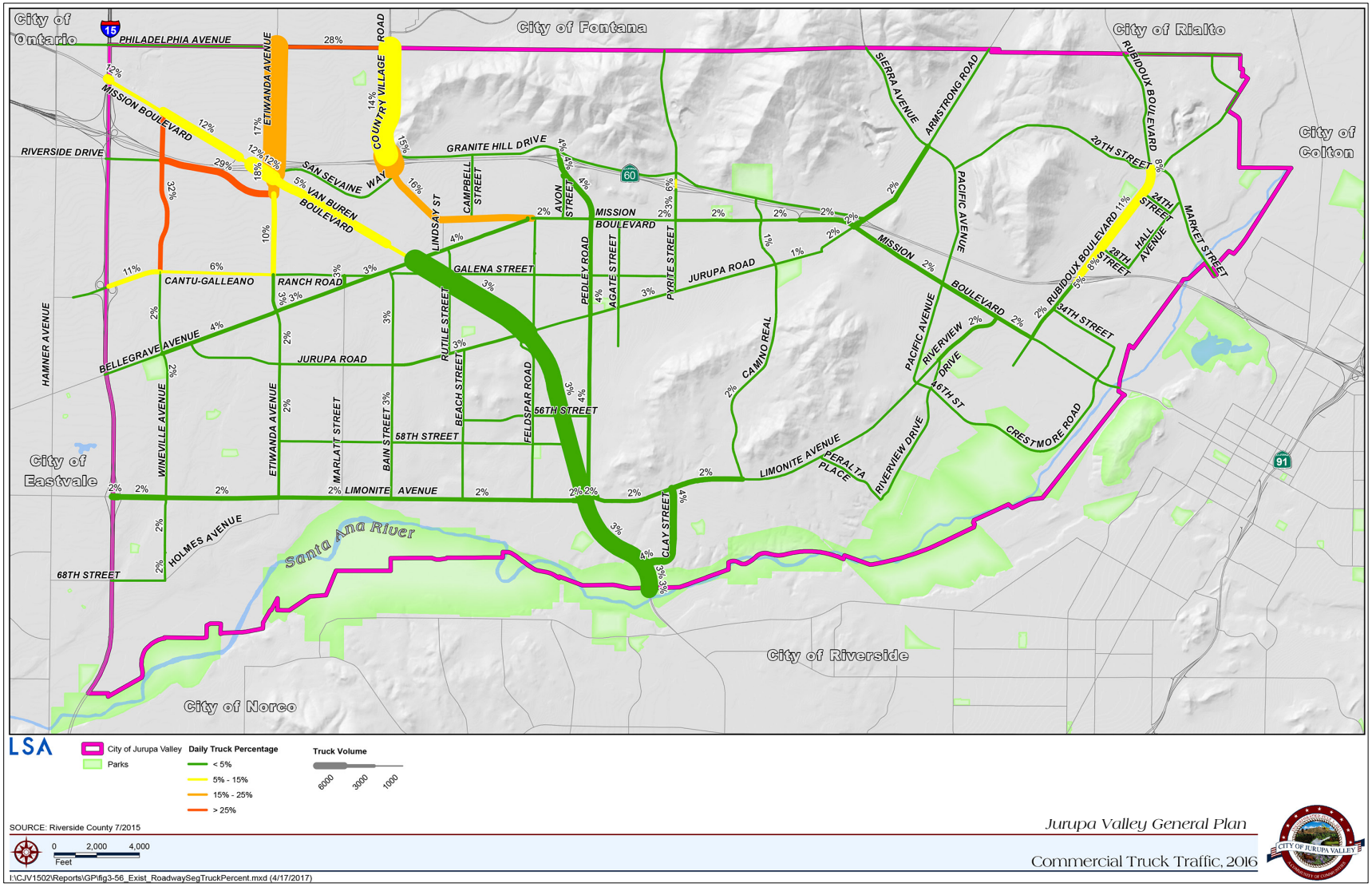


Figure 3-24: Commercial truck traffic, 2016

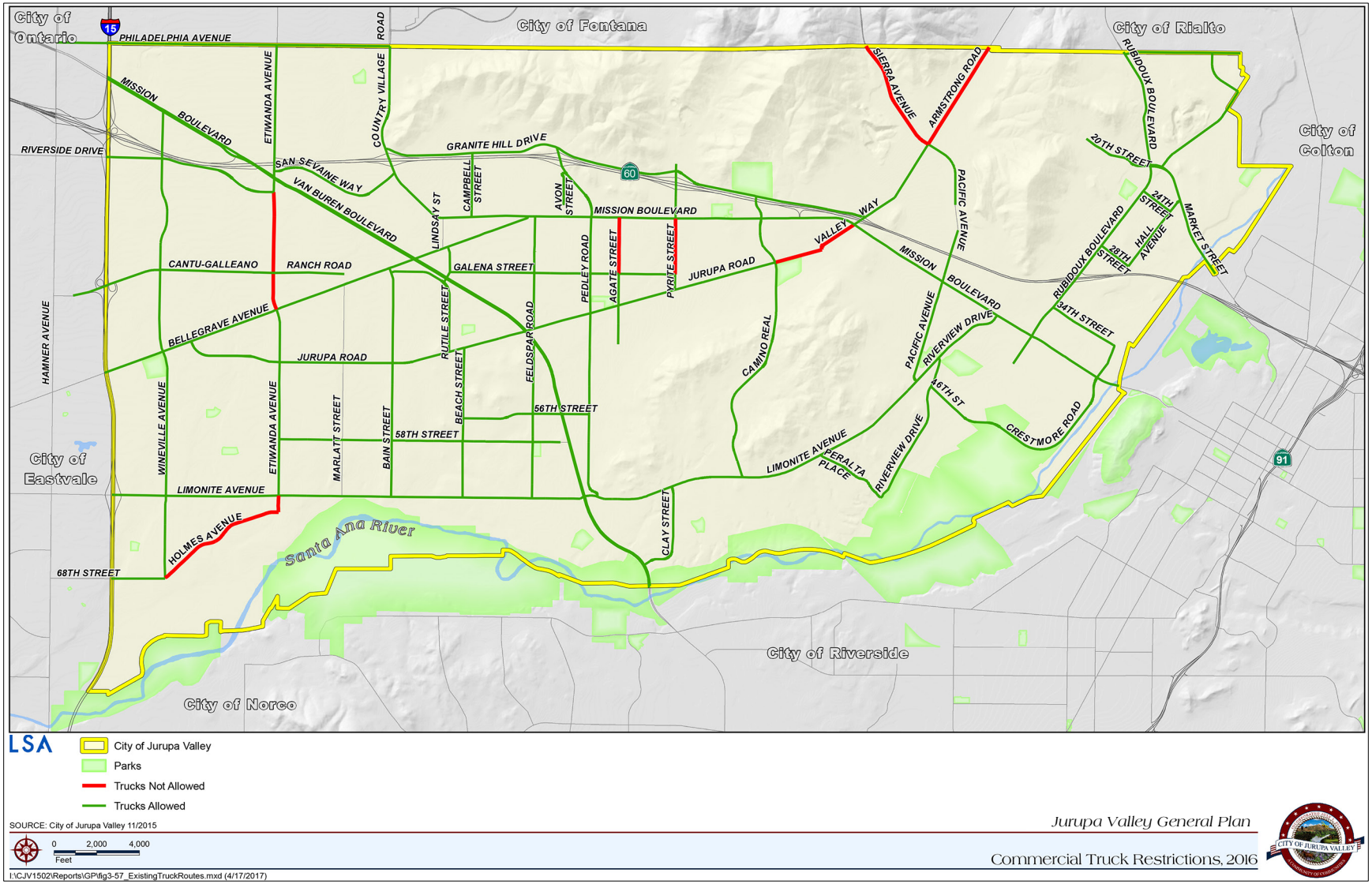


Figure 3-25: Commercial truck restrictions, 2016

The efficient movement of goods is vital to the City and Inland Empire's economy and transportation system safety. The ability of the County to compete domestically and internationally on an economic basis requires an efficient and cost-effective method for distributing and receiving products. This can be accomplished through proper planning, design, construction, and maintenance of the regional and local street and highway system. The City's industrial and commercial sectors depend on safe and efficient goods movement.

The City is responsible for maintaining an extensive network of low-volume streets and roads in industrial and semi-rural areas to accommodate the transport and delivery of goods, and to a lesser degree, agricultural products and services. Large trucks are the primary means of transporting such goods and are essential to the intra-regional distribution of consumer products.

Truck routes can provide freight haulers with a network of efficient and least impactful locations for traveling through the City. Designated truck routes can also protect residential neighborhoods from high volumes of truck traffic, and support connectivity with truck routes within the City to regional truck routes and access to freeways provides for an efficient, safe movement of goods. It is generally best practice not to include truck routes within general plans, as these routes may change, and flexibility is needed to allow modifications without requiring a general plan amendment. Program *ME 6.1.2* calls for the City to adopt truck routes separately, subject to City Council approval and modification on an as-needed basis.

The City must follow sound planning principles in determining the location and design of truck routes. Truck routes shall:

1. Be compatible with land use along the route and shall not be located in areas designated by the General Plan for Residential Use or in town center areas.
2. Be located on primary transportation corridors that provide connectivity to industrial centers and to freeways and that are suitably designed and sized for the intended purpose.
3. Mitigate traffic congestion, noise, engine idling and air pollution.
4. Be located where they would not impact noise- and vibration-sensitive land uses, including but not limited to schools, public parks and sports fields, convalescent facilities, libraries and medical facilities.

Freight Trains

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



Figure 3-26: Union Pacific freight locomotive

Airports

Local Aviation Facilities

The historic Flabob Airport and the nearby Riverside Municipal Airports serve primarily local commuter and recreational flying needs, and are part of the City's wider community assets and recreation opportunities. In addition, the airports can help meet emergency operation needs for law enforcement agencies and provide a valuable educational and training resource.



Figure 3-27: Historic Flabob Airport

The availability of general aviation facilities and services that meet the needs of the residents is an important component of the City's transportation system. To meet these needs, the City must coordinate Flabob Airport plans and land use with aviation planning



Figure 3-28: Historic airliner, Flabob Airport

conducted by the state, the West Riverside Airport Land Use Commission and other local agencies related to transportation, land use, and financing. It is necessary for the City to encourage retention of Flabob Airport for general aviation and emergency purposes, and to protect airports from encroachment of future development within areas that would be subject to extreme noise from aircraft as defined in the Noise Element.

Regional Aviation Facilities

There are five major commercial airports in southern California available to Jurupa Valley residents for passenger service: Ontario International Airport, John Wayne Airport (Orange County), Los Angeles International Airport, Palm Springs International Airport, and Lindbergh Field (City of San Diego). In addition to these regional airport facilities, the March Inland Port/Air Reserve Base is located in the City of Riverside along Interstate 215 near Perris. This airport provides regional air cargo service and also continues to function as a U.S. Air Force Reserve Base.

Freight Movement and Airports Policies and Programs

Commercial Trucks

Policies

ME 6.1 **Commercial Truck Roadway Standards.** Implement commercial truck roadway standards, where practicable, to accommodate large trucks where extensive truck travel involving regional movement of bulk goods is anticipated.

ME 6.2 **Freight Rail System.** Support continued operation of the regional freight rail system, which offers safe, convenient, and economical transport of commodities.

ME 6.3 **Rail Separation.** Support provisions to physically separate heavily traveled rail lines from heavily traveled streets and roads.

ME 6.4 **Intermodal Freight Facilities.** Encourage intermodal freight facilities and a shift of a portion of the goods previously moved by trucks onto the rail freight system.

Programs

ME 6.1.1 **Identify Street Improvements.** Identify and where feasible, help Implement street and highway improvements and maintenance projects to provide convenient and economical goods movement, particularly where heavy commercial truck traffic or congestion exists.

ME 6.1.2 **Establish Truck Routes.** Study commercial truck movements and operations in the City and establish weight-restricted truck routes away from noise-sensitive areas, where feasible.

ME 6.1.3 **Implement Truck Routes.** Limit truck traffic in residential and commercial areas to designated truck routes; limit construction and commercial truck through- traffic to designated routes; and include truck routes on City's Master Plan of Streets and Trails.

Railroad Freight Movement

Policies

ME 6.5 **Railroad Buffers.** Require sufficient buffers and physical safety barriers between railroad tracks and new noise-sensitive development, such as residential uses, schools, and public facilities.

ME 6.6 **Grade Separations and Crossings**. As resources allow, support construction of grade separations and crossings; or reconstruct existing grade separations and crossings as necessary for the smooth flow of traffic within the City, consistent with plans developed by the Western Riverside Council of Governments (WRCOG) and other responsible agencies.

ME 6.7 **Rails-To-Trails**. Reserve, where warranted, the repurposing of abandoned rail right- of-ways for public trail use or for alternative transportation purposes.

ME 6.8 **Transit Center Dedications**. Dedicate right-of-way and land for future transit centers in town centers and major activity areas (high concentrations of employment and residential uses) and away from noise-sensitive and land uses.

Airports

Policies

ME 6.9 **Interagency Coordination**. Promote coordinated long-range planning between the City, County of Riverside, Airport Land Use Commission, Flabob airport authorities, businesses and the public to meet City, County and the region's aviation needs.

ME 6.10 **Airport Land Use Planning**. Apply a variety of land use planning techniques to maintain the viability of Flabob airport. (See Land Use Element, Flabob and Riverside Municipal Airports Overlay)

ME 6.11 **Noise Reduction Measures**. Encourage the use of noise-reducing flight procedures for airplanes and helicopters, such as maintaining flight altitudes or using take-off, landing and general flight patterns that avoid noise-sensitive neighborhoods to the extent permitted by Federal Aviation Administration regulations.

ME 7 – Scenic Corridors, Street Character, and Design



Figure 3-29: Jurupa Valley vista

Streets, sidewalks, streetlights and other aspects of a city's transportation network have a major, if not dominant influence on the appearance and "feel" of a community. As a young city, Jurupa Valley still retains much of the visual character of a smaller, slower-paced rural community. Moreover, the community is blessed with outstanding views of nearby mountains and Santa Ana River plain. There is deep and abiding community support for preserving Jurupa Valley's semi-rural, equestrian-oriented character. Consequently, the City's transportation facilities should be designed to enhance these qualities for the enjoyment of residents, visitors and for generations to come.

Many streets and highways in Jurupa Valley provide outstanding views of its scenic resources. Enhancing aesthetic experiences for residents and visitors to the County has a significant role in promoting tourism, which is important to the City's overall economic future. Due to the visual significance of some of these areas, several roadways have been officially recognized as either state or county designated or eligible scenic highways. Enhancement and preservation of the City's scenic streets and byways will require careful application of scenic highway standards along designated scenic routes. The roadways designated as Local Scenic Corridors are shown in *Figure 3-30*.

Policies that seek to protect and maintain resources along Scenic Corridors are incorporated into this section. Also refer to policies outlined in Section 4 – Conservation and Open Space Element and Section 2 – Land Use Element (Scenic Corridors subsection).

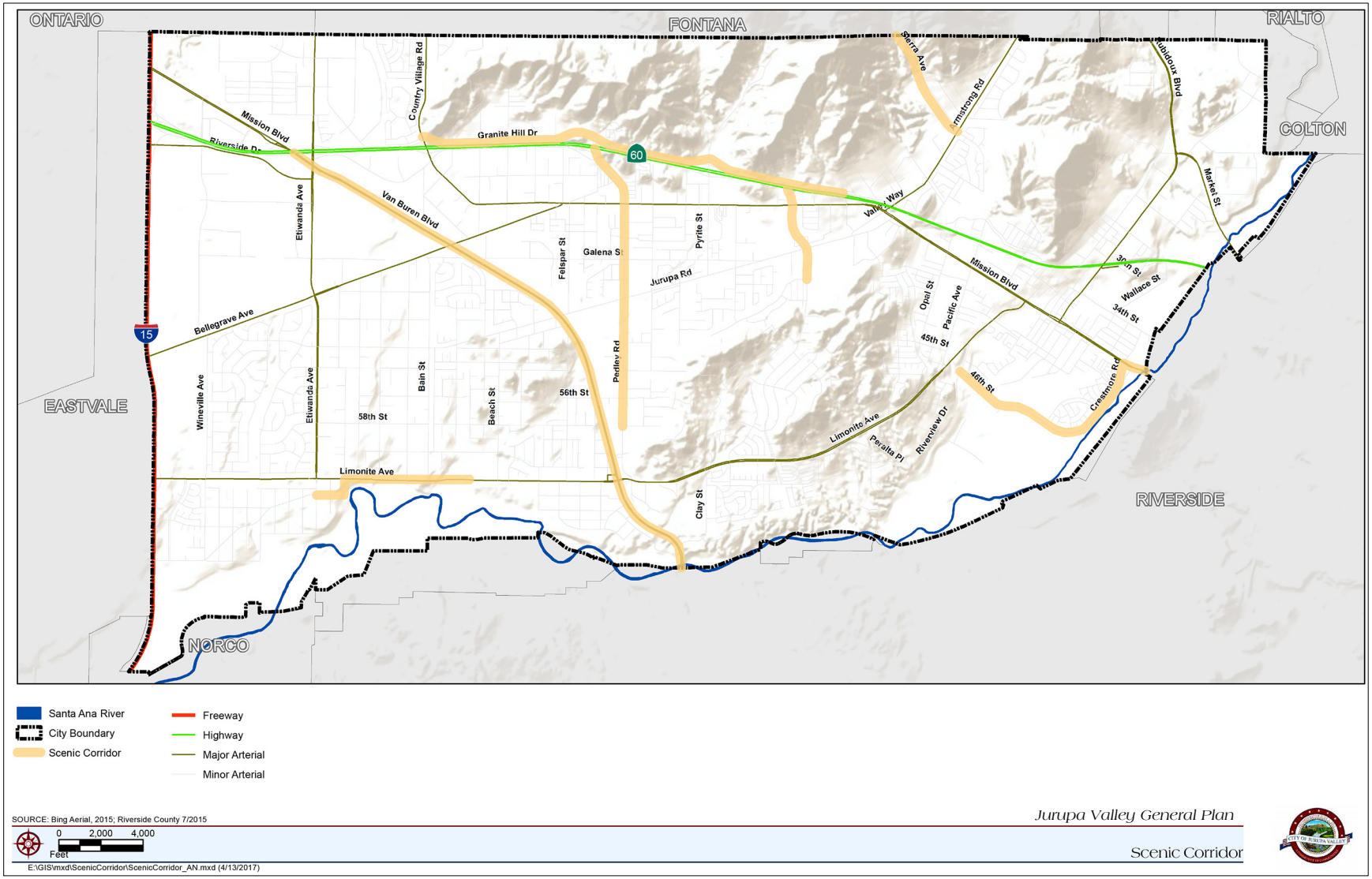


Figure 3-30: Scenic corridors

Scenic Corridors, Street Character and Design Goals, Policies and Programs

Scenic Corridors

Policies

ME 7.1 **Scenic Corridor Preservation**. Protect and where possible, enhance views of important scenic resources from highways, streets and roads designated as local scenic corridors, in accordance with City policies.

ME 7.2 **Development along Scenic Corridors.** Public and Private development along and within local scenic corridors shall comply with the following:

1. Public and private development projects, including **noise walls**, shall not wall off scenic roadways or block views of scenic resources, such as Santa Ana River or the Jurupa Mountains.
2. Development projects, including signs, visible from and located 500 feet of scenic roadways shall be considered "sensitive" and require architectural review.
3. As part of the city's environmental review process, blocking views along scenic roadways should be considered a significant environmental impact.
4. Signs along scenic roadways should not obstruct or detract from scenic vistas or views.
5. Streetlights should be low scale and focus light at intersections where it is needed most. Tall light standards should be avoided. Street lighting should be integrated with other street furniture at locations where views are least disturbed.

ME 7.3 **Public Equipment and Facilities.** The City and other agencies should locate and design utility and circulation-related equipment and facilities to avoid blocking or cluttering views of scenic resources from scenic roadways, consistent with the following standards:

1. Whenever possible, signs in the public right-of-way should be consolidated onto a single low-profile standard.
2. Public utilities along scenic highways should be installed underground.
3. The placement and design of fencing, walls, landscaping and street trees should not block views of scenic resources from Scenic Routes. Clustering of street trees along scenic roadways should be considered as an alternative to uniform spacing.

4. Traffic signals with long mast arms should be discouraged along scenic roadways.

ME 7.4 **Creation of Scenic Highways.** The City will encourage the creation of state-designated (Caltrans) Scenic Highways within Jurupa Valley and adjoining Riverside, San Bernardino and Orange County areas when:

1. Reviewing draft county general plan elements or major revisions to them.
2. Reviewing changes to the Regional Transportation Plan (RTP) as a member agency of the Southern California Association of Governments (SCAG).
3. Reviewing development projects that are referred to the city by state or county agencies and that are located along locally designated scenic routes.

ME 7.5 **Offramps and Signs**. Highway and expressway on- and off-ramps shall be designed and maintained to create clean and attractive community gateways and to complement scenic vistas and/or corridors. Highway and street-oriented signs, including billboard signs, electronic reader board signs and other large, attention-getting devices shall require special City Council exceptions along scenic corridors.

ME 7.6 **Maintenance Priority**. Consider prioritizing Scenic Corridors for street maintenance, repairs and improvements and encourage other agencies responsible for road maintenance or improvements in Jurupa Valley to do the same.

Transportation System Landscaping

Landscaping plays an important role in the aesthetics and noise mitigation of highways and major streets. Landscaping softens the otherwise harsh visual impacts that a roadway can create and can be used as a buffer to protect noise sensitive areas such as residential properties.

Policies

ME 7.7 **Highway Landscaping**. Encourage Caltrans to install and maintain landscaping and other mitigation elements along freeways and highways, especially when they are adjacent to existing residential or other noise sensitive uses.

ME 7.8 **Use of Native Plants and Recycled Water**. Encourage the use of drought-tolerant California native plants and the use of recycled water for roadway landscaping.

ME 7.9 **Landscape Buffers.** Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping and/or other effective visual screens.

ME 8 – System Operation, Maintenance, and Funding



Figure 3-31: City entry monument

It's becoming clear that cities cannot simply build more highways or widen streets in hopes of solving all traffic safety and congestion problems. Innovative transportation solutions will be key in managing Jurupa Valley's circulation needs while addressing economic and environmental factors. One of Jurupa Valley's key transportation strategies is to design, improve and maintain its transportation systems for cost efficiency based on City Council and community priorities. The following goals, policies and programs help guide that process and identify community priorities.

Transportation comprises a significant part of any city's planning, operations and capital improvement program. Cities must prioritize resources to meet a wide range of community transportation needs, and safety, convenience, cost and maintenance are all issues that must be considered when a system is created. Rights-of-way need to be dedicated or otherwise acquired, typically as a condition of new development, to allow sufficient room to accommodate landscaping, utilities, pedestrian, equestrian (where appropriate) and bicycle facilities, and to accommodate eventual widening if needed for long-term traffic growth. A consistent and uniform street network that meets the needs of current and future residents can be accomplished by implementing a functional classification system as shown in *Figure 3-5* (page 3-16), with right-of-way and design standards and by identifying needed roadway improvements.

System Funding

One of the most important considerations to achieve a viable multi-modal transportation system is financing. Funding priorities must be developed, and innovative financing must be designed, to ensure that the transportation system is implemented. Discretionary roadway improvement funds should be allocated to enhance mobility and promote convenient, safe, and efficient transport of people, goods and materials. This can be accomplished through continued development of a "Transportation Improvement Program" for local road and bridge improvements and the City's participation in voter-approved local tax measures and Regional Transportation Plans that meet state and federal guidelines.

Investment in, preservation of and expansion of the existing freeway and street network is critical to the provision of a viable

transportation system necessary to sustain a healthy local economy. Innovative options, such as the application of "toll-way fares," should be explored as a means of controlling demand in critical corridors. The City and Riverside County must consider these and other innovative funding mechanisms to ensure that the future transportation system is financially supported and can be adequately maintained.

Transportation Demand Management

Transportation demand management (TDM) strategies reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors. A reduction in peak hour trips, overall roadway congestion, and improved air quality can be achieved through the implementation of TDM strategies. Examples of these strategies include telecommuting, flexible work hours, and electronic commerce that enables people to work and shop from home.

As the City continues to grow, transportation demand management and systems management will be necessary to preserve and increase available roadway “capacity.” Level of Service (LOS) standards are used to assess the performance of a street or highway system and the capacity of a roadway. An important goal when planning local transportation system is to maintain acceptable levels of service along local streets and at intersections, and while encouraging the California Department of Transportation (Caltrans), County of Riverside and the Southern California Association of Governments (SCAG) to determine future infrastructure needs for federal and state highways.

According to the Southern California Association of Governments (SCAG), vanpools will become more prevalent for short-to-medium range commute trips, and will supplement the traditional long-distance usage. Park-n-ride facilities and carpooling will also continue to be a significant link between highway and transit modes. In the last decade, the region's number of trips and amount of travel have grown at a much faster rate than the population growth. TDM strategies are designed to counter this trend. The region cannot build its way out of congestion; it has neither the financial resources nor the willingness to bear the environmental impacts of such a strategy. TDM is one of the many approaches that will be used to maintain mobility and access as the region continues to grow and prosper. The County has established TDM Guidelines to reduce single occupant motor vehicle trips during peak hours and modify the vehicular demand for travel to increase the ability of the existing system to carry more people; the City may choose to adopt similar guidelines.

Driveways and System Access

Driveways and other local street access connections (driveways, freeway off-ramps and private roads) to the City's roadway system must be planned, constructed, and maintained in a manner that is consistent with the basic mobility and safety needs of the street classification to which access is being provided. For instance, streets intended to carry large volumes of traffic at high speeds should have minimal access points to reduce vehicular conflicts. Access points that are carefully located on a property can reduce the levels of conflict that can affect vehicular and non-vehicular traffic. The uniform application of access standards for the street system will contribute to its successful operation.

System Access

Policies

ME 8.1 **Dedicated Access**. All developments shall provide dedicated and recorded public access, except as provided for under the statutes of the State of California.

ME 8.2 **Driveway Location and Number**. Limit driveway locations and/or number based upon the street's General Plan classification and function. Driveways shall be located a sufficient distance away from major intersections and designed to allow for safe, efficient operation and minimize traffic conflicts.

ME 8.3 **Driveways along Highways**. Discourage driveways taken directly off General Plan designated highways. Access may be permitted off of General Plan designated highways only if such access poses no traffic hazards or impacts to local streets.

ME 8.4 **Common Access Driveways**. Provide common access via shared driveways and/or reciprocal access easements whenever access must be taken directly off a General Plan designated arterial street or highway. Parcels on opposite sides of a highway shall have access points located directly opposite each other, whenever possible, to allow for future street intersections and increased safety.

Design, Construction and Maintenance

Policies

ME 8.5 **City Standards.** Design, construct, and maintain streets as specified in the City Street Improvement Standards and Engineering Specifications.

ME 8.6 **Facilities Maintenance.** Maintain the transportation network while providing for future expansion and improvement based on travel demand and the development of alternative travel modes.

ME 8.7 **Design Guidelines.** Develop and implement street and intersection design guidelines and update City Engineering Standards for consistency with the design guidelines.

ME 8.8 **Residential Neighborhood Streets.** Streets in residential neighborhoods shall be designed to enhance and be compatible with neighborhood character, circulation patterns and modal choices and to provide safe access to neighborhood-serving commercial uses, schools, churches, parks and recreational areas.

ME 8.9 **Equestrian Streets.** In the Equestrian Lifestyle Protection Overlay, local residential streets shall also serve as equestrian routes for the entire right-of-way width and shall be posted to require motor vehicles to yield to equestrians.

ME 8.10 **Right-of-Way Improvements.** Developers shall be responsible for right-of-way dedication and improvements that provide access to and enhance new developments. Improvements include street construction or widening, new paving, frontage improvements like curb, gutter, sidewalks, street trees, trails and parkways, installation of traffic signals, pavement markings and annunciators, and other facilities needed for the safe and efficient movement of pedestrians, bicyclists, equestrians, and motor vehicles.

ME 8.11 **Street Design for Heavy Trucks.** Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.

ME 8.12 **Heavy Truck Restrictions in Residential Neighborhoods.** Restrict heavy truck through-traffic and parking in residential and town center areas and plan land uses so that trucks do not need to traverse these areas.

ME 8.13 **Off-Street Loading Facilities.** Design off-street loading facilities for new commercial and industrial developments so that they do not face surrounding roadways or

residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on public streets, except when specifically permitted by the City Engineer.

ME 8.14 **Driveway Access.** Locate and design commercial and industrial land uses so that they take driveway access from streets with a General Plan classification of arterial or greater, and limit the number of such commercial access points by encouraging shared access. Exceptions may be considered for isolated convenience commercial uses, such as standalone convenience stores or gas stations. Industrial or business park type developments may be served via an internal network of Industrial Collector streets.

ME 8.15 **Intersection Design.** Design street intersections, where appropriate, to ensure the safe, efficient passage of pedestrians, bicyclists, equestrians and vehicles.

ME 8.16 **Roadway Design**. Design curves and grades to permit safe movement of vehicular traffic at the road's target speed. Target speed should be consistent with and complement the character of the adjacent area.

ME 8.17 **Sight Distance.** Provide adequate sight distances for safe pedestrian, equestrian and vehicular movement at all intersections.

ME 8.18 **Additional Right-of-Way**. Require additional right-of-way or easements where needed for utilities, noise mitigation, trails, bikeways, street trees, slope landscaping or stabilization, or drainage facilities.

ME 8.19 **Right-of-Way Alignment.** Align right-of-way dedications with existing dedications along adjacent parcels and maintain widths consistent with the ultimate design standard of the road, including required turning lanes.

ME 8.20 **Pass-Through Traffic.** To the maximum extent feasible, design and maintain roadways to direct “pass through” traffic to use Regional Routes and Highways, Highway Arterials, and Parkways, not Arterials, Collectors or Local streets.

ME 8.21 **Traffic Calming.** Consider using innovative traffic-calming techniques, such as roundabouts, road “diets”, raised cross walks, stop signs, speed tables, bulbouts, planters, textured street paving, curbside parking, offset intersections and other traffic control measures designed to slow traffic speeds where appropriate to reduce speed and increase safety.

ME 8.22 **Emergency Response Routes.** Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radii and other factors as determined by the City Engineer in consultation with emergency responders.

ME 8.23 **On-Street Parking.** Design and manage on-street parking, where appropriate, to reduce traffic congestion, meet parking needs and improve pedestrian and equestrian safety.

ME 8.24 **Off-Street Parking.** Design off-street parking facilities to support and enhance the concept of walkable and transit-oriented communities by including separated walkways, bicycle and motorcycle parking, landscaping including trees with overhead canopies, shielded down lighting for safety and other amenities, as appropriate.

ME 8.25 **Street and Highway Widening or Extensions.** Evaluate proposed street and highway extensions or widening projects for potential noise, air quality and aesthetic impacts on existing and future land uses. Require that the effects of truck routes, speed limits, and motor vehicle volumes on noise levels are evaluated and mitigated during the environmental review process.

ME 8.26 **Transportation Noise.** Control transportation noise and speeds through proper roadway design and coordination of truck and vehicle routing and speed.

ME 8.27 **Wildlife Corridors.** Design roadways to accommodate wildlife crossings or established corridors whenever necessary and physically feasible.

ME 8.28 **Dirt Roads.** Identify dirt roads serving residential areas that may be impacted by traffic from new developments and design new developments to discourage traffic from using existing dirt roads. When this is unavoidable, require that new developments participate in the improvement of the affected dirt roads.

ME 8.29 **TDM in Development Review.** Encourage on-site features in all new non-residential developments that support Transportation Demand Management (TDM). Potential features may include preferred rideshare parking, car sharing vehicles, on-site food service and exercise facilities.

Regional Coordination

Policies

ME 8.30 **Interagency Coordination**. Coordinate with transportation planning, programming and implementation agencies such as Caltrans, Southern California Association of Governments, Riverside County Transportation Commission, Western Riverside Council of Governments, and the cities adjacent to the City of Jurupa Valley on various studies relating to freeway design, high occupancy vehicle/high occupancy toll lanes and transportation corridor planning, construction, and improvement.

ME 8.31 **Joint Funding and Improvements**. Partner with government agencies and authorities to secure funding and encourage transportation corridor improvements between Jurupa Valley and Los Angeles, Orange, and San Bernardino counties.

System Funding

Policies

ME 8.32 **Balanced Funding.** Implement a mobility plan that balances transportation facility needs with City fiscal capabilities. Supplement City funding with grant funding whenever possible.

ME 8.33 **Spread Costs.** Develop funding tools that help equitably spread costs of transportation system improvements among the users of the systems, including developers, property owners, community service districts, special districts, city and county, state and federal agencies.

ME 8.34 **Funding Tools.** Use annexations, redevelopment agreements, tax-increment financing, revenue-sharing agreements, tax allocation agreements and/or the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts.

ME 8.35 **Capital Improvement Program**. Prepare a multi-year Capital Improvement Program (CIP) that establishes improvement priorities and scheduling for transportation project construction over a period from 5 to 10 years. The CIP will be reviewed and updated annually.

ME 8.36 **Regional Traffic Mitigation Fees**. Participate in the establishment of regional traffic mitigation fees and/or road and bridge benefits districts to be assessed on new

development. The fees shall cover a reasonable share of the costs of providing local and subregional transportation improvements needed for serving new development.

Environmental Considerations

Policies

ME 8.37 **Tree Preservation in Rights-of-Way.** Preserve mature trees with street or highway rights-of-way that are identified as superior examples of California native species or naturalized tree species.

ME 8.38 **Flood Protection.** Provide all roadways located within identified flood areas with adequate flood control measures and locate roadways outside identified flood plains whenever possible.

ME 8.39 **Impact Mitigation.** Control dust and mitigate other environmental impacts during all stages of roadway maintenance, repair or construction.

ME 8.40 **Noise Mitigation.** Protect residents from transportation generated noise hazards through the use of increased setbacks, landscaped berms, walls or other sound absorbing barriers, or a combination of these measures along freeways, expressways, and four-lane highways to protect adjacent noise-sensitive land uses from traffic- and rail-generated noise impacts.

ME 8.41 **Habitat Conservation Planning**. Incorporate specific requirements of the Western Riverside County Multiple Species Habitat Conservation Plan into transportation plans and development proposals.

ME 8.42 **Habitat Protection.** Avoid disturbance of plant and animal communities, wildlife corridors and biotic resource areas when identifying alignments for new roadways, or for improvements to existing roadways and other transportation system improvements.

ME 8.43 **Hazardous Materials Transport.** Review and monitor proposals for expansion of pipelines and surface routes for the transport of suitable products and materials, and require mitigation of environmental impacts. In particular, require mitigation of the potential for hazardous chemical or gas leakage and explosion.

ME 8.44 **Air Quality.** Incorporate specific requirements of the General Plan Air Quality Element into transportation plans and development proposals where applicable.

ME 8.45 **Non-Motorized Transportation**. Encourage the use of alternative non-motorized transportation and the use of non-polluting vehicles.

ME 8.46. **Runoff Control.** Implement National Pollutant Discharge Elimination System (NPDES) Best Management Practices relating to construction of roadways to control runoff contamination from affecting surface water and groundwater resources.

Transportation Systems Management

Policies

ME 8.47 **TSM Strategies.** Give priority to Transportation System Management (TSM) strategies to improve level of service, particularly in areas that are fully developed.

ME 8.48 **Traffic Signal Synchronization.** Construct and improve traffic signals at appropriate intersections. Whenever possible, traffic signals should be spaced and operated as part of coordinated systems to optimize traffic operation.

ME 8.49 **Street Widening.** Consider roadway widening or extension at public expense to relieve congestion only after the determination has been made that TSM measures will not be effective and that widening would be consistent with and contribute to the character of the community.

ME 8.50 **Turn Lanes.** Install special turning lanes whenever necessary to relieve congestion and improve safety for all users.

ME 8.51 **Bus Turnouts.** Encourage development of bus turnouts, bus stop signage and other features to improve traffic flow and safety, and to encourage use of public transit.

ME 8.52 **ITS.** Encourage the integration of Intelligent Transportation Systems (ITS), consistent with the principles and recommendations referenced in the Inland Empire ITS Strategic Plan, as the transportation system is improved and maintained.

Programs

ME 8.1.1 **New Interchanges on State Route 60.** Construct new interchanges on SR 60 at Camino Real and Sierra Avenue/Pacific Avenue.

ME 8.1.2 **Regional Transportation Facilities and Services.** Support the development of regional transportation facilities and services (such as high-occupancy vehicle lanes, express

bus service, and fixed transit facilities), which will encourage the use of public transportation and ridesharing for longer distance trips.

ME 8.1.3 **New Interchanges on Van Buren Boulevard.** Complete new interchanges on Van Buren Boulevard at Jurupa Road and Galena/Bellegrave Avenue.

ME 8.1.4 **Design Guidelines.** Develop and implement street and intersection design guidelines and update City Engineering Standards for consistency with the design guidelines.

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4 – Conservation and Open Space Element



Figure 4-1: Santa Ana River, Jurupa Valley

A. Introduction

California law requires that general plans include two different but complementary sections addressing natural resources: the Conservation Element and the Open Space Element. In this General Plan, these sections are combined into the Conservation and Open Space Element. Other sections that also address natural resources include the Land Use Element and the Community Safety, Services, and Facilities Elements. The Conservation and Open Space Elements are combined because they both address environmental resources. They address the conservation, development, and use of energy and natural resources, and the preservation of open space for protection of natural resources such as wildlife habitat, wetlands, recreation trails, and facilities, cultural, and historic resources. From the input received at many general plan outreach and GPAC meetings, it is clear that preserving open spaces and protecting Jurupa Valley's semi-rural, equestrian lifestyle are very important to residents. These environmental qualities attract residents and visitors, and enhance Jurupa Valley's quality of life. The importance of open space is reflected in the City's Community Values Statement.

City of Jurupa Valley Community Values Statement

***Open Space and Visual Quality**. We value and protect the Santa Ana River and river plain, ridgelines, and hillsides for their exceptional value for recreation, watershed, wildlife habitat, environmental health, and as scenic backdrops for the City. As part of our values, we support prevention and removal of visual blight, protection of public vistas, and community awareness and beautification activities. Jurupa Valley's special places will be protected, maintained, and promoted to preserve our unique character, instill local pride, and encourage tourism.*

The Conservation and Open Space Element promotes public health and safety by redirecting development away from areas subject to geologic hazards, flooding, and fires. Jurupa Valley contains a variety of open spaces that serve many functions—hence the often-used label of "multi-purpose." The City's quilted pattern of hills, valleys, and slopes provides a variety of habitats including riparian corridors, oak woodlands, and chaparral habitats. Examples include the Jurupa Mountains, the Santa Ana River, and the Pedley Hills. In particular, the Santa Ana River borders the City on its eastern and southern flanks and includes many native plant species, some of which grow only in the habitat this river provides.



Figure 4-2: Headwaters of the Santa Ana River, San Bernardino Mountains

Open Space is a critical part of what gives the City of Jurupa Valley its unique visual character. With Jurupa Valley poised to continue experiencing significant growth pressure in the next 10 to 15 years, protected open spaces ensure that future generations can continue to enjoy these visual and recreational amenities. In 2017, about 11%, or 6,500, acres remain undeveloped, or essentially so, in the forms of parkland, open space, and to a lesser degree, agricultural use. Thus, open space and related land uses can play a key role in maintaining distinct community boundaries or "edges" (i.e., between Sunnyslope and Belltown), and by buffering the City from adjacent, more urbanized areas. The City is literally "shaped," in terms of both geography and scenic character, by its open spaces.

The City's conservation and open space resources are shown in *Figure 4-3*. These areas are preserved and managed to protect and enhance the quality of life for all Jurupa Valley residents. It is the City's intent to protect and, where possible, enhance natural systems and cycles. This enables the natural diversity of plants and animals to sustain themselves because of the critical relationships between them.

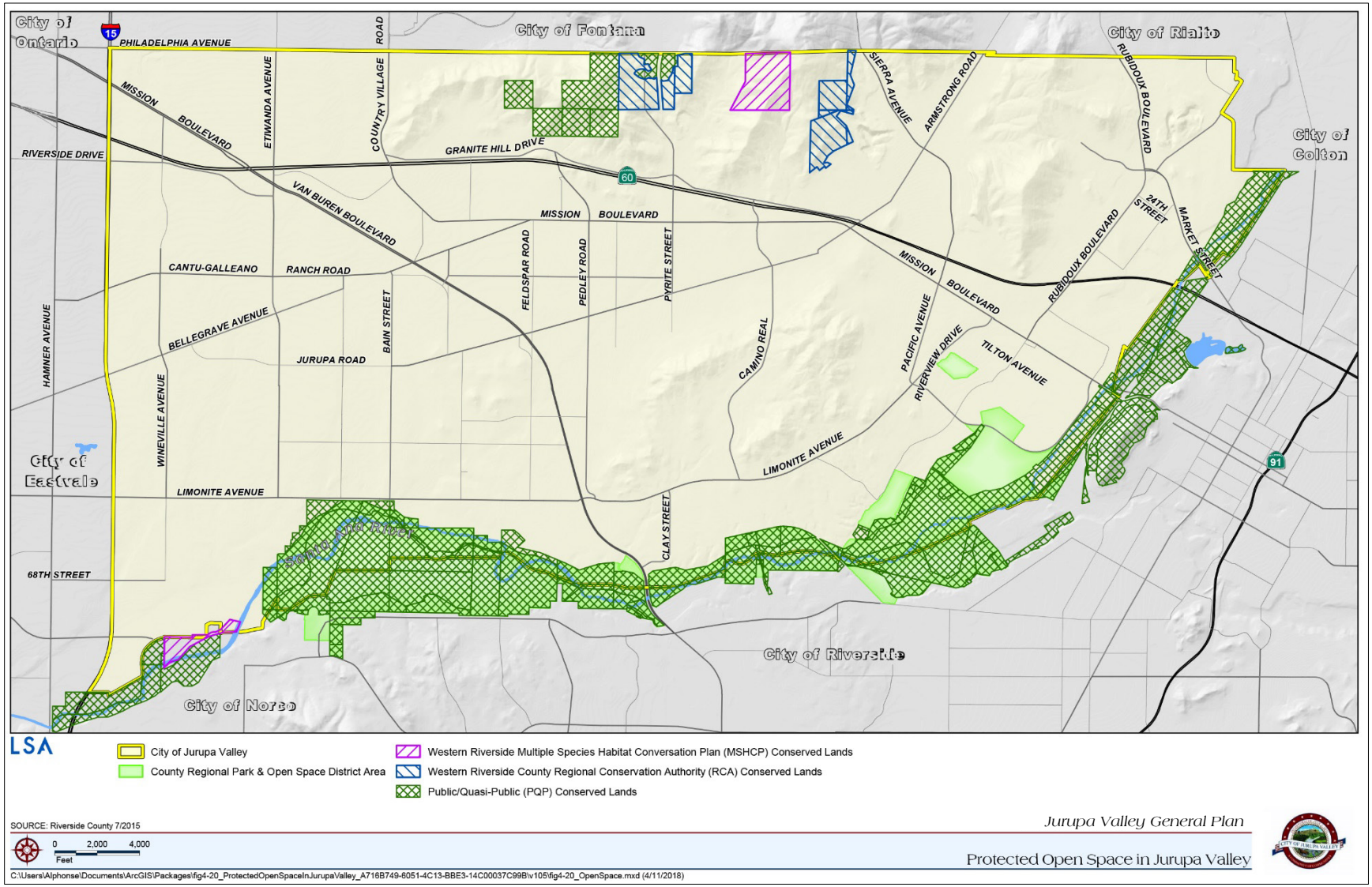


Figure 4-3: Protected open space in Jurupa Valley

Land areas will be preserved, set-aside for this purpose, and linked by corridors of various designs to allow wildlife movement within and between habitat areas. In addition, the public's access to the open space system is ensured through a network of public and private trails for recreation purposes, enabling a variety of active and passive recreation pursuits. Trails provide a means of recreation in themselves, as well as access for less intensive recreation. Creative and effective means of acquiring open space have enabled establishment of this system so that private property rights are respected and open space acquisition is feasible. This system also provides an effective approach that reduces conflicts over development activities because of the City's commitment to permanently preserving critical open space resources

Regional resource planning to protect threatened or endangered species, such as the Stephens kangaroo rat, has occurred in various locales for many years. Privately and publicly owned lands have served as habitat for many different species. In some cases, this method of land and wildlife preservation proved to be piecemeal and disjointed, resulting in islands of reserve land without corridors for species migration and access. To address these issues of wildlife health and habitat sustainability, the Western Riverside County Regional Conservation Authority (RCA) Multiple Species Habitat Conservation Plan (MSHCP) was developed and adopted by the County and other jurisdictions within the County, including the City of Jurupa Valley. The MSHCP comprises a reserve system that encompasses core habitat, habitat linkages, and wildlife corridors outside of existing private and public reserve lands into a single comprehensive plan that can accommodate the needs of species and habitat in the present and future.

In developing conservation and open space policies, the City Council finds that:

1. Multi-purpose open space is a critical part of the City's system of public facilities and services necessary to improve the quality of life and to accommodate new residents and visitors.
2. The open space system and the methods for its acquisition, maintenance, and operation are related to how it is to be used, including its value for community vistas, visual relief, natural resource protection, habitat preservation, passive and active recreation, and protection from natural hazards, and combinations of these purposes.
3. A primary purpose of the City's open space system is the preservation of components of the ecosystem and landscape that embody the historic character and diverse landscapes of the City, even though some areas have been impacted by human-caused changes.

4. Native habitat for plants and animals endemic to Jurupa Valley must have interconnected spaces, or "corridors," that allow these natural communities to prosper and be sustained.
5. Incentive-based systems for habitat protection are available to help preserve and, where appropriate, expand open space resources, including the use of density averaging, conservation credits, and management programs to achieve equitable sharing of costs and benefits.
6. Lands identified for habitat preservation are based on the best available scientific information regarding species and habitat requirements, and that information is updated as better methods emerge.
7. Strategies and incentives for voluntary conservation on private land are an integral part of the City's policy/ regulatory system.
8. Where natural streams and watercourses are located within designated open space areas, they are to be preserved as natural living systems. Where they pass through areas that are developed or designated for development, to the extent allowed by existing conditions, their continuity is maintained and protected as environmental corridors linking open space areas. In addition, where possible, their viability is enhanced in numerous cases by being included in publicly maintained open spaces rather than in narrow concrete channels.

Primary Goal

Within the urban area, the City will secure and maintain a diverse network of open land encompassing particularly valuable natural and agricultural resources, connected with the landscape around the urban area. Particularly valuable resources are the following:

1. Santa Ana River and adjacent riparian corridors with natural banks and vegetation
2. Natural and manmade creeks, arroyos, lakes, groundwater, and other water bodies
3. Wetlands and vernal pools
4. Jurupa Mountains and Pedley Hills
5. Undeveloped land within the City's limits not intended for urban uses
6. Grassland communities and woodlands
7. Wildlife habitat and corridors for the health and mobility of individuals and of the species
8. Habitats of species listed as threatened or endangered by state or federal governments
9. Prime agricultural soils and economically viable farmland.

10. Hills, ridgelines, box canyons, scenic rock outcroppings, and other significant land features
11. Unique plant and animal communities, including "species of local concern"

Policy and Program Sections

1. *Biological Resources*
2. *Wildlife Habitat*
3. *Water Resources*
4. *Agricultural Resources*
5. *Renewable Energy Resources*
6. *Non-Renewable Resources*
7. *Cultural and Paleontological Resources*
8. *Open Space and Recreation Resources*
9. *Scenic Resources*
10. *Dark Skies*

B. Conservation and Open Space Element Goals, Policies and Programs

Goals

To be a good steward of Jurupa Valley's natural resources, and protect and enhance open space by:

COS 1 Working to protect, preserve, and create the conditions that will promote the preservation of significant trees and other vegetation, particularly native California species.

COS 2 Seeking to achieve self-sustaining populations of the native birds, fish, and other wildlife and avoid actions that remove or damage habitat for native plants and animals.

COS 3 Working with the Jurupa Community Services District (JCSD), the Rubidoux Community Services District (RCSD), the Santa Ana Water Company, and other agencies and private companies to help meet Jurupa Valley's urban water needs without substantial harm to the natural environment or to agriculture, to help meet water needs including requiring conservation measures such as drought-tolerant landscaping and water-saving fixtures in new homes, and to:

1. Protect and maintain water quality in aquifers, the Santa Ana River, streams, and wetlands that help support beneficial uses, including domestic and

commercial/industrial uses, agricultural uses, and wildlife habitat.
2. Protect and improve the quality of local water sources, including groundwater and the Santa Ana River.
3. Encourage JCSD and RCSD to retain and, where possible, expand the capacity of wells, aquifers, and other groundwater reserves.
4. Preserve natural floodways, floodplains, and wetlands, and avoid actions that adversely affect waterways or riparian areas, or that increase flood hazards to urban uses.

COS 4 Continuing to accommodate agricultural uses and encourage its expansion, where appropriate.

COS 5 Increasing use of sustainable energy sources such as solar and wind energy, and reducing reliance on non-sustainable energy sources to the extent possible with available technology and resources.

COS 6 Reducing consumption of non-renewable energy sources where possible and ensuring efficient use, development, and conservation of sustainable, non-polluting energy sources.

COS 7 Ensuring the preservation of cultural, historical, archaeological, and paleontological resources.

COS 8 Securing and maintaining a diverse network of open lands including valuable natural and recreational resources, including:

1. Santa Ana River floodway and riparian areas.
2. Jurupa Mountains, Pedley Hills, and Indian Hills.
3. Wetlands and vernal pools.
4. Wildlife habitat and corridors, particularly for species of local concern or for species that are officially listed as threatened or endangered.
5. Parks and natural areas with significant recreational opportunities.
6. Encourage public access to open space without harming the resource and without exposing the public or the property owners to unacceptable risk.
7. Preserve open space and wildlife habitat and help provide trails and other recreation opportunities where they will not harm the environment.
8. Avoid actions that will result in the loss of designated open space resources and, when feasible, require mitigation for their loss.

COS 9 Preserving the City's scenic resources, including mountains, hills, ridgelines, rock outcroppings, canyons, mature trees, the Santa Ana River and floodplain, riparian corridors, agricultural fields, views of scenic resources from vista points or along scenic street or highway corridors, and other landscape features deemed significant by the City Council.

COS 10 Minimizing light trespass and pollution caused by exterior light sources in public and private structures, new development, and public facilities to ensure safety, protection of the natural environment, and preservation of dark nighttime skies.

Policies and Programs

Policies within the Conservation and Open Space section of this element seek to guide decision-making related to renewable and non-renewable resources. These types of resources require conservation—a conscious effort to consume less of scarce resources so that they can be sustained for future generations. By conserving resources, we prevent degradation of the environment through pollution or the loss of sustainable resources and environments for future generations.

COS 1 – Biological Resources



Figure 4-4: Hidden Valley Wildlife Area, school tour (Riverside County Parks)

Jurupa Valley provides diverse habitats for a variety of native plant and animal species. The pattern of hills, valleys, and river basins supports diverse vegetation, which in turn, provides varied wildlife habitats, including riparian corridors, oak woodlands, and chaparral, as shown in *Figure 4-5* and *Figure 4-6*. Examples include features such as the Jurupa Mountains, the Santa Ana River, and the Pedley Hills. Located along Jurupa Valley's eastern and southern boundary, the Santa Ana River is a significant ecological, recreational, and visual resource. Many native and endangered species thrive there, including the least Bell's vireo, the Santa Ana River woollystar, and the San Bernardino kangaroo rat. The Hidden Valley Wildlife Area provides opportunities for nature study, conservation and outdoor education, and hiking and equestrian activities. Throughout the area, interconnecting trails provide access to outstanding scenery.

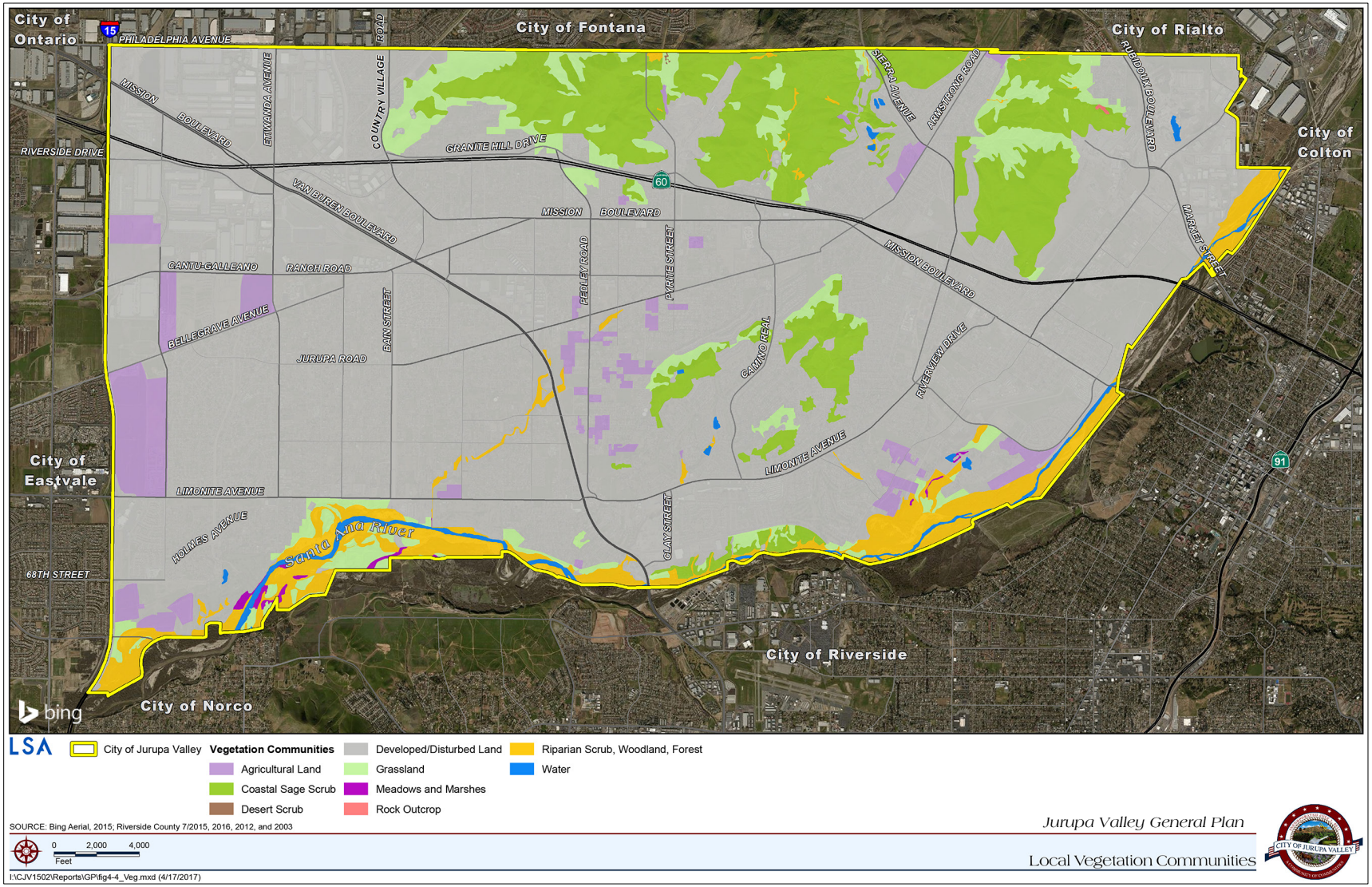


Figure 4-5: Local vegetation communities

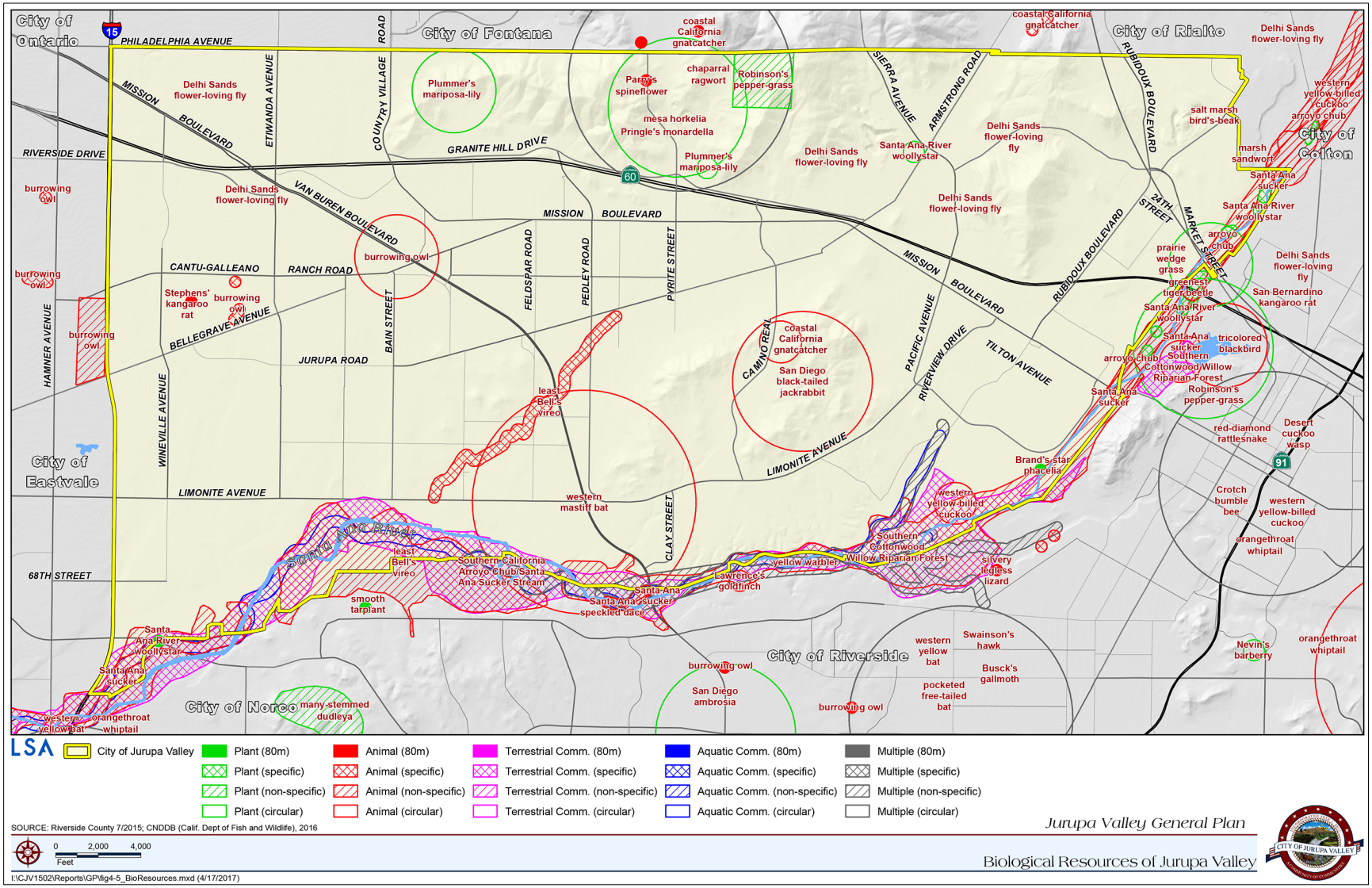


Figure 4-6: Biological resources of Jurupa Valley

The Jurupa Mountains are the dominant visual resource in the northern portion of the City. The highest peak, Mount Jurupa, stands at an elevation of 2,217 feet. Substantial portions of the mountains are identified as potential habitat for the endangered Delhi Sands Flower-loving Fly. (See *MSHCP, Appendix 12.0.*)

The vegetation of Jurupa Valley is diverse in its size, shape, and form, yet various species share similar adaptations to climatic and environmental conditions. Further, habitat areas are associated with the dominant natural vegetation that thrives in the City. Although ecological conditions fluctuate in the various plant communities, these natural changes occur gradually, with most species adapting to the habitat and climate changes. However, with development, changes occur that can adversely affect wildlife habitats, local microclimates, water percolation, soil erosion, fires, and aesthetics quality.

To address the important issues of biological resources health and habitat sustainability, the Western Riverside County Regional Conservation Authority (RCA) Multiple Species Habitat Conservation Plan (MSHCP) was developed by the County of Riverside in cooperation with state and federal agencies (*see MSHCP, Appendix 12.0)*. The Plan applies to unincorporated and incorporated Riverside County land, including Jurupa Valley west of the crest of the San Jacinto Mountains to the Orange County line. It applies to a total area of approximately 1.26 million acres (approximately 1,997 square miles) and is one of the largest conservation plans in the U.S. The Plan covers multiple species and multiple habitats within multiple jurisdictions.

The General Plan includes goals and policies that protect the biological resources of Jurupa Valley in conjunction with the MSHCP. It is of the utmost importance to maintain a balance between growth and natural resources preservation to preserve the ecological health and overall character of Jurupa Valley. The habitat requirements of sensitive and listed species, combined with sound habitat-management practices, help shape the following policies and guide the City's conservation efforts.

Policies

COS 1.1 **Habitat Conservation.** Conserve key habitats, including existing wetlands and California native plant communities, with a focus on protecting and restoring the following endangered species habitats:

1. Conserve alluvial fan sage scrub associated with the Santa Ana River to support key populations of Santa Ana River woollystar (*Eriastrum densifolium sanctorum*).

2. Conserve clay soils to support key populations of many-stemmed liveforever plants (*Dudleya multicaulis*) known to occur along the Jurupa Valley portion of the Santa Ana River.
3. Conserve known populations of least Bell's vireo (*Vireo bellii pusillus*) and southwestern willow flycatcher (*Empidonax traillii extimus*) along the Santa Ana River.
4. Conserve large intact habitat areas consisting of coastal sage scrub, chaparral, and grasslands to support known locations of coastal California gnatcatcher (*Polioptila californica*).
5. Conserve grassland and coastal sage scrub supporting known populations of San Bernardino kangaroo rat (*Dipodomys merriami parvus*) in the Jurupa Mountains.
6. Conserve grasslands adjacent to sage scrub for foraging habitat for raptors.
7. Conserve riparian areas, including river basin, creeks, streams, vernal springs, seeps and other natural water features.

COS 1.2 **Protection of Significant Trees.** Protect and preserve significant trees, as determined by the City Council upon the recommendation of the Planning Commission. Significant trees are those trees that make substantial contributions to natural habitat or to the urban landscape due to their species, size, or rarity. In particular, California native trees should be protected.

COS 1.3 **Other Significant Vegetation.** Maintain and conserve superior examples of vegetation, including agricultural wind screen plantings, street trees, stands of mature native and non-native trees, and other features of ecological, aesthetic, and conservation value.

COS 1.4 **Soil Conservation and Landform Modification.** Public and private development projects shall be designed to prevent soil erosion, minimize landform modifications to avoid habitat disturbance, and conserve and reuse on-site soils.

Programs

COS 1.1.1 **Riparian Corridors**. Identify and protect riparian corridors through zoning, easements, or other measures that ensure effective, long-term conservation.

COS 1.1.2 **Public Information.** Provide public information materials regarding the City's sensitive habitats, the values of watershed, biological resources, and sensitive habitats, and how to protect them.

COS 1.1.3 **Nature Trail Signage.** Working with community special districts and other agencies, help create minimal and appropriate signage along major trails (e.g., Santa Ana River and Jurupa Mountains) for educational outreach about critical habitats and native plant and animal species.

COS 1.1.4 **Urban Encroachment.** Amend the Municipal Code to regulate the establishment or encroachment of non-compatible land uses or activities in habitat areas and passive open space, such as commercial uses, off-road motorized vehicle use, off-trail, non-motorized vehicle use, hang gliding, grading, or other activities that conflict with biological resource conservation goals or policies.

COS 1.1.5 **Volunteer Conservation Programs.** Working with community volunteers, conservation clubs, youth groups, and recreation and conservation agencies, help plan and support conservation activities such as habitat restoration, interpretive signage and tours, trail building, erosion control, and litter removal.

COS 1.1.6 **Tree Protection Ordinance.** Develop a Tree Protection Ordinance.

COS 2 – Wildlife Habitats

The following policies seek to preserve wildlife habitat that supports many wildlife species in Jurupa Valley, including some that are listed as threatened, endangered, and species of concern. These resources deserve special protection to ensure the continued viability of natural systems and ecological values that enhance the quality of life for all citizens.



Figure 4-7: Bobcat, Riverside County

Open space preservation serves many purposes, including the preservation and enhancement of ecological and recreational resources, and the reduction or avoidance of environmental hazards. As urbanization has spread into Western Riverside County, community development has not only involved the local land use planning process, but also required coordination with state and federal wildlife agencies to manage and protect threatened and endangered species and other wildlife species. To accomplish this, the County of Riverside, cities in Riverside County, the United States Fish and Wildlife Service, and the California Department of Fish and Wildlife prepared and adopted the Multiple Species Habitat Conservation Plans (MSHCPs) that address local biological and

ecological needs and establish appropriate mitigation for the impacts of development in Jurupa Valley and other areas within Riverside County.

Policies

COS 2.1 **MSHCP Implementation.** Implement provisions of the MSHCP when conducting review of development applications, General Plan amendments/zoning changes, transportation, or other infrastructure projects that are covered activities in the MSHCP.

COS 2.2 **Wildlife Corridors.** Identify and maintain a continuous wildlife corridor along the City's northern boundary through the Jurupa Mountains and along the Santa Ana River from the northern boundary to the City's western boundary. Condition development approvals to ensure that important corridors for wildlife movement and dispersal are protected and not interrupted by walls, fences, roadways or other obstructions. Features of particular importance to wildlife include riparian corridors, wetlands, streams, springs, and protected natural areas with cover and water. Linkages and corridors shall be provided to maintain connections between habitat areas.

COS 2.3 **Biological Reports.** Require the preparation of biological reports to assess the impacts of development and provide mitigation for impacts to biological resources when reviewing discretionary development projects with the potential to affect adversely wildlife habitat.

Programs

COS 2.1.1 **Preservation Incentives.** Develop and provide incentives to private landowners that will encourage the protection of significant wildlife habitat resources, such as density averaging, transfer of development credits, tax incentives, and grants.

COS 2.1.2 **Regulation and Prevention of Destructive Practices.** Develop and adopt regulations that effectively regulate dumping, camping, off-road vehicle use, illegal entry, and polluting within protected conservation areas such as the Santa Ana River corridor and the Jurupa Hills along the north City boundary.

COS 2.1.3 **Wildlife Corridors Map.** Develop a Wildlife Corridors Map for Jurupa Valley to assist in the identification, maintenance and enhancement to facilitate wildlife movement and dispersal.

COS 3 – Water Resources

Riverside County includes four major watershed areas in which river systems, numerous lakes and reservoirs, and natural drainage areas are located. Local water resources are shown in *Figure 4-10* below, and discussed further in the Community Safety, Services, and Facilities Element. The City's and the County's water supplies are affected by the area's arid climate, agricultural practices, projected population growth and its associated demand and development, and the region's dependence on low-quality imported water. Further, the availability of imported surface water has been reduced due to an extended period of drought in California and changing regulations, despite an ever-increasing water demand. In Jurupa Valley, contamination from the Stringfellow Acid Pits, mining, and other human activities has affected groundwater quality such that its use requires treatment. Management of the amount of water available and its quality is essential to maintain adequate supplies in the face of increasing water demand. Policies in this section seek to protect and enhance Jurupa Valley's water resources and to meet future water needs. These policies also address broad water planning issues and their relationship to land use decisions.



Figure 4-8: Great blue heron, Santa Ana River in Jurupa Valley

Although Jurupa Valley receives all of its potable water from groundwater supplies, regional and statewide water demands and ongoing drought conditions require continued conservation efforts and careful monitoring of water supplies to ensure adequacy for future growth.

The California Department of Water Resources (DWR) produces a California Water Plan every 5 years that not only includes a statewide water budget but also regional watershed water budgets. These water budgets are based on California Department of Finance population projections and indicate clearly that demand for water throughout the state will exceed supply in 2020 whether or not a drought condition exists at that time. Most of the state's regions, except for North Coast and San Francisco Bay Regions, recently experienced extended drought conditions, and the state is forecasted to experience periods of drought again in 2020. The largest average-year shortages are forecasted for the South Coast Region, which heavily relies on imported water. Future average-year shortages in the South Coast Region reflect forecasted population growth plus lower Colorado River supplies as California reduces its use of Colorado River water to the state's basic apportionment.



Figure 4-9: Rancho Jurupa Lake

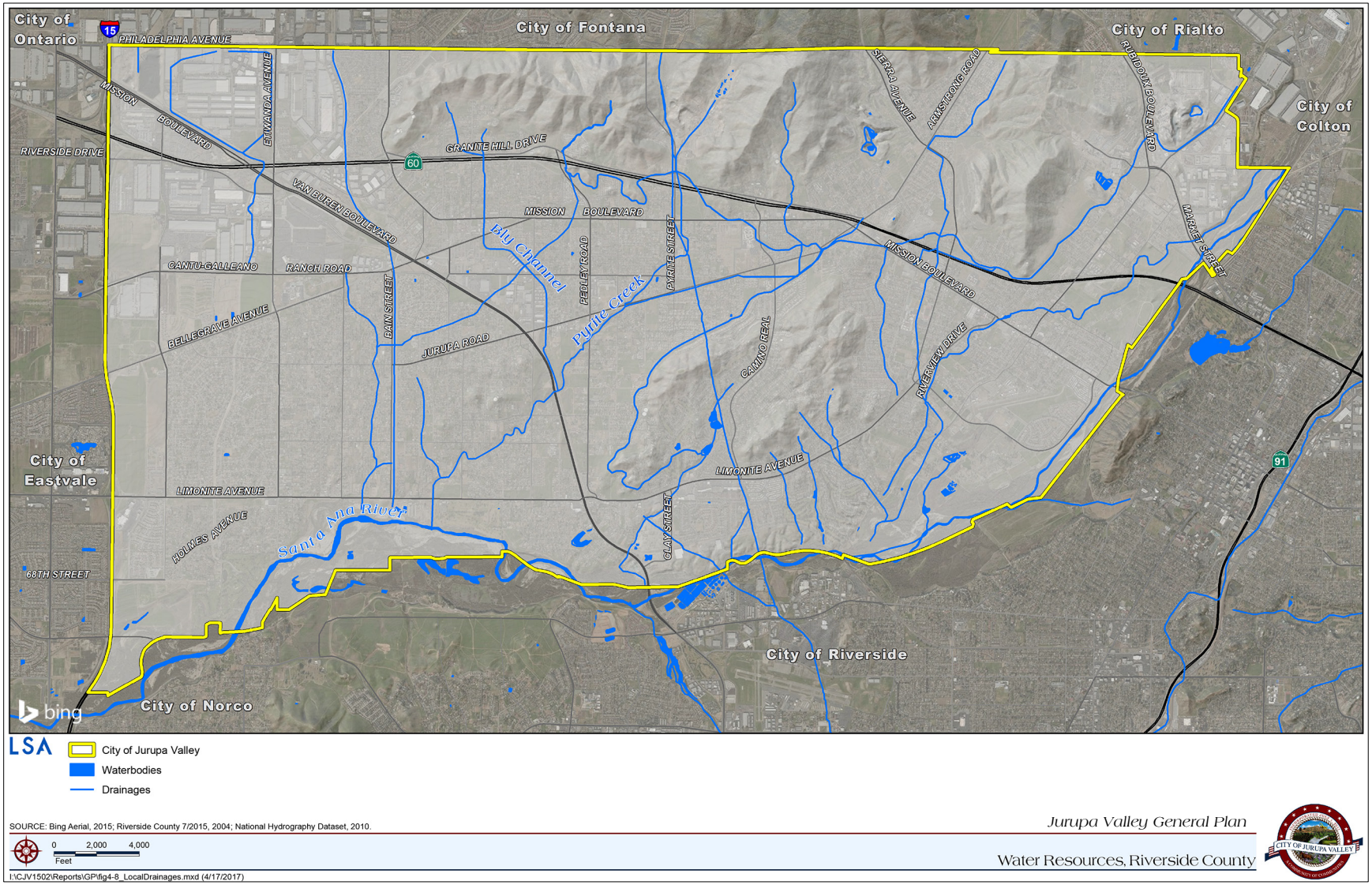


Figure 4-10: Water resources, Riverside County

To help bridge the state and region's projected gap between water supply and demand, water conservation must continue to be a priority, even in areas dependent upon groundwater supplies. Following are water conservation policies and programs to help manage water supplies by promoting conservation and efficient water use.

Policies

COS 3.1 **Water Use Planning**. Adopt and strive for the most efficient available water conservation practices in the City's operations and planning, and encourage community services districts and other agencies to do the same. "Most efficient available practices" means actions and equipment that use the least water for a desired outcome, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies.

COS 3.2 **Multi-Use Consideration.** Consider, in planning, land use decisions, and municipal operations, the effects of water supply on urban growth, wildlife habitat, agriculture, and stream flows, and seek to ensure continued water availability for these uses in planning for long-term water supplies. The City will encourage individuals, organizations, and other agencies to follow this policy.

COS 3.3 **Water Quality**. Employ the best available practices for pollution avoidance and control and encourage others to do the same. "Best available practices" means actions and equipment that result in the highest water quality, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies.

COS 3.4 **Water Conservation Systems**. Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and to reduce runoff during heavy storms.

COS 3.5 **Site Water Collection and Retention**. Consider requiring design practices such as permeable parking bays and porous parking lots with bermed, landscaped storage areas for rainwater detention as a condition of development approval,

COS 3.6 **Landscaping with California Native Plants**. Encourage the use of California native plants for drought-resistant landscape planting.

COS 3.7 **Edible Landscaping.** Encourage the use of edible landscaping in residential areas, streetscapes, public spaces, and parks, including vegetable gardens, herbs, and fruit trees in lieu of large expanses of lawn or other more water-demanding plantings.

Programs

COS 3.1.1 **Public Information.** Promote and support educational outreach programs that provide information services to the public about water conservation techniques, benefits, and water-saving technologies in conjunction with water providers, Riverside County, community services districts, and other entities.

COS 3.1.2 **Regional Cooperation.** Monitor and participate in regional activities addressing water resources, ground-water. and water quality to help ensure adequate and safe water supplies for existing and future residents and businesses.

Water Quality

Water quality problems that have occurred in Jurupa Valley have been related to Stringfellow runoff, inadequate subsurface sewage disposal, waste disposal management in the Santa Ana River and floodway, and pollution due to urban storm water system runoff. The Regional Water Quality Control Board for Region 8 provides state-level regulation of water rights and water quality policy for the City and for portions of Riverside, San Bernardino, and Orange counties. Further, the National Pollutant Discharge Elimination System (NPDES) mandates Best Management Practices to effectively minimize the adverse effects of pollution and protect water quality and groundwater resources.

Groundwater resources, or “aquifers,” are defined by their quality as well as quantity. Most groundwater basins store local and imported water for later use to meet seasonal and drought-year demands. In Jurupa Valley, water supply agencies (JCSD and RCSD) pump groundwater year-round, not just during drought conditions. Under current groundwater recharge programs, groundwater is artificially replenished in wet years with surplus imported water. Groundwater recharge that may also involve the recharge of reclaimed water enhances the City’s ability to meet water demand during years of short supply and increases overall local supply reliability. The following policies are intended to provide local guidance for the protection and maintenance of water quality and groundwater resources.

Policies

COS 3.8 **Wastewater Treatment.** Encourage the use of innovative and creative techniques for wastewater treatment.

COS 3.9 **Pollution Discharge.** Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers.

COS 3.10 **Regional Cooperation.** Support efforts to create additional water storage where needed, in cooperation with federal, state, community services districts, the Riverside County Flood Control District, and other water authorities. Additionally, support and/or engage in water banking in conjunction with these agencies where appropriate, as needed.

COS 3.11 **Aquifer Protection**. Require that aquifer water-recharge areas are preserved and protected.

COS 3.12 **Drainage Systems in Development Projects.** Require that developers and designers incorporate natural drainage systems into development projects where appropriate and feasible.

COS 3.13 **Storm Water Retention.** Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.

COS 3.14 **Natural Channels.** Collaborate with the Riverside County Flood Control District to promote natural approaches to managing streams and avoid lined, non-porous channels to the maximum extent possible where groundwater recharge is likely to occur.

COS 3.15 **Water Retention Incentives.** Consider granting incentives to landowners to preserve natural ground water recharge areas, through measures such as density averaging.

Program

COS 3.1.3 **Aquifer Recharge.** Participate in the development, implementation, and maintenance of a program to recharge the aquifers underlying the City and Western Riverside County, where feasible and appropriate. The program shall make use of flood and other waters to offset existing and future groundwater pumping, except where:

1. Groundwater quality would be reduced;
2. Available groundwater aquifers are full; or
3. Rising water tables threaten the stability of existing structures.

Floodplain and Riparian Area Management

Watercourses and their floodways are usually the focus of construction and control; while fertile, flat and "reclaimed" floodplain lands are sometimes used for other activities, such as agriculture, commerce, and residential development. Rivers and floodplains form a complex physical and biological system that not only supports a variety of natural resources, but also provide natural flood and erosion control. In addition, floodplains represent a natural filtering system, with water percolating back into the ground and replenishing groundwater. When a watercourse is separated from its floodplain with levees and other flood control facilities, natural, built-in benefits are lost, altered, or significantly reduced. The floodway fringe is that portion of the floodplain between the floodway and the limits of the existing 100-year floodplain. Floodways and drainage facilities are shown in *Figure 4-12* below.

The City follows Riverside County's method of using the USGS "blue line stream" overlay as its major form of mapping watercourses within its boundaries. The conventional assumption that flooding can be completely eliminated has meant not only an unrealistic reliance on manufactured flood protection, but also the development of a flood control system that squeezes rivers into artificially narrow channels, adds steeply sloped levees (devoid of riparian vegetation), and eliminates historic floodplains, all in the interest of reclamation, flood protection and urban growth. Unfortunately, this practice highlights the fact that floods have been viewed for far too long as everything except part of the natural life cycle of rivers and floodplains.



Figure 4-11: Van Buren Bridge collapse during 1969 Santa Ana River flooding

Flooding is part of the dynamic nature of healthy rivers and riparian ecosystems. High flows and floodwaters are needed to cleanse the channels of accumulated debris, build stream banks, import gravels for aquatic life, thin riparian forests, and create riparian habitat.

The open space of floodplains adjacent to rivers and streams helps store and slowly release floodwaters, thus reducing flood flow, peaks, and their subsequent impacts during small and frequent flood events. Further, riparian habitat within floodplains is of great value to resident and migratory animal species, as it provides corridors and linkages to and from the City's wildlife corridors. The following policies address floodways, the floodplain fringe, and riparian areas (also refer to the Community Safety, Services, and Facilities Element).

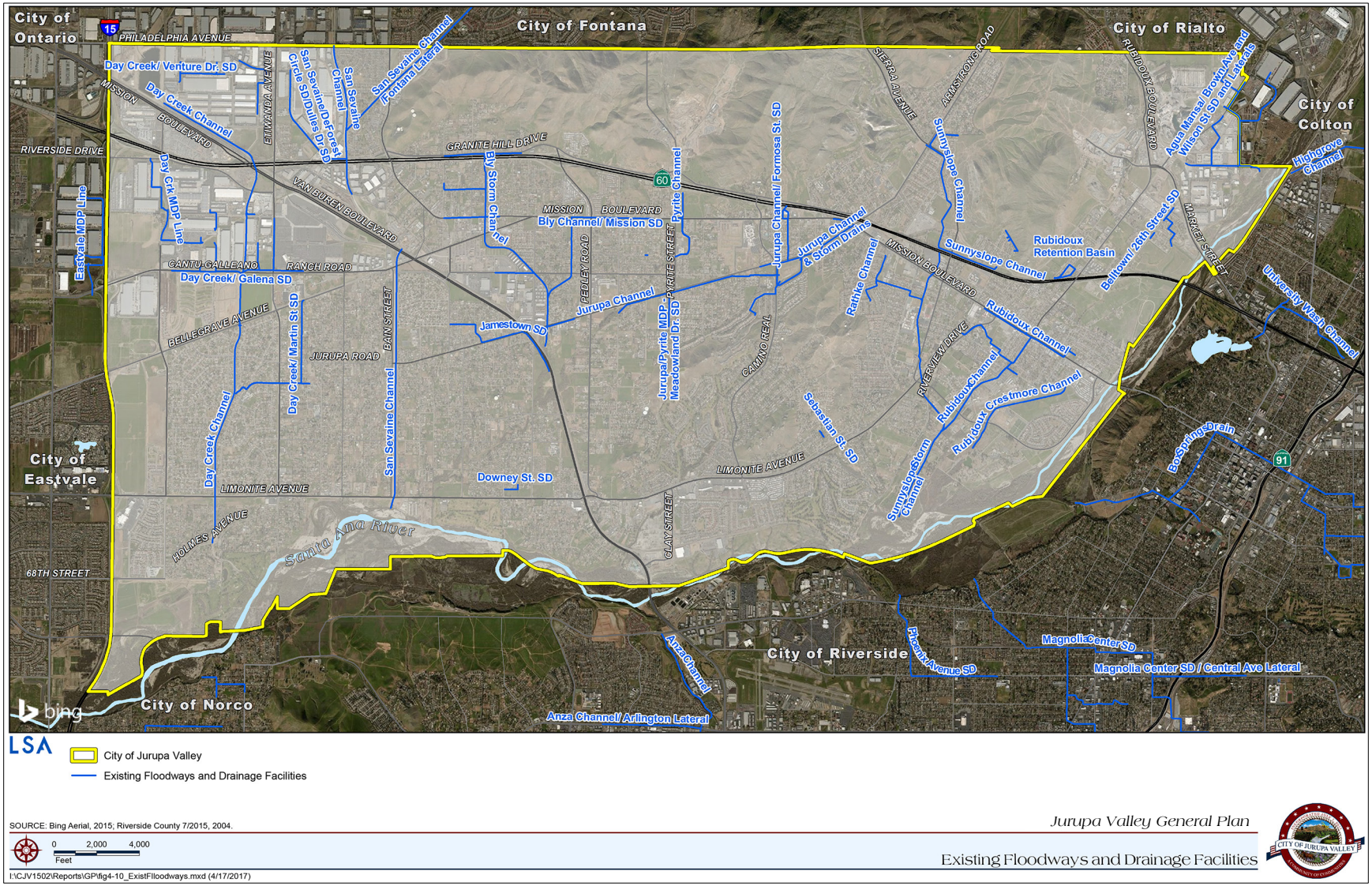


Figure 4-12: Existing floodways and drainage facilities in Jurupa Valley

Wetlands typically occur in low-lying areas that receive fresh water at the edges of lakes, ponds, streams, and rivers. Wetlands provide habitat for a wide variety of plants, invertebrates, fish, and larger animals, including many rare, threatened, or endangered species. The plants and animals found in wetlands include both those that are able to live on dry land or in the water and those that can live only in a wet environment. Wetlands in Jurupa Valley may include riverbanks, seasonal springs and pools, and desert washes.

Policies

COS 3.16 **Floodway Modification.** Encourage other agencies to limit floodway modification or channelization only as a "last resort," and limit the alteration to:

1. That necessary for the protection of public health and safety, only after all other options are exhausted,
2. Essential public service projects where no other feasible construction method or alternative project location exists,
3. Projects where the primary function is improvement of fish and wildlife habitat, or
4. Private development entitlements shall be required to design floodplain and river edge treatments to simulate and ultimately regenerate natural terrain and riparian habitat, using techniques such as covering and re-planting over rip rap embankments, and utilizing gentle contoured slopes that do not exceed 8:1 slope ratio.

COS 3.17 **Environmental Mitigation.** Encourage and, where possible, require that substantial modifications of a floodplain be designed to reduce adverse environmental effects to the maximum extent feasible, considering the following factors:

1. Stream scour
2. Erosion protection and sedimentation
3. Wildlife habitat and linkages
4. Groundwater recharge capability
5. Adjacent property
6. Designed to achieve a natural effect. Examples could include soft riparian bottoms, riparian corridors within the floodway, and gentle and modulating bank slopes, wide and shallow floodways, minimization of visible use of concrete, and landscaping with California native plants to the maximum extent possible. A site-specific hydrologic study may be required.

COS 3.18 **Setbacks.** Based upon site-specific study, all development shall be set back from the designated floodway boundary or top of bank, whichever is most appropriate, a distance adequate to address the following issues:

1. Public safety,
2. Erosion,
3. Riparian or wetland buffer,
4. Wildlife movement corridor or linkage, and
5. Slopes

COS 3.19 **Trails.** Consider designating floodway setbacks to accommodate greenways, trails, and recreation opportunities and allowing such uses within floodways, where appropriate.

COS 3.20 **Riparian Area Preservation.** Require development projects to preserve and enhance native riparian habitat and prevent obstruction of natural watercourses. Zoning incentives, such as transfer of development credits, should be used to the maximum extent possible.

COS 3.21 **Ecotones.** Identify and, to the maximum extent possible, conserve remaining upland habitat areas, or "ecotones" adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species.

Programs

COS 3.1.4 **Floodway Protection and Enhancement.** Working with other responsible agencies, help implement the following actions:

1. Prepare an inventory of natural areas that have been degraded and list sites in priority order, for restoration efforts.
2. Revegetate disturbed areas using native plants.
3. Eliminate sources of water pollutants and improper water diversions.
4. Work to remove invasive, non-native plant species in natural habitat areas, and prevent the introduction or spread of invasive, non-native species.
5. Strongly discourage the placement of and, where possible, remove man-made elements such as buildings, paving, structural elements, concrete lining of waterways, signs, streets, and utilities within floodways or floodplains, unless they are needed for public health or safety, or for implementation of City plans.
6. Require that suitably sized access corridors be provided and/or maintained through or under new and previously established, man-made obstacles to

wildlife movement (such as appropriately sized culverts under arterial streets, highways, and other major roads).

7. Prohibit camping, off-road vehicles, hunting and other activities that are not compatible with floodplain health and preservation.
8. Remove trash, debris, and contaminants, using methods that minimally disrupt the open-space resources.
9. Provide continuing community education and outreach for all citizens, youth, and youth groups, and property owners on open space and natural resource values, programs, and responsibilities.
10. Enlist the help of volunteers, non-profits, youth and service groups, and academic programs in restoring and monitoring habitat health.

COS 4 – Agricultural Resources

Agriculture was once the dominant land use and economic activity in Jurupa Valley. Over time, land use and economic changes have largely displaced farming, grazing, vineyards, dairies, orchards, and other agricultural activities to less urbanized areas. Reflecting this change, the last dairy in Jurupa Valley closed in 2015. However, the City continues to have areas in agricultural use, particularly along the I-15 corridor and near the Santa Ana River, as shown in *Figure 4-13* below. Agriculture is allowed in several Open Space categories. Countywide, agriculture continues to contribute significantly to the overall economy. In Jurupa Valley, agriculture continues to be important as a contributor to the local economy, a key open space resource, and a defining feature of the communities' overall visual character and rural heritage. Moreover, agriculture is fundamental to the notion of "sustainability"—it helps preserve productive soils and Jurupa Valley's capacity to grow food for local use.

Policies

COS 4.1 **Support Agricultural Uses**. Employ a variety of agricultural land conservation programs to improve the viability of farms and ranches and thereby ensure the long-term conservation of viable agricultural uses in cooperation with individual farmers, farming organizations, farmland conservation organizations, and the County.

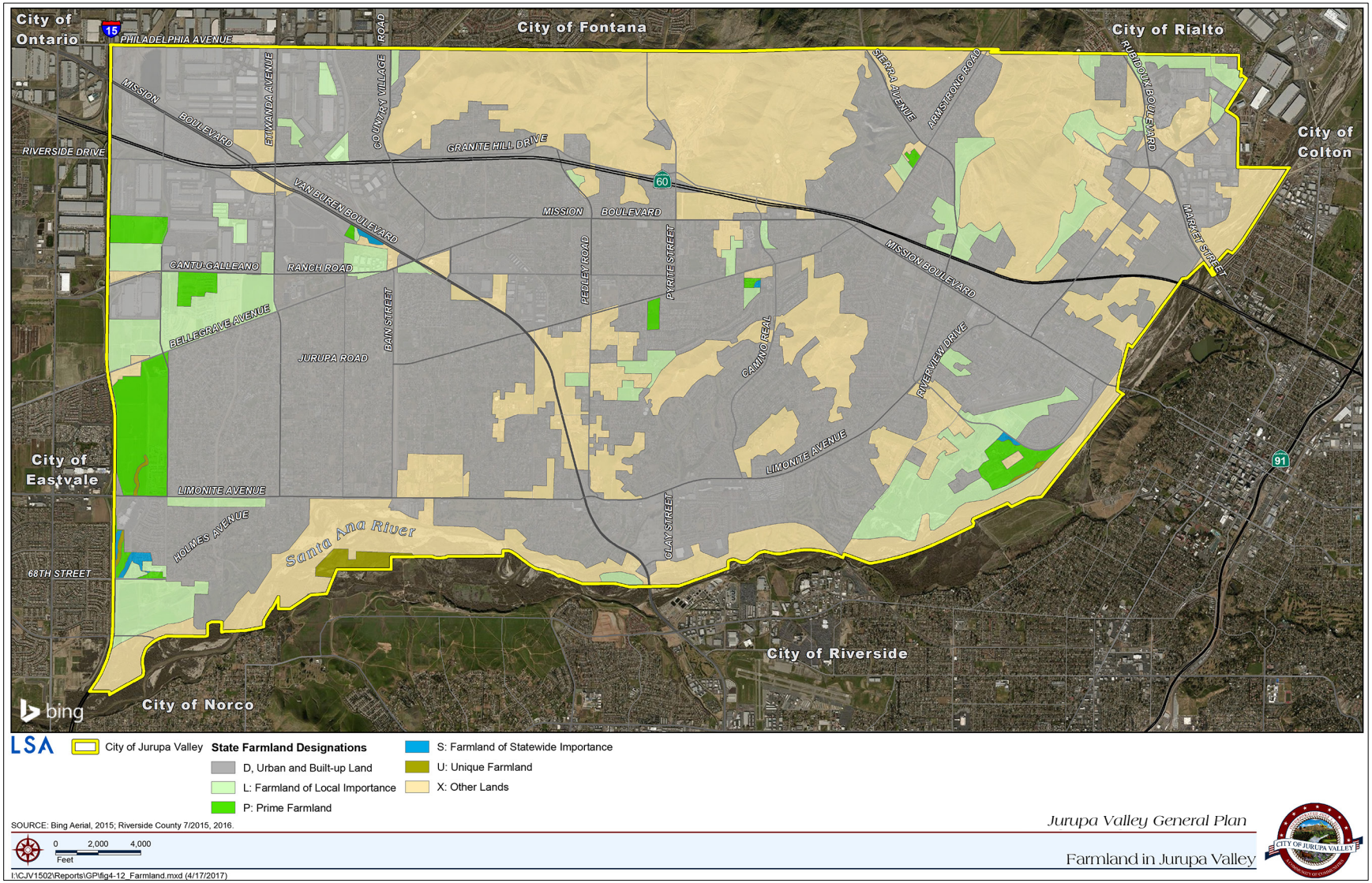


Figure 4-13: State Farmland Designations in Jurupa Valley (2016)

COS 4.2 **Agricultural Land Conversion**. Discourage the conversion of productive agricultural lands to urban uses unless the property owner can demonstrate overarching Community-wide benefits or need for conversion.

COS 4.3 **Compatible Uses.** Encourage the combination of agriculture with other compatible uses to help with the production of food, fiber, and support uses incidental to the on-site agricultural operation. Provide an economic advantage to agriculture uses by allowing activities such as farm stores, retail sales of produce or wares, and related accessory uses.

Programs

COS 4.1.1 **Farmland Conservation**. Encourage individuals, non-profit agencies, and the County to seek out grants and programs that promote farmland conservation. Such measures may include land trusts, conservation easements, Williamson Act designation, Land Conservation Contracts, Farmland Security Act contracts, the Agricultural Land Stewardship Program Fund; agricultural education programs, density averaging and development standards, and/or incentives (e.g., clustering and density bonuses) to encourage conservation of productive agricultural land.

COS 4.1.2 **Sustainable Agriculture.** Encourage sustainable agricultural practices to protect the health of human and natural communities and to minimize conflicts between agriculture and urban neighbors.

COS 5 – Renewable Energy Resources

Conservation policies in this element protect the City's physical resources as well as its energy resources, including renewable energy. This category of renewable energy resources includes wind, solar, and biomass resources. Although the use of these resources is not widespread in Jurupa Valley at the time of General Plan adoption, there is potential for their use and development, particularly solar generation. Renewable energy can be developed as a substitute for oil, natural gas, and other limited energy supplies used for electricity generation, and to reduce consumption of these supplies.

Energy Conservation

For a sustainable economy and environment, and continued quality of life, we must reduce our dependence on fossil fuels. A key strategy in that effort is to use energy more efficiently and to shift to cleaner, renewable, locally generated, and/or controlled energy



Figure 4-14: Residential roof-mounted photovoltaic solar collectors

sources. While local governments have made significant progress in energy conservation, more can be done through emerging technologies and increased emphasis on "sustainable" practices and building design in public and private development. Conservation is an important component of using energy resources in an efficient manner. Sensible energy conservation and design practices, such as shade tree plantings, can help mitigate the "heat island" effects of urban development that increase energy demand. The following policies address energy conservation.

Policies

COS 5.1 **Best Available Practices.** The City will employ the best available practices in energy conservation, procurement, use, and production, and encourage individuals, organizations and other agencies to do likewise. "Best available practices" means behavior and technologies that reflect recommendations of specialists and that use the least energy for a desired outcome, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies. Best available practices include use of sustainable energy sources. Sustainable energy sources are naturally renewed in a relatively short time and avoid substantial undesirable side effects, and include:

1. Space heating and cooling using earth, plantings, and/or building thermal mass to moderate temperature changes.
2. Space cooling through natural ventilation.
3. Space cooling through reflectivity and shading.
4. Indoor illumination by natural light.

5. Solar space and water heating.
6. Wind electricity generation.

COS 5.2 **Energy-Efficient City Facilities.** The City will meet or exceed Title 24 requirements for energy efficiency and shall operate and maintain City facilities in the most energy-efficient manner, without reducing public safety or service levels, as budget resources allow.

COS 5.3 **Energy-efficiency improvements.** Identify energy efficiency improvement measures to the greatest extent possible, undertake all necessary steps to seek funding for their implementation, and upon securing availability of funds, implement the measures in a timely manner, as budget resources allow.

COS 5.4 **Agency Cooperation.** Cooperate with federal, state, and local governments and other appropriate entities to accomplish energy conservation objectives when consistent with the City's General Plan goals and policies.

COS 5.5 **Energy Efficiency and Green Building**. Encourage energy-efficient "green buildings" as addressed by the U.S. Green Building Council's LEED® (Leadership in Energy and Environmental Design) Program or through other similar programs.

COS 5.6 **Energy Efficiency Incentives.** Support standards, incentives and innovative technologies that encourage and allow developers, designers, and property owners to design, build, and operate buildings to achieve energy savings that exceed Title 24 requirements of the California Building Code.

COS 5.7 **Energy Efficient Materials.** Specify and use energy-efficient materials and systems for City facilities as budget resources allow.

COS 5.8 **Reduce "Heat Island" Effect.** Encourage the conversion of asphalt and concrete paving to porous surfaces that help reduce surface runoff and the "heat island" effect.

COS 5.9 **Renewable Energy Projects**. Encourage and accommodate applications for projects that will produce renewable energy for the grid, such as solar generating stations, where appropriate.

Programs

COS 5.1.1 **Energy-Efficient Operations.** Budget for and manage City operations, capital improvements, and facilities for energy efficiency, including purchase and use of fleet vehicles, equipment, and materials.

COS 5.1.2 **Sustainable Design.** Incorporate sustainable design and sustainable energy sources and features in existing and new City facilities.

COS 5.1.3 **Zoning Ordinance Update.** Update the Zoning Ordinance to further the energy conservation goals, policies, and implementations actions, and reduce impediments or disincentives to it.

COS 5.1.4 **Encourage Public Information Programs.** Encourage utilities to provide public information programs and energy audits to promote energy conservation and to protect solar access.

COS 5.1.5 **Energy Grants.** Solicit state and federal grants to implement the City's energy conservation programs as such funding becomes available.

COS 5.1.6 **Community Choice Aggregation.** Consider working with communities, community service districts, public utilities and WRCOG or similar organizations to establish community choice aggregation programs. These programs allow cities and special districts to aggregate the buying power of individual customers within a defined area to secure alternative energy supply contracts on a community-wide basis, but allowing consumers not wishing to participate to opt out.

Wind Energy

Because of its valley location and pattern of development, Jurupa Valley is generally not suitable for efficient, large-scale wind energy generation. Small-scale, non-commercial wind energy generation, and "wind motors" historically associated with agricultural uses may be appropriate in connection with residential, institutional, recreational, and agricultural uses.

Policy

COS 5.10 **Wind Energy**. Where appropriate, allow non-commercial wind energy generation in a manner that maximizes beneficial uses and minimizes detrimental effects to residents and the environment.

Solar Energy

Due to Jurupa Valley's location and climate, solar energy generation has important applications for residential, commercial, and institutional applications. Sunlight can be utilized for energy production in two ways: active solar systems involve the use of electronic and mechanical devices to convert solar energy to heat or electricity; passive solar systems utilize natural heating and cooling

from the sun through building orientation and building design techniques.

Policies

COS 5.11 **Solar Access.** Encourage the provision for and protection of solar access.

COS 5.12 **Solar Energy Use.** Use solar energy in City facilities and operations, as budget resources allow, and encourage the use of active and passive solar energy by homeowners, business owners, developers, government, and public agencies.

Programs

COS 5.1.7 **Update City Regulations.** Update development and subdivision standards to include clear, specific standards to ensure that desirable solar access is provided for all new development. Standards shall address design priorities for providing and maintaining solar access, such as lot/building orientation, architectural design, collector placement and design, landscaping, and legal requirements to maintain solar access.

Biomass Resources

Biomass resources refer to organic materials—waste products, residues, or specific crops—that can be converted to energy fuel to replace conventional sources or directly used in combustion processes. Due to agricultural production in the County, resources exist that enable this technology to be more widely employed.

Policies

COS 5.13 **Biomass Conversion**. Encourage economic biomass conversion under sensible environmental controls, and where compatible with adjacent uses.



Figure 4-15: Former Jensen Quarry (last active mining 1974-79); now the Oak Quarry Golf Club

COS 6 – Non-Renewable Resources

The non-renewable resources discussed in this element are mineral resources and certain energy resources. Mineral Resources are classified under the State Mining and Reclamation Act of 1975 (SMARA). The Energy Resources section addresses petroleum resources as well as energy conservation.

Policies

COS 6.1 **Efficient Use of Non-Renewable Resources.** Utilize non-renewable resources efficiently in City buildings and facilities, services and operations, and encourage others to do the same.

Mineral Resources

Historically, mineral extraction has been an important component of Jurupa Valley's economy. Western Riverside County has extensive deposits of clay, limestone, iron, sand, and aggregates. Classification of land within California takes place according to a priority list that was established by the State Mining and Geology Board (SMGB) in 1982, or when the SMGB is petitioned to classify a specific area. The SMGB has also established Mineral Resources Zones (MRZ) to designate lands that contain mineral deposits. The State of California has designated Aggregate Mineral Resource areas within the County. These mineral resource zones are shown in *Figure 4-16* below.

Mineral deposits are important to many industries, including construction, transportation, and chemical processing. The value of mineral deposits is enhanced by their proximity to urban areas. However, these mineral deposits are endangered by the same urbanization that enhances their value. The non-renewable characteristic of mineral deposits necessitates the careful and efficient development of mineral resources to prevent their premature depletion or adverse impacts due to their extraction and use.

Policies in this section seek to conserve areas identified as containing significant mineral deposits and oil and gas resources for potential future use, while promoting the reasonable, safe, and orderly operation of mining and extraction activities within areas designated for such use, where environmental, aesthetics, and adjacent land use compatibility impacts can be adequately mitigated.

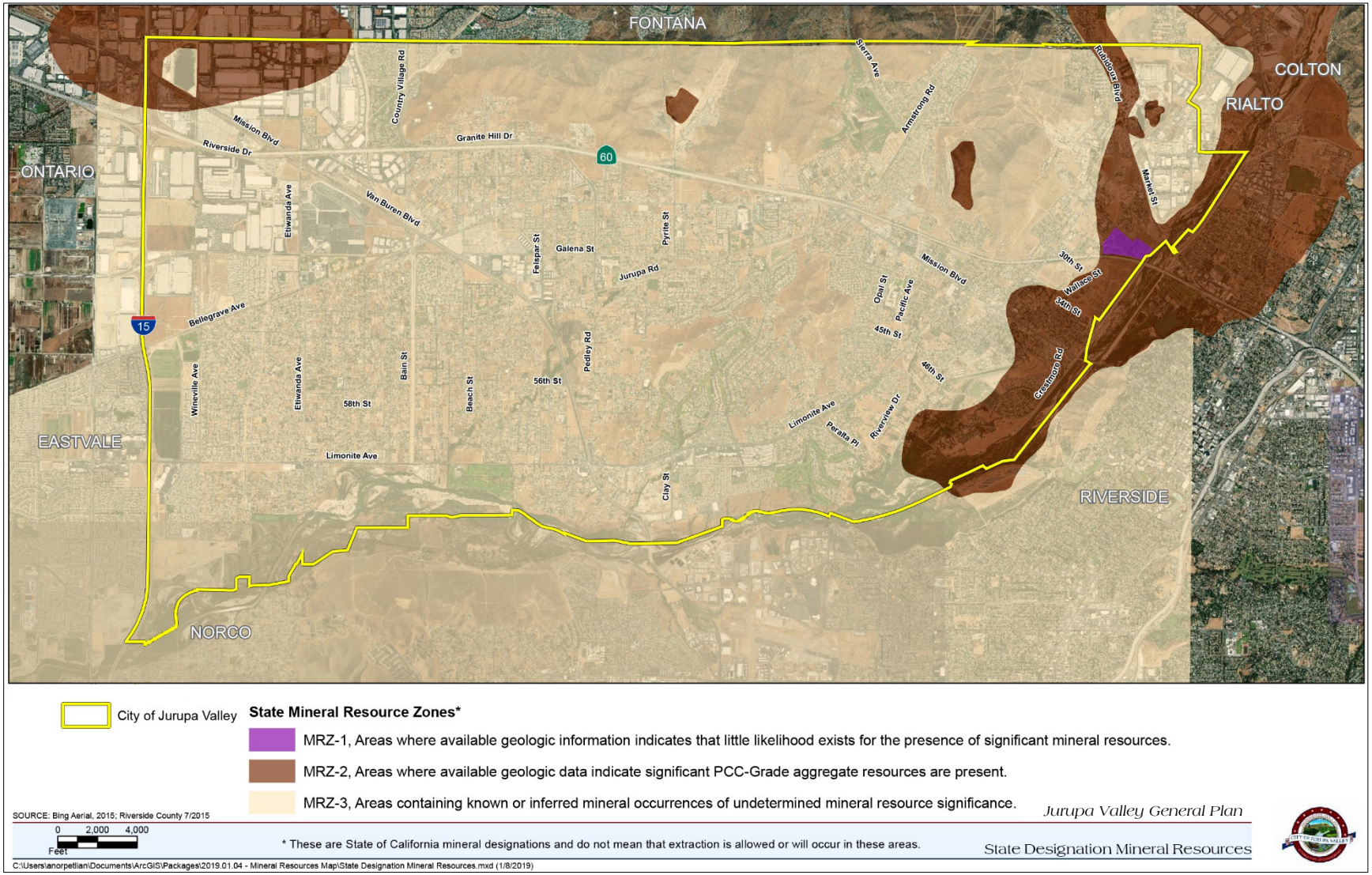


Figure 4-16: Jurupa Valley mineral resources

Policies

COS 6.2 **Compliance with SMARA.** Require that the operation and reclamation of surface mines be consistent with the California Department of Conservation's Surface Mining and Reclamation Act (SMARA) and with the Municipal Code.

COS 6.3 **Incompatible Uses.** Restrict incompatible land uses within the impact area of legal existing or potential surface mining uses and within areas designated in the General Plan as Open Space-Mineral Resources.

COS 6.4 **Approval Conditions.** Impose conditions as necessary on mining operations to minimize or eliminate the potential adverse impact of mining operations on surrounding properties and environmental resources.

COS 6.5 **Buffers.** Require that new non-mining land uses adjacent to existing mining operations be designed to provide a buffer between the new development and the mining operations. The buffer distance shall be based on an evaluation of noise, aesthetics, drainage, operating conditions, biological resources, topography, lighting, traffic, operating hours, and air quality.

Programs

COS 6.1.1 **Minerals Inventory.** Maintain up-to-date information regarding the location of mineral resource zones in the City.

COS 6.1.2 **City Review.** Update City ordinances to require that all proposals for mineral extraction and reclamation be reviewed by the Planning Commission and the City Council.

Energy Resources

Energy resources provide the power necessary to maintain the quality of life enjoyed by City residents. Many of the energy resources used within the City are non-renewable. For example, electricity and natural gas are the primary sources of household energy, while fossil fuels are the primary source of energy for most modes of transportation. Energy conservation and the substitution of renewable resources should be encouraged if these resources are to be preserved for future generations.

Petroleum Resources

Riverside County's petroleum resources are deposited in the form of oil and gas seeps. The State Division of Oil and Gas does not report

significant or active petroleum extraction in Jurupa Valley or the County. If extraction activities are undertaken in the future, the following policy provides direction for the siting of oil and gas facilities.

Policies

COS 6.6 **City Operations.** Seek ways to improve the energy efficiency of City operations to save energy, reduce consumption of non-renewable materials, reduce municipal costs, and set a positive example for the community.

COS 6.7 **City Vehicles and Equipment.** Purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use no- or low-emission sources of energy, if economically feasible.

COS 6.6 **Renewable Energy Resources.** Work with other agencies and utility providers to encourage safe, economical, and renewable energy resources, and to reduce non-renewable energy use through public education and participation in energy conservation programs.

COS 7 – Cultural and Paleontological Resources

Jurupa Valley is rich in history dating back hundreds of years, encompassing prehistoric Native American occupation, Spanish exploration and settlement, Mexican Period settlement, the American Period following statehood in 1850, and more recent history. Jurupa Valley derives its name from the first inhabitants of the area, Native Americans who called “Jurupa” their home. The Jurupa Valley area lies at the territorial boundaries of two different Tribes, the Gabrieliño Tribe and the Serrano Tribe. Over the years, there have been various interpretations of the meaning of “Jurupa,” from a greeting meaning “peace and friendship” to a more widely recognized interpretation that “Jurupa” refers to the California sagebrush once common in the area.

In 1774, Spanish explorer Juan Bautista De Anza, led an exploratory expedition along the Santa Ana River and through western Jurupa Valley, seeking a good land route from southern Mexico to Alta California. In 1838, the area became known as Rancho Jurupa under a land grant to Señor Don Juan Bandini by the Mexican government. By the late 1800s, the Jurupa Valley area began to live in the shadow of the more popular City of Riverside. Much of Jurupa Valley area has what once was a Riverside mailing address. Yet, settlement of the area in and around what is now the City of Riverside actually began in the Jurupa Valley many years before Riverside’s founding.

Figure 4-17 shows the Historic Jensen-Alvarado Ranch House, dating from 1870. This house and the surrounding park were part of early Mexican land grants in the Jurupa Valley: Rancho Jurupa (1838) and Rancho El Rincon (1839) that pre-existed California statehood (1850) and the formation of Riverside County (1893).



Figure 4-17: Historic Jensen-Alvarado Ranch House, 1870

Cultural resources consist of places (historic and prehistoric archaeological sites), structures, landmarks, or objects that provide evidence of past human activity or that have socio-cultural significance. They are important for scientific, historic, and/or religious reasons to cultures, communities, groups, or individuals.

Jurupa Valley has been inventoried for geologic formations known potentially to contain paleontological resources. Paleontological resources are the fossilized biotic remains of ancient environments. They are valued for the information they yield about the history of the earth and its past ecological settings. Lands with low, undetermined, or high potential for finding paleontological resources are mapped in *Figure 4-18* below. This map is used in the environmental assessment of development proposals and the determination of required impact mitigation. Riverside County has an extensive record of fossil life starting in the Jurassic period, 150 million years ago.

State- or federally listed historic resources are shown in *Figure 4-19* (page 4-37) and listed in *Table 4.1* (page 4-39). Based on preliminary historic studies and field evidence, it is likely that other, unlisted historically significant properties exist in Jurupa Valley, to be identified through future historic surveys or individual site inventories.

Policies

COS 7.1 **Preservation of Significant Cultural Resources.** Identify, protect, and, where necessary, archive significant paleontological, archaeological, and historical resources.

COS 7.2 **Public Information.** Encourage programs that provide public information on the City's history and cultural heritage, and participate with other agencies to help educate students about the City's rich natural and man-made environment.

COS 7.3 **Development Review.** Evaluate project sites for archaeological sensitivity and for a project's potential to uncover or disturb cultural resources as part of development review.

COS 7.4 **Site Confidentiality.** Protect the confidentiality and prevent inappropriate public exposure or release of information on locations or contents of paleontological and archaeological resource sites.

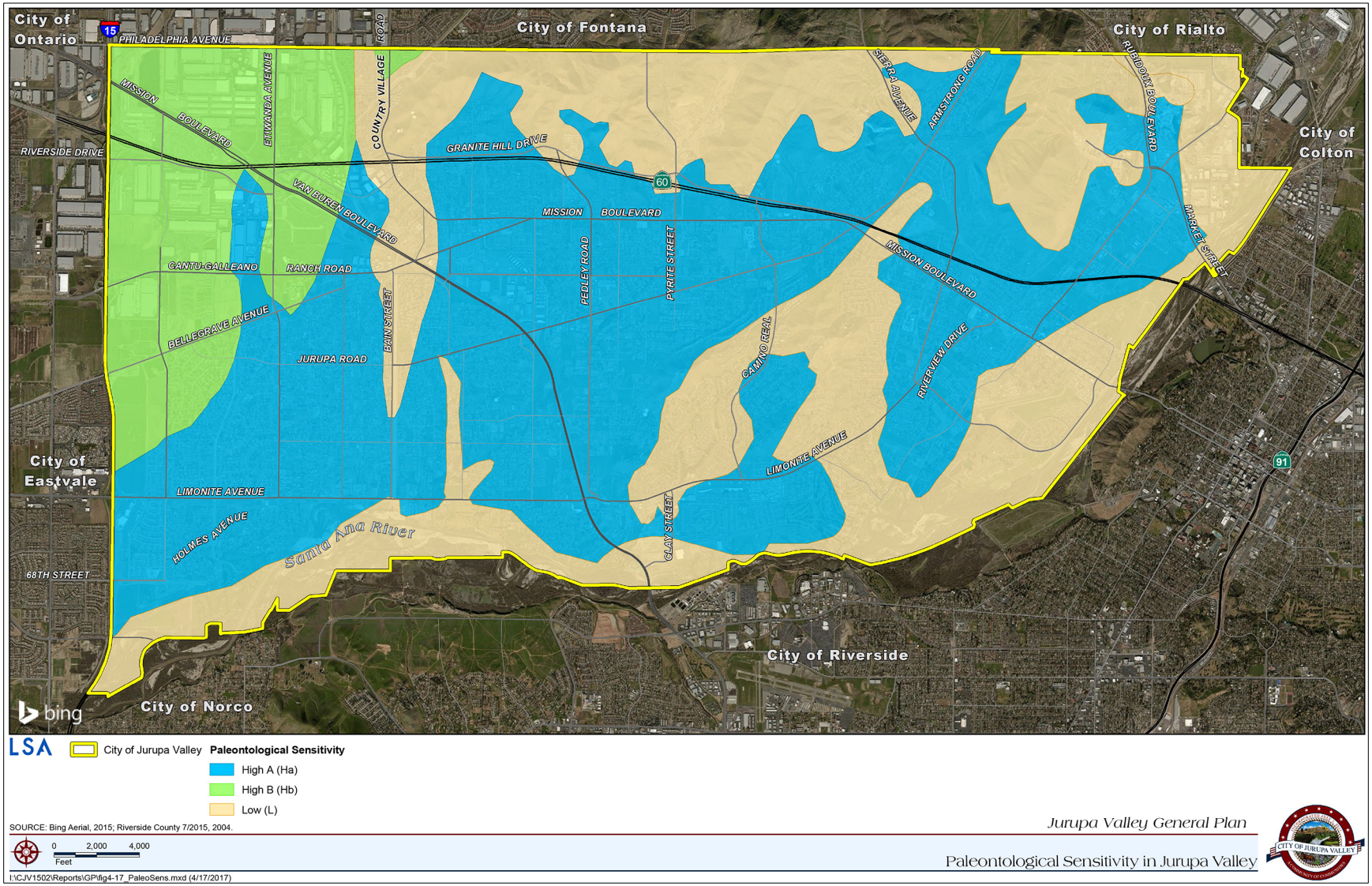


Figure 4-18: Paleontological sensitivity in Jurupa Valley

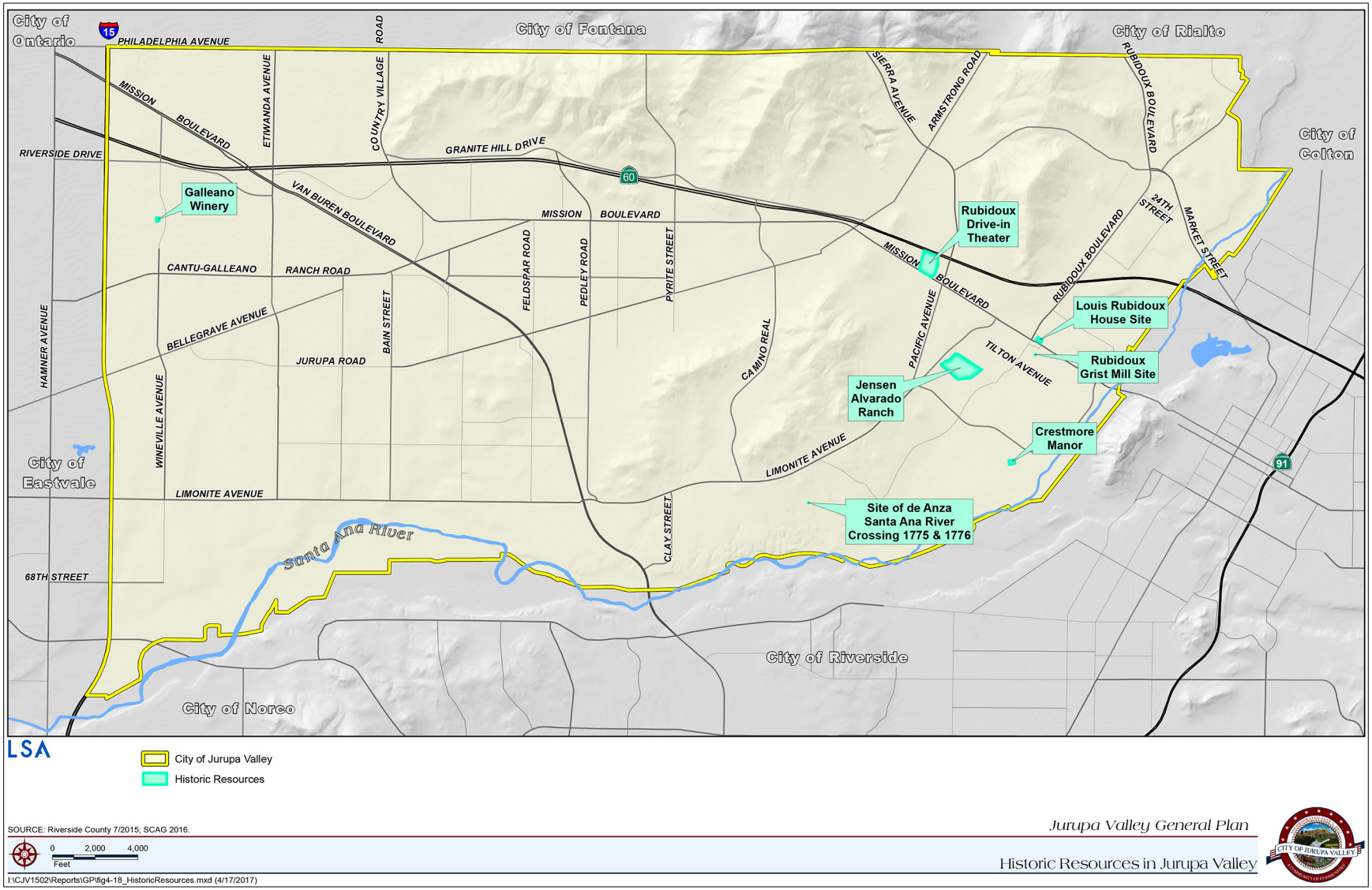


Figure 4-19: Historic resources in Jurupa Valley

COS 7.5 **Native American Consultation.** Refer development projects for Native American tribal review and consultation as part of the environmental review process, in compliance with state law.

COS 7.6 **Non-Development Activities.** Prohibit activities that could disturb or destroy cultural resource sites, such as off-road vehicle use, site excavation or fill, mining, or other activities on or adjacent to known sites, or the unauthorized collection of artifacts.

COS 7.7 **Qualified archaeologist present.** Cease construction or grading activities in and around sites where archaeological resources are discovered until a qualified archaeologist knowledgeable in Native American cultures can determine the significance of the resource and recommend alternative mitigation measures.

COS 7.8 **Native American Monitoring.** Include Native American participation in the City's guidelines for resource assessment and impact mitigation. Native American representatives should be present during archaeological excavation and during construction in an area likely to contain cultural resources. The Native American community shall be consulted as knowledge of cultural resources expands and as the City considers updates or significant changes to its General Plan.

COS 7.9 **Archaeological Resources Mitigation.** Require a mitigation plan to protect resources when a preliminary site survey finds substantial archaeological resources before permitting construction. Possible mitigation measures include presence of a qualified professional during initial grading or trenching; project redesign; covering with a layer of fill; and excavation, removal and curation in an appropriate facility under the direction of a qualified professional.

COS 7.10 **Historically significant buildings.** Prohibit the demolition or substantial alteration of historically significant buildings and structures unless the City Council determines that demolition is necessary to remove an imminent threat to health and safety and other means to eliminate or reduce the threat to acceptable levels are physically infeasible (see *Table 4.1* below). Additional unlisted historic resources may also be present and must be evaluated and protected, pursuant to CEQA requirements.

*Table 4.1: Designated Historic Structures in Jurupa Valley**

Historic Name	Location	Category/Status	Significance
Jensen-Alvarado Ranch	4307 Briggs Street Jurupa Valley, CA 92509	California Historical Landmark (Cornelius and Mercedes Jensen Ranch, No. 943),https://en.wikipedia.org/wiki/Jensen_Alvarado_Ranch - cite_note-OHP-2 listed on the National Register of Historic Places on September 6, 1979.	First kiln-fired brick building built in Riverside County and the oldest non-adobe structure in the Inland Empire. Ranch house and grounds serve as an 1880s living history interpretive museum administered by Riverside County Parks
Crestmore Manor	4600 Crestmore Road Jurupa Valley, CA 92509	Potentially significant, architecture and commerce.	Crestmore Manor, a 10,830-square-foot colonial-style mansion, built in mid-1950s by W.W. "Tiny" Naylor, a restaurateur and the state's then second-leading thoroughbred horse breeder.
Galleano Winery	4231 Wineville Road Jurupa Valley, CA	Listed, National Register of Historic Places, architecture and commerce.	Early example of Southern California vineyard and winery.
Robidoux [*sic*] Grist Mill Site	5540 Molina Way Rubidoux	California State Historic Landmark #303; marker.	One of the first grist mills in this part of Southern California, built by Jurupa Valley pioneer Louis Rubidoux on the Rancho Jurupa in 1846-47.
Site of Louis Robidoux [*sic*] House	5575 block, Mission Boulevard, Rubidoux	California State Historic Landmark and Riverside County Historic Landmark; marker.	Location of former home of Louis Rubidoux (nee "Robidoux").
Site of de Anza crossing of the Santa Ana River, 1775 and 1776.	Jurupa Hills Country Club. Site is near Union Pacific Bridge, Jurupa Heights; plaque is located between the clubhouse and No. 1 tee, Jurupa Hills Country Club Golf Course, 6161 Moraga Avenue	California State Historic Landmark; marker.	On January 1, 1776, the first party of colonists to come overland to the Pacific Coast, led by Early California explorer Juan Bautista de Anza, crossed the Santa Ana River south of this marker and camped between here and the River.
Rubidoux Drive-in Theater	3770 Opal Street	Potentially significant, architecture and entertainment/cultural.	Vintage 1948 drive-in movie theatre, one of the oldest drive-in theaters in continuous operation; only about 20 drive-in theaters remaining in California.

*Additional potentially historic resources are known to exist and require additional documentation for listing.

Programs

COS 7.1.1 **Historic Survey of Resources, Districts, and Neighborhoods.** Conduct a survey to identify historic resources, districts and neighborhoods, such as the historic city areas or Rubidoux, Glen Avon, and Pedley with the Historic Resources Overlay and protect and, where possible, enhance their historic character through appropriate district signage, public improvements, and development incentives.

COS 7.1.2 **Historical Preservation Incentives**. Consider offering preservation incentives, such as the Mills Act Tax Reduction program to encourage maintenance and restoration of historic properties.

COS 7.1.3 **Construction in Historic Districts.** Prepare (or update, where guidelines already exist) architectural design guidelines to provide specific guidance on the construction of new buildings and public improvements within areas designated in the General Plan with the Historic Resource Overlay, such as town centers, historic districts, and historic neighborhoods.

COS 7.1.4 **Public Information Programs.** Foster public awareness and appreciation of cultural resources by sponsoring educational programs or by collaborating with agencies, nonprofit organizations, and citizens groups to provide public information on cultural resources and display artifacts that illuminate the City's history. The City will encourage private development to include historical and archaeological displays where feasible and appropriate.

COS 7.1.5 **Cultural Resource Program.** Develop a cultural resource program, describing eligible cultural resources, listing criteria, "sensitive and effective" listing procedures, noticing requirements, benefits of listing (e.g., Mills Act, flexible development standards) and historic plaques and district signage.

COS 8 - Open Space and Recreation Resources

In partnership with other agencies, such as the Riverside County Regional Park and Open Space District, the Jurupa Area Recreation and Park District, the City of Jurupa Valley offers a wide range of protected open spaces, parks and recreational areas as shown in *Figure 4-3* (page 4-3 above). Open space and recreation facilities provide a variety of recreational opportunities and help maintain a distinct urban boundary and buffer between the City and adjacent urbanized areas. The following policies relate to the preservation, use, and development of a comprehensive open space system consisting of passive open space areas, and parks and recreation areas that have recreational, ecological, and scenic value.

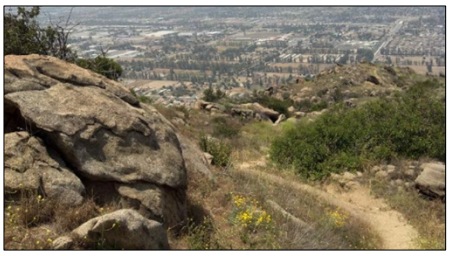


Figure 4-20: Mount Jurupa Trail overlooking Jurupa Valley

Policies

COS 8.1 **Environmental Resource Protection.** Preserve and maintain open space that protects environmental resources and protects public health and safety.

COS 8.2 **Extension of Public Facilities.** Avoid the extension of public streets, facilities, services, and utilities for urban uses into areas designated as Open Space in the General Plan.

COS 8.3 **Conversion of Recreation and Open Space Uses.** Discourage the conversion of dedicated parklands and designated open space to non-recreational or non-open space uses. Where conversion is unavoidable, require developers or responsible agencies to replace parklands that are converted to other uses on a 2-for-1-acre basis, with similar or improved facilities and programs, and open space with land of equivalent open space value.

COS 8.4 **Equal Access to Recreation and Open Space Resources.** Ensure that the City's open space and recreational network accommodates the needs of all residents, regardless of their income, ethnicity, physical capabilities, or age.

COS 8.5 **Parkland Implementation Strategies.** Require new development to provide funding and/or long-term implementation strategies for the acquisition and improvement of active and passive parks, open space, and recreational sites, when appropriate.

COS 8.6 **Provision of Recreation Facilities.** Require that parkland or open space dedication and improvement occur prior to, or concurrent with, construction, as a condition of approval of new residential subdivisions *(Figure 4-21)*.

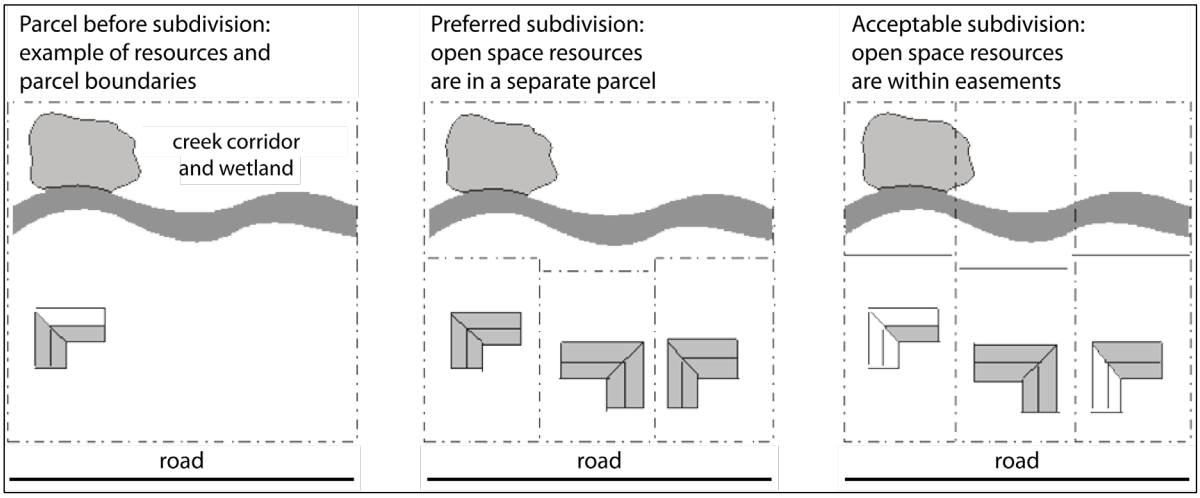


Figure 4-21: Open Space resources in a subdivision (City of San Luis Obispo, California)

COS 8.7 **Public Access.** Provide public access to open space resources when doing so is consistent with protection of the resources, and with the security and privacy of affected landowners and occupants. Access will generally be limited to non-vehicular movement, and may be restricted in sensitive areas.

COS 8.8 **Trails Network.** Establish an off-street trails network, linking residential/equestrian areas, local open space attractions, staging areas, and regional trail connections, integrating elements of the JARPD' s Vision for Master Trails Plan *(Appendix 16.0)* as determined appropriate by the City Council.

COS 8.9 **Open Space Enhancement and Restoration**. Encourage, and, as budget resources allow, support the enhancement and restoration of permanently dedicated open space and trail easements. Enhancements may include trail clearing, erosion protection, drainage, fencing, revegetation, trash clean up, directional and interpretive signage, and other improvements the City Council determines necessary for public health and safety.

COS 8.10 **Fire Prevention Activities**. Conduct fire prevention activities such as fuel clearance or thinning, grading, prescribed burns, or other activities pursuant to an approved Conservation Plan, and under the supervision of state and local wildlife authorities and CAL FIRE representatives, except in an emergency. Habitat preservation shall be given equal priority with fire prevention wherever possible.

Programs

COS 8.1.1 **Protect Open Space Resources.** Take the following actions to protect open space, and encourage individuals, organizations, and other agencies to take the same actions within their areas of responsibility and jurisdiction:

1. **Open Space Designation.** Apply Open Space or Agriculture zoning to private property where equitable development potential is granted to the property owner for the remainder of the land, as appropriate and consistent with General Plan goals and policies.
2. **Open Space and Trails Dedication.** Preserve or enhance open space and trails resources through application of conditions of subdivision and development approvals, consistent with General Plan goals and policies.
3. **Donations and Grants.** Seek and use grants, donations, other revenue sources, and long-term financing mechanisms to purchase fee ownership or easements. The City will consider allocating funding for open space acquisition and protection, and will explore all potential funding sources and other mechanisms.
4. **Interagency Cooperation.** Promote interagency cooperation for open space acquisition, greenbelt, creeks, wetlands, and wildlife habitat protection in open space areas by coordinating with other government agencies and organizations having interest or expertise in resource protection.

COS 9 – Scenic Resources

Jurupa Valley's outstanding scenic resources give the City its distinctive character and appeal, and contribute to its residents' quality of life. In general, scenic resources include natural areas that are visible to the public and include natural landmarks, hills and mountain peaks, ridgelines, floodplains and stream channels,

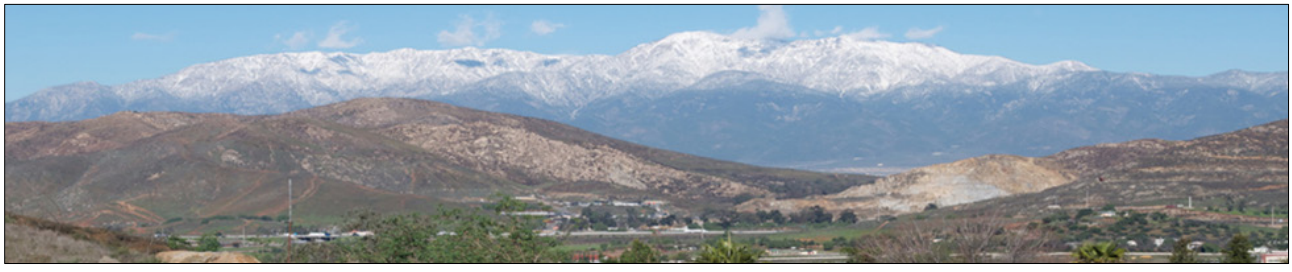


Figure 4-22: San Bernardino Mountains in snow, looking northeast from Jurupa Valley

agricultural fields, mature trees and agricultural windbreaks, riparian woodlands, and other prominent or unusual landscape features. Scenic backdrops include hillsides and ridges that rise above or adjacent to urban or rural areas or highways. Scenic vistas are points or corridors that are accessible to the public and that provide a view of scenic areas and/or landscapes. Following are policies to protect these resources and ensure that development enhances and does not obscure them or detract from their beauty.

Several roadways in Jurupa Valley provide outstanding views of surrounding scenic resources. Enhancing aesthetic experiences for residents and visitors to the City and County is essential to preserve the visual quality and character of Jurupa Valley. It may also help to promote tourism, a small but potentially significant contributor to the City's economic health. Enhancement and preservation of these scenic resources requires careful application of scenic highway standards along officially designated scenic routes. City policies that seek to protect and maintain resources in corridors along scenic highways are provided below.

Policies

COS 9.1 Protect scenic resources, especially skylines, undeveloped ridgelines, rocky hillsides, river view corridors, and outstanding scenic vistas not designated for urban uses from development, and maintain those resources in their current patterns of use.

COS 9.2 Ensure that development in areas with scenic values, including natural or agricultural landscapes, is visually subordinate to and compatible with the dominant landscape features, colors, and textures. Development includes, but is not limited to buildings, signs (including billboard signs), roads, utility and telecommunication lines, and structures. Such development shall:

1. Avoid visually prominent locations such as ridgelines, and slopes exceeding 20%, particularly in the visually sensitive Jurupa Mountains.
2. Avoid unnecessary grading, vegetation removal, and site lighting.
3. Incorporate building forms, architectural materials, and landscaping that respect the setting, including the historical pattern of development in similar settings, and avoid stark contrasts with its setting.
4. Preserve scenic or unique landforms, significant trees in terms of size, age, species or rarity, historical features, and rock outcroppings.

COS 9.3 **Urban development.** Implement the following aesthetic principles and encourage other agencies with jurisdiction to do so:

1. **Design Context.** Urban development should be designed to reflect its architectural, environmental, and historical context. This does not necessarily prescribe a specific style, but requires deliberate design choices that acknowledge human scale, natural site features, and neighboring urban development, and that are compatible with historical and architectural resources. Plans for sub-areas of the city and within the three town centers may require certain distinctive architectural styles.
2. **Utilities and Signs.** In and near public streets, public spaces and parks, and important scenic resources, features that clutter, degrade, intrude on, or obstruct views should be avoided. Necessary features, such as utility and communication equipment, and traffic equipment and signs should be designed and placed so as to not impinge upon or degrade scenic views, consistent with the primary objective of safety. Billboard and electronic signs within scenic corridors shall require City Council approval.
3. **Streetscapes and Major Roadways.** In the acquisition, design, construction, or significant modification of major roadways (highways/ regional routes and arterial streets), the City will promote the creation of "streetscapes" and linear scenic parkways or corridors that promote the City's visual quality and character, enhance adjacent uses, and integrate roadways with surrounding districts. To accomplish this, the City will:

    - Establish streetscape design standards for major roadways.
    - Encourage the creation and maintenance of planted medians and widened parkway landscaping.
    - Retain mature trees in the public right of way.
    - Emphasize the planting and maintenance of California native tree species of sufficient height, spread, form, and horticultural characteristics to create the desired streetscape canopy, shade, buffering from adjacent uses, and other desired streetscape characteristics.
    - Encourage the use of water-conserving land-scaping, street furniture, decorative lighting and paving, arcaded walkways, public art, and other

pedestrian-oriented features to enhance streetscape appearance, comfort, and safety.

- Encourage and, where possible, require under-grounding of overhead utility lines and structures.

COS 9.4 **View Protection in New Development.** The City will include in all environmental review and carefully consider effects of new development, streets and road construction, grading and earthwork, and utilities on views and visual quality.

COS 9.5 **Views to and from Public Places, Including Scenic Corridors.** The City will preserve and improve views of important scenic resources from public places, and encourage other agencies with jurisdiction to do so. Public places include parks, plazas, the grounds of civic buildings, streets and roads, and publicly accessible open space. In particular, the route segments shown in *Figure 4-23* below are designated as local scenic corridors.

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.
2. Where important vistas of distant landscape features occur along local streets, street trees shall be clustered to facilitate viewing.

Programs

COS 9.1.1 **Visual assessments**. Require evaluations and/or visual simulations for development projects that could affect scenic resources and scenic vistas.

COS 9.1.2 **Scenic Highway Designation.** Advocate state and county scenic highway designations and protective programs for highways and other roads connecting Jurupa Valley with other communities.

COS 9.1.3 **Undergrounding Utilities.** Place existing overhead utilities underground, with highest priority for scenic roadways and entries to the City, and require utilities, community services districts, and other responsible agencies to do likewise.

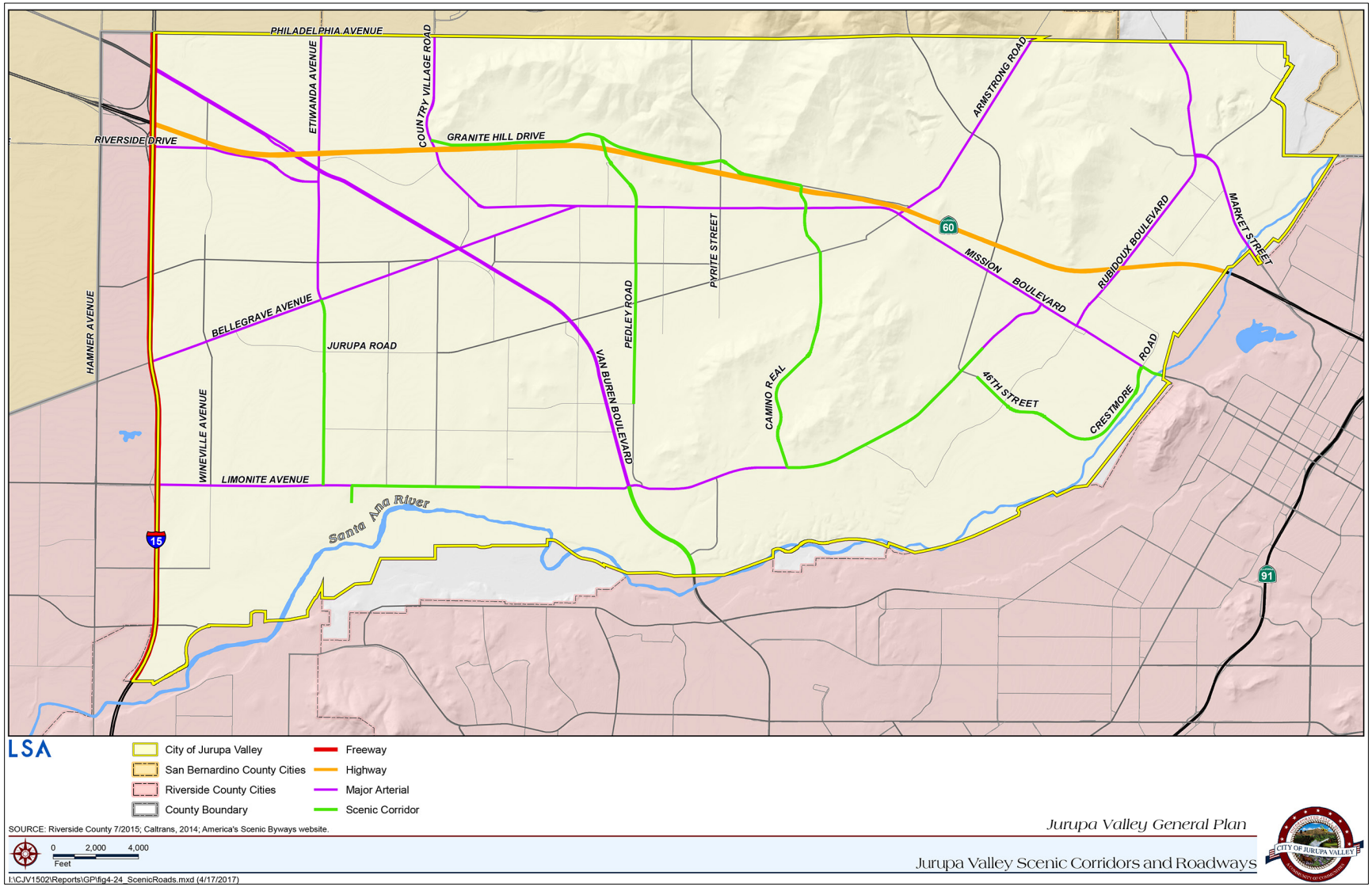


Figure 4-23: Jurupa Valley scenic corridors and roadways

COS 9.1.4 **Billboards.** Amend the Municipal Code as needed to limit the installation of new billboard signs along scenic corridors and roadways, and to require City Council approval of billboards along scenic corridors.

COS 9.1.5 **New Development.** Ensure that new development within designated scenic highway corridors are designed with adequate site planning, setbacks, non-structural noise buffers, and construction assemblies to avoid the need for sound attenuation walls, while balancing the objectives of maintaining scenic resources with accommodating compatible land uses.

COS 9.1.6 **Grading.** Utilize contour grading and slope rounding to gradually transition graded roads slopes, utilities, and development sites within and adjacent to scenic highway corridors to create natural landscape forms that follow the area's natural topography.

COS 10 – Dark Skies



Figure 4-24: Dark sky preservation in Borrego Springs

A dark sky is the night sky with minimal light impact from urban land uses or structures. Light intrusion into the night sky obstructs views of astrological features, disrupts normal animal behavior and natural plant cycles, and adversely affects human health. Focusing lights where they are needed reduces light glare and pollution, allowing the sky to be observed and enjoyed in a more natural state. Furthermore, strategies to reduce light impacts can also help conserve energy, lower energy costs and improve safety.

The International Dark Sky Association (IDA) is a nonprofit, 501(c)(3) organization with chapters forming in many parts of the world. It is one of many such organizations dedicated to reducing the environmental and health effects of unwanted light. Its mission is to preserve and protect the nighttime environment and our heritage of dark skies through environmentally responsible outdoor lighting. IDA provides information and resources to communities to help them.

Improve the nighttime environment by reducing light pollution through better lighting practices that provide:

- *Energy savings resulting in economic benefits*
- *Superb nighttime ambience and quality of life*
- *Conservation of nocturnal wildlife and ecosystems*
- *Safeguarding of scientific and educational opportunities, such as astronomy*
- *Increased visibility, safety, and security at night by reducing glare*
- *Preservation of cultural heritage and inspiration for the arts*

Many cities throughout California and the U.S. have become International Dark Sky Communities, such as Borrego Springs, pictured above. An IDA International Dark Sky Community is a town, city, municipality or other legally organized community that has shown exceptional dedication to the preservation of the night sky through the implementation and enforcement of a quality outdoor lighting ordinance, dark sky education, and citizen support of dark skies. Dark Sky Communities excel in their efforts to promote responsible lighting and dark sky stewardship, and set good examples for surrounding communities.

Existing light pollution sources include unshielded outdoor residential and commercial lighting, public street lighting, and temporary sources such as sports field lighting or construction lighting. When properly aimed and shielded, most lighting glare that affects the nighttime sky can be prevented or minimized. Many areas in Jurupa Valley are semi-rural and do not require the same lighting levels or public street lighting that is common in more urbanized areas. Where exterior lighting is appropriate, it is the City's intent to require all new public and private lighting, including public street lighting, to be properly shielded and to retrofit unshielded lighting, wherever possible.

Policies

COS 10.1 **Outdoor Lighting**. Require outdoor lighting to be shielded and prohibit outdoor lighting that:

1. Operates at unnecessary locations, levels, and times
2. Spills onto areas off-site or to areas not needing or wanting illumination
3. Produces glare (intense line-of-site contrast)
4. Includes lighting frequencies (colors) that interfere with astronomical viewing

COS 10.2 **New Residential Development and Remodeling Projects.** Require development projects and major remodel projects to minimize light pollution and trespass while enhancing safety and aesthetics.

COS 10.3 **Public Facilities, Buildings, and Streets.** Use outdoor light-shielding measures for new and existing lighting fixtures, including signs, to minimize light trespass and glare while enhancing safety and aesthetics.

COS 10.4 **Commercial and Industrial Buildings.** Require that site lighting for commercial and industrial uses is unobtrusive and constructed or located so that only the intended area is illuminated, off-site glare is prevented, and adequate safety is provided.

COS 10.5 **Public Education and Outreach.** Support programs that provide public education on the importance of dark skies and how to protect them. Collaborate with nonprofit and other public agencies to help achieve our goals.

Programs

COS 10.1.1 **Lighting Standards.** Develop lighting standards based on the International Dark-Sky Association's (IDA's) Model Lighting Ordinance, with emphasis on preserving the City's equestrian, semi-rural character.

COS 10.1.2 **Retrofit Plan.** Establish a retrofitting plan for outdoor lighting on City streets and at City facilities, and encourage community service districts to do the same.

COS 10.1.3 **Grant Funding**. Seek grant funding for City lighting upgrades, incentive programs, and new fixtures.

COS 10.1.4 **Public Awareness.** Develop a dark sky public awareness campaign (e.g., April is Dark Sky Month, dark sky page on City's website, City Council proclamation).

COS 10.1.5 **Regional Collaboration**. Collaborate with neighboring jurisdictions to identify the appropriate location and night lighting standards for a dark sky park.

COS 10.1.6 **Engineering Standards.** Review City engineering standards for possible changes to public street lighting locations, design and spacing to reduce light pollution, improve energy efficiency and maintain safety.

###

5 – Housing Element



Figure 5-1: Housing Diversity in Jurupa Valley

A. Introduction

This Housing Element identifies the housing needs and goals, policies, and programs for Jurupa Valley for 2021 through 2029, and promotes expanded housing opportunities, community safety, prosperity, and quality of life for all, consistent with Jurupa Valley's adopted Community Values Statement, included in *Appendix 8.0* to the General Plan.

This Housing Element was prepared to establish a strategy to meet this young City's housing needs for all income levels, including affordable and market-rate housing. This Housing Element was prepared to meet the State of California's 6th Cycle Housing Element Update Planning Period from October 15, 2021 to October 15, 2029. The primary issues addressed include:

1. The provision of decent housing in a healthy environment for all income levels;
2. Affordable housing for special needs populations;

3. Implementation of housing programs;
4. Rehabilitation and preservation of existing affordable housing; and
5. Removal of blight.

Housing is a key part of the City's overall economic development efforts to improve and expand its housing stock, improve property values, diversify the employment base, and improve the quality of life for all residents.

This element contains a reflection of the local issues and state law requirements for the State of California and also demonstrates a determination to meet the minimum requirements under the Regional Housing Needs Allocation (RHNA) determined by the Department of Housing and Community Development (HCD). The following list provides the Primary goals that continue to influence the City's objectives, policies, and programs.

Primary Goals

HE 1: Encourage and, where possible, assist in the development of quality housing to meet the City's share of the region's housing needs for all income levels and for special needs populations.

HE 2: Conserve and improve the housing stock, particularly housing affordable to lower income and special needs households.

HE 3: Promote equal housing opportunities for all persons.

HE 4: Maintain and enhance residential neighborhoods and remove blight.

HE 5: Reduce residential energy and water use.

HE 6: Affirmatively further fair housing.

The Housing Element of the General Plan is only one facet of a City's planning program. The *California Government Code* requires that General Plans contain an integrated, consistent set of goals and policies. This Housing Element helps shape and is influenced by policies contained in the other nine Elements of this General Plan; particularly by the Land Use Element, which establishes the location, type, intensity, and distribution of land uses throughout the City, and by the Mobility Element, which establishes policies for the movement of people, goods, and services throughout the City.

State Housing Element Requirements

State law requires the preparation of a Housing Element as part of a jurisdiction's General Plan (*California Government Code* §65302(c)). It is the primary planning guide for local jurisdictions to identify and

prioritize housing needs and to determine ways to meet these needs best while balancing community objectives and resources.

Appendix A in this Housing Element contains background details regarding the City's inventory of sites for housing development, and Housing Element Appendix B contains a summary of proposed sites for redesignation/rezone.

Consistency with Other Elements of the General Plan

This Housing Element builds upon the other General Plan elements and is consistent with the policies and proposals set forth in them. By law, General Plans must be internally consistent. Therefore, proposed amendments to any element must be evaluated against the other General Plan elements to ensure that no conflicts occur.

When the City of Jurupa Valley was incorporated in 2011, the new City adopted the County's General Plan, including the Housing Element. The 2017 Housing Element was the City's first locally prepared housing element and was developed as part of its new 2017 General Plan. The 2021-2029 Housing Element is the second Housing Element for the City of Jurupa Valley as required by the timeline set by HCD. As part of the development of this Housing Element Update, the City ensured consistency with the Safety and Environmental Justice elements as required by state law, as well as all other elements of the General Plan.

Housing must be viewed in a context that includes more than the availability of adequate shelter. External factors affecting the adequacy of housing include the quality of public services, aesthetics and visual characteristics, and proximity to related land uses. For example, the location of housing often determines the extent of school, park, library, police, fire, and other services associated with housing.

Housing is a unique element in that the plans for housing can significantly change the plans and development of the other elements. The following explains how the elements are related.

- **Air Quality**: In terms of housing, air quality can dictate the types and concentration of housing development due to the kinds of emissions that can result from human activities that produce air-polluting greenhouse gases. Air Quality Goal #6 works to deal with the expected issues surrounding Jobs and Housing.
- **Community Safety, Services and Facilities**: This combined element covers facilities and safety that can affect the physical development and quality of life in Jurupa Valley. Community Safety, Service and Facilities Goal #1 and

Goal #2 integrate the efforts to provide protection and services to the new housing development in the City.

- **Economic Sustainability**: Build and maintain a thriving local economy to expand employment and business opportunities, provide needed products and services, increase median income and property values, and help preserve and enhance Jurupa Valley's quality of life. In this context, housing can change the speed of growth of the economic base of the community and seek a housing and jobs balance within the City.
- **Environmental Justice**: The goal of the Environmental Justice Element is to ensure environmental equity for all persons, regardless of race, color, national origin, or income, and establish and maintain an open and inclusionary public decision-making process. While all of the goals in the Environmental Justice Element impact the development of the Housing Element, Environmental Justice Goal #4 specifically reviews Healthy and Affordable Housing.
- **Healthy Communities**: The Healthy Communities Element establishes goals and policies to help improve quality of life and foster healthy behavior and lifestyles, translating the General Plan vision for a robust Jurupa Valley into reality. Housing in this context is viewed as physical, social, and cultural factors of health and well-being of the community of Jurupa Valley.
- **Land Use**: The goal of the Land Use Element is to use land to maintain and enhance Jurupa Valley's unique, small-town character and equestrian-friendly neighborhoods while promoting economic opportunities and prosperity for all. This element works with housing to maintain population growth and development trends, and balance the types and density of housing in the City.
- **Mobility**: The Mobility Element works to create a multi-modal mobility network that protects Jurupa Valley's semi-rural character and lifestyle, is attractive, and provides all users with safe connections to homes, jobs, schools, commercial areas, public facilities, and recreation areas, and that reduces dependence on the use of single-occupant automobiles.
- **Noise**: In the Noise Element, the City describes how it intends to prevent and mitigate the adverse impacts of excessive noise exposure on its residents, employees, visitors, and other persons. In the case of housing, the Noise Element will consider land use compatibility to noise generators like commercial and industrial development to housing.

- **Conservation and Open Space**: The Conservation and Open Space Element promotes public health and safety by redirecting development away from areas subject to geologic hazards, flooding, and fires. The goals of the Conservation and Open Space Element are integrated into housing through access to open spaces from housing and the hope to preserve the resources for the future generation of Jurupa valley residents.

Public Participation

In preparing the 6th Cycle Housing Element, involvement with community members was prioritized to fully understand their values and ideas for the future. There were several opportunities for community members and housing interest groups to express their input and weigh in on housing issues. Although in-person outreach was limited due to COVID-19 constraints, the community adapted and found meaningful ways to get involved in the Housing Element update process through digital engagement platforms and virtual meetings. A summary of outreach activities conducted during the planning effort is provided below. Housing Element Appendix C contains community engagement materials used to inform and solicit input from the public during the process, including public notices, the Community Housing Survey, and community workshops.

Website and Community Housing Survey

In winter 2020-21, the City launched the Housing Element Update webpage and online Community Housing Survey (in English and Spanish). The website contained educational information about the purpose and process for the Housing Element, project updates, and notices of upcoming opportunities to participate. This included the opportunity to sign up for an email list for future updates for the public study sessions and workshops that were planned for community participation.

To date, the Community Housing Survey has resulted in 231 responses. To connect with as many residents of Jurupa Valley as possible, the survey was promoted through the City's Planning Commission and City Council meetings, the City's email list, the City's Facebook page, and the City's website. The survey was open to the public through the Housing Element development process, and the responses demonstrated that the community's interests and concerns reflected those found in the data and demographics. The responses from a majority of the survey takers show that those with the greatest need for housing in Jurupa Valley are seniors, large families, young adults, and homeless persons. The responses also reveal that the community does not see any difficulty in finding

housing but does see the need for affordable housing and would like to see more diversity in affordable housing. Through the survey, the City also received a wide variety of comments on housing that are available in full in Housing Element Appendix C.

A summary of the survey responses identified the following housing concerns and desires for the City.

- Desire to increase the variety of housing types and affordability
- Desire to see government assistance for the maintenance of existing homes
- Desire to see housing developed near access to community and commercial amenities
- Desire to provide housing to those who are in the special need categories (i.e., those who are homeless, single parent household, seniors or living with disabilities)

The survey was provided in English and Spanish. To reach growing population of Spanish speakers living in the community, the outreach notices were also provided in Spanish and English. In addition to the normal methods of distribution and legal noticing; the many utility companies, public agencies and nonprofits organizations that operate in the City were able to provide their customers access to the information available through their websites and utility bills. These surveys results captured the community's sentiments towards the current housing issues present in Jurupa Valley.

The City incorporated the data into the overall analysis of the Element and the main concerns of the community were reviewed and addressed in the Housing Opportunities and Resources Section of this Housing Element. The responses received from the community resulted in specific emphasis on affordable housing and diversity of in future housing types.

Planning Commission and City Council Study Sessions: Housing Element Overview, Sites Inventory and New Housing Laws

Public input was facilitated by means of separate Study Sessions conducted with the Planning Commission and the City Council on March 10, 2021 and April 15, 2021, respectively, that provided an overview of Housing Element requirements and housing law and a discussion of the City's RHNA and potential housing sites to meet the RHNA. The Planning Commission and City Council were generally supportive of the need for additional housing sites in the City and indicated areas of the City where additional housing and density would be most feasible, including within the Specific Plan areas and

along the City's major transportation corridors. The meetings were noticed as follows and open for public participation and comment.

- Notices were mailed to interested persons and public agencies.
- Notices were posted at City Hall.
- Notices were posted on the City's website.
- Notices were placed in the Press Enterprise Newspaper (print and digital).

Community Workshops

On April 5 and 6, 2021 public workshops were conducted on the Housing Element, one in English and one in Spanish. Due to the COVID-19 pandemic, the workshops were conducted via teleconference with computer stations available at City Hall for participants without computer access. The workshops were advertised on the City's website, community websites, and through social media. During the workshops, City staff provided an overview of Housing Element requirements and housing law and a discussion of the City's RHNA and potential housing sites to meet the RHNA. Participants were then encouraged to provide their input on housing issues and needs in Jurupa Valley. Overall, participants agreed that lack of affordable housing is the biggest housing issue in Jurupa Valley.

During these workshops the participants also emphasized the following concerns and desires for the City to address:

- Desire to increase the variety of housing types and affordability,
- Desire to locate higher density housing near transportation corridors,
- Desire to see more multi-family dwelling development and small lot or condo developments to increase the income variety of the community,
- Desire to see more shared open spaces in the community and developments with less traditional lawns.

These comments have been incorporated into the development of the Housing Opportunities and Resources Section of this Housing Element.

Public Review Draft Housing Element

The Draft Housing Element was made available for public review at City Hall and on the City's website beginning on May 20, 2021. Notices to inform the public and stakeholders about the availability of the Draft Housing Element were mailed and emailed to housing interest groups, including all homeowner's associations in the City, and announcements of the Draft Housing Element were sent to

subscribers of the City's email service, community agencies, and Facebook, and were made at Planning Commission and City Council meetings.

Planning Commission and City Council Joint Study Session: Final Sites Inventory and Draft Housing Element

On May 20, 2021, a joint study session was conducted with the Planning Commission and the City Council on the Final Sites Inventory (Housing Element Appendix A), Proposed Redesignation/ Rezone Sites (Housing Element Appendix B), and the Draft Housing Element. This study session provided an overview of the Draft Housing Element and a detailed overview of the sites inventory. The meeting was noticed and open for public participation and comment. In addition, the City directly invited housing interest groups, including affordable housing developers and nonprofits, senior care providers, property management companies, and the Chamber of Commerce. A notice was also mailed to representatives of all homeowner's associations in the City.

This study session was attended by Planning Commissioners, City Council members, community members, and community interest group representatives. The study session was livestreamed through the City website, and community members were provided the opportunity to send in written comments ahead of the session on May 20, 2021. The study session began with an overview of the Draft Housing Element and the timeline of the development and community involvement with this document. The presentation also included a review of the Sites Inventory and ability of the City to meet its RHNA allocation based on existing and proposed land use designations and known development projects. The presentation was then followed by a discussion about proposed sites for redesignation/rezone to the City's highest density residential designation (HHDR) and R-3 zone and the criteria used to select sites. Sites were chosen to best encapsulate the City's RHNA as set by the HCD. The discussion centered on vacant sites available in the City of Jurupa Valley.

The City Council had the following comments, and based on individual study sessions, the draft document and the list of sites provided, they voiced their desires to see the following:

- Desire to see highest density housing around commercial development
- Desire to see fewer industrial uses around housing
- Desire to see that no more housing get built directly in areas that are currently impacted by traffic issues

- Desire to see quality housing through designs and buffering to reduce the effects of pollutants to housing sites

All of the comments provided by City Council members were included and responded to through the programs in this document. For example, the housing sites proposed for redesignation and rezoning have been located near existing and planned commercial developments and future commercial development so that the community will have access to amenities.

Planning Commissioners provided comments on the sites and the following desires:

- Desire to house as many people as possible in the community as part of a balancing act with jobs
- Desire to see that the development for highest density housing infill and transit corridors spread the density throughout the city
- Desire for inclusionary and mixed income developments for residents to encourage healthy communities

These comments were taken into account when writing this document and were used to modify the overall Sites Inventory and proposed redesignation/rezone sites. The current housing policies in this document also include programs to address the diversity of housing for different incomes, the concentration and location of highest density housing, as well as environmental justice needs for housing development.

This meeting was attended by the public and watched through the livestream available on the City website. This meeting was recorded and kept for future record. Representatives from the Center for Community Action and Environmental Justice (CCAEJ) and Inland Equity, two local environmental justice groups, attended the meetings and spoke of their comments on the Draft Housing Element and also wrote into the City concerning potential additional programs to further the development of affordable for all.

The nonprofits discussed the following desires for inclusion in the City's Housing programs:

- Desire for rent control in Jurupa Valley
- Desire to raise fines through code enforcement for substandard housing in both rental and ownership
- Desire for elimination of the lowest density residential zoning
- Desire for programs to assist with housing ownership rather than renting
- Desire to relocate the potential housing sites farther away from transportation corridors

- Desire to see inclusionary and mixed housing

The comments received by the City at this study session from these two nonprofit groups have been addressed by the programs of this Housing Element, including a study for an inclusionary housing ordinance, the special criteria of potential housing site inventory selection, and the continued work by the code enforcement team to deal with substandard housing. As the City continues to grow and attempts to accommodate the development of the community, it makes all efforts to provide better housing for all income levels through the proposed programs.

Public Review of Draft Housing Element

On May 27, 2021, the Draft Housing Element was updated with the comments received from the City Council and Planning Commission Joint session and then reposted on the City website for public review of the 6th cycle. The announcement for this draft availability was also posted on the City's website and social media platforms and was sent to all community parties. The update draft was also sent to HCD for the first review. The typical Housing Element review period is 60 days, and on July 23, 2021 the City met with the staff from the HCD to review the State's preliminary comments, which were formally provided to the City in writing on July 26, 2021. The City has incorporated changes requested by the State in a revised Draft Housing Element Update.

On October 5, 2021, the City made the revised Draft Housing Element with HCD-requested updates available on the City's website with an invitation for comments. This document was posted on social media, sent to local agencies, and emailed to commissioners, council members, community groups, and others requesting notification. As of October 15, 2021, the City did not receive any comments from the public on the revised Draft Housing Element; however, the document remained available for public review and comment through February 7, 2022. The intention was to keep all community members informed of any changes and updates to the Housing Element and obtain as many comments as possible to best create a document that suits the needs of the people of Jurupa Valley.

On November 10, 2021, the Planning Commission considered the Housing Element Update at a duly noticed public hearing. The Planning Commission received a detailed overview of the Housing Element Update and invited members of the public to address the Commission. However, no members of the public asked to be heard. The Planning Commission unanimously voted to recommend approval of the Housing Element Update to the City Council.

On December 2, 2021, the City Council considered the Housing Element Update at a duly noticed public hearing. The Mayor invited members of the public to address the Council on the Housing Element Update. However, no members of the public asked to be heard. Following discussion of the project, the Council made minor modifications to the sites inventory and unanimously approved the Housing Element Update. In addition, the Council authorized the Community Development Director to make any non-substantive, technical modifications to the document based on further comments from HCD without the need for re-approval by the City Council.

On December 13, 2021, the City received the second comment letter from HCD on the Housing Element. The letter acknowledged that the City had responded to many of HCD's previous comments and requested additional information and clarification on the AFFH and other topics.

On February 7, 2022, the City made the second revision of the Housing Element available on the City's website with an invitation for comments. This document was posted on social media, sent to local agencies, and emailed to commissioners, council members, community groups, and others requesting notification. The revision reflected changes made to the element in response to HCD's letter of December 13, 2021. As of February 21, 2022, the City received one comment on the revised Housing Element Update related to whether the revised proposal for the Emerald Meadows Ranch Specific Plan was included in the document. As stated in Section D, the revised proposal was not included as it is early in the process and has not been reviewed or approved by the City. The revised draft Housing Element Update was submitted to HCD on February 22, 2022 for review and certification.

B. Community Profile

This section analyzes demographic and housing characteristics that influence the demand for and availability of housing in the City of Jurupa Valley. This analysis forms the foundation for community-based housing programs that can most feasibly meet the needs of the residents of the City of Jurupa Valley. This also looks at the growth of the community and uses that data to plan for housing needs within the community of Jurupa Valley.

Data and Methodology

Work on this 2021-2029 Housing Element began in 2020 prior to completion and publication of 2020 census information. In addition, the City of Jurupa Valley was incorporated on July 1, 2011, after the 2010 Census had been conducted. As such, the City of Jurupa Valley

was not identified as a city in the decennial census. Nonetheless, preparation of this Housing Element involved the assemblage and presentation of relevant demographic and housing data for Jurupa Valley as an individual jurisdiction. Jurupa Valley was added to the demographic data available starting in 2013 as its own city.

The following key data sources were used to complete this Housing Element. Sources of specific information are identified in the text, tables, and figures.

- Census data (2010) and American Community Surveys (2019 and 2017)
- California Department of Finance (2013)
- U.S. Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS) Data, 2013-2017

While the City was not recognized as an incorporated city in the decennial census, demographic and housing data for Jurupa Valley is extracted from the decennial censuses (2010 U.S. Census) by retrieving the data for the block groups and census tracts that generally describe the boundaries of the City of Jurupa Valley. The 2021-2029 Housing Element was prepared in 2020-2021 and was part of the 2020 Census data collection as a Place; however, because the certified Census data has not been released to the public for use, this Housing Element utilizes the American Community Survey (ACS) for 2019. While most of the data is available for the ACS for 2019, not all data is complete and so the data for the 2017 ACS is used in the analysis.

Another method of compiling decennial census data for the City of Jurupa Valley is using data for the Census Designated Places (CDPs) that comprise the City of Jurupa Valley. Six CDPs generally form the boundaries of Jurupa Valley: Crestmore Heights, Glen Avon, Mira Loma, Pedley, Rubidoux, and Sunnyslope.

Since the 2010 Census, the Bureau of Census has been conducting sample surveys, known as the American Community Surveys (ACS), on specific demographic and housing variables. ACSs are conducted every 1, 3, or 5 years, depending on the specific variables in question and the population size of the community. Some ACSs do contain data for the City of Jurupa Valley as an incorporated city. Therefore, by necessity, this report draws from multiple ACS data sets that depend upon the availability of data for the City. The ACS data gives us an opportunity to analyze demographic and housing data in the City as recent as 2019. When data is not available at the city-level, this report applies the same method used above for retrieving data from the decennial censuses, and extracts data at the block-group or tract-level.

Population Trends and Characteristics

Housing needs are influenced by population and employment trends. This section provides a summary of the changes to the population size, age, and racial/ethnic composition of the City of Jurupa Valley since 2000.

Historical, Existing, and Forecast Growth

The City of Jurupa Valley was incorporated from within Riverside County in 2011 and covers a 45-square-mile area. The City encompasses the neighborhoods of Jurupa Hills, Mira Loma, Glen Avon, Pedley, Indian Hills, Belltown, Sunnyslope, Crestmore Heights, and Rubidoux, thus known as "A Community of Communities."

Jurupa Valley is located in a region that, since 2000, has experienced robust population growth. According to the U.S. Census, Riverside County had a population of just over 2,470,546 persons in 2019. Overall, the County has experienced steady population growth over the last two decades, with the total number of residents increasing by 59.86% since 2000. *Table 5.1* compares the population of Riverside County with neighboring counties.

Table 5.1: Regional Population Trends, 2000-2019

	2000	2010	2019	Percent Change 2000-2010	Percent Change 2010-2019
Riverside County	1,545,387	2,189,641	2,470,546	41.7%	12.8%
San Bernardino County	1,709,434	2,035,210	2,180,085	19.1%	7.1%
Imperial County	142,361	174,528	181,215	22.6%	3.8%
Jurupa Valley*	80,596	93,817	109,525	16.4%	16.7%

Source: Bureau of the Census, 2000-2010 and ACS 2019
*Jurupa Valley Data for 2000-2010 aggregated from county data by tract level

According to the U.S. Census, Jurupa Valley experienced a 16% population increase between 2000 and 2010. Followed by a 17% population increase between 2010-2019 indicating a steady growth of population in comparison to the growth seen at the County of Riverside. This indicates that while the growth of the population of the County has slowed in the last 10 years, the growth of Jurupa has not slowed and is still contributing to the overall growth of the county.

Age Composition

To estimate the age profile of Jurupa Valley residents, census tract level data from the 2010 Census and 2019 ACS data was used. Between 2010 and 2019, the Jurupa Valley population experienced growth in all age groups, but overall, the City's population is getting older. The "prime working" population, residents between the ages of 25 and 54 years, remains the largest age group in the City. The "school age" population, those between the ages of 5 and 17 years, makes up the next largest segment of the City's residents. The

percentage of residents of all age categories stayed within a few percent of the previous decade.

Table 5.2: Age Distribution – Percent of Total Population, 2010-2019

Age Group	2010		2019	
	City of Jurupa Valley[1]	Riverside County[2]	City of Jurupa Valley	Riverside County
0 - 4 years	8.0%	7.4%	7.0%	6.3%
5 - 17 years	26.2%	24.3%	25.1%	18.5%
18 - 24 years	8.0%	7.1%	8.7%	9.5%
25 - 44 years	26.5%	26.3%	28.4%	27.0%
45 - 54 years	13.4%	13.4%	10.6%	12.3%
55 - 64 years	9.6%	9.8%	9.0%	11.6%
65+	8.3%	11.8%	11.2%	14,8%
Total	100%	100%	100%	100%

Source: Bureau of the Census, 2010 (DP1).and ACS 2019
1 Jurupa Valley: 2010 Census data aggregated at the census tract level
2 Riverside County: 2010 Census data aggregated at the County level

Ethnicity/Cultural Identity

In terms of ethnicity and cultural identity, most Jurupa Valley residents are Hispanic. As of 2010, 67% of Jurupa Valley residents were of Hispanic origin (*Table 5.3*), and during the next decade, the Hispanic/Latino community rapidly grew to become almost 74% of the City's population. Between 2010 and 2019, the largest change in population was Asian/Pacific Island in Jurupa Valley where the population doubled in size, replacing the Black/African American population as the third largest ethnic group in the City. The percentage of total Black/African Americans decreased by half since 2010 in the City, shifting to the fourth largest population group in Jurupa. In comparison to the County ethnic demographics, the City saw change while the County remained basically the same with about a 5% drop in the Non-Hispanic White category and about a 5% increase to the Hispanic and Latino category.

Table 5.3: Racial and Ethnic Composition, 2010-2019

Ethnic Group	2010				2019			
	City of Jurupa Valley[1]		Riverside County[2]		City of Jurupa Valley		Riverside County	
	#	%	#	%	#	%	#	%
Non-Hispanic White	24,488	26.1%	869,068	39.7%	21,051	19.2%	836,932	33.9%
Black/African American	3,079	3.3%	130,823	6.0%	2,014	1.8%	151,215	6.1%
Hispanic or Latino	62,376	66.5%	995,257	45.4%	80,687	73.7%	1,236,032	50.0%
Am. Indian or Alaska Native	311	0.3%	10,931	0.5%	328	0.3%	10,320	0.4%
Asian/Pacific Island	2,286	2.4%	131,770	6.0%	4,619	4.2%	173,027	7.0%
Other	136	0.2%	3,682	0.2%	331	0.3%	6,562	0.3%
Two or more races	1,141	1.2%	48,110	2.2%	495	0.5%	56,458	2.3%
Total population	93,817	100%	2,189,641	100%	109,525	100%	2,470,546	100%

Source: Bureau of the Census, 2010 and 2020 (DP05) ACS 2019
1 Jurupa Valley: 2010 Census data aggregated at the census tract level
2 Riverside County: 2010 Census data aggregated at the County level

Employment Trends

Housing needs are influenced by employment trends. Significant employment opportunities within the City can lead to growth in demand for housing in proximity to jobs. The quality (including job security, and stability) and/or pay of available employment can determine the need for various housing types and prices.

Table 5.4: Employment by Industry, 2019

Industry	Jurupa Valley*		Riverside County	
	Employees	%	Employees	%
Agriculture, Forestry, Fishing and Hunting, and Mining	299	0.6%	11,155	1.0%
Construction	6,047	13.1%	104,266	9.7%
Manufacturing	5,204	11.3%	96,142	8.9%
Wholesale Trade	2,356	5.1%	28,943	2.7%
Retail Trade	4,310	9.3%	129,331	12.0%
Transportation and Warehousing, and Utilities	4,648	10.1%	72,544	6.7%
Information	295	0.6%	13,500	1.3%
Finance, Insurance, Real Estate, and Rental & Leasing	2,751	6.0%	53,776	5.0%
Professional, Scientific, Management, Administrative, and Waste Management Svcs	4,817	10.4%	106,748	9.9%
Educational, Health and Social Services	8,482	18.4%	231,824	21.6%
Arts, Entertainment, Recreation, Accommodation and Food Services	4,013	8.7%	112,373	10.5%
Other Services (except Public Administration)	1,827	4.0%	57,484	5.3%
Public Administration	1,136	2.5%	56,808	5.3%
Total	46,185	100%	1,074,894	100%

Data indicates the occupations held by Jurupa Valley/Riverside County residents; the location of the related workplace is not indicated by this data.
*Source: American Community Survey, 2019 (DP03)

As shown in *Table 5.4*, over 18.4% of Jurupa Valley's residents are employed in educational, health, and social services industries.

About 13.1% are employed in construction; 11.3% are employed in manufacturing; 10.4% in professional, scientific, management, administrative, and waste management services and 10.1% in transportation and warehousing, and utilities. This data represents the jobs the American Community Survey Estimates that there are held by the residents of Jurupa Valley but there is no data to show that these percentages are reflective of the industries operating within the City of Jurupa Valley.

According to the California Employment Development Department (EDD), the unemployment rate in Jurupa Valley has steadily declined since 2010. In 2019, the City's unemployment rate was recorded at 8.5% which decreased from 10.5% in 2010. Despite the decreasing trend, this unemployment rate is still higher than the County's unemployment rate of 5.8%.

Household Characteristics

This section describes Jurupa Valley's household characteristics. The Census Bureau defines a household as all persons living in a single housing unit, whether or not they are related. One person living alone is considered a household, as is a group of unrelated people living in a single housing unit.

Household Growth

In 2015-2019, the American Community Survey reported 24,907 households in Jurupa Valley, an increase of less than 1% from 2010, as shown in *Table 5.5*. According to the Census, the number of households in Jurupa Valley is growing at a slower pace than both Riverside County and the State of California overall.

Table 5.5: Total Households and Household Growth, 2010-2019

Area	2010	2019	Percent Increase 2010-2019
Jurupa Valley[1]	24,787	24,907	0.48%
Riverside County[2]	686,260	724,893	5.62%
California	12,577,498	13,157,873	4.61%

Source: Bureau of the Census, 2010 (H16) and ACS 2015-2019 5 Year (DP02)
1 Jurupa Valley: 2010 Census data aggregated at the block group level
2 Riverside County: 2010 Census data aggregated at the County level

Household Characteristics and Size

As shown in *Table 5.6*, the majority of households in Jurupa Valley in 2010 were family households (83%), at a higher proportion than the County as a whole (74%). About 44% of all households in the City were families with children and more than 32% of households had at least one elderly member (65+ years). About 7% of all households were made up of an elderly person living alone. In comparison to the state and the county, Jurupa Valley has a much higher number of large households (5+ persons per household), and it is reflected in the main needs of the community.

Table 5.6: Household Characteristics, Percent of Total

	City of Jurupa Valley	Riverside County	California
Household Type			
Families	82.8%	73.8%	68.2%
Families with Children	43.4%	31.7%	28.9%
Married Families with Children	31.1%	22.4%	20.6%
Male Headed Families with Children	3.4%	2.5%	2.4%
Female Headed Families with Children	8.9%	6.8%	5.9%
Non-Family Households	17.2%	26.2%	31.8%
Senior Living Alone	7.1%	10.5%	10.0%
Households with Elderly (65+ years)	31.9%	33.8%	30.8%
Household Size			
Large Households (5+)	48.7%	33.4%	28.7%
Large Households - Owners	31.8%	22.9%	16.2%
Large Households - Renters	16.9%	10.5%	12.4%

Source: Bureau of the Census, 2019 (DP02, S1101, S2501)

Tenure

Tenure refers to whether housing is rented or owned. Housing tenure is, in turn, related to household income, composition (household size and relationships), and age of the householder. Communities need to have an adequate supply of units available both for rent and for sale to accommodate a range of households with varying incomes, family sizes, composition (individuals living together and their relationships to one another), and lifestyles. Approximately 62% of Jurupa Valley households owned their homes, and 38% of households rented their homes in 2019. As shown in *Table 5.7*, the homeownership rate in Jurupa Valley was only slightly lower than in Riverside County but noticeably higher than in the State of California as a whole.

Table 5.7: Occupied Units by Tenure, 2019

	Owner-Occupied		Renter-Occupied		Total	
	Number	%	Number	%	Number	%
Jurupa Valley	15,293	62.3%	9,254	37.7%	24,548	100%
Riverside County	493,150	67.1%	241,797	32.9%	734,948	100%
California	7,223,672	54.9%	5,934,200	45.1%	13,157,873	100%

Source: Bureau of the Census 2010 (H16 -SF1) ACS 2019

As shown in *Table 5.8* households of five or more persons made up the majority of households in 2019 with 49%, while the comparable figure for the County was only 33%. Larger renter households (with five or more persons) had the greatest relative increase, while owner-occupied households with three to four persons had the greatest decrease. This trend may reflect that housing ownership has become increasingly unaffordable to larger households or that some people are rejoining families because of housing costs, thereby resulting in overcrowding.

Table 5.8: Household Size Distribution, 2019

Household Size	Total Households	% of Total Households	Renter-Households	% of Total Households	Owner-Households	% of Total Households
Jurupa Valley*						
1 Person	3,179	13.0%	1,453	5.9%	1,726	7.0%
2 Persons	4,510	18.4%	1,513	6.2%	2,997	12.2%
3-4 Persons	4,907	20.0%	2,154	8.8%	2,753	11.2%
5+ Persons	11,952	48.7%	4,143	16.9%	7,809	31.8%
Total	24,548	100%	9,263	37.7%	15,285	62.3%
Riverside County						
1 Person	150,187	20.4%	61,142	8.3%	89,045	12.1%
2 Persons	223,412	30.4%	59,036	8.0%	164,376	22.4%
3-4 Persons	116,160	15.8%	44,496	6.1%	71,664	9.8%
5+ Persons	245,189	33.4%	77,041	10.5%	168,148	22.9%
Total	734,948	100%	241,715	32.9%	493,233	67.1%
California						
1 Person	3,169,002	24.1%	1,743,267	13.2%	1,425,735	10.8%
2 Persons	4,036,952	30.7%	1,598,340	12.1%	2,438,612	18.5%
3-4 Persons	2,180,067	16.6%	963,641	7.3%	1,216,426	9.2%
5+ Persons	3,771,852	28.7%	1,633,883	12.4%	2,137,969	16.2%
Total	13,157,873	100%	5,939,131	45.1%	7,218,742	54.9%

Source: ACS 2019 (S2501)
*Jurupa Valley: 2010 Census data aggregated at the census tract level

Household Income

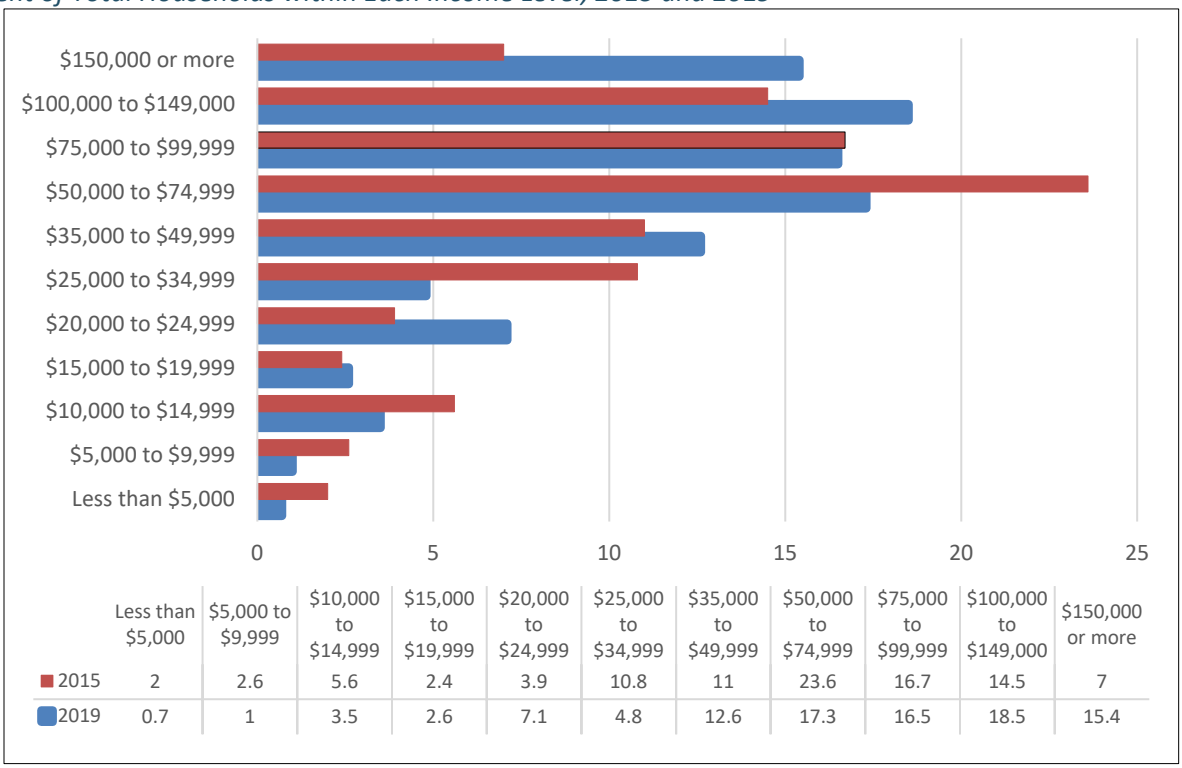
Median incomes in Jurupa Valley varied considerably by tenure. During this time, the median incomes for owner-occupied households in the Jurupa Valley were consistently nearly double those of renter-occupied households. About 32% of Jurupa Valley households are lower income. In 2019, about one-fifth (20%) of Jurupa Valley households earned less than $35,000 and only 24% earned more than $100,000.

Table 5.9: Household Income by Tenure, 2019

	Owner-Households		Renter-Households		Total Households	
	Number	%	Number	%	Number	%
Less than $5,000	182	1.2%	0	0.0%	182	0.7%
$5,000 to $9,999	84	0.5%	155	1.7%	239	1.0%
$10,000 to $14,999	368	2.4%	480	5.2%	848	3.5%
$15,000 to $19,999	126	0.8%	508	5.5%	634	2.6%
$20,000 to $24,999	312	2.0%	1,443	15.6%	1,755	7.1%
$25,000 to $34,999	534	3.5%	648	7.0%	1,182	4.8%
$35,000 to $49,999	1,542	10.1%	1,541	16.6%	3,083	12.6%
$50,000 to $74,999	2,580	16.9%	1,655	17.9%	4,235	17.3%
$75,000 to $99,999	2,333	15.3%	1,717	18.5%	4,050	16.5%
$100,000 to $149,000	3,664	24.0%	888	9.6%	4,552	18.5%
$150,000 or more	3,560	23.3%	228	2.5%	3,788	15.4%
Total	15,285	100%	9,263	100%	24,548	100%

Source: American Community Survey, 2019 (S2503)

Percent of Total Households within Each Income Level, 2015 and 2019



Source: American Community Survey 2015 and 2019 (S2503)

The relatively high percentage of lower income persons residing in Jurupa Valley is one of several indicators showing a concentration of low-cost rental or sale housing in the City, particularly in several older neighborhoods in Mira Loma, Sunnyslope, Belltown, Glen Avon, and Rubidoux.

For purposes of the Housing Element, the California Department of Housing and Community Development (HCD) has established five income groups based on Area Median Income (AMI):

- Extremely Low Income: up to 30% of AMI
- Very Low Income: 31% to 50% of AMI
- Low Income: 51% to 80% of AMI
- Moderate Income: 81% to 120% AMI
- Above Moderate Income: >120% AMI

County Median Income as published by HCD must be used to establish income groups for the purpose of the Housing Element.

The U.S. Department of Housing and Urban Development (HUD) periodically receives "custom tabulations" of Census data from the Census Bureau that are largely not available through standard Census products. The most recent estimates are derived from the 2013-2017 ACS. This dataset, known as the "CHAS" data (Comprehensive Housing Affordability Strategy), provides insight on the extent of housing problems experienced by lower-income households.

According to the CHAS data presented in *Table 5.10*, approximately 17% of Jurupa Valley households can be considered extremely low or very low income (50% or less of the AMI) and an additional 14% can be classified as low income (51% to 80% AMI). The majority of the City's households (69%), however, were within the moderate and above moderate-income category (greater than 100% AMI). By comparison, about 61% of Riverside County households were moderate or above moderate-income households, which is slightly lower than that of Jurupa Valley.

Table 5.10: Distribution by Income Group, Percent of Total Households

Jurisdiction	Total Households	Extremely Low Income (0-30% of AMI)	Very Low Income (31-50% of AMI)	Low Income (51-80% of AMI)	Moderate Income (80% - 100% of AMI)	Above Moderate Income (100%+ of AMI)
Jurupa Valley*	39,850	8.4%	8.8%	14.3%	9.0%	59.6%
Riverside County	711,725	11.3%	11.1%	16.4%	9.8%	51.4%
State of California	12,888,130	15.2%	12.5%	16.2%	9.6%	46.5%

Sources: HUD Comprehensive Housing Affordability Strategy (CHAS) Data, 2013-2017
*Jurupa Valley: 2013- 2017 CHAS data
Notes:
1 AMI = Area Median Income
2 Data presented in this table is based on special tabulations from sample Census data. The number of households in each category usually deviates from the 100% count due to the need to extrapolate sample data out to total households. Interpretations of this data should focus on the proportion of households rather than on precise numbers. Furthermore, because HUD programs do not cover households with incomes above 80% of the County AMI, CHAS data does not provide any breakdown of income groups above 80% AMI.

According to ACS data used for the HCD Data Viewer, the city is dominated in almost all tracts by Hispanic populations by less than a 10% gap to the next largest ethnic group and about 50% of the tracts by a predominate gap, concentrated in the northeast side of the City adjacent to Riverside. This area of the City largely consists of older homes located in closer proximity to industrial development. The ACS data also shows that there is one tract in Jurupa Valley that is white majority as the predominate population by less than a 10% cap. This tract also happens to be one of the few tracts that have a higher income than the surrounding tracts in comparison. This is important when looking at the Site Inventory because the ethnic majority can provide insight into the type of cultural habits and cohabitation habits seen through the City and can also provide insight into locations throughout the City that require a higher density of housing.

HUD categorizes any tract and block group with more than 51% of the population as Low Moderate Income to have a concentration of need. So while the breakdown of income for Jurupa Valley shows that about 60% of the total population is above moderate income, the ACS data by tract shows that majority of the City's tracts are populated with households that are Low Moderate Income. The concentration varies of LMI varies with 50% of the tracts in Jurupa Valley showing data of a population of 25%-50% of total population living in the Low Moderate Income categories. And another 25% of tracts showing that 50% to 75% of the population in those tracts living in the Low Moderate Income categories. The City also has two tracts that fall into the categories of having a Low Moderate Income concentrated population of 75% to 100% which are located adjacent to the Flabob Airport and the Mira Loma Industrial Overlay. These two areas are also considered disadvantaged communities per the City's Environmental Justice Element due to the proximity to industrial uses and the concentration of low-income residents. As part of the Site Inventory Analysis these tracts were reviewed for the viability for the addition of affordable housing and a few sites located in these two tracts were included as potential sites for development. The City recognizes that the majority of the potential sites are located outside of these tracts and dispersed evenly though the community to prevent any segregation of income from happen.

Special Needs Groups

Certain households, because of their special characteristics and needs, may require special accommodations and may have difficulty finding housing due to special needs. Special needs groups include seniors, persons with disabilities, families with children, single-parent households, large households, homeless persons and

persons at-risk of homelessness, farm workers, and persons with HIV/AIDS.

These special needs groups are all addressed as part of the Housing Element programs to provide the needed additional attention for housing needs as specified by State Law. The City continues to evaluate the programs for providing access to housing for all of its current and future residents.

Seniors

Seniors (persons aged 65 and above) are gradually becoming a more substantial segment of the City's population in Jurupa Valley, with an increase of 3% increase since 2010 from 8.3% of the overall population to 11.2%. Elderly persons are vulnerable to housing problems due to limited income, prevalence of physical or mental disabilities, limited mobility, and high health care costs. The elderly, particularly those with disabilities, may face increased difficulty in finding housing accommodations. A senior on a fixed income can face great difficulty finding safe and affordable housing. Subsidized housing and federal housing assistance programs are increasingly challenging to secure and often involve long waiting lists.



Figure 5-2: Senior housing, Country Village Apartments, Jurupa Valley

According to the 2019 ACS 1 Year Estimates, about 11% of all residents in Jurupa Valley were aged 65 or older, 31% of the City's households included at least one elderly member and 18% of households were headed by a senior resident. Between 2009 and 2013, a little over 16% of all seniors in Jurupa Valley were living in poverty. The 2009-2013 ACS also estimated that about 16% of Jurupa Valley's elderly population had at least one disability and 25% had two or more disabilities, as shown in *Table 5.11*. This is comparable to the elderly population in the county (16%) and the state (15%) with one disability; and similar to the elderly population in the county (20%) and the state (22%) that report two or more disabilities. By 2019 the population of elderly persons decreased in comparison to the entire population of the City of Jurupa Valley, but the total number of elderly persons and those who had disabilities increased by about 1,000 persons.

Table 5.11: Elderly with Disabilities Limiting Independent Living in Jurupa Valley, 2009-2013 and 2019

	2009-2013[1,2]		2019	
Disability Status	Total[3]	% of People 65+	Total[4]	% of People 65+
With one type of disability	1,218	16.0%	1,467	12.5%
With two or more types of disability	1,894	24.9%	2,802	23.8%
Total with a disability	3,112	40.9%	4,269	36.3%

Source: ACS 2009-2013 and ACS 2019 (C18108)
1 Jurupa Valley: 2009-2013 ACS data aggregated at the census tract level
2 Estimated data from 2009-2013 ACS for illustrative purposes only
3 ACS 2009-2013, 65+ year olds: 7,593
4 ACS 2019: 65+ year olds: 11,774

Generally, the median income for a senior household was about one-third of that for an average household. Data from the County's 2013-2017 Comprehensive Housing Affordability Strategy (CHAS) supports the information presented below. According to CHAS, in Jurupa Valley, 69% of elderly renter-occupied households and 31% of elderly owner-occupied households suffered from housing cost burden (i.e., total housing costs exceeded 30% of total income). Similarly, in the County, 65% of elderly-renter-occupied households and 35% of elderly-owner-occupied households suffered from housing cost burden. Furthermore, the majority of elderly-headed households in both Jurupa Valley and Riverside County were homeowners. Many may need financial assistance in making necessary repairs or accessibility improvements.

Table 5.12: Householders by Tenure and Age

	2010*				2019			
Householder Age	Owner-Occupied	%	Renter-Occupied	%	Owner-Occupied	%	Renter-Occupied	%
15-24 years	189	1.2%	462	5.6%	23	0.2%	354	3.8%
25-34 years	1,489	9.1%	1,835	22.3%	1,390	9.1%	1,947	21.0%
35-64 years	11,743	72.1%	4,498	54.6%	10,411	68.1%	5,430	58.6%
65-74 years	1,757	10.8%	799	9.7%	2,358	15.4%	833	9.0%
75 plus years	1,115	6.8%	639	7.8%	1,102	7.2%	699	7.5%
Total	16,293	100%	8,233	100%	15,285	100%	9,263	100%

Source: Bureau of the Census 2010 (QT-H2) and ACS 2019 (B25007)
*Jurupa Valley: 2010 Census data aggregated at the census tract level.

Persons with Disabilities



Figure 5-3: Dwelling with universal access design

Federal laws define a person with a disability as "any person who has a physical or mental impairment that substantially limits one or more major life activities; has a record of such impairment; or is regarded as having such impairment." In general, a physical or mental impairment includes hearing, mobility and visual impairments, chronic alcoholism, chronic mental illness, AIDS, AIDS Related Complex, and mental retardation that substantially limit one or more major life activities. Major life activities include walking, talking, hearing, seeing, breathing, learning, performing manual tasks, and caring for oneself.

The U.S. Census Bureau classifies disabilities into the following categories:

- **Hearing difficulty**: Deaf or having serious difficulty hearing
- **Vision difficulty**: Blind or having serious difficulty seeing, even when wearing glasses
- **Cognitive difficulty:** Because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions

- **Ambulatory difficulty:** Having serious difficulty walking or climbing stairs
- **Self-care difficulty:** Having difficulty bathing or dressing
- **Independent living difficulty:** Because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping

According to the 2019 ACS, approximately 10% of the Jurupa Valley population had one or more disabilities. Of the disabilities tallied during that time, as shown in *Table 5.13*, ambulatory and cognitive disabilities were the most prevalent. The City's elderly population, in particular, seemed to be the most affected by disabilities, with about 41% of Jurupa Valley seniors affected by at least one disability.

Table 5.13: Disability Characteristics, Percent of Total Population, 2019

Disability by Age and Type	5 to 17 years	18 to 64 years	65 years and over	Total
Total Persons with a Disability	4.6%	9.9%	41.0%	10.1%
Disability Type				
Hearing Difficulty	1.1%	1.5%	19.8%	3.3%
Vision Difficulty	1.2%	2.4%	7.9%	2.6%
Cognitive Difficulty	4.8%	2.6%	9.1%	4.0%
Ambulatory Difficulty	0.0%	3.9%	26.9%	5.5%
Self-Care Difficulty	2.1%	1.5%	6.4%	2.35
Independent Living Difficulty*	--	3.5%	20.8%	6.25

Source: American Community Survey (ACS), 2019 (S1810)
*Tallied only for persons 18 years and over and percent represents all disabilities tallied, not percent of all disabled persons. A person can have multiple disabilities.

The City's homeless population also appeared to be disproportionately affected by disabilities and health issues. The County of Riverside's 2020 Point-In-Time Homeless Report found that 25% of Jurupa Valley's homeless population had a physical disability, 14% reported a mental illness, 30% had a substance abuse disorder, and 20% reported a chronic health condition. Among those persons who are experiencing homelessness, dual diagnoses have been noted as a problem, i.e., cognitive difficulty connected to chemical dependency/addiction.

In 2019, the American Community Survey estimates 41% of all persons aged 65 and over have a disability. Over the last two decades there has been a steady increase of those aging into the 65 years and older demographic. Because seniors have a much higher probability of being disabled, the housing and service needs for persons with disabilities should grow considerably, commensurate with senior population growth. Special housing needs for persons with disabilities fall into two general categories: physical design to address mobility impairments; and in-home social, educational, and medical support to address developmental and mental impairments.

Persons with Developmental Disabilities

As defined by state law, "developmental disability" means a severe, chronic disability of an individual who:

- Is attributable to a mental or physical impairment or combination of mental and physical impairments;
- Is manifested before the individual attains age 18;
- Is likely to continue indefinitely;
- Results in substantial functional limitations in three or more of the following areas of major life activity: a) self-care; b) receptive and expressive language; c) learning; d) mobility; e) self- direction; f) capacity for independent living; or g) economic self- sufficiency; and
- Reflects the individual's need for a combination and sequence of special, interdisciplinary, or generic services, individualized supports, or other forms of assistance that are of lifelong or extended duration and are individually planned and coordinated.

The Census does not record developmental disabilities. According to the U.S. Administration on Developmental Disabilities, an accepted estimate of the percentage of the population that can be defined as developmentally disabled is 1.5%. This equates to approximately 1,643 persons in the City of Jurupa Valley, based on the 2019 ACS population Estimate of 109,525.

The Inland Regional Center is a community-based, private nonprofit corporation funded by the State of California to serve people with developmental disabilities, as required by the Lanterman Developmental Disabilities Services Act (aka Lanterman Act). The Lanterman Act is part of California law that sets out the rights and responsibilities of persons with developmental disabilities. The Inland Regional Center is one of 21 regional centers throughout California and serves individuals and their families who reside within Riverside County. The Regional Center provides diagnoses and assessments of eligibility, and helps plan, access, coordinate, and monitor the services and supports that are needed because of a developmental disability. As of April 2021, the Regional Center had over 39,800 clients in the Inland Empire living in a variety of different assisted situations, at home, in care facilities and living independently with the help of the service provided.

Families with Children and Single-Parent Households

According to the 2019 American Community Survey Estimates, approximately 43.4% of all households in Jurupa Valley have children under the age of 18, as shown in *Table 5.6* (page 5-16). Single-parent households often require special consideration and

assistance because of their greater need for affordable housing, as well as accessible daycare, health care, and other supportive services. Due to their generally lower income and higher living expenses such as daycare, single-parent households have limited opportunities for finding affordable, decent, and safe housing.

In 2019, approximately 2,327 single-parent households resided within Jurupa Valley, representing 11% of the City's households. An estimated 2,067 households of the 2,327 single-parent households with children under age 18 are headed by females. Of particular concern are single-parent households with lower incomes.

Housing element law requires analysis of specialized housing needs, including female-headed households, to ensure adequate childcare or job training services. In Jurupa Valley, 14.6 % are female headed (compared to 14.3% in the SCAG region), 6.1% are female headed with children (compared to 6.6 % in the SCAG region), and 0.8% are female headed with children under 6 (compared to 1.0% in the SCAG region).

Female-headed households with limited incomes have trouble finding adequate, affordable housing. It is estimated that 895 female-headed households in the City have incomes below the federally recognized poverty level. Of the 895 female-headed households in poverty, 647 are estimated to have children at home.

Large Households

Large households are defined as those with five or more members. These households are usually families with two or more children or families with extended family members such as in-laws or grandparents. It can also include multiple families living in one housing unit to save on housing costs. Large households are a special needs group because the availability of adequately sized, affordable housing units is often limited. To save for necessities such as food, clothing, and medical care, lower- and moderate-income large households may reside in smaller units, resulting in overcrowding. With the recent COVID-19 pandemic, these households are likely working with even smaller budgets when caring for their families.



Figure 5-4: Large families and multi-generational households

As indicated in *Table 5.6* (page 5-16), in 2019, 48.7% of all households in Jurupa Valley had five or more members, which is high in comparison to the 33.4% of the County. Generally, areas with higher proportions of large households also tend to have a high proportion of intergenerational families, non-White populations, and have higher rates of overcrowding and higher cost burden. Cultural differences can also contribute to overcrowded conditions. Some cultures tend to have larger households or more open attitudes about intergenerational living, shared costs, and living arrangements, even in small housing units. In addition, recently

arrived immigrants may stay with relatives on a temporary basis until they are established.

Table 5.14: Large Households (5 persons or more) by Tenure, 2019

Number of Persons in Unit	Owner Occupied	Renter Occupied	Total
Total large households	5,362	2,706	11,952
Total households	16,293	8,233	24,548
Percent of total households	32.9%	32.9%	48.7%

Source: ACS 2019

Extremely Low-Income Households

As previously identified, extremely low-income (ELI) households are those making 30% (or less) of the AMI. In 2019, approximately 2,062 extremely low-income (ELI) households resided in the City, representing 8.4% of the total households and compared with 11.3% for the County of Riverside. Most extremely low-income households are renters and experience a high incidence of housing problems, such as overpayment (defined as cost burden greater than 30% of income), overcrowding and substandard housing.

As shown in Table 5.15 below, HUD CHAS data, based on the 2014-2018 ACS, estimates there are 2,250 ELI households in Jurupa Valley. ELI households are more likely to experience housing problems such as overcrowding and cost burden. Over 90% of ELI renters and 77% of ELI owners experience one or more housing problems. Lack of complete plumbing or kitchen facilities is not as common among ELI households compared to overcrowding or cost burden. ELI owner-occupied households are cost burdened at a higher rate (65.6%) than ELI renter-occupied households (62.1%). However, there is a higher rate of incomplete facilities and overcrowding among ELI renters compared to owners.

Table 5.15: Extremely Low Income (ELI) Households

	Owner-Occupied		Renter-Occupied		Total	
With one or more housing problem*	615	76.9%	1,310	90.3%	1,925	85.6%
Lacking complete plumbing/kitchen facilities	4	0.5%	50	3.4%	54	2.4%
Overcrowded (>1 person per room)	85	10.6%	360	24.8%	445	19.8%
Severely overcrowded (>1.5 persons per room)	30	3.8%	145	10.0%	175	7.8%
Cost burdened (>30%)	525	65.6%	900	62.1%	1,425	63.3%
Severely cost burdened (>50%)	495	61.9%	805	55.5%	1,300	57.8%
Total Households	800	100.0%	1,450	100.0%	2,250	100.0%

*Totals are not mutually exclusive as housing can have multiple problems

Source: HUD CHAS Data (based on 2014-2018 ACS), 2021.

The concentration of those living under the poverty line in Jurupa Valley is concentrated in 5 tracts. Of these tracts, one of them has a concentration of 30% to 40% of the total population in that tract living under the poverty line. This tract is located near the Flabob Airport and is one of the older neighborhoods in the City. This area and the neighboring tracts are considered as an area with a need of

additional housing and was analyzed in the Sites Inventory with the other guidelines like access to amenities, transportation, and other criterion. The City also continues to work with the local housing authority and the Fair Housing Council of Riverside County (FHCRC) to assist those who need the resources and access to housing assistance.

Homeless Persons

On January 4, 2012, final regulations went into effect to implement changes to the HUD definition of homelessness contained in the Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH) Act. The definition affects who is eligible for various HUD-funded homeless assistance programs. The new definition includes four broad categories of homelessness:

- People who are living in a place not meant for human habitation, in emergency shelter, in transitional housing, or who are exiting an institution where they temporarily resided.
- People who are losing their primary nighttime residence, which may include a motel or hotel or a doubled-up situation, within 14 days and lack resources or support networks to remain in housing.
- Families with children or unaccompanied youth who are unstably housed and likely to continue in that state.
- People who are fleeing or attempting to flee domestic violence, have no other residence, and lack the resources or support networks to obtain other permanent housing.



Figure 5-5: Jurupa Valley homeless camp

This definition demonstrates the diversity of people experiencing homelessness. The numerous locations in which people experiencing homelessness can be found complicate efforts to accurately estimate their total population. For example, an individual living with friends on a temporary basis could be experiencing homelessness but would be unlikely to be identified in a homeless count.

The most recent point-in-time count conducted in 2020 identified 103 unsheltered homeless individuals in the City of Jurupa Valley. This figure has fluctuated in the past 4 years and the number of sheltered persons to unsheltered persons has minimal data. The 2020 homeless population in Jurupa Valley made up about 4.8% of the total unsheltered homeless population for Riverside County, as shown in *Table 5.16*. The point-in-time count is a snapshot of how many homeless people are on streets and in emergency and transitional shelters on any given day in Riverside County and Jurupa Valley, although numbers can vary significantly by season.

Table 5.16: Homeless Population in Jurupa Valley and Riverside County, 2017-2020

	Unsheltered	Sheltered	Total Homeless Population
Jurupa Valley			
2017	129	n/a	129
2018	148	46	194
2019	139	n/a	139
2020	103	n/a	103
Riverside County			
2017	1,638	768	2,406
2018	1,685	631	2,316
2019	2,045	766	2,811
2020	2,155	729	2,884

Source: 2017, 2018, 2019, and 2020 Riverside County Homeless Point-In-Time Count Report.

Farm Workers

As traditionally defined, farm workers are persons whose primary incomes are earned through permanent or seasonal agricultural labor. Permanent farm workers tend to work in fields or processing plants. During harvest periods when workloads increase, the need to supplement the permanent labor force is satisfied with seasonal workers. Often these seasonal workers are migrant workers, defined by the inability to return to their primary residence at the end of the workday. The agricultural workforce in Riverside County does many jobs, including weeding, thinning, planting, pruning, irrigation, tractor work, pesticide applications, harvesting, transportation to the cold storage or market, and a variety of jobs at packing and processing facilities, as described in *Table 5.17*.

Table 5.17: Farm Worker Employment Profile, Riverside-San Bernardino-Ontario Metropolitan Statistical Area

Occupation Title	Employment	Location Quotient*	Mean Hourly Wage	Annual Mean Wage
Farming, Fishing, and Forestry Occupations	7,610	1.48	$15.14	$31,480
First-Line Supervisors of Farming, Fishing, and Forestry Workers	220	0.92	$25.82	$53,710
Agricultural Inspectors	250	1.73	$19.37	$40,290
Graders and Sorters, Agricultural Products	70	0.23	$14.69	$30,550
Farmworkers and Laborers, Crop, Nursery, and Greenhouse	6,370	2.02	$14.43	$30,020
Farmworkers, Farm, Ranch and Aquacultural Animals	140	0.35	$18.94	$39,400

Source: U.S. Department of Labor, Bureau of Labor Statistics. May 2020 Metropolitan and Nonmetropolitan Area Occupational Employment and Wage Estimates

*"Location Quotient" is the ratio of the area concentration of occupational employment to the national average concentration

Jurupa Valley was once primarily a farming area, with dairies, orchards, row crops, and small farms. With urbanization, most agricultural uses have moved out of the City and therefore, agricultural employment within the City of Jurupa Valley is declining. According to SCAG data, only about one-tenth of 1% of the City's civilian workforce (or 743 persons) works in agriculture and related occupations. It follows that few farm workers live and work in the City. While only small, isolated pockets of commercial agricultural remain in the City, cities must also consider housing needs for farmworkers employed in outlying County areas. In Riverside

County, there are a few farm worker housing developments that currently operate at capacity during harvest seasons.

Farm worker households tend to have high rates of poverty, live disproportionately in housing that is in the poorest condition, have very high rates of overcrowding, have low homeownership rates, and are predominantly members of minority groups. Some immigrant farm workers may have an inherent fear and mistrust of law enforcement and other government authorities based on their experience or perception of the government in their country of origin or on the rumors and experiences of other farm workers. These farm workers may be reluctant to report fair housing issues or violations or contact any government official for assistance. Furthermore, most federally funded housing programs, including the Housing Choice Voucher program and other subsidy programs, exclude persons who are undocumented. This means that people who are sometimes most in need are unable to obtain housing assistance, and others are unable to find any housing and instead must resort to homeless shelters, to sleeping in their vehicles, or to homeless encampments.

According to the U.S. Department of Labor, Bureau of Labor Statistics (BLS), the average annual full-time wage for farm workers and laborers in the Riverside-San Bernardino-Ontario MSA in May 2020 was $31,480. Within farming, fishing, and forestry occupations, first-line supervisors and agricultural inspectors earned the highest wages. *Table 5.17* above presents the location quotient for farming, fishing, and forestry occupations. The location quotient is the ratio of the area concentration of occupational employment to the national average concentration. A location quotient greater than one indicates the occupation has a higher share of employment than average, and a location quotient less than one indicates the occupation is less prevalent in the area than average. The location quotient for agricultural employment in Jurupa Valley shows there is a moderate to high concentration of all types of agricultural occupation in the Riverside-San Bernardino-Ontario MSA.

According to SCAG Pre-Certified Local Housing Data, 743 persons living in Jurupa Valley worked in Farming with 486 of them having full-time jobs in this industry compared to the total farm workers in the SCAG region. That is less than 1% of the total full-time workers living in the City. The data shows that the agricultural industry is slowing in Jurupa Valley as less land is farmed. Similarly, only 801 persons are employed in the farming industry by businesses located within Jurupa Valley; 577 of which are full-time year-round jobs. While the City is not a center for regional farming, agriculture is essential to the regional economy and food supply within distribution.

The different special needs groups are identified again with the associated aids and programs within the City of Jurupa in the following resource section.

Housing Growth

Historically, housing growth in Jurupa Valley lagged behind the County and other neighboring jurisdictions, but experienced growth similar to the state as a whole. Between 2000 and 2010, Jurupa Valley's housing stock increased at a significantly slower rate than the County's and other nearby cities. However, housing growth in the region was severely impacted by the recent recession and, since 2010, the City's housing stock has grown at rates lower rate than the County and the state average.

Table 5.18: Housing Unit Growth Jurupa Valley and Nearby Jurisdictions

City/County[1,2]	Number of Units 2000	Number of Units 2010	Number Units 2019	Percent Change 2000-2010	Percent Change 2010-2019
Jurupa Valley	23,429	26,176	26,680	12.5%	1.9%
Moreno Valley	41.431	55,559	55,784	34.1%	0.4%
Perris	10.553	17,906	18,906	69.7%	5.5%
Hemet	29.401	35,305	35,522	20.1%	0.6%
Riverside County	584,674	800,707	857,222	36.9%	7.1%
California	12,214,549	13,680,081	14,367,012	12.0%	5.0%

Sources: Bureau of the Census 2000 (H001) and 2010 (QT-H1), ACS 2015-2019 5 Year Estimates (DP04).

1 Jurupa Valley: 2000 Census data aggregated at the block group level and 2010 Census data aggregated at the census tract level.

2 Moreno Valley, Perris, Hemet and Riverside County, State of California: 2000 and 2010 Census data aggregated at the city, county or state

Composition of Housing Stock

The composition of the City's housing stock, specifically regarding its available housing inventory by unit type, has remained fairly stable since 2000, which is to be expected given the City's limited housing growth during this time. The California Department of Finance, which records building permit data submitted by local jurisdictions, estimates that single-family detached and attached units comprise the majority of the City's housing stock (81%), while multi-family units make up about 13% of the housing stock and about 6% in mobile homes (*Table 5.19*). Countywide, in 2019, 69% of housing units were single-family detached units compared to 57% in the state. In Riverside County, multi-family units represented about 17% of the housing stock in 2019; compared to 31% in the state. Dwelling unit size and type significantly affect housing cost, density, and character. In general, smaller, single-family housing and multi-family housing allow more cost-efficient construction and tend to be more affordable for lower income households. The current data presented shows that the number of affordable units based on size is inadequate at both the City and County levels.

As shown in *Table 5.19*, owner-occupied housing units were predominantly single-family detached, comprising 90% of all owner-occupied units. The majority of renter-occupied units were also single-family detached housing units (55%).

Table 5.19: Unit Type by Tenure, 2019

	Owner-Occupied		Renter- Occupied		Total Occupied Housing Units	
	Units	% of Total Owner-Occupied	Units	% of Total Renter-Occupied	Units	% of Total Occupied Units
Single-family, detached	13,801	90.3%	5,101	55.1%	19,927	77.5%
Single-family, attached	368	2.4%	401	4.3%	769	3.0%
Multi-family (2-4 units)	22	0.1%	595	6.4%	617	2.4%
Multi-family (5+ units)	0	0.0%	3,138	33.9%	2,722	10.6%
Mobile homes	1,067	7.0%	444	4.8%	1,643	6.4%
Other (boats, RV)	27	0.2%	0	0.0%	27	0.1%
Total	15,285	100%	9,263	100%	25,705	100%

Source: American Community Survey 2019, (DP04)

As previously identified and shown in *Table 5.14* (page 5-26), Jurupa Valley has a significant number of large households (i.e., households with five or more persons). According to the ACS 2019, approximately 49% (*Table 5.14*) of all Jurupa Valley households are classified as large households, compared with about 33% in the County and 29% in the state. In 2019, about 35% of renter-occupied units were two-bedroom units, and about 32% were three-bedroom units, as shown in *Table 5.20*. Over 36% of owner-occupied units had three bedrooms and 40% had four bedrooms. Generally, housing units with three or more bedrooms are the most suited for large households, indicating that adequately sized rental units may be in limited supply in Jurupa Valley.

Table 5.20: Unit Size by Tenure, 2019

	Owner-Occupied		Renter-Occupied		Total Occupied Housing Units	
	Units	%* of Total Owner-Occupied	Units	%* of Total Renter-Occupied	Units	%* of Total Occupied Units
Studio/1 bedroom	230	1.5%	1,479	16.0%	1,709	7.0%
2 bedrooms	1,861	12.2%	3,266	35.3%	5,127	20.9%
3 bedrooms	5,609	36.7%	2,955	31.9%	8,564	34.9%
4 bedrooms	6,055	39.6%	1,287	13.9%	7,342	29.9%
5 or more bedrooms	1,530	10.0%	276	3.0%	1,806	7.4%
Total	15,285	100%	9,263	100%	24,548	100%

Source: American Community Survey, 2019 (DP04)
*Percentages may not equal 100% due to rounding

Vacancy Rates

A certain number of vacant units are needed in the housing market to moderate the cost of housing and allow sufficient housing choice. Vacancy rates are generally higher among rental properties, as rental units have greater attrition than owner-occupied units do. A healthy vacancy rate (one that permits sufficient choice and mobility among a variety of housing units) is considered to be 2% to 3% for ownership units and 5% to 6% for rental units. In 2010, the vacancy rate in Jurupa Valley was 6.3%, as shown in *Table 5.21*. By 2019, the overall vacancy rate for the City was determined to be 4.3%. This overall rate, however, includes housing units that were vacant due to foreclosures, seasonal occupancy, or other reasons. The actual vacancy rate (actual number of unoccupied dwelling units at any given time) for the City is likely to be higher than the listed rate, because of the COVID-19 pandemic and the loss of housing due to the associated effects of the economic crash during 2020. According to the 2019 ACS, only about 21% of the City's 1,114 vacant units were actually available for rent or sale, which reflects a relatively high number of seasonably occupied and possibly abandoned units.

Table 5.21: Household Occupancy Status, 2010-2019

Occupancy Status	2010	Percent of Total Housing Units	2019	Percent of Total Housing Units
Occupied Housing Units	24,526	93.7%	24,907	95.7%
Vacant Housing Units	1,650	6.3%	1,114	4.3%
For Sale	561	2.3%	165	0.6%
For Rent	409	1.6%	66	0.3%
Total Housing Units	26,176	100%	26,021	100%

Source: Bureau of the Census 2010, (QT-H1); ACS 2019 5-Year Estimates (DP04)
Jurupa Valley: 2010 Census data aggregated at the census tract.
Riverside County: 2010 Census data aggregated at the County level.

Housing Conditions

Age of Housing Stock

The age of a housing unit is often an indicator of housing conditions. In general, housing that is 30 years or older may exhibit a need for repairs based on the useful life of materials. Housing more than 50 years old is considered aged and is more likely to exhibit a need for major repairs.

Jurupa Valley's housing stock is older. Approximately 42% of the owner-occupied units in the City were built before 1980, and 18% were built before 1960. Of the City's renter-occupied units, 47% were built before 1980, and 21% were built before 1960. *Table 5.22* summarizes the age of the City's housing stock by tenure. Based on housing age alone, a significant portion of Jurupa Valley's housing stock could require rehabilitation in the upcoming decade.

Table 5.22: Tenure by Age of Housing Stock (Occupied Units)

Year Built	Owner-Occupied		Renter- Occupied		Total Occupied Housing Units	
	Units	%* of Total Owner-Occupied	Units	%* of Total Renter-Occupied	Units	%* of Total Occupied Units
2010 or later	2,292	15.0%	768	8.8%	3060	12.8%
2000 - 2009	1,425	9.3%	2,216	25.5%	3641	15.2%
1990 - 1999	1,798	11.8%	932	10.7%	2730	11.4%
1980 - 1989	3,273	21.4%	1,295	14.9%	4,568	19.0%
1970 - 1979	2,493	16.3%	1,050	12.1%	3,543	14.8%
1960 - 1969	1,255	8.2%	1,168	13.4%	2,423	10.1%
1950 - 1959	1,804	11.8%	712	8.2%	2,516	10.5%
1940 - 1949	659	4.3%	911	10.5%	1,570	6.5%
1939 or earlier	286	1.9%	211	2.4%	497	2.1%
Total	15,285	100	8,696	100%	23,981	100%

Source: American Community Survey (ACS), 2019 (B25036)
*Percentages may not equal 100% due to rounding.
The data are from the American Community Survey and therefore, is based on a sample of units and extrapolated to represent the entire housing stock. This table is intended only to provide a general picture of age and tenure of the housing *stock*.

The City of Jurupa Valley does not maintain a list of housing in need of repair or replacement. However, Planning and Code Enforcement staff estimate that approximately 10% of all the housing built prior to 1980 will need some level of rehabilitation during the 2021-2029 planning period, and 1% will need replacement. For owner-occupied housing, this equates to 650 potential homes in need of rehabilitation and 65 homes in need of replacement. For renter-occupied housing, the numbers are 405 potential homes in need of rehabilitation and 41 homes in need of replacement.

Housing Conditions

Housing condition refers to the ability of various systems in a house to meet adopted building codes for health and safety, including plumbing, heating, electrical, and structural systems. Housing conditions are considered substandard when one or more systems are found to be below the minimum standards required by Section 1001 of the Uniform Housing Code. Households living in substandard conditions are considered to be in need of housing assistance, even if they are not seeking alternative housing arrangements, due to the threat to residents' health and safety that substandard housing poses.

In addition to structural deficiencies and standards, the lack of infrastructure and utilities often serves as an indicator for substandard conditions. According to the 2019 ACS, 82 occupied units in Jurupa Valley (0.3% of all units) lacked complete plumbing facilities and 234 units lacked complete kitchen facilities (0.9% of all units), as shown in *Table 5.23*. This may be due to the fact that in Jurupa Valley, "substandard" dwellings such as tack rooms, storage or other outbuildings are often used illegally as guest quarters or as separate dwelling units. Under the City's Zoning Code, guest

quarters are not permitted to have kitchens. However, with the adoption of the Accessory Dwelling Unit Ordinance (ADU), the City is seeing more permit applications for the legalization of these substandard dwelling units that are often cited by Code Enforcement. Currently, Code Enforcement is dealing with 387 permits that involve substandard dwellings.

One possible reason for the common use of substandard dwellings in the City is the relatively high number of lower income/large households and overcrowding in some residential areas. It should be noted that there might be some overlap in the number of substandard housing units, as some units may lack both complete plumbing and kitchen facilities. Similar to the county and the state, housing units lacking appropriate infrastructure and utilities comprise a very small proportion of the City's housing stock.

Table 5.23: Number of Dwellings Lacking Plumbing or Complete Kitchen Facilities, 2019

Units	Owner Occupied	Renter Occupied	Total	% of Total Housing Units
Jurupa Valley[1]				
Lacking plumbing facilities	32	36	82	0.3%
Lacking complete kitchen facilities	42	179	234	0.9%
Riverside County[2]				
Lacking plumbing facilities	1,621	1,341	2,347	0.4%
Lacking complete kitchen facilities	1,883	4,390	5,435	0.9%
California[3]				
Lacking plumbing facilities	20,916	43,006	56,547	0.5%
Lacking complete kitchen facilities	26,676	124,714	149,260	1.2%

Source: American Community Survey, 2019 5 Year Estimates (B25049, DP04).
1 Jurupa Valley: Housing Units: 24,907
2 Riverside County Housing Units: 724,893
3 California Housing Units: 13,044,266

Neighborhood Improvements and Removal of Blight

Jurupa Valley includes nine distinct communities with varied settings, housing types, and housing needs. Some neighborhoods in the older communities of Rubidoux, Mira Loma, Belltown, and Glen Avon consist mostly of pre-1980s houses, many with deferred maintenance and code compliance issues; a lack of storm water drainage and other public improvements; and localized blighted areas caused by accumulated trash, illegal dumping, and graffiti. These conditions can discourage reinvestment in these areas, lower property values, and detract from neighborhoods' safety and appearance. It is a primary goal of this young city to reverse urban blight and improve residential neighborhood quality and pride through code enforcement, public and private capital investment, and heightened awareness and attention to community needs. The City has worked since the last housing element to provide grants to aid homeowners with neighborhood and housing improvements.

These grants were obtained through the LEAP grants from HCD and offered to the community in two waves of grants. These grants will be part of the 2021-2029 Housing Element's effort to continue neighborhood improvements.

The City has tracked these grants and advertised them on the City website, City Hall bulletins and on social media. However, grants are limited and with the new housing element the City expects to continue to offer these grants to qualifying properties. These grants are meant for rehabilitation and updates as required as needed. These grants however do not cover the neighborhood infrastructure improvements and the City has a program to prioritize the lacking infrastructure in neighborhoods that need it the most to minimize blight and allow for both neighborhood pride and better connectivity/accessibility throughout the community.

Code Enforcement Activities

The City of Jurupa Valley has established a Code Enforcement program to ensure a high quality of life throughout the communities and maintain property values. Code compliance in the City is a responsive program under which property inspections are done only when inspection requests and complaints are received. Such a system may result in under-reporting of code compliance issues, particularly regarding the rental housing stock. Often, tenants fear retaliation from the landlords and are therefore less willing to report an issue. Legal residency issues or language barriers may be another obstacle for reporting code compliance issues. According to the Code Enforcement staff, in January 2021 Jurupa Valley had 387 active code enforcement cases dealing with housing conditions and/or safety issues, and the City has closed 4,346 such cases since the 2017 Housing Element. The City has some cases that have been open since 2012 and are still being worked on, provided that in the past 4 years the City has made significant improvements and growth since incorporation. An estimated 234 parcels are currently considered substandard, which makes up less than 0.1% of the City. These properties have been recorded as needing code compliance according to ACS data from 2019. And while this number is smaller than that recorded by Code Enforcement it is likely that the City has more substandard homes than recorded since the only cases that are documented are the ones filed through a complaint or through self-report. The City will continue to try and address the needs of community through the program for the rehabilitation programs.

Housing Costs and Affordability

Home Prices and Rents

Realtor.com® was used to provide housing market data for Jurupa Valley. This information is sourced daily from listings and property

data on the realtor.com website, which includes an up-to-date and accurate aggregation of real estate listings from approximately 800 regional listings from Multiple Listing Service (MLS). According to realtor.com, in March 2021, the average home listing price in Jurupa Valley was $499,078. The average selling price for homes in the City was slightly lower than that. This amounts to about $360 per square foot on average and, according to ACS 2019, there are only 165 homes on the market available for purchase currently.

Information on current rental rates in the City was obtained through a review of advertisements on Craigslist during January 2021. Available rental housing ranged from single-room studios to multi-bedroom single family units. Most of the available units in the City were two-bedroom, and three-bedroom units, based on listings advertised. *Table 5.24* summarizes average rents by unit size. Overall, the units of varying sizes were listed as available for rent in January 2021 with an average rent of $1,902.

Table 5.24: Average Rent by Unit Size

Studio	1-Bedroom	2-Bedroom	3-Bedroom	4+ Bedroom
$1,145	$1,216	$1,649	$2,500	$3,000

Source: www.craigslist.org, accessed January 20, 2021

Affordability Gap Analysis

To determine overall housing affordability, the costs of homeownership and renting are compared to a household's ability to pay these costs. Housing affordability is defined as spending no more than 30% to 35% of gross household income (depending on tenure and income level) on housing expenses. *Table 5.25* summarizes affordable rents and purchase prices by income category based on the 2020 HCD median income of $75,300 for Riverside County. General cost assumptions for utilities, taxes, and property insurance are shown. Affordable purchase price assumes a 4% interest rate with a 30-year fixed rate mortgage loan and a 10% down payment.

Given the need for a down payment and the high costs of homeownership, lower income households lacking sufficient savings or transferable equity must usually occupy rental housing. The affordability problem also persists in the rental market. The situation is exacerbated for large households and seniors with lower and moderate incomes given the limited supply of large units. The cost burden for these groups is increased with the COVID-19 pandemic, and from the community survey, these special needs groups are also the ones that the community believes need the most help in finding affordable and available housing.

Table 5.25: Housing Affordability Matrix, Riverside County, 2020

Income	Annual Income	Affordable Monthly Housing Costs	Utilities (per month)	Taxes and Insurance (per month)	Maximum Affordable Price	
					per month	per year
Extremely Low Income (0-30% AMI)						
1-Person	$15,850	$396	$205	$139	$191	$13,823
2-Person	$18,100	$453	$218	$158	$235	$20,092
3-Person	$21,720	$543	$246	$190	$297	$28,186
4 Person	$26,200	$655	$274	$229	$381	$39,993
5 Person	$30,680	$767	$305	$268	$462	$50,980
Very Low Income (30-50% AMI)						
1-Person	$26,400	$660	$205	$231	$455	$59,005
2-Person	$30,150	$754	$218	$264	$536	$71,697
3-Person	$33,900	$848	$246	$297	$602	$80,348
4 Person	$37,650	$941	$274	$329	$667	$89,028
5 Person	$40,700	$1,018	$305	$356	$712	$93,891
Low Income (50-80% AMI)						
1-Person	$42,200	$1,055	$205	$369	$850	$126,669
2-Person	$48,200	$1,205	$218	$422	$987	$148,997
3-Person	$54,250	$1,356	$246	$475	$1,110	$167,499
4 Person	$60,250	$1,506	$274	$527	$1,232	$185,815
5 Person	$65,100	$1,628	$305	$570	$1,322	$198,386
Median Income (80-100% AMI)						
1-Person	$52,700	$1,318	$205	$461	$1,112	$171,637
2-Person	$60,250	$1,506	$218	$527	$1,288	$200,603
3-Person	$67,750	$1,694	$246	$593	$1,448	$225,313
4 Person	$75,300	$1,883	$274	$659	$1,609	$250,268
5 Person	$81,300	$2,033	$305	$711	$1,727	$267,764
Moderate Income (100-120% AMI)						
1-Person	$63,250	$1,581	$205	$553	$1,376	$216,818
2-Person	$72,300	$1,808	$218	$633	$1,590	$252,208
3-Person	$81,300	$2,033	$246	$711	$1,787	$283,342
4 Person	$90,350	$2,259	$274	$791	$1,985	$314,721
5 Person	$97,600	$2,440	$305	$854	$2,135	$337,570

Sources: 2020 HCD Income Limits - Riverside County; Riverside Housing Authority Utility Allowance Schedule, 2020; Veronica Tam and Assoc., 2021
AMI=Area Median Income
Assumptions:

1. Affordable housing cost = 30% household income
2. Taxes, insurance, HOA = 35% monthly affordable cost (owner costs only)
3. 10% down payment
4. 3% interest rate

C. Existing Housing Needs

This section provides an overview of existing housing needs in Jurupa Valley. It focuses on four types of housing need in the community:

1. Housing need resulting from housing cost burden;
2. Housing need resulting from overcrowding;
3. Housing need resulting from population growth; and
4. Housing needs of special needs groups such as elderly persons, large households, persons with disabilities, female-headed households, homeless persons, and farm workers.

Housing Cost Burden

As previously identified, housing cost burden is generally defined as households paying more than 30% of their gross income on housing-related expenses, including rent or mortgage payments and utilities. High housing costs can cause households to spend a disproportionate percentage of their income on housing. This may result in payment problems, deferred maintenance, or overcrowding. Housing Cost Burden adversely affects the low income, very low income and extremely low-income residents the most and with the 2020-2021 COVID-19 pandemic, these income groups have been hit even harder with cost burdens. To track information related to cost burdens and issues surrounding fair housing, the City of Jurupa Valley is contracted with the Fair Housing Council of Riverside County. The agency helps track housing trends that can be considered an impediment to accessing housing. According to the Fair Housing Council of Riverside County 2019-2020 Fiscal Year Report, most landlord/tenant complaints (23.45%) were related to housing lease/rental terms, followed closely (22.61%) by complaints related to Notices (e.g., eviction notices, late rent notices, and other notices from landlords), and then by complaints related to speed and lack of repair to rental facilities. According to the Fair Housing Council, recent increases in complaints related to these categories are likely linked to the loss of work due to the pandemic closures and safety regulations implemented by the State of California for a staggered reopening of businesses. The increasing cost burdens and global pandemic have exacerbated the issue and resulted in the associated issues such as overcrowding and the need to assist those in the special needs groups identified in the Community Profile.

This section uses data from the CHAS provided by HUD. The CHAS provides information related to households with housing problems, including cost burden, overcrowding, and/or without complete kitchen facilities and plumbing systems. The most recent estimates are derived from the 2013-2017 ACS and released by the HUD April 13, 2021. The data includes a variety of housing need variables, further broken down by HUD-defined income limits and HUD-specified housing types. It should be noted that HUD-defined income limits differ slightly from the income limits established by the state, as shown in *Table 5.26*.

Table 5.26: Income Limits

HUD Income Limits	State HCD Income Limits
Extremely Low Income (0-30% AMI)	Extremely Low Income (0-30% AMI)
Very Low Income (31-50% AMI)	Very Low (31-50% AMI)
Low Income (51-80% AMI)	Low Income (51-80% AMI)
Moderate/Above Moderate Income (81%+ AMI)	Moderate Income (81-120% AMI)
	Above Moderate Income (>120% AMI)

AMI=Area Median Income

According to HCD's Data viewer 20% to 40% of Owner Occupied Households have monthly costs that are 30% or more of Household using recent (2015-2019) ACS data. In the same data time period, renters are more cost burdened with data showing 40% to 60% of renter households have monthly costs that are 30% or more of household income. However, overpayment by owners and renters went down since 2014, as the proportion of residents in higher income groups has increased. The rising housing cost is ever increasing and ultimately leads to other related housing issues like overcrowding and lack of availability of affordable homes for special needs groups.

Overcrowding

By definition, dwelling units with more than one person per room are considered overcrowded and units with more than 1.5 persons per room are considered severely overcrowded. Overcrowding increases health and safety concerns and stresses the condition of the housing stock and infrastructure. Overcrowding is strongly related to household size, particularly for large households and the availability of suitably sized housing. Overcrowding impacts owners and renters; however, renters are generally more significantly impacted. Some households may not be financially able to purchase adequately sized housing and may instead accept smaller housing or reside with other individuals or families in the same home to lower costs. With the current 2020-2021 COVID-19 pandemic, the stress on housing availability and affordability is even higher, causing additional overcrowding.

Household overcrowding reflects various living situations: 1) a family lives in a home that is too small; 2) a family chooses to house extended family members; or 3) unrelated individuals or families are "doubling up" to afford housing. However, cultural differences also contribute to the overcrowded conditions. Some cultures tend to have larger household sizes than others due to the preference of sharing living quarters with extended family members and as a way of sharing living costs among family members. Overcrowding can strain physical facilities and the delivery of public services, reduce the quality of the physical environment, contribute to a shortage of parking, and accelerate the deterioration of homes and neighborhoods.

Approximately 18% of all households in Jurupa Valley were overcrowded, and 4% were severely overcrowded, according to the 2019 ACS. As shown in *Table 5.27*, overcrowding is significantly more common among the City's renter-households than owner-households. By comparison, the incidence of overcrowding in Riverside County is much lower at almost half as many households dealing with this issue.

Table 5.27: Overcrowding by Tenure, Percent of Total Households

	Overcrowded (1+ occupants per room)			Severely Overcrowded (1.5+ occupants per room)		
	Renter	Owner	Total	Renter	Owner	Total
Jurupa Valley	30.0%	10.2%	17.5%	6.2%	3.0%	4.2%
Riverside County	11.9%	4.6%	7.0%	2.7%	1.3%	1.7%

Source: American Community Survey (ACS), 2019 (B25014).

Publicly Assisted Housing

The availability and location of publicly assisted housing may be a fair housing concern. If such housing is concentrated in one area of a community or of a region, a household seeking affordable housing is limited to choices within the area. In addition, public/assisted housing and Housing Choice Voucher (Section 8) assistance should be accessible to qualified households regardless of race/ethnicity, disability, or other protected class status.

Public Housing

The City of Jurupa Valley does not have its own housing authority and so collaborates with the Housing Authority of the County of Riverside (HACR) when providing public housing. Eligible residents must be seniors or disabled, or have an annual gross income at or below 80% of the AMI. The City indicated in its Fair Housing Assessment (see Housing Element Appendix E) that 456 households live in public housing in Jurupa Valley. In addition to these households being served, more than double that number are on the waitlist.

Housing Choice Vouchers Program

HACR administers the federally funded Housing Choice Voucher Program (HCV) for Jurupa Valley residents. This housing voucher program (also known as Section 8 housing) provides rental subsidies to low-income families that spend more than 30% of their gross income on housing cost and currently 344 Jurupa Valley households are receiving Housing Choice Vouchers. For the distribution of Voucher assistance within the City, HACR has established local preferences such as families who have lost HCVs due to funding cuts, working families, elderly or disabled, and veterans. As of February 2018, 1,742 households were on the waiting list for the HCV program. Of these households, 292 are seniors, 409 are disabled and 282 are self-identified as homeless without permanent housing.

As an extension of the HCV program, HACR assists eligible families who purchase a home by applying their existing HCV towards a monthly mortgage payment. Eligible families may qualify for a maximum period of 10 or 15 years (depending on the mortgage terms).

Other Affordable Housing Developments

Housing developments utilizing federal, state, and/or local programs, including state and local bond programs, Low-Income Housing Tax Credits (LIHTC), density bonus, or direct assistance programs, are often restricted for use as low-income housing and provide another source of affordable housing for a jurisdiction. *Table 5.28* summarizes housing developments in Jurupa Valley in which some or all of the units are designated as affordable for low to moderate-income households. While additional affordable units have been approved for entitlement since the last Housing Element Update, none have been built and ready for occupation.

Table 5.28: Non-Public Housing Affordable Units in Jurupa Valley

Property Name	Property Address	Funding Source	Unit Size	Total Affordable Units	Total Project Units	Expiration of Affordability
Mission Villas	5870 Mission Blvd. Riverside, CA 92509	LIHTC, §202/811	53 – 1 BR 1 – 2 BR	54	54	2038
Mission Palms	5875 Mission Blvd. Rubidoux, CA 92509	RDA, LIHTC, HOME	88 – 1 BR 20 – 2 BR 1 – 3 BR	109	109	2059
Mission Palms II	3702 La Rue St. Riverside, CA 92509	RDA	73 – 1 BR 18 – 2 BR	91	91	2062
Mission Village Senior Apartments	8989 Mission Blvd. Riverside, CA 92509	RDA, LIHTC,	90 – 1 BR 12 – 2 BR	102	102	2066
Habitat for Humanity-CalVet Jurupa Valley Veterans Housing	At the end of Amarillo Street in Glen Avon area	CalVet Habitat, HACR	18 – 3 BR 8 – 4 BR	26	26	2061
Total				382	382	

Source: Southern California Association of Governments, 2021

Notes: These properties were developed prior to the incorporation of Jurupa Valley. Therefore, records on these properties do not use Jurupa Valley as the location but these properties are located in Jurupa Valley.

Abbreviations: HOME: HOME Investment Partnerships Program (HUD); CDBG: Planning Block Grant (HUD); RDA: City Redevelopment Agency; LIHTC: Low Income Housing Tax Credit; HTF: Housing Trust Fund; MHSA; Mental Health Services Act

Units at Risk of Converting to Market-Rate Housing

Projects at Risk

State law requires that the City identify, analyze, and propose programs to preserve existing multi-family rental units that are eligible to convert to non-low-income housing uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions during the next 10 years. Thus, this at-risk housing analysis covers a 10-year period from October 15, 2021 to October 15, 2031 (10 years from the statutory deadline of the Housing Element). Consistent with state law, this section identifies publicly assisted housing units in Jurupa Valley, analyzes their potential to convert to market rate housing uses, and analyzes the cost to preserve or replace those units.

Within the at-risk analysis period, only one project is considered to be at-risk of converting to market-rate housing—54-unit Mission Villas senior housing, funded with Section 202 financing and Section 8 project-based rent subsidies. The project was placed in service in 1998 and Section 202 carries a 40-year low-income use restriction. The Section 8 contract for Mission Villas was last renewed in February 2020. However, HUD has prioritized funding for Section 8 renewals for senior housing projects (Section 202), and therefore, this project is at low risk of converting to market-rate housing. There are several public agencies and private nonprofits in the West Riverside County area with the capacity to acquire and manage at-risk units or develop new affordable units. In 2020, these include:

1. **Housing Authority of the County of Riverside**
   5555 Arlington Avenue, Riverside, CA 92504
   (951) 351-0700
2. **Fair Housing Council of Riverside County, Inc.**
   4164 Brockton Avenue, Riverside, CA 92501
   Phone: (951) 682-6581
3. **Southern California Association of Non-Profit Housing**
   340 E. 2nd Street, Los Angeles, CA 90012
   Phone: (213) 480-1249
4. **National Community Renaissance**
   9421 Haven Avenue, Rancho Cucamonga, CA 91730
   Phone: (909) 483-2444
5. **Habitat for Humanity Riverside**
   2180 Iowa Avenue, Riverside, CA 92507
   Phone: (951) 787-6754
6. **Path of Life Ministries**
   1240 Palmyrita Avenue, Suite A, Riverside, CA 92507
   Mail: PO Box 1445, Riverside CA
   Phone: (951) 786-9048

Preservation and Replacement Options

To preserve the existing affordable housing stock, the City must either preserve the existing assisted units or facilitate the development of new units. Depending on the circumstances of the at-risk projects, different options may be used to preserve or replace the units. Preservation options typically include: 1) transfer of project to nonprofit ownership; 2) provision of rental assistance to tenants; and 3) purchase of affordability covenants. For example, CDBG and HOME funds may be used to acquire and rehabilitate the affordable units in exchange for an extended affordability covenant on the assisted units. In terms of replacement, the most direct option is the development of new assisted multi-family housing units. These options are described below. Due to the City's significant financial constraints, all options would require a

collaborative effort between the City and the Riverside County Housing Authority or nonprofit housing agency to pursue.

1. Transfer of Ownership

Transferring ownership of an at-risk project to a nonprofit housing provider is generally one of the least costly ways to ensure that the at-risk units remain affordable for the long term. Transferring property ownership to a nonprofit organization would secure low-income restrictions, and the project would become potentially eligible for a greater range of governmental assistance. Mission Villas is a Section 202 senior housing project, which is nonprofit-owned. Therefore, transferring ownership to another nonprofit is not a necessary preservation option.

2. Rental Assistance

Table 5.29 shows rental subsidies required for a typical 54-unit below-market apartment project in Jurupa Valley in 2019. According to HUD records, the units at Mission Villas are renting at $676 monthly, significantly below Fair Market Rents for comparable units. If these units convert to market rate, the tenants should expect to pay at least $986 per month, resulting in an affordability gap of $310. As indicated in *Table 5.29*, the total cost of subsidizing the rents of all 54 at-risk units is estimated at $16,740 per month or $200,880 annually. Providing this level of subsidies for at least 55 years would require over $20 million, assuming an annual inflation rate of 2.5% over 55 years. The feasibility of this alternative is highly dependent upon the availability of reliable funding sources necessary to make rent subsidies and the willingness of property owners to participate in the program.

Table 5.29: Rental Subsidies Required – Mission Villas, 2019

Unit Size	Total Units	Fair Market Rent[1]	Household Size	Contract Rent[2]	Monthly Subsidy per Unit	Total Monthly Subsidy
1-bedroom	54	$986	1 person	$676 per month	$310	$16,740

1 Fair Market Rent (FMR) is determined by HUD, 2019.
2 2015 contract rent for unit at Mission Villas per HUD records.

3. Purchase of Affordability Covenants

Another option to preserve the affordability of the at-risk project is to work with Riverside County's Housing Authority or nonprofit housing agencies and developers to provide incentives to the property owner to maintain the project as affordable housing. Incentives could include writing down the interest rate on the remaining loan balance, providing a lump-sum payment, and/or supplementing the rents to market levels. The feasibility of this option depends on whether the complex has a high level of debt-to-equity ratio. By providing lump sum financial incentives or ongoing

subsides in rents or reduced mortgage interest rates to the owner, the City can ensure that some or all of the units remain affordable. Funding available for purchase of affordability covenants is also limited. Typically, HUD funds cannot be used for this purpose.

4. Construction of Replacement Units

The construction of new low-income housing units is a means of replacing the at-risk units if they are converted to market-rate units and are eligible for HUD funds. The cost of developing housing depends upon a variety of factors, including density, size of the units (i.e., square footage and number of bedrooms), location, land costs, and type of construction. Assuming an average construction cost of approximately $150,000 per unit, it would cost over $8.1 million (excluding land costs) to construct 54 new assisted units. Including land costs, the total cost to develop replacement units would be higher.

5. Cost Comparisons

The above analysis attempts to estimate the cost of preserving the at-risk units under various options. These cost estimates are general estimates and are intended to demonstrate only the relative magnitude of funding required. Actual costs of preservation would depend on the individual circumstances of the at-risk property and market conditions at the time.

New construction of 54 replacement units has the highest upfront costs ($8.1 million, excluding land costs) but the new units would typically be subject to long-term affordability restrictions and high housing quality standards. In evaluating the various options, the City or the responsible housing agency must consider the available funding sources and the willingness of property owners to participate in preservation, among other factors. With the dissolution of redevelopment in California and as a “young” city, Jurupa Valley has virtually no financial capacity to support affordable housing development.

The majority of funding for housing related projects stem from state grants and aid money. This is not a sustainable way to develop and as the above analysis has indicated, the City currently has very limited resources for such prospects.

Fair Housing in Jurupa Valley

Housing is a crucial part of our community, because as it affects everyone at a fundamental level and equal access is necessary to meet the essential needs of each person. In recognizing equal housing access as a fundamental right, the federal government and the State of California have both established fair housing choice as a

right protected by law. To comply with state law, the City of Jurupa Valley continues to participate in an effort to assess impediments to fair housing of the community through an "Analysis of Impediments to Fair Housing Study". The most recent analysis was completed in 2019 and defines "affirmatively further fair housing" to mean "taking meaningful actions, in addition to combat discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity" for persons of color, persons with disabilities, and other protected classes.

State law added a requirement for an assessment of fair housing to be included in the housing element, which includes the following components: a summary of fair housing issues and assessment of the City's fair housing enforcement and outreach capacity; analysis of segregation patterns and disparities in access to opportunities, an assessment of contributing factors, and an identification of fair housing goals and actions. The City of Jurupa Valley's Fair Housing Assessment is included in Housing Element Appendix E.

Key issues identified from as impediments to fair housing in the City of Jurupa Valley includes impediments stemming from the lack of education and awareness on housing resources; lack of fair housing enforcement activity; discriminatory lending, renting and real estate practices in the City; and restrictive land use policies. These impediments are tracked and investigated by the City with the assistance of the Hair Housing Council of Riverside County, while continuing to develop policy and best practices to better achieve fair housing for Jurupa Valley.

Resources for Special Needs Groups

Special needs groups make up a large portion of the population in the City of Jurupa Valley and the main groups that need the most assistance in the City with such a steady population growth is elderly persons, large households, persons with disabilities, female-headed households, homeless persons, and farm workers. This section reviews the same special needs groups presented in the Community Profile with the resources that are currently available to the residents of Jurupa Valley.

Seniors

The Riverside County Office on Aging is a planning and advocacy entity that serves as the official Area Agency on Aging (AAA) throughout Riverside County. It is charged to provide leadership in developing a system of care services for older persons and adults with disabilities in the County. Area Agencies on Aging (AAAs) are local aging programs that provide information and services on a

range of assistance for older adults and those who care for them. Some of the programs and services provided by AAA include:

- Aging and Disability Resource Connection Program
- Care Coordination
- Caregiving
- Care Transitions Intervention (CTI)
- Community Outreach and Education
- Legal Assistance
- Transportation

Some senior programs in the City of Jurupa Valley have been offered in partnership with Jurupa Valley Adopt a Family program, a community-based 501(c)(3) organization, and Healthy Jurupa Valley. Services and programs provided include assistance to senior households during the holiday seasons, and workshops catering to senior residents; recent workshop topics include returning to work after retirement. Through Healthy Jurupa Valley, seniors are also invited to attend senior health fairs. Additionally, the Jurupa Area Recreation and Parks District provides a Senior Mentoring Program that focuses on providing enrichment and/or general assistance to senior citizens, including assistance with everyday tasks and exposing seniors to new activities.

Seniors in Jurupa Valley may also benefit from programs offered through the County of Riverside Economic Development Agency (EDA). Through the Senior Home Repair Grant (SHRG) Program, EDA may be able to cover up to $6,000 of the cost of repairs with no loan or payback requirement.

In terms of affordable housing resources, there are 357 affordable rental units in 4 rental properties throughout Jurupa Valley that are restricted for seniors, with renter qualifications not to exceed anywhere from 50% to 80% of median income. In addition to the senior housing developments listed in *Table 5.30*, seniors in the City are served by 11 state-licensed residential care facilities for the elderly and 15 adult residential facilities with a combined capacity to serve 379 persons. In addition, Country Village Apartments provides 1,238 senior apartments, with rents affordable to low- and moderate-income households.

Table 5.30: Senior Housing Development

Name	Address	Units
Mission Village Senior Apartments	8989 Mission Boulevard Riverside, CA 92509	102
Country Village Apartments	10250 Country Club Drive Jurupa Valley, CA 91752	1,238
Mission Villas	5870 Mission Boulevard Riverside, CA 92509	54
Mission Palms	5875 Mission Boulevard Rubidoux, CA 92509	109
Mission Palms II	3702 La Rue Street Riverside, CA 92509	92
Total		1,595

Source: City of Jurupa Valley, 2020

Persons with Disabilities

A number of nonprofit agencies provide supportive services to persons with disabilities living in Jurupa Valley. ARC of Riverside County is a private, nonprofit corporation serving adults with intellectual and other developmental disabilities. ARC operates six facilities in Western Riverside County providing services for those in need of full-time programming to ensure the development and maintenance of functional skills required for self-advocacy, community integration, and self-care. In addition, the Community Access Center (CAC), an independent living center located in the City of Riverside, has been providing services to people with disabilities in the County since 1995. CAC provides information, supportive services, and independent living skills training. The City is also amending the current zoning code to include the necessary provisions to meet the Lanterman Act and will include and allow for group homes, boarding homes for person with disabilities.

Single Parent Households

Limited household income constrains the ability of single-parent households to afford adequate housing, childcare, health care, and other necessities. Of the single-parent households, 33.4% are male headed and 66.6% are female headed, leading to even greater constraints with American Community Survey for 2017 showing over 25% of those female-headed households are living under poverty level.

Several agencies that serve Jurupa Valley residents offer various programs for families with children. The Jurupa Area Recreation and Park District offers programs and recreational classes for the City's youth, including health fairs, youth sports, special events, help with homework, and volunteer programs. Additional community and family resources are available through Healthy Jurupa Valley, as part of a national Healthy Cities movement to improve the health and quality of life for City residents. Healthy Jurupa Valley efforts are

carried out through Action Teams, including the Jurupa Valley Family Resource Network, and include the organization of special community events such as the Healthy Jurupa Valley Extravaganza Health Fair that provides access to community services and children activities.

Single-parent households in Jurupa Valley can also benefit from general programs and services for lower-and moderate-income persons, including the Housing Authority of the County of Riverside Housing Choice Voucher and Public Housing programs, the County of Riverside Economic Development Agency's (EDA) First Time Homebuyer and Home Repair Loan Program (HRLP) Programs, and various community and social services provided by nonprofit organizations in the region such as the Food Bank.

Large Families

The average household size in Jurupa Valley is 4.21 persons compared to 3.3 persons in Riverside County, and these larger households make up about 30% of all households in the City. The large family households exist typically to both reduce the overall burden of housing costs and the cost of other necessities such as food, clothing, medical care, and other essentials. Large households in Jurupa Valley can benefit from general programs and services for lower-and moderate-income persons, including The Housing Authority of the County of Riverside Housing Choice Voucher and Public Housing programs, the County of Riverside Economic Development Agency's (EDA) First Time Home Buyer (FTHB) and Home Repair Loan Program (HRLP) Programs, and various community and social services provided by nonprofit organizations in the region.

Farm Workers

In Jurupa Valley, there are few farm worker resources due a number of service providers in Riverside County. While farm workers have access to many of the other resources that the other special needs groups have as well, they have more limited assistance and services to farm workers. The Family Resource Center Program at Mecca Family and Farm Workers Service Center (91-275 66th Avenue, Suite 100, Mecca, CA 92254) provides seven core service types: parenting skills, self-sufficiency, community action, child abuse prevention services, information and referral services, education and literacy, and life skills. There are also two farm worker housing projects located in Riverside County: Chapultepec Apartments (62-600 Lincoln Street, Mecca, CA 92254; 31 units) and Las Mañanitas (91-200 Avenue 63 Mecca, CA 92254; 128 beds).

The space at these housing projects is limited and serve the county as a whole, and with the added pressure of the COVID-19 pandemic, the State has implemented a program called "Housing for the Harvest" to assist these essential workers in the effort to keep California fed and safe. Riverside County partnered with the TODEC Legal Center to distribute financial and housing aid to farm workers who suffered loss of wages due to the COVID-19 pandemic and to provide housing alternatives to those exposed and require quarantining for 14 days.

While these programs are in place to help this special need group, more can be done for more permanent solutions to the need for farm worker housing in Jurupa Valley. This Housing Element update includes a program that addresses the need for farmworker housing in the City by amending the Zoning Code to address the requirements of the Employee Housing Act.

Homeless Persons

The 2020 Point-in-Time homeless count, which occurred in January 2020, identified 103 unsheltered homeless individuals in comparison to the 139 unsheltered homeless individuals counted during the same survey in 2019 in the City of Jurupa Valley. While the numbers have declined from the previous year, this number does not include possible increases due to the COVID-19 pandemic. The resources and services described in *Table 5.31* serve low income and special needs populations in Jurupa Valley—not just the homeless. While some of the programs and services identified below are not located within the City's boundaries, the services they provide are available to persons residing in Jurupa Valley. At the same time, the City also uses federal Community Development Block Grant (CDBG) money to fund housing for up to three homeless persons each night by subsidizing room rentals at program-approved transient housing in the area.

Table 5.31: Homeless and Special Needs Housing Resources

Agency/Program	Description	Location
Emergency Shelter		
Path of Life Ministries - Community Shelter Program	An emergency homeless shelter that serves adults by providing temporary housing along with assistance in obtaining important documents, job readiness, computer workshops, counseling, meals, hygiene supplies and various other forms of support. This program provides beds for up to 64 qualified single men and women.	2840 Hulen Place Riverside, CA 92507
Path of Life Ministries - Family Shelter Program	This program is offered to single parents with children, couples with children and single women. Support services focus on rapid re-housing, employment and increased income. It is a dormitory setting with 50 beds.	2530 Third Street Riverside, CA 92507
Path of Life Ministries - Emergency Cold Weather Shelter	The Path of Life Community Emergency Shelter provides an additional 72 beds from December to mid-April. These beds are provided on a night-by-night basis under the federal cold weather shelter initiative in cooperation with the County of Riverside.	6216 Brockton Avenue, #211 Riverside, CA 92506

Agency/Program	Description	Location
Community Kitchens		
Calvary Chapel	Food assistance is provided on the 1st and 3rd Sunday of every month.	5383 Martin Street Jurupa Valley, CA 95168-11092
Eagle Food Ministries	Provides food boxes for individuals and families on Thursdays.	5410 Beach Street Riverside, CA 92509
Manna Ministries	Food assistance is provided on the 1st and 3rd Sunday of every month.	4318 Pyrite Street Jurupa Valley, CA 92509
Rubidoux Missionary Baptist Church	Groceries are provided to families and individuals on the 2nd and 4th Saturday of each month.	2890 Rubidoux Boulevard Jurupa Valley, CA 92509
Rubidoux Family Resource Center	Provides groceries and food, and also provides referrals to resources such as thrift stores and clothing	5473 Mission Boulevard Rubidoux, CA
Transitional Housing		
The Place	Jefferson Transitional Programs (JTP) is a nonprofit 501(c)(3) offering vocational, supported living, and educational programs for individuals with chronic mental illness and/or addictions.	3839 Brockton Avenue Riverside, CA 92501
Safe House Transitional Living	A 15-bed apartment complex in downtown Riverside. Services are available to older homeless youth ages 18-22 for up to 18 months. Five apartments are set aside for Permanent Supportive Housing for youth ages 18-24.	9685 Hayes Street Riverside, CA 92503
Permanent Supportive Housing		
Path of Life Ministries	Provides immediate housing to chronically homeless individuals and some families, in scattered privately owned homes and apartments throughout Riverside County.	6216 Brockton Avenue, #211 Riverside, CA 92506
Rental and Support Services		
Path of Life Ministries	Rapid-Rehousing Program: provides assistance for the most immediate housing possible for homeless families with children and provides temporary rental subsidies. Rental Assistance Program: when available, provides one-time rental assistance (up to $1,000) to those exiting from homelessness or at risk of becoming homeless.	6216 Brockton Avenue, #211 Riverside, CA 92506
Foothill AIDS Project	Provides housing assistance, including help in locating and paying for emergency, transitional, or permanent housing, funds for paying rent, mortgage, and utility assistance. Referrals are available to other government and private subsidized housing programs and the state's homeless prevention program.	3576 Arlington Avenue, #206 Riverside, CA, 92506
Inland Empire Veterans Stand Down	Reunites homeless veterans with their families and communities through restorative resources and services. Some services provided include VA Claim assistance, legal clinics/seminars, transportation, food, blankets/sleeping bags, and care counseling.	6185 Magnolia Avenue, #338 Riverside, CA 92506
Disabled American Veterans Charity	Provides free, professional assistance to veterans and their families in obtaining benefits and services.	4351 University Avenue Riverside, CA 92501
Lutheran Social Services	Some emergency services provided include food pantry, grocery packs, clothes, lunches, motel vouchers, eviction prevention, and rental assistance.	3772 Taft Street Riverside, CA 92503

Source: City of Jurupa Valley, 2015

Families

As part of the previous housing element, the City removed the definition of "family" as it was too constraining to the diverse household types in the Jurupa Valley. The City instead used a housing element program to allow for a more open ended interpretation of what a family is under the housing element and City code. There is no current plan to create a new definition for family in the City of Jurupa Valley due to the possibility of creating unnecessary restrictions to options for housing in the City.

Housing Resources

A jurisdiction's housing resources include the existing housing stock as well as vacant and underutilized land that can support additional housing. The paragraphs below outline the City of Jurupa Valley's housing resources and demonstrate how the City can provide its share of the region's future housing need. In addition, financial and administrative resources available to support housing activities and facilitate implementation of housing policies and programs are addressed, as well as opportunities for energy conservation.

Residential Density and Affordable Housing

State housing law requires jurisdictions to provide an analysis showing that land use designations or zones identified for the development of housing for lower income households are sufficient to encourage such development. The law provides two options for preparing the analysis: 1) describe market demand and trends, financial feasibility, and recent development experience; or 2) utilize default density standards deemed adequate to meet the lower income housing need. According to state law, the default density standard for the City of Jurupa Valley is 30 dwelling units per acre.

Based on an analysis of affordable housing development in the Western Riverside County region and on discussions with local affordable housing developers, as outlined in the following section, the City has determined that a base density of 25 du/acre (allowed maximum density, not including any applicable density bonus) is appropriate to accommodate the City's lower-income housing need. Not only does 25 du/acre accommodate the lower income need, but it also minimizes the impact of the density amongst the currently available housing stock. The density of these new residential developments is important in so far as they match the character of the community, which primarily consists of larger lot, ranch style single family homes.

Program HE 1.1.1 commits the City to amending the Land Use Map of the General Plan to add 69.2 acres of HHDR-designated land with appropriate zoning to allow multi-family ownership and rental housing. The HHDR land use designation allows a density of 21-25 dwelling units per acre, with additional density possible through state-mandated density bonuses. As outlined in Section D, Housing Opportunities and Resources, the additional acreage will enable the City of Jurupa Valley to meet and exceed its 2021-2029 RHNA while also protecting the rural, country aesthetics of the City.

Land costs in Jurupa Valley continue to be significantly lower than those of Orange and Los Angeles Counties; hence, the number of units per acre necessary to allow an affordable housing development project to achieve economies of scale is smaller than that of many other Southern California cities. A survey of vacant properties

for sale in Jurupa Valley on LandSearch.com showed seven properties available and suitable for residential development. Properties ranged in size from 1 to 17 acres and had an average land cost of $160,000 per acre. By comparison, vacant properties in inland Orange County on mostly smaller, infill sites range from $1 million to well over $1.5 million per acre.

The City contacted three affordable housing developers within the Riverside/Jurupa Valley area: National Community Renaissance, Jamboree Housing Corporation, and Bridge Housing Corporation. Based on those conversations, it was determined that densities of 25 dwelling units per acre are sufficient to accommodate affordable housing development within the City of Jurupa Valley. According to these developers, the primary determinant of affordability is land cost, followed by the type and cost of construction. They noted that there was a "pivot point" density at or near 25 dwelling units per acre. As density increased beyond this point, podium type development was typically required, significantly increasing the cost of construction. For this reason, these developers believed densities of 25 dwellings per acre or less were more feasible than higher densities in the Riverside/San Bernardino market. They also stressed the importance of project compatibility with surrounding uses in setting project density because this related directly to the time and cost of development. Consequently, these nonprofit developers indicated that sites designated at 25 dwelling units per acre would be suitable to develop affordable housing. The examples in *Table 5.32* show that, while the densities vary within the Inland Empire, the average density is about 24.14 units per acre. These developments are in diverse locations including some of the highest densities found on infill projects in the middle of the jurisdiction's downtown area.

Table 5.32: Inland Empire Affordable Housing Project Examples

Jurisdiction	Development Name	Address	Acreage	Dwelling Units	Dwelling Units/Acre
Jurupa Valley	Northtown Housing	Mission and Crestmore	26	68	13.23
Ontario	Palm Terrace 2 Apartments	1449 East D Street	2.08	48	24
Riverside	Cedar Glen Apartments	9830 County Farm Road	7.41	100	13.5
Riverside	Mission Heritage Project	3933 Mission Inn Avenue	1.72	71	41.28
Rancho Cucamonga	Villa Pacifica II	7418 Archibald Avenue	2.27	60	26.43
Rancho Cucamonga	Day Creek Villas	12250 Firehouse Court	4.04	140	34.65
Fontana	Sierra Ave Apartments	16839 Ramona Avenue	4.31	60	13.92
Moreno Valley	Courtyards at Cottonwood	Cottonwood and Indian	6.78	80	11.80

Currently, state law requires that cities provide additional aid to housing developers to streamline the process for the development of affordable housing, specifically for the low income, and the very low-income housing categories. To comply with state law, in 2021, the City is in the process of developing a "by right" process for projects in the HHDR General Plan designation with a minimum of

10% of units affordable to affordable to lower income households during the 2021-2029 planning period to be processed without the need for discretionary review. This law intents to incentivize the development of affordable housing and minimize government constraints on developing affordable housing units in California.

Variety of Housing Opportunity

The Zoning Code provides for a range of housing types, including single-family, multi-family, accessory dwelling units, manufactured homes, mobile home parks, licensed community care facilities, employee housing for seasonal or migrant workers as necessary, assisted living facilities, emergency shelters, supportive housing, transitional housing, and single room occupancy (SRO) units. *Table 5.33* summarizes the types of housing allowed by Jurupa Valley's Zoning Code to ensure a variety of housing opportunities continue to be available and the City continues to update the permitted uses of each zone as required by state law.

Single- and Multi-Family Uses

One-family dwellings are permitted uses in most residential zones. Multi-family dwellings are permitted in the R-4 zone, as well as the R-2, R-3, and R-6 zones with the approval of a Site Development Permit (SDP). As outlined in Section G, Housing Constraints, the Site Development Permit (SDP) process is a typically discretionary review process that is strictly concerned with addressing design and potential impacts. Additionally, the Community Development Director acts on SDPs unless the Community Development Director has determined that there is a significant impact on the community. In that case, SDPs are referred to the Planning Commission for consideration.

SDPs for residential projects are typically approved by the Community Development Director and generally do not require Planning Commission approval, except when the project is processed concurrently with a General Plan Amendment, a Specific Plan, a Tentative Tract Map, or other entitlements that require Planning Commission or City Council action.

Table 5.33: Jurupa Valley Permitted Uses by Zone

Zoning District	One- Family Dwelling	Multiple Family Dwelling	Accessory Dwelling Unit	Congregate Care Facilities	Emergency Shelter	Transitional and Supportive Housing[1]	Farm Worker Housing[2]	Employee Housing	SRO	Manufactured Housing/ Mobile Home	Mobile-Home Park	Planned Residential Development
R-R/R-R-O	P	NP	P	NP	NP	P	NP	NP	NP	P	CUP	P#
R-1/R-1A	P	NP	P	NP	NP	P	NP	NP	NP	P	CUP	P#
R-A	P	NP	P	NP	NP	P	NP	NP	NP	P	CUP	P#
R-2	P	P*	P	P*	NP	P	NP	P*	P*	P	CUP	P#
R-2A	P	P*	P	P*	NP	P	NP	P*	P*	P	CUP	P#
R-3	P*	P*	P	P*	NP	P	NP	P*	P*	P	CUP	P#
R-3A	P	NP	P	NP	NP	P	NP	NP	NP	P	CUP	P#
R-T	P	NP	P	NP	NP	P	NP	P*	P*	P	CUP	P#
R-T-R	P	NP	P	NP	NP	P	NP	NP	NP	P	–	P#
R-4	P*	P*	P	P*	NP	P	NP	P*	P*	P	CUP	P#
R-6	P	P	P	NP	NP	P	NP	P	P	P	CUP	P#
PUD	PUD	PUD	PUD	PUD	NP	PUD	PUD	PUD	PUD	PUD	PUD	P#
I-P	NP	NP	NP	NP	P	NP	NP	P*	NP	P*	NP	NP
A-1	P	NP	P	NP	NP	P	P*	NP	NP	P*	CUP	P#
A-2	P	NP	P	NP	NP	P	P*	NP	NP	P*	CUP	P#
W-2	P	NP	P	NP	NP	P	NP	NP	NP	NP	NP	P#
R-D	P	P*	P	NP	NP	P	NP	NP	NP	P	CUP	P#
N-A	P	NP	P	NP	NP	P	NP	NP	NP	P*	NP	P#

Source: City of Jurupa Valley Zoning Code, 2021

P = Permitted by Right; CUP = Conditional Use Permit Required; "NP" = Not Permitted; P* = Requires Site Development Permit; P#= Requires PC/CC review; PUD = Allowed with PUD; rezoning required.

Notes: 1 Transitional and Supportive housing subject to same requirements that apply to standard residential uses.

2 Employee housing for six or fewer persons is treated as a single-family structure and residential use.

Accessory Dwelling Units

ADUs are attached or detached dwelling units that provide complete independent living facilities for one or more persons, including permanent provisions for living, sleeping, cooking, and sanitation. ADUs may be an alternative source of affordable housing for lower income households and seniors. These units typically rent for less than apartments of comparable size.

California law requires local jurisdictions to adopt ordinances that establish the conditions under which ADUs are permitted through a ministerial process (*California Government Code*, §65852.2). To meet the requirements of state law, the City amended the ADU code in 2018 and 2020 to minimize requirements and to stay consistent with current code and to keep the process ministerial. A ministerial process is intended to reduce permit processing periods and development costs, because proposed ADU that comply with local zoning regulations and standards can be approved without a public hearing.

Jurupa Valley permits ADU on parcels that have a legal, single-family dwelling existing on the site, subject to additional development standards and the approval of an ADU Permit. ADU Permits are reviewed by the Community Development Director and do not require discretionary review or a hearing. Current code also allows for Junior ADU within existing single- family homes in addition to an ADU, effectively allowing up to three units on a single parcel. The code also allows up to two ADUs to be added to multi-family dwellings, subject to additional development standards and the approval by the Community Development Director.

Mobile Housing

State law requires local governments to permit mobile homes meeting federal safety and construction standards on a permanent foundation (and permanently connected to water and sewer utilities, where available), in all single-family residential zoning districts (§65852.3 of the *California Government Code*).

For purposes of permit issuance, Jurupa Valley permits mobile homes on a foundation system on all lots zoned to permit single-family dwellings. The installation of manufactured homes not on foundations is allowed whenever it is specifically provided for in the various zone classifications and is subject to the requirements and standards set forth in those zones. A mobile home permitted in the R-R and R-A zones, however, is subject to additional development standards regarding minimum floor area and lot size. These requirements are standard for most California jurisdictions and are like those of Riverside County.

In Jurupa Valley, 1,643 mobile home units encompass approximately 6.4% of all housing in the City. These mobile homes are a source of affordable units in the City and when they are under 1,000 square feet, they can be considered as an ADU on a parcel with an existing single-family home. They are permitted with a foundation and ADU site plan review through the Community Development Department at the City.

Approximately 50% of the mobile homes in Jurupa Valley were developed prior to 1980. The City of Jurupa Valley does not maintain a list of mobile homes in need of repair or replacement. However, Planning and Code Enforcement staff estimate that approximately 10% of all the mobile homes developed prior to 1980 will need some level of rehabilitation during the 2021-2029 planning period, and 1% will need replacement. This equates to 82 potential mobile homes in need of rehabilitation and 9 mobile homes in need of replacement.

Residential Care Facilities

The Lanterman Developmental Disabilities Services Act (§5115 and §5116 of the *California Welfare and Institutions Code*) declares that mentally and physically disabled persons are entitled to live in normal residential surroundings. The use of property for the care of six or fewer mentally disordered or otherwise handicapped persons is required by law. A state-authorized, certified, or authorized family care home, foster home, or group home serving six or fewer persons with disabilities or dependent and neglected children on a 24-hour-a-day basis is considered a residential use to be permitted in all residential zones. No local agency can impose stricter zoning or building and safety standards on these homes (commonly referred to as “group” homes) for six or fewer persons than are required of other permitted residential uses in the zone. The Lanterman Act covers only licensed residential care facilities. California Housing Element law also addresses the provision of transitional and supportive housing, which covers non-licensed housing facilities for persons with disabilities that meet the statutory definitions for those terms. The City must ensure that, in addition to allowing smaller residential care facilities, larger group homes of seven or more persons are also allowed through a ministerial process, regardless of license.

The City of Jurupa Valley defines congregate care facilities as “a housing arrangement, developed pursuant to Article XIX of the Zoning Code, where nonmedical care and supervision are provided, including meals and social, recreational, homemaking and security services.” As part of this housing element update, the City’s provisions for licensed residential care facilities will be amended as needed to ensure consistency with the Lanterman Act.

Emergency Shelters

An emergency shelter is a facility that provides temporary shelter and feeding of indigents or disaster victims, operated by a public or nonprofit agency. State law requires jurisdictions to identify adequate sites for housing that will be made available through appropriate zoning and development standards to facilitate and encourage the development of a variety of housing types for all income levels, including emergency shelters and transitional housing (§65583(c)(1) of the *California Government Code*). State law (SB 2) requires that local jurisdictions make provisions in their zoning codes to permit emergency shelters by right in at least one zoning district where adequate capacity is available to accommodate at least one year-round shelter. Local jurisdictions may establish standards to regulate the development of emergency shelters.

The state also adopted State Housing Element Law restricting the requirements local jurisdictions can set as development standards for these emergency shelters. Housing Element Law requires that local governments impose only those development and management standards that apply to residential or commercial development within the same zone.

The City of Jurupa Valley permits emergency shelters in its Industrial Park (I-P) zone, subject to the development standards allowed under SB 2, such as minimum floor area for each client, minimum interior waiting and client intake areas, off-street parking and outdoor lighting requirements.

The City has a number of large, vacant I-P zoned sites totaling 439 acres. In February 2021, the City adopted an amendment to the existing emergency shelter codes to comply with the requirements and provisions of current state law. The sites are dispersed on the following parcels and can be found on Figure 5-6 below.

Figure 5-7 illustrates sites in the City of Jurupa Valley that are zoned I-P and permit emergency shelters. I-P-zoned sites are located through the City of Jurupa Valley and were determined to be appropriate for emergency shelters due to their proximity to commercial centers and transportation options. These I-P zoned parcels are located in proximity to commercial sites shown in the red/pink with transit and major freeways connecting them through to the neighboring communities. The only parcels on this map without any commercial zones and transit stops in its immediate vicinity is located on the western City border by Interstate 15. This site looks disconnected, but it is adjacent to the freeway and commercial amenities can be found just to the West in the City of Eastvale.

Assessor Parcel Number	Street Address	Acreage
156030014	Not Addressed	3.67
156030016	Not Addressed	2.15
156040073	4155 Wineville Rd	20.08
156050007	4231 Wineville Rd	2.15
156360037	Not Addressed	0.59
156360038	3777 De Forest Cir	2.99
156360041	10395 Noble Ct	5.54
156370005	10302 Birtcher Dr	2.99
156370008	Not Addressed	0.49
156390006	Not Addressed	2.46
156210067	Not Addressed	3.07
156050006	4231 Wineville Rd	0.61
156370009	Not Addressed	2.13
156370004	10314 Birtcher Dr	1.88
156370014	10266 Birtcher Dr	4.81
156390007	Not Addressed	1.28
156360039	3725 Nobel Ct	5.89
156370010	Not Addressed	0.47
156391026	Not Addressed	1.2
156030017	Not Addressed	1.37
156030043	Not Addressed	0.39
156040072	11850 Riverside Dr	26.97
156370015	Not Addressed	4.67
156030042	4453 Parkhurst St	3.36
156040071	11900 Riverside Dr	28.81
156050027	Not Addressed	136.8
156370003	10317 Birtcher Dr	3.43
156370006	10290 Birtcher Dr	2.41
156390005	3675 De Forest Cir	2.05
160040045	Not Addressed	1.5
156030044	Not Addressed	0.1
156370001	10293 Birtcher Dr	2.28
156370002	10305 Birtcher Dr	2.35
156370011	Not Addressed	0.08
156390002	Not Addressed	1.84

Assessor Parcel Number	Street Address	Acreage
160040020	12087 Landon Dr	7
160040044	4685 Pier Enterprises Way	9.6
156360031	10395 Noble Ct	2.45
156390003	Not Addressed	1.78
156390004	Not Addressed	2
156390010	Not Addressed	0.19
156391023	Not Addressed	5.21
160040033	11911 Landon Dr	34.9
160040034	11811 Landon Dr	19.36
160040030	11905 Landon Dr	27.33
163400029	Not Addressed	1.03
163400051	Not Addressed	1.63
163400031	6250 Clay St	1.15
163400032	6212 Clay St	0.91
163400050	Not Addressed	2.59
163400028	Not Addressed	1.48
163400030	6280 Clay St	3.5
163400026	Not Addressed	1.61
167160027	Not Addressed	1
167160023	Not Addressed	3.5
167161020	Not Addressed	3.55
170350039	9251 Orco Parkway	1.12
170350042	9787 Orco Parkway	1.02
170350045	Not Addressed	1.12
170350046	Not Addressed	1.12
170350040	9263 Orco Parkway	1.12
170350041	9275 Orco Parkway	1.12
170350043	Not Addressed	1.25
170350044	Not Addressed	1.04
170350036	9215 Orco Parkway	2.67
170350037	9227 Orco Parkway	1.11
170350038	9239 Orco Parkway	1.12
170350047	Not Addressed	1.12
178150008	2610 Rubidoux Blvd	4.52

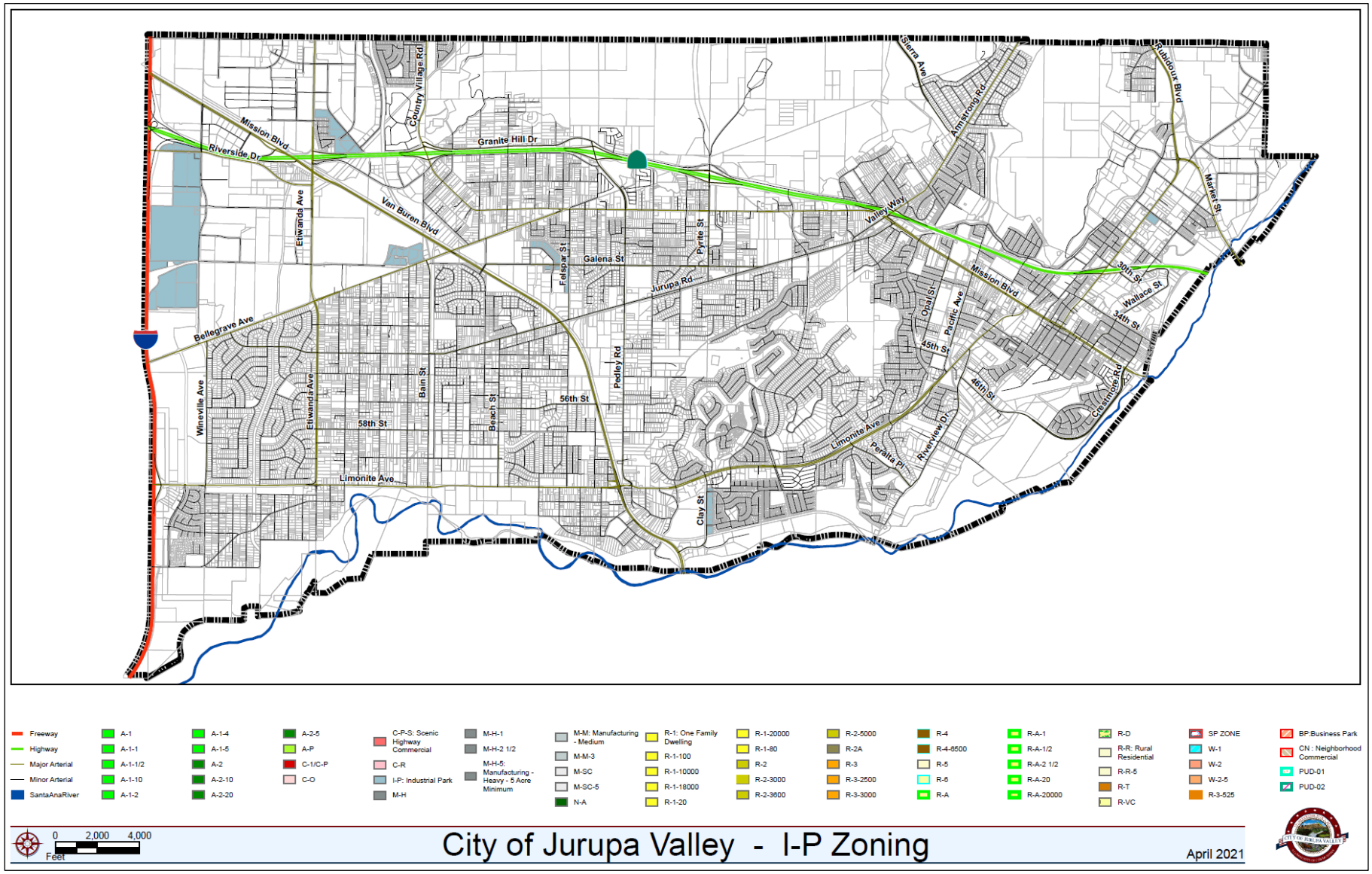


Figure 5-6: I-P Zoned Sites in Jurupa Valley

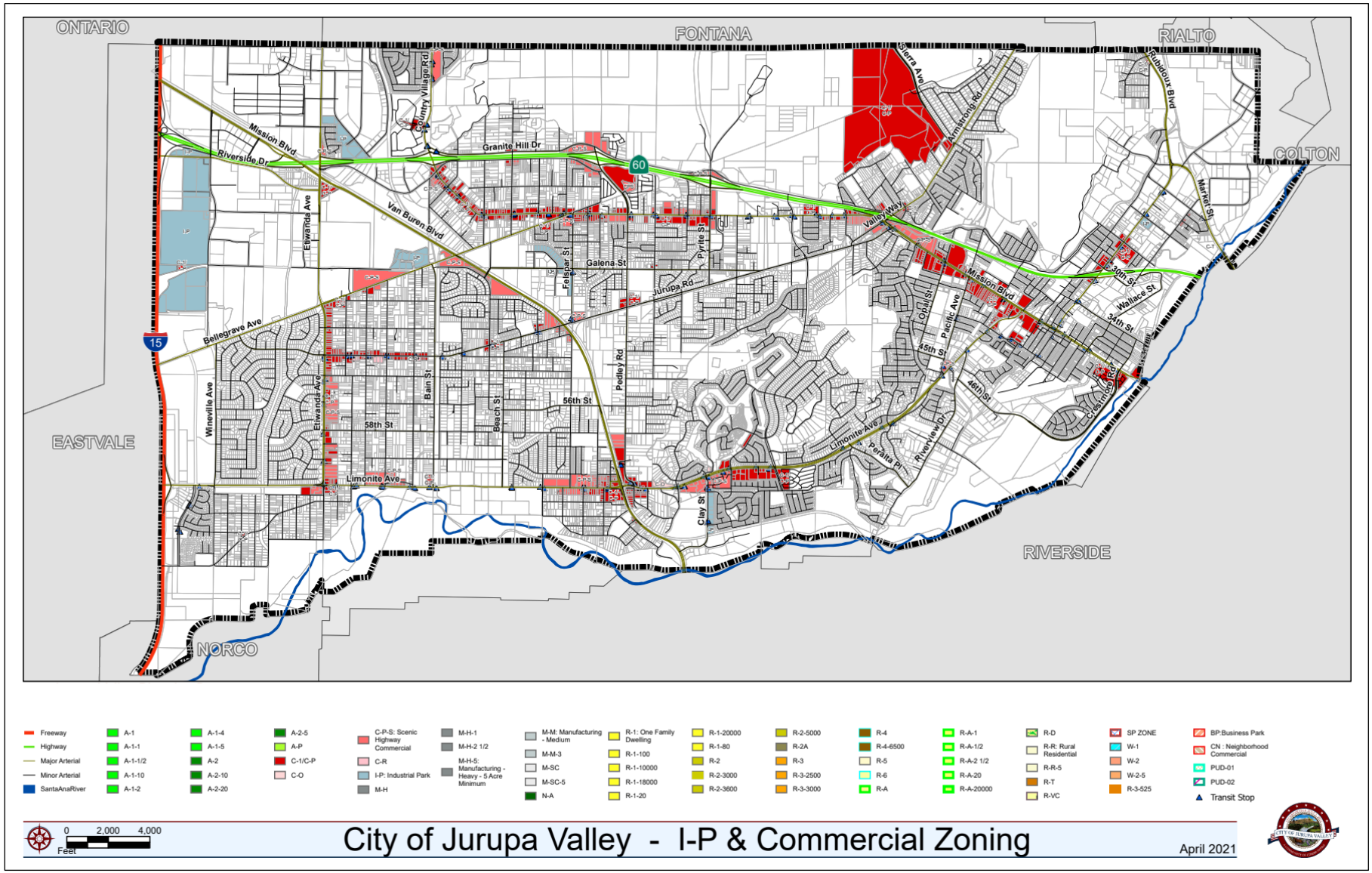


Figure 5-7: I-P Zones in Proximity/Access to Commercial Zones and Tranist

In addition to emergency shelters, the I-P zone allows three other uses that support human habitation. These include a single mobile home or caretaker unit on a site during construction, caretaker units for industrial or commercial facilities, and motels. Action Item 1.1.17 of this document requires the City to revise its off-street parking requirements for emergency shelters within 18 months of adoption of the Housing Element. Off-street parking standards shall be revised to accommodate all staff working in emergency shelters, provided they do not require more parking for emergency shelters than other commercial uses in the I-P zone.

Transitional and Supportive Housing

State law requires local jurisdictions to address the provisions for transitional and supportive housing. Under Housing Element law, transitional housing means buildings configured as rental housing developments, but operated under program requirements that require the termination of assistance and reassignment of the assisted unit to another eligible program participant at a predetermined future point in time that shall be no less than 6 months from the beginning of the assistance (*California Government Code* §65582(h)). For example, a multi-family dwelling that is designated as a temporary (typically 6 months to 1 year) residence for abused women and children, pending relocation to more permanent housing.

State law addresses the requirements, local provisions and streamlining of transitional and supportive housing. State law currently requires local jurisdictions to address the provisions for transitional and supportive housing. It requires the city to address the criterion for assessing the need for emergency shelters and housing on a regional level and requires they be accounted for as part of the City's Housing Element to create an impactful change on the current homeless housing situation.

Currently, state housing law requires local jurisdictions to allow permanent supportive housing meeting specific conditions by right in all zones where mixed use and multi-family housing is permitted and to streamline the applications for permanent supportive housing. For such supportive housing located within one-half mile from transit, no minimum parking can be required.

Supportive housing means housing with no limit on length of stay, that is occupied by the target population, and that is linked to an on-site or off-site service that assists the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. Target population means persons with low incomes who have one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health condition, or individuals eligible for services provided pursuant to the Lanterman Developmental Disabilities Services Act (Division 4.5 commencing

with §4500 of the *Welfare and Institutions Code*) and may include, among other populations, adults, emancipated minors, families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, and homeless people (*California Government Code* §§65582(f) and (g)).

Accordingly, state law establishes transitional and supportive housing as residential uses and therefore, local governments cannot treat these uses differently from other similar types of residential uses (e.g., requiring a use permit when other residential uses of similar function do not require a use permit). As part of the development of this Housing Element, the City will include provisions for transitional and supportive housing, pursuant to current state law.

Permanent Supportive Housing and Low Barrier Navigation Centers

Similar to transitional and supportive housing, state law requires that permanent supportive housing and low barrier navigation centers be allowed by-right in multi-family and mixed-use zones, including non-residential zones permitting multi-family uses. Permanent supportive housing is permanent housing with voluntary supportive services such as health and mental health care for chronically homeless households. Low barrier navigation centers include housing and shelters where a resident at risk for homelessness can live temporarily and receive services while waiting to move into permanent housing. Local governments cannot treat these uses differently from other similar types of residential units. Accordingly, the City will include provisions for permanent supportive housing and low barrier navigation centers as part of this Housing Element.

Single Room Occupancy (SRO)

State law mandates that local jurisdictions address the provision of housing options for extremely low-income households, including Single Room Occupancy units (SRO). SRO units are typically one-room units intended for occupancy by a single individual. They are distinct from a studio or efficiency unit, in that a studio is a one-room unit that must contain a kitchen and a bathroom. Although SRO units are not required to have a kitchen or bathroom, many SROs have one or the other. There are minimum standards for SROs (including a minimum floor area requirement) under the *California Health and Safety Code*.

The City of Jurupa Valley's Zoning Code does not specifically address SROs. As part of this Housing Element, the City will include provisions to address SRO housing.

Farm Worker and Employee Housing

The California Employee Housing Act requires that housing for six or fewer employees be treated as a regular residential use. In general, the *California Health and Safety Code* §17008(a) defines "employee housing" as "any portion of any housing accommodation, or property upon which a housing accommodation is located, if all of the following factors exist:

(1) The accommodations consist of any living quarters, dwelling, boardinghouse, tent, bunkhouse, maintenance-of-way car, mobile home, manufactured home, recreational vehicle, travel trailer, or other housing accommodations, maintained in one or more buildings or one or more sites, and the premises upon which they are situated or the area set aside and provided for parking of mobile homes or camping of five or more employees by the employer.
(2) The accommodations are maintained in connection with any work or place where work is being performed, whether or not rent is involved."

Section 17005 of the *California Health and Safety Code* identifies the few types of employees excluded, and Section 17008 provides a detailed definition of employee housing. The Employee Housing Act further defines housing for agricultural workers consisting of 36 beds or 12 units be treated as an agricultural use and permitted where agricultural uses are permitted.

The City of Jurupa Valley permits agricultural uses in several of its residential zones. The Zoning Code does not specifically address farm worker housing in residential zones but does allow farm worker housing in the City's agricultural zones (A-1 and A-2) with SDP approval, and single-family dwellings are permitted by right in these zones. As part of the implementation of this Housing Element, the City will amend the Zoning Code to address the requirements of the Employee Housing Act.

D. Housing Opportunities and Resources

State housing law requires that each jurisdiction in the state quantify the need for housing within its jurisdiction as part of the periodic process of updating local housing elements of the General Plan. As such, the Southern California Association of Governments (SCAG) has allocated the City of Jurupa Valley housing production goals for the 6th Cycle Housing Element update. The paragraphs below outline how the City of Jurupa Valley will accommodate its share of regional housing needs during the planning period.

The Regional Housing Needs Allocation (RHNA) developed and adopted by SCAG covers the growth projection period from June 30, 2021 through October 15, 2029. The RHNA assigns a housing production number to each jurisdiction in the region. Jurupa Valley must identify adequate land with appropriate zoning and development standards to accommodate its allocation of the regional housing need. The RHNA allocation is divided into four income categories: Very Low, Low, Moderate, and Above Moderate. *Table 5.34* outlines that Jurupa Valley's share of regional future housing needs is a total of 4,497 new units between October 15, 2021 and October 15, 2029. This allocation is distributed into the four income categories identified above. The RHNA includes a fair share adjustment that allocates future (construction) need by each income category in a way that meets the state mandate to reduce over-concentration of lower income households in historically lower income communities or areas within the region.

Table 5.34: City of Jurupa Valley 6th Cycle RHNA Allocation

Income Category (% of County AMI)	Number of Units	Percent
Very Low (0 to 50%)	1,207*	26.8%
Low (51 to 80%)	749	16.7%
Moderate (81% to 120%	731	16.3%
Above Moderate (Over 120%)	1,810	40.2%
Total:	4,497	100%

Source: SCAG 6th Cycle Final RHNA Allocation Plan, March 2021
AMI = Area Median Income
*The City has a RHNA allocation of 1,207 very low income units (inclusive of extremely low income units). This allocation is evenly split between extremely low and very low income groups pursuant to state law (AB 2634)

Credits toward RHNA

Several categories of housing are combined to meet the City of Jurupa Valley's RHNA requirements. These include Approved Units, Units Pending Approval (Pipeline Projects), Accessory Dwelling Units, Specific Plans, and Vacant Sites. As outlined in detail below, when combined, these categories meet all the City's Moderate and Above Moderate Income housing requirements and most of the Low and Very Low-Income requirements. Additional sites have been identified to meet the City's RHNA, and the City has committed to undertaking a general plan amendment and rezone process following adoption of the 2021-2029 Housing Element to meet this requirement. For more detail about sites contributing to the City's RHNA, please refer to Housing Element Appendix A – Specific Plan Capacity and Vacant Sites Inventory and Housing Element Appendix B– Proposed Redesignation/Rezone Sites.

Approved Units Built and/or Entitled Since June 30, 2021

The 6th Cycle RHNA covers an 8-year planning period, beginning on October 15, 2021. Housing units built, under construction, or receiving building permits from June 30, 2021 onward can be credited towards meeting the City's RHNA and subtracted from the City's share of regional housing needs. As shown in *Table 5.35* below, between June 30, 2021 and September 30, 2021, the City entitled a total of 152 housing units, including 131 single-family units, 6 duplex units, and 15 accessory dwelling units (ADUs). None of the units have been designated affordable. However, the ADUs are considered partially affordable to low- and very-low-income households based on a SCAG survey of ADU affordability in Riverside County and outlined further below.

Table 5.35: Approved Units Built/Entitled June 30-September 30, 2021

Project	Income Level				Total
	Very Low	Low	Moderate	Above Moderate	
Single Family Units	–	–	–	131	131
Duplex Units	–	–	–	6	6
ADUs	4	5	5	1	15
Total	4	5	5	138	152

Source: City of Jurupa Valley, 2021

Units Pending Approval (Pipeline Projects)

As of October 4, 2021, eleven proposed projects totaling 1,126 units were at various stages of review and approval (*Table 5.36*). These projects include nine single-family residential subdivisions and two apartment projects. None of the proposed projects include a guaranteed affordable housing component, although one, Madone Collection, is exploring the inclusion of three single-family units affordable to moderate income households. The two proposed apartment projects, Vernola Marketplace Phase B, and Rexco Apartments, propose densities of 24 and 26.7 dwelling units per acre (du/ac), respectively. Based on apartment rent levels in the City, the apartment units are considered affordable to moderate-income households. The single-family units are presumed to be affordable to above-moderate income households.

Table 5.36: Pipeline Projects (Units Pending Approval) as of September 30, 2021

Project	Unit Type	Income Level				Total
		Very Low	Low	Moderate	Above Moderate	
9640 Philadelphia (MA16161)	SF	–	–	–	44	44
Philadelphia & Country Village (MA19029)	SF	–	–	–	54	54
Montecito Subdivision (MA20090)	SF	–	–	–	25	25
Pearl Communities (MA14143)	SF	–	–	–	74	74
Appaloosa Springs (MA20065)	SF	–	–	–	254	254
Madone Collection (MA20086)	SF	–	–	–	36	36
Sequanota Partners (PAR1314)	SF	–	–	–	78	78
Paradise Knolls PA-5 (MA20211)	SF	–	–	–	220	220
Saddlehorn Ranch (MA21158)	SF		–	–	31	31
Vernola Marketplace – Phase B (MA21046)	Apt.	–	–	200	–	200
Rexco (MA21083)	Apt.	–	–	110	–	110
Total		–	–	310	816	1,126

Accessory Dwelling Units (ADUs)

As previously identified, ADUs are units with complete independent living facilities for one or more persons built on the same lot as, or attached to, a primary residence. To promote ADUs as a means of providing affordable infill housing, the State of California enacted several laws since 2017 to streamline the ADU permitting processes and reduce restrictions on ADUs. The City of Jurupa Valley has modified its development regulations to meet state requirements and has experienced a corresponding increase in ADU activity. Due to the number of ADU permits tracked in the past, conflicting numbers have been reported to HCD about the number of ADU permits issued by the City for the years 2018-2020. However, the City is now utilizing Accela permit tracking software and has a more reliable system for tracking ADU permits going forward. In addition, the City has confirmed it issued 15 ADU permits in 2018 and 10 permits in 2019 and saw an increase in inquiries about ADUs in 2020 although only 5 permits were issued. Nonetheless, the City anticipates increased ADU activity in the future and is also in the process of preparing sample building plans that property owners can use to facilitate ADU construction and reduce the cost of the ADU development process. In addition, 15 ADUs were permitted between June 30, 2021 and September 30, 2021, further indicating increased ADU activity in the City. Based on these trends, the City has made a conservative estimate that at least 15 ADUs will be permitted in each year of the 2021-2029 Cycle for a total of 120 projected ADU units. This Housing Element includes a policy (HE-1.3) to encourage the development of ADUs throughout the creation of sample plans and development information packets.

To assist cities and counties determine affordability levels for ADUs, the Southern California Association of Governments (SCAG) conducted an analysis of ADU affordability in the region. The analysis

included a survey of ADU rents by subarea. Based on this analysis, SCAG publishes ADU affordability assumptions that can be used by jurisdictions preparing site inventory analyses for the 6th Housing Element Planning Cycle. The final affordability assumptions for Riverside County are outlined in *Table 5.37* below, together with a breakdown of projected 6th Cycle ADUs in Jurupa Valley by income level.

Table 5.37: ADU Affordability Assumptions, 2021-2029

	Riverside County ADU Affordability Assumptions (%)	Jurupa Valley Total Projected 2021-2029 ADUs Based on Affordability Assumptions
Extremely Low	15.0%	18
Very Low	7.7%	9
Low	34.8%	42
Moderate	34.8%	42
Above Moderate	7.7%	9
Total	100%	120

Source: SCAG Regional Accessory Dwelling Unit Affordability Analysis, 2020

Development Potential in Specific Plans

Specific Plans are planning documents that outline the land use and development plan for an area of a city or county. As of 2021, there are four Specific Plans in the City of Jurupa Valley with remaining residential capacity: the I-15 Corridor, Paradise Knolls, Emerald Meadows Ranch, and Rio Vista Specific Plans. The location of each Specific Plan is outlined in Housing Element Appendix A. It is anticipated that the remaining development capacity within each Specific Plans will be developed during the 2021-2029 planning cycle and thus will contribute toward the City's ability to meet its RHNA allocation. The paragraphs below outline the current status of each Specific Plan and the assumptions for development within the planning cycle.

In considering market affordability of future development projects, the City has applied the following affordability categories, based on state and federal standards. The standards are based on surveys of local AMI and subject to adjustment using household size and other factors:

- Extremely Low Income (0-30% AMI)
- Very Low Income (31-50% AMI)
- Low Income (51-80% AMI)
- Lower Income: (0-80% AMI): Refers to a range of income levels that includes Extremely Low, Very Low and Low Income households. Based on the analysis of the adequacy of density and actual housing production in the West Riverside County region during the past several years, it is assumed that sites with a general plan designation of

Highest Density Residential (HHDR - 20-25 dwelling units/ acre or du/ac) are adequate to facilitate the construction of housing affordable to Lower Income households in Jurupa Valley.

- Moderate Income (80-120% AMI): Based on the analysis of the adequacy of density and actual housing production in the West Riverside County region during the past several years, it is assumed that sites with a general plan designation of High Density Residential (HDR – 8-14 du/ac) or Very High Density Residential (VHDR – 14-20 du/ac) are adequate to facilitate the construction of housing affordable to Moderate Income households in Jurupa Valley.
- Above Moderate Income (Over 120% AMI): Based on the analysis of the adequacy of density and actual housing production in the West Riverside County region during the past several years, it is assumed that sites with a general plan designation of Medium High Density (MHDR 5-8 du/ac or lower) are adequate to facilitate the construction of housing affordable to above-moderate income households in Jurupa Valley).

I-15 Corridor Specific Plan

The I-15 Corridor Specific Plan is an approved planned community of over 750 acres consisting of a mix of commercial and single-family detached and attached residential uses. It was adopted by the County of Riverside when Jurupa Valley was still a part of the unincorporated County. Upon buildout, the project will provide a total of 2,400 residential dwelling units—of which 1,100 units were originally approved within the boundaries of the City of Jurupa Valley. Most of the Jurupa Valley units have already been developed; however, there is a remaining capacity of 508 single-family units in Jurupa Valley north of Limonite Avenue based on the original Specific Plan. The units are expected to be market rate and thus could contribute to the City's supply of above-moderate housing. Due to the progress of development within the I-15 Corridor Specific Plan to date, its location along the I-15 Corridor, and general interest in housing development in the area, the Specific Plan is expected to fully build out within the 2021-2029 planning period.

In addition, in 2015, the City approved an amendment to remove a 10.2-acre site from the southern limit of the Specific Plan that was designated for industrial use to accommodate the development of the Vernola Marketplace Project, a 397-unit luxury apartment project. As of the date of preparation of this Housing Element Update, the project is under construction and the property owner has submitted a second application the for the Vernola Marketplace

– Phase B project on an adjacent 8.3-acre site within the Specific Plan area that is designated for industrial use. The project would remove the site from the Specific Plan and redesignate and rezone the site to accommodate 200 additional apartment units; the units are included in *Table 5.36*, Pipeline Projects. Because these two projects have been removed from the boundaries of the Specific Plan, they are not included in *Table 5.38*.

Table 5.38: Approved I-15 Corridor Specific Plan Anticipated Build-Out 2021-2029

Planning Area	Remaining Dwelling Units	Unit Type	Anticipated Build-Out 2021-2029	Projected Dwelling Units 2021-2029	Projected Income Level
10 & 13	508	Single-Family	100%	508	Above Moderate
Total Units:	**508**			**508**	

Source: City of Jurupa Valley, 2021

Emerald Meadows Ranch Specific Plan

The Emerald Meadows Ranch Specific Plan is located in the eastern portion of the City, south of SR-60, and was adopted prior to Jurupa Valley's incorporation. The Plan area proposes a variety of uses, including a mix of residential single-family and multi-family uses. Upon buildout, the Specific Plan will add a total of 1,196 new dwelling units to the City, as shown in *Table 5.39*. Based on the densities proposed, 476 units, ranging from 12 to 16.2 du/acre, are considered moderate income with the remainder falling into the above-moderate category. As of October 2021, none of the units within the Specific Plan had been constructed, although the applicant is in preliminary negotiations with the City on revisions to the project's land use distribution.

Table 5.39: Approved Emerald Meadows Ranch Specific Plan Anticipated Build-Out 2021-2029

Planning Area	Remaining Dwelling Units	Unit Type	Anticipated Build-Out 2021-2029	Projected Dwelling Units 2021-2029	Projected Income Level
3A, 3B, 6A, 6B. 6C, 7, 9, 10, 11, 13, 14, 15	720	Single-Family	50%	360	Above Moderate
16, 18, 19	476	Multi-Family	50%	238	Moderate
Total Units:	**1,196**			**598**	

Source: City of Jurupa Valley, 2021

Based on the property owner's renewed interest in developing the property, and general interest in development in the area, Planning staff estimates that construction will begin in 2025 and that half (50%) of the units in each land use category will build out during the 2021-2029 planning period. This would result in an estimated 360 units of new above-moderate income housing and 238 new units of moderate income housing being approved and/or constructed within the 6th Cycle.

Rio Vista Ranch Specific Plan

The Rio Vista Ranch Specific Plan located in the northeastern portion of the City was adopted prior to Jurupa Valley's incorporation. The Plan area proposes a variety of uses, including a mix of residential single-family and multi-family uses, retail and commercial services, parks, and open space covering 918 acres. Upon buildout, the Specific Plan will add a total of 1,697 new dwelling units consisting of single-family and multi-family units, as shown in *Table 5.40*. As of the date of this report, the property owner has had an application in process for several years for a Specific Plan Amendment to revise the land use distribution of the plan but maintain the overall total number of residential units. In addition, a draft environmental document and numerous technical reports have been prepared for the project although no hearings have been scheduled. Because the project is so far along in its process, the numbers below reflect the proposed Specific Plan Amendment land use plan rather than the approved Specific Plan. In addition, based on the developer's recent activity in pursuing approvals and entitlements, it is estimated the project will receive building permits in 2023, commence construction in 2024, and achieve 60% completion across all land use categories by 2029.

Table 5.40: Proposed Rio Vista Specific Plan Amendment (2021) Anticipated Build-Out 2021-2029

Planning Area	Remaining Dwelling Units	Unit Type	Anticipated Build-Out 2021-2029	Projected Dwelling Units 2021-2029	Projected Income Level
1, 2, 3, 5, 6, 7, 8, 9, 10, 12, 13	963	Single-Family/ Multi-Family	60%	578	Above Moderate
4, 11	734	Multi-Family	60%	440	Moderate
Total Units:	**1,697**			**1,018**	

Source: City of Jurupa Valley, 2021

Paradise Knolls Specific Plan

Approved in 2016, the Paradise Knolls Specific Plan was approved for a master planned residential community for the development of 650 dwelling units, plus commercial, recreational, and open space uses on about 107 acres in the Pedley Town Center area. Of about 71 acres to be developed with housing, just over 10 acres (about 15% of the housing area) is planned for Highest Density Residential (HHDR) uses at a density of 28 du/acre and qualifies as lower income housing based on density. As of October 2021, 107 single-family dwelling units were under construction in Planning Area 1, as shown in *Table 5.41.* In addition, an application has been submitted to subdivide Planning Area 5 into 220 single-family lots, as outlined above under "Pipeline Projects." Due to the progress of development to date and the developer's interest in pursuing the remaining entitlements, the Specific Plan is expected to fully build out within the 2021-2029 planning period.

Table 5.41: Approved Paradise Knolls Specific Plan Anticipated Build-Out 2021-2019

Planning Area	Remaining Dwelling Units	Unit Type	Anticipated Build-Out 2021-2029	Projected Dwelling Units 2021-2029	Projected Income Level
2	300	Multi-Family	100%	300	195 Very Low 105 Low
4	6	Single-Family	100%	6	Above Moderate
Total Units:	**306**			**306**	

Source: City of Jurupa Valley, 2021

Combined, the four Specific Plans outlined above are projected to add 2,430 dwelling units within the 6th cycle planning period, which are broken down by income level in *Table 5.42*.

Table 5.42: 2021-2029 Projected Specific Plan Development

Specific Plan	Income Level				Total (DUs)
	Very Low (DUs)	Low (DUs)	Moderate (DUs)	Above Moderate (DUs)	
I-15 Corridor (100%)	–	–	–	508	508
Emerald Meadows Ranch (50%)	–	–	238	360	598
Rio Vista (60%)	–	–	440	578	1,018
Paradise Knolls (100%)	195	105	–	6	306
Total	**195**	**105**	**678**	**1,452**	**2,430**

Vacant Sites

The City of Jurupa Valley conducted a city-wide inventory of vacant sites to identify additional residential development during the 2021-2029 housing cycle. This analysis built upon the sites inventory conducted during the 5th Cycle Housing Element Update process, removed sites that had been developed or entitled, and added sites identified for the production of housing. Sites were assigned a housing income category based on a comprehensive survey of housing affordability conducted for the 5th Cycle, which resulted in the affordability levels outlined in *Table 5.43* below. As shown in the table, only sites designated Highest Density Residential (HHDR) with a density range of 20-25 du/acre were assumed to contribute to Very Low and Low income housing.

Table 5.43: General Plan Affordability Level Assumptions

General Plan Land Use Designation	General Plan Density Range	Affordability Level
Ranch (EDR)	1-2 du/5 ac	Above Moderate (Over 120% AMI)
Rural Neighborhood (VLDR)	1-2 du/2 ac	Above Moderate (Over 120% AMI)
Country Neighborhood (LDR)	1-2 du/ac	Above Moderate (Over 120% AMI)
Medium Density Residential (MDR)	2-5 du/ac	Above Moderate (Over 120% AMI)
Medium High Density Residential (MHDR)	5-8 du/ac	Above Moderate (Over 120% AMI)
High Density Residential (HDR)	8-14 du/ac	Moderate (80-120% AMI)
Very High Density Residential (VHDR)	14-20 du/ac	Moderate (80-120% AMI)
Highest Density Residential (HHDR)	20-25 du/ac	Low (0-80% AMI)

To provide a realistic forecast, and account for the need to provide access and infrastructure, build-out of vacant sites was determined by taking 70% of the maximum permitted density allowed by the General Plan. This estimate is based on a survey of housing development projects approved by the Jurupa Valley City Council and Planning Commission between January 1, 2019 and October 15, 2021. Actual percentages ranged from 65% to 100% of the maximum density range with averages well over 75% depending on density and affordability level. Thus, the 70% of General Plan density used in this analysis is a conservative estimate that reflects actual development patterns in the City. *Table 5.44* below outlines the projects included in this analysis, together with their densities and affordability levels, the latter of which also correspond with the affordability levels outlined in *Table 5.43* above.

Table 5.44: City Council and Planning Commission Approved Projects by Density and Affordability, January 1, 2019-October 15, 2021

	General Plan Designation	Number/Type of Residential Units	Project Density (du/ac)	Density as a Percentage of Maximum General Plan Density	Anticipated Affordability Level
JM Built Residential Project MA 18153	LDR 1-2 du/ac	6 SF	1.29	65%	Above Moderate
Sequanota Heights MA 17099	MDR 2-5 du/ac	48 SF	4.6	92%	Above Moderate
Highland Park 2 MA 18089	MDR 2-5 du/ac	34 SF	5.0	100%	Above Moderate
Veteran's Housing MA 19008	MDR 2-5 du/ac	26 SF	4.9	98%	Low
Hudson Street Subdivision MA 16146	MDR 2-5 du/ac	25 SF	3.9	77%	Above Moderate
Montecito MA 20090	MDR 2-5 du/ac	25 SF	4.7	94%	Above Moderate
Emerald Ridge So (single family) MA 18141	MHDR 5-8 du/ac	97 SF	7.5	94%	Above Moderate
Emerald Ridge So (townhomes) MA 18141	HDR 8-14 du/ac	118 MF	9.9	71%	Moderate
Mission Gateway Villas MA 16224	HDR 8-14 du/ac	57 MF	11.0	78%	Very Low/Low/ Moderate

du/ac = dwelling units per acre; SF = Single Family; MF = Multi-Family; LDR = Low Density Residential; MDR = Medium Density Residential; MHDR = Medium High Density Residential; HDR = High Density Residential

Table 5.45 below summarizes the sites inventory for Jurupa Valley. Additional information on the sites inventory can be found in Housing Element Appendix A.

Table 5.45: Sites Inventory

General Plan Land Use Designation	Income Level				Total (DUs)
	Very Low (DUs)	Low (DUs)	Moderate (DUs)	Above Moderate (DUs)	
Ranch Residential (EDR)	–	–	–	1	1
Country Neighborhood (LDR) & Rural Community – Low (RC-LDR)	–	–	–	274	274
Medium Density Residential (MDR)	–	–	–	207	207
Medium High Density Residential (MHDR)	–	–	–	109	109
High Density Residential (HDR)	–	–	58	–	58
Very High Density Residential (VHDR)	–	–	–	–	0
Highest Density Residential (HHDR)	452	243	–	–	695
Total	**452**	**243**	**58**	**591**	**1,344**

Progress in Meeting Housing Needs

Table 5.46 summarizes Jurupa Valley's progress in meeting the 6th Cycle RHNA and its capacity for housing development. Overall, the land use inventory indicates that the City has the existing capacity needed to accommodate its RHNA in the Moderate and Above-Moderate categories with a combined surplus of 1,558 units in those categories. However, there is an unmet need of 354 units in the Low-Income category and an unmet need of 529 units in the Very Low/Extremely Low-Income Category as shown on *Table 5.46*.

Table 5.46: Progress in Meeting 6th Cycle Regional Housing Need Allocation

Unit Capacity	Income Category				Total Units
	Extremely/ Very Low	Low	Moderate	Above Moderate	
RHNA	***1,207***	***749***	***731***	***1,810***	***4,497***
1. Units Built and/or Entitled Since 6/30/2021	4	5	5	138	152
2. Pipeline Projects	–	–	310	816	1,126
3. Accessory Dwelling Units[1]					
Total ADUs 2021-2029 (15/year)	27	42	42	9	120
4. Development Potential in Specific Plans					
I-15 Corridor Specific Plan	–	–	–	508	508
Emerald Meadows Ranch Specific Plan	–	–	238	360	598
Rio Vista Specific Plan	–	–	440	578	1,018
Paradise Knolls Specific Plan	195	105	–	6	306
Subtotal	195	105	678	1,452	2,403
5. Development Potential on Vacant and Underutilized Parcels					
Ranch Residential (EDR)	–	–	–	1	1
Country Neighborhood (LDR) & Rural Community – Low (RC-LDR)	–	–	–	274	274
Medium Density Residential (MDR)	–	–	–	207	207
Medium High Density Residential (MHDR)	–	–	–	109	109
High Density Residential (HDR)	–	–	58	–	58
Very High Density Residential (VHDR)	–	–	–	–	–
Highest Density Residential (HHDR)[2]	452	243			695
Subtotals	452	243	58	591	1,344
Total RHNA Credits (Built + Potential)	678	395	1,093	3,006	5,172
RHNA Surplus/[Deficit]	(529)	(354)	+362	+1,196	

1 ADU affordability levels based on SCAG's 2020 Affordability Analysis for San Bernardino and Riverside Counties

2 Assumes 65% of potential HHDR units on vacant or underutilized parcels applied to "Very Low/Extremely Low" housing need, with the remaining potential HHDR units allocated to meet "Low Income" need.

Additional Sites Needed to Meet RHNA

Based on the foregoing, the City identified additional sites to be redesignated and rezoned to make up for the shortfall of very low and low income housing units during the 2021-2029 cycle. As outlined in Action Item HE-1.1.1, following Housing Element adoption, the City will consider a proposal to redesignate 19 sites, totaling 69.2 acres, to the City's highest density, HHDR. As shown on *Table 5.47* and based on a density range of 20-25 du/acre, these sites are projected to accommodate a minimum of 1,147 units, including 760 units of very low income housing and 409 units of low income housing, which will make up for the anticipated shortfall. The City will consider the redesignations/rezones within three years of the October 15, 2021 beginning of the 6th Cycle planning period. The summary of sites proposed to be redesignated is outlined in Housing Element Appendix B.

Table 5.47: RHNA Summary With Redesignation Sites

Unit Capacity	Income Category				Total Units
	Extremely/ Very Low	Low	Moderate	Above Moderate	
RHNA	**1,207**	**749**	**731**	**1,810**	**4,497**
Total RHNA Credits	678	395	1,093	3,006	5,172
RHNA Surplus/[Deficit] without Redesignation Sites	-529	-354	+362	+1,196	–
New Redesignation Sites	760	409	–	-22	1,147
RHNA Surplus with Redesignation Sites	**+231**	**+55**	**+362**	**+1,174**	**+1,822**

E. Financial Resources for Housing

As a young city with limited financial resources, Jurupa Valley has limited access to funding sources for affordable housing activities. In addition, the City does not have a housing authority. The Housing Authority of the County of Riverside (HACR) manages public housing programs in the City of Jurupa Valley and other participating jurisdictions in the County. The following paragraphs outline the three largest housing funding sources the City of Jurupa Valley can use for housing production, rehabilitation, or preservation.

SB 2/LEAP Grants

In 2017, Governor Jerry Brown signed a 15-bill housing package aimed at addressing the state's housing shortage and high housing costs. The package included the Building Homes and Jobs Act (SB 2, 2017), which established a $75 recording fee on real estate documents to increase the supply of affordable homes in California. The funding was made available until the beginning of March of 2019 to update planning documents and land-use ordinances to streamline and promote the development of housing. During the first year of the program, the City of Jurupa Valley received $310,000

in state funds for planning efforts to facilitate housing production. Funding was allocated for the preparation of objective residential design standards, rezoning of sites to accommodate higher density, and preparation of a town center area plan for the Pedley area.

For the second year and onward, 70% of SB 2 funding will be allocated to local governments for affordable housing purposes. A large portion of year two allocations will be distributed using the same formula used to allocate federal Community Development Block Grants (CDBG). Year Two affordable housing funds will be available for:

- Increasing the supply of housing for households at or below 60% of AMI
- Increasing assistance to affordable owner-occupied workforce housing
- Assisting persons experiencing or at risk of homelessness
- Facilitating housing affordability, particularly for lower and moderate income households
- Promoting projects and programs to meet the local government's unmet share of regional housing needs allocation

Another source of funding to help local jurisdictions to update their planning documents and implement process improvements that will facilitate housing construction is the Local Early Action Planning (LEAP) grants. The City received $500,000 in LEAP grants in 2020 for the 6th Cycle Housing Element, a general plan consistency program, and programs to incentivize the development of ADUs. LEAP grants are a one-time-only program and are not expected to be offered again in the future.

Section 8 Housing Choice Voucher Program

The Housing Authority of the County of Riverside manages the federally funded Section 8 Housing Voucher Program in the City of Jurupa Valley. The program provides rental assistance to very low income persons in need of affordable housing. The program offers a voucher to income-qualified tenants that pays the difference between the payment standard (an exception to fair market rent) and what a tenant can afford to pay (e.g., 30% of their income). A voucher allows a tenant to find their own housing that meets the requirements of the program, including housing that may cost above the payment standard, with the tenant paying the extra cost. Approximately 344 households in Jurupa Valley receive assistance through the Section 8 Housing Choice Voucher Program.

Community Development Block Grant (CDBG) Funds

In 2018, the City of Jurupa Valley became an "entitlement City" for the Community Development Block Grant (CDBG) Program. The CDBG program is a grant-funded effort administered by the U.S. Department of Housing and Urban Development (HUD). The CDBG program provides about $1.2-$1.3 million in funding for the City to carry out projects in three areas: infrastructure, social services, and housing initiatives. The City is utilizing its CDBG housing funding to assist households with housing rehabilitation through a grant program and to support the Housing Authority of Riverside County implement the Voucher Program outlined above.

Additional Resources

Described below are public agencies, and private and nonprofit organizations that have been involved or are interested in housing activities in Jurupa Valley. These agencies play important roles in meeting the housing needs of the community. In particular, these agencies and organizations have been or are currently involved in the improvement of the housing stock, expansion of affordable housing opportunities, preservation of existing affordable housing, and/or provision of housing assistance to households in need in Jurupa Valley:

- Housing Authority of Riverside County
- Riverside Housing Development Corporation
- Habitat for Humanity
- Jamboree Housing
- Palm Communities

The City will continue to work with these and other qualified housing developers and service providers to create affordable housing through new construction, acquisition/rehabilitation, and preservation.

F. Opportunities for Energy Conservation

Construction of energy efficient buildings can add to the production costs of ownership and rental housing. Over time, however, housing with energy conservation features should reduce occupancy costs as the consumption of fuel and electricity is decreased. This can result in monthly housing costs that are equal to or less than what they otherwise would have been had no energy conservation devices been incorporated in the new residential buildings. This section provides an overview of opportunities for energy conservation during the 2021 through 2029 Housing Element planning period.

State Regulations

Title 24 of the California Administrative Code establishes energy conservation standards that must be applied to all new residential buildings. The regulations specify energy-saving design for walls, ceilings, and floor installations, as well as heating and cooling equipment and systems, gas cooling devices, conservation standards, and the use of non-depleting energy sources, such as solar energy or wind power. Compliance with the energy standards is achieved by satisfying certain conservation requirements and an energy budget. Among the alternative ways to meeting the energy standards are the following:

- **Alternative 1:** The passive solar approach, which requires proper solar orientation, appropriate levels of thermal mass, south-facing windows, and moderate insulation levels.
- **Alternative 2:** Generally, requires higher levels of insulation than Alternative 1, but has no thermal mass or window orientation requirements.
- **Alternative 3:** Requires active solar water heating in exchange for less stringent insulation and/or glazing requirements.

Residential developers must comply with these standards while localities are responsible for enforcing the energy conservation regulations.

State and Federal Programs

The California Department of Community Services and Development in partnership with the network of local community services agencies that assist lower-income households, administers the Low Income Home Energy Assistance Program (LIHEAP). LIHEAP provides financial assistance to lower income households to offset the costs of heating and/or cooling their residences.

Private Sector Programs

The following private sector energy conservation programs are available to Jurupa Valley residents:

- **Energy Savings Assistance (ESA) Programs:** Lower-income customers enrolled in Southern California Edison's and/or Southern California Gas ESA program may be eligible to receive low- or no-cost products and installation: attic insulation; energy-efficient lighting; door weather-stripping; replacement of qualified appliances; caulking; minor home repairs; low-flow showerheads; and water heater blankets.

- **Gas Assistance Fund (GSF):** Lower-income residents having trouble paying their gas bill may receive a one-time grant up to $200 through a joint program between Southern California Gas and United Way.

G. Housing Constraints

Governmental Constraints

Governmental constraints are policies, standards, requirements, and actions imposed by the government that affect the development and provision of housing. These constraints may include building codes, land use controls, growth management measures, development fees, processing and permit procedures, and site improvement costs. State and federal agencies play a role in the imposition of governmental constraints; however, these agencies are beyond the influence of local government and are therefore not addressed in this analysis. These governmental policies often have positive and negative effects on housing and thus contribute to the many constraints that are reviewed and used to develop housing objectives. While policies have the intention of encouraging availability and affordability of housing, these same policies can be seen as potentially constraining when met with other nongovernmental constraints.

Land Use Element

The Land Use Element of a General Plan designates the general distribution, location, and extent of uses for land planned for housing, business, industry, open space, and public or community facilities. As it applies to housing, the Land Use Element establishes a range of residential land use categories, specifies densities (typically expressed as dwelling units per acre), and suggests the types and locations of housing appropriate in a community. Residential development is implemented through the zoning districts, use classifications, development regulations, and design standards specified in the jurisdiction's zoning code.

The City of Jurupa Valley adopted the County of Riverside General Plan upon the City's incorporation in 2011. In 2017, the City then developed and adopted the current General Plan.

Types of Residential Communities

The governmental factor that most directly influences the types and character of residential communities, as well as market conditions, is the allowable density range of residentially designated land. These densities reflect the type of housing expected in each development, allowing for developers to build in larger scale. In general, higher densities allow developers to take advantage of economies of scale, reduce the per-unit cost of land and improvements, and reduce developments costs associated with new housing construction. Reasonable density standards ensure the opportunity for higher-density residential uses to be developed within a community, increasing the feasibility of producing affordable housing, and offer a variety of housing options that meet the needs of the community.

Table 5.48 summarizes the City's General Plan land use designations that will allow residential uses, as well as their permitted net densities (without density bonus). The General Plan provides a range of densities for single-family (up to 14 units per acre) and multi-family (14-25 units per acre) housing development to accommodate a wide range of housing options. Maximum allowed densities are established for all residential designations, and minimum densities are established to help ensure that land zoned for residential use will be developed as efficiently as possible.

The Zoning Code is the primary tool for implementing the General Plan Land Use and Housing elements. It is designed to protect and promote public health, safety and welfare, as well as to promote quality design and quality of life. The City of Jurupa Valley's residential zoning districts control both the use and development standards of each residential site or parcel, thereby influencing the location, design, quality, and cost of housing. Title 9 (Zoning) works with Title 7 (Subdivisions) to ensure that all codes are met when developing new housing communities and neighborhoods.

Table 5.48: Jurupa Valley General Plan Residential Land Use Designations

Designation	Description	Density Range	
		Minimum "Target"	Maximum Allowed
Small Farm (Rural Residential – RR)	• Single-family detached residences on large parcels of at least 5 acres.	–	1 unit per 5 acres
Ranch (Estate Density Residential – EDR)	• Single-family detached residences on large parcels of at least 5 acres.	–	2 units per 5 acres
Rural Neighborhood (Very Low Density Residential – VLDR)	• Single-family detached residences on large parcels of 2 acres.	–	2 units per 2 acres
Country Neighborhood (Low Density Residential (LDR)	• Single-family detached residences on large parcels of 1 acre.	–	2 units per acre
Medium Density Residential (MDR)	• Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre.	2 units per acre	5 units per acre
Medium High Density Residential (MHDR)	• Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre.	5 units per acre	8 units per acre
High Density Residential (HDR)	• Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, and zero lot line homes.	8 units per acre	14 units per acre
Very High Density Residential (VHDR)	• Single-family attached residences and all types of multi-family dwellings.	14 units per acre	20 units per acre
Highest Density Residential (HHDR)	• Multi-family dwellings, includes apartments and condominium. • Multi-level (3+) structures are allowed.	20 units per acre	25 units per acre
Mixed Use Overlay (MUO)	• Allows a mix of residential, commercial, office and other compatible uses. • Flexible residential density and development standards are applied to encourage compatible, attractive, high-quality development.	8 units per acre	20 units per acre
*Town Center Overlay (TCO)	• Applied to three historic core areas, namely Rubidoux, Pedley, and Glen Avon. • Promotes infill and improvement of established town centers a more urbanized, pedestrian-oriented mix of residential, commercial, office, entertainment, civic, transit, educational, and/or recreational uses, or other uses is encouraged. • Special Design Guidelines apply to the Pedley, Rubidoux and Glen Avon Town Centers	5 units per acre	25 units per acre

Source: Jurupa Valley General Plan

Development Requirements

Upon incorporation as a city, Jurupa Valley adopted the Riverside County Zoning Code by reference. *Table 5.49* summarizes the City's residential zoning districts and their development standards, as established in the County Zoning Code adopted by the City. Jurupa Valley has historically been composed of much larger, ranch style residential development, and the current larger lot development standards are typical to the more rural areas of the State of California. These current development standards can be considered a constraint because they can create underutilized sites through the City. And when applied to new subdivisions, where smaller lot sizes are more compatible, the standards become restrictive to development. To resolve this issue, the City will be updating its Zoning Code to implement additional standards for multi-family and small lot subdivisions as part of the programs for this Housing Element.

Table 5.49: Summary of Residential Zoning Districts Development Standards

Zoning District	Minimum Lot Size (sq. ft.)	Minimum Lot			Maximum Building Height (stories/feet)	Minimum Front Yard (feet)	Minimum Interior Side Yard (feet)	Minimum Corner Side Yard (feet)	Minimum Rear Yard (feet)	Lot Coverage
		Width (feet)	Depth (feet)	Frontage (feet)						
RR	21,780	80	--	--	40-50	--	--	--	--	--
R-1/R-1A	7,200	60	100	60	3-story/40	20	10% of lot width	10	10	50%
R-A	20,000	100	150	--	40-50	20	--	--	--	--
R-2	7,200	--	--	--	3-story/40	20	10% of lot width	10	10	60%
R-2A	7,200	--	--	--	2-story/30	20	5	--	10	60%
R-3	7,200	60	100	--	50-75	10	5	10	10	50%
R-3A	9,000	--	--	--	50-75	10	5	10	10	50%
R-4	3,500	40	80	--	40-50	20	5	10	10	–
R-5	None	n/a	n/a	n/a	50-75	50	50	50	50	–
R-6	5,000	--	--	30	35-50	10	–	–	10	–
R-T	3,600/7,200	40/60	100	30/45	40	20	5	5	5	–
PUD	--	--	--	--	--	10	5	10	10	varies

Parking Requirements

Table 5.50 summarizes the residential parking requirements in Jurupa Valley. Parking requirements do not constrain the development of housing directly. However, parking requirements may reduce the amount of available lot areas for residential development. The City determines the required number of parking spaces based on the type and size of the residential unit and has found the required parking spaces to be necessary to accommodate the number of vehicles typically associated with each residence.

Table 5.50: Residential Parking Requirements

Type of Residential Development	Required Parking Spaces (off street)
Single-family	2 spaces per dwelling
Multi-family	Studio or 1 BR: 1.25 spaces per unit; 2 BR: 2.25 spaces per unit 3 BR: 2.75 spaces per unit (add 1 space per employee); Multi- Family Planned Residential Development: 1.5 spaces per unit
Planned residential development	1 BR: 1.5 spaces per unit; 2 BR or more: 2.5 spaces per unit
Senior housing	See Single-Family and Multi-Family requirements
Mobile home parks	2 spaces per trailer or mobile home space* (add 1 guest space per 8 mobile home spaces)
Accessory dwelling units	1 space per unit

Source: Jurupa Valley Municipal Code, 2021

Density Bonus Ordinance

California Government Code §65915 requires local governments to grant a density bonus and additional incentives and reductions in parking requirements to a developer of a qualifying housing project – for example, applicants that agree to provide a certain percentage of very low-income units, low-income units, or moderate income units. The density bonuses that the City has are the same as state law and will continue to be included in new housing developments.

Building Codes and Enforcement

Building and safety codes are adopted to preserve public health and safety and ensure the construction of safe and decent housing. These codes and standards also have the potential to increase the cost of housing construction or maintenance.

The City of Jurupa Valley has adopted the 2019 California Building Standards Code. Other codes commonly adopted by reference within the region include the California Mechanical Code, the California Plumbing Code, the California or National Electric Code, the Uniform Housing Code, and the California Fire Code. Less common are the California Uniform Code for the Abatement of Dangerous Buildings, the Urban-Wildland Interface Code, and the Uniform Code for Building Conservation. The City has not adopted any local amendments that constrain the development, maintenance, or preservation of housing.

Housing for Persons with Disabilities

Land Use Controls

As previously noted, the City will address the provision of residential care facilities as part of the action plan for this Housing Element through a Zoning Code update. After the update, Jurupa Valley will be able to accommodate all persons with disabilities as required by state law.

Reasonable Accommodation

Building and development standards may constrain the ability of persons with disabilities to live in housing units that are suited to their needs. Currently, the City considers requests for reasonable accommodation when requests are made, without a formal application and approval process. As part of this Housing Element's Programs, the City will adopt a formal reasonable accommodation ordinance into the Zoning Code.

Building Code

As indicated above, the City of Jurupa Valley has adopted the 2019 California Building Standards Code and routinely adopts updates as they become available. The City has not adopted any special amendments to this Code that would impede housing for persons with disabilities.

Planning and Development Fees

Housing construction imposes certain short- and long-term costs upon local government, such as the cost of providing planning services and inspections. The City of Jurupa Valley relies upon various planning and development fees to recoup costs and ensure that essential services and infrastructure are available when needed. Current planning fees for Jurupa Valley, which may be updated by the City Council by resolution from time to time, are summarized in *Table 5.51*.

Table 5.51: Planning Fees

Application	Initial Deposit Fee
General Plan Amendment	$7,479.66
Conditional Use Permit	$9,646.14+$5.10 per lot or site
Variance (filed alone)	$2,625.48
Site Development Permit (Plot Plan)	$4,791.96
Tentative Tract Map (Single-Family Residential)	$11,368.92 + $102 per unit
Tentative Tract Map (Multi-Family Residential)	$11,368.92 + $102.00 per lot + $19.38 per acre
Tentative Parcel Map (without waiver of Final Parcel Map)	$5,621.22 + $104.04 per lot
Zone Change	$3,648.54
Accessory Dwelling Unit	$550

Source: City of Jurupa Valley, January 1, 2021
Fees vary due to location of the units.

A funding source widely used among local governments in California is the development impact fee, which is collected for a variety of improvements including street and drainage improvements. The City of Jurupa Valley collects development impact fees from developers of new housing units, as well as commercial, office, retail, and industrial development. These fees are used to offset

costs primarily associated with traffic impacts and City street improvements that are necessitated by the proposed developments. *Table 5.52* summarizes the development impact fees required by the City and by other relevant agencies in 2017 for residential developments. Based on 2020 development applications, development impact fees are in the order of $15,500 per unit for a market-rate single-family development and $12,000 per unit for market-rate multi-family apartment projects.

Table 5.52: Residential Development Impact Fees (Per Unit)

Fee Type	Area 1: Jurupa			
	Single-Family		Multi-Family	
Public Facilities Fee	$1,207		$1,011	
Fire Facilities Fee	$705		$590	
Transportation (Roads, Bridges) Fee	$1,001		$ 791	
Transportation (Signals) Fee	$420		$378	
Regional Parks	$563		$472	
Regional Trails Fee	$316		$264	
Libraries Fee	$341		$286	
Program Administration Fee	$60		$50	
Transportation Uniform Mitigation Fee (TUMF)	Single-family: $8,873		Multi-family: $6,231	
Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Fee	Less than 8.0 units per acre: $1,952/unit Between 8.0-14.0 units per acre: $1,250/unit Greater than 14.0 units per acre: $1,015/unit			
Mira Loma Road and Bridge Benefit District (RBBD) Fee	Zone A: $1,667 MF*: $417	Zone B: $884 MF*: $612	Zone D: $2,681 MF*: $1,857	Zone E: $1,644 MF*: $1,139

Source: City of Jurupa Valley, reassessed in 2021
Fees for senior single-family units are reduced by 33%.

Code and Fee Transparency

California Government Code §659401(a)(1) requires that every city or county make all information regarding development processing applications, regulations, and fees readily available to all applicants for development projects and any person requesting the information. The City of Jurupa Valley provides information on its development processes, regulations and fees available on its website. Many of the development regulations and fees were inherited from the County of Riverside and still refer to County documents. At the time of preparation of this Housing Element, the City is reviewing the website to ensure that all processes, regulations, and fees are provided on the website and are easy to navigate to, and that systems are in place to regularly update and maintain the information.

Local Processing and Permit Procedures

Considerable holding costs are associated with delays in processing development applications and plans. At times, these holding costs are passed through to renters and homeowners in the price/rent of

housing, thus affecting affordability. The City of Jurupa Valley's development review process is designed to accommodate housing development applications of various levels of complexity and requiring different entitlements. Processing times vary with the complexity of the project. Currently, state law requires specific review times and project completion for certain types of ministerial housing related applications. These laws streamline the time and review process each project can go through, but the timelines still depend on the type of housing and size of the overall development and total units proposed.

Ministerial Site Development Permits (SDPs)

In 2020, the City adopted objective multifamily residential development standards (MMC 92.40.545) to facilitate the ministerial review of multifamily housing projects that reserve a minimum of 10% of the units affordable to lower income households. As of the preparation of this document, the City is in the process of formalizing the process through the preparation of an application and other procedures. Applicants for affordable multi-family projects that conform with underlying general plan and zoning designations need only to submit for building permits. Applications are routed to the Community Development Department to determine conformance with the City's objective multifamily development standards. Staff works with applicants directly on any minor design changes needed to ensure conformance, thus allowing projects to remain in an expedited ministerial building permit review process. This process eliminates the need for a discretionary Site Development Permit and CEQA for affordable housing projects, but still requires impact studies where site conditions warrant them.

Objective Residential Development Standards

The City's multifamily residential design standards were prepared to be objective and not subject to varying interpretations or opinions in accordance with State law. A recent review conducted with the preparation of this Housing Element confirmed their objectivity. For instance, most of the standards are numerically based and require a minimum size such as requiring washer and dryer hook-ups in each dwelling unit (or garage) for projects of eight units or more. Other standards provide clear direction on requirements and are not subject to interpretation.

As of 2021, the City has also been working with an affordable housing developer to relax some of the multifamily development standards to be more conducive to affordable housing development. The Planning Commission and City Council are considering changes to the standards including reduced setbacks from industrial, commercial, and institutional uses; reduced landscape buffer

requirements, more flexibility with building articulation, removal of pad-mounted mechanical equipment attenuation requirements, and a reduction in private open space requirements.

Parcel Maps

A parcel map will be required if a housing project either spans multiple small parcels that need to be merged or for projects that are on large parcels and need to be subdivided for single family homes. Permits for a tract home or an apartment complex will require elevation approvals through a professional services application with the City. These applications often review the color, design, and style sheets associated with each development. In some cases, these elevation reviews include landscaping, materials, design elements, and wall/fence designs. This process, if it does not include environmental review, can take about 3 to 5 months for staff review and approval at public hearing. Then it goes through the Building Permit process. If the project is for a multi-family development, it can take about 6 months to 1 year including interagency review of parcel maps, and environmental studies before it goes to building permitting. After the approval of the planning permits, developers will move forward with grading permits and environmental surveys, and will serve letters prior to obtaining the building permits, which typically take 3 to 5 months of processing and analysis by Engineering and outside agencies.

Building Permit Processing Timeline

Residential projects typically take 3 to 6 months to complete the Building Permit plan check process, sometimes longer depending upon the size of the project and whether any impact studies are required. The City's permit procedures expedite planning and building approvals where possible and are not likely to unduly constrain housing development. The following discussion describes in detail the City's administrative development review procedures (such as discretionary Site Development Plan Review) as well as other discretionary review and approval processes.

Pre-Application Review

Prospective discretionary permit applicants are encouraged to meet with a City Planner prior to submitting an application. This preliminary meeting helps to expedite the development process. Applicants may also request a more detailed, formal pre-application review. This type of review can be helpful for large or more complex projects, and when the applicant desires review by multiple City departments, such as Engineering, Building, and Public Works. Pre-Application Review requires submittal of an application, fee, plans,

and background information and can take from 5 to 8 weeks to process depending on the complexity of the project.

Following submittal, the application is routed to all City departments and outside agencies that need to review the formal entitlement application. For example, a Tentative Tract Map would be transmitted to utility companies (e.g., Southern California Edison, SoCal Gas), special districts (JCSD/RCSD/JARPD) and the County of Riverside.

Discretionary Site Development Permits (SDPs)

The City of Jurupa Valley requires a discretionary Site Development Permit for all residential projects with the exception of affordable housing developments that qualify for ministerial review. There are three basic levels of review for site development permits. Projects that are not subject to CEQA and are not combined with a general plan amendment, rezone or subdivision map, may be approved by the Community Development Director without the need for a public hearing. Site development projects that require a Negative Declaration or Environmental Impact Report (EIR), but are not combined with a general plan amendment, rezone or subdivision map, may be approved at a Community Development Director hearing. Site Development Permit projects which have policy implications, public controversy or include a general plan amendment, rezone or subdivision action, are considered by the Planning Commission and City Council at noticed public hearings.

At a minimum, projects needing an SDP require submittal of an application, fee, checklist, site plan and other exhibits, and supporting information to the Community Development Department. All SDPs require written notice to owners of property located within at least 300 feet of the proposed project boundaries. The time for processing an SDP varies with the complexity of the proposal. However, the review process for a minor SDP that is exempt from CEQA can usually be accomplished within 90 to 120 days. This process usually includes one to two rounds of plan reviews, which can last about 30 days for each plan resubmittal, and a 21-day noticing period for public comments, after which the Community Development Director will take action. Projects subject to CEQA and those requiring approval by the Planning Commission and City Council typically take two to four rounds of review. The total processing time for these projects is variable and largely dependent on the completeness of project applications and supporting technical information as well as applicant's responsiveness to reviewer comments.

Land Use Controls Analysis

The City of Jurupa Valley's development approval process is designed to accommodate, not hinder, residential development. For example, developments of single-family homes and manufactured homes on existing, individual lots in any residential zones that meet development standards (setbacks, lot size and coverage, building height, parking) do not require discretionary approval. They require only a building permit – a ministerial process – to allow construction. Similarly, multi-family housing is allowed "by right" in the R-3 Zone (General Residential). In all residential zones that do not allow multi-family by right would require a Site Development Permit (SDP). As described above, the SDP process provides a discretionary review process that allows most residential development projects to be evaluated for compliance with General Plan and Zoning Ordinance standards. The SDP will review the architectural designs and materials, landscaping, fencing, lighting, and parking in the process before evaluating for the necessary findings for the permit approval. The primary decision-making criteria to approve an SDP are:

1. The proposed use must conform to all the requirements of the Jurupa Valley General Plan and with all applicable requirements of state law and the ordinances of the city.
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 permits that 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 that prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map is recorded in accordance with Title 7 in such a manner that each building is located on a separate legally divided parcel. The City's processing and permit procedures are consistent with state planning and zoning law and are not considered to be an unreasonable constraint on the cost or supply of housing.

Applicants are given clear advice and direction during pre-application reviews on project processing requirements and timelines. Staff also advises applicants of potential issue areas and

suggests changes that could be made prior to submittal of formal applications to minimize conflicts and/or processing times. Many projects are also scheduled for Planning Commission study sessions early in the process to gain input from decision makers about potential issues. In making SDP findings, the Community Development Director, Planning Commission and City Council generally consider projects that are consistent with the General Plan to be "compatible with the present and future logical development of the surrounding property." Where issues exist, the City seeks to work with project applicants on project modifications and revisions that are mutually beneficial to enable projects to move forward with minimal delays.

Conditional Use Permits (CUP)

A CUP is required for certain limited residential uses that are conditionally permitted in non-residential districts (e.g., General Commercial "C-1/C-P" zone district), such as congregate care residential facilities. CUPs can be approved, approved with conditions, or denied based on specific findings. Typically, the Planning Commission reviews and takes final action on CUPs, and appeals are considered by the City Council, who would then take final action on the matter. Any permit that is granted is subject to such conditions of approval as may be necessary to protect the health, safety, or general welfare of the community. Conditions of approval may include, but are not limited to, hours of operation, duration, site improvements (e.g., access, parking, landscaping, fencing, signage), off-site improvements (e.g., trails, frontage improvements, street trees), and architectural design. The City's CUP process typically allows the Planning Commission to consider conditional uses within approximately 90 to 150 days if the project is exempt from environmental review requirements.

Development within Density Range

The decision on what residential densities to build to are largely market-driven as private developers strive to produce the most marketable housing. The City does not enforce minimum densities, meaning that developers may propose any density up to the maximum permitted by the underlying General or Specific Plan designation. However, development in Jurupa Valley generally falls at 75% of the maximum allowable density or above. In addition, City staff and decision makers, increasingly aware of the need to increase housing choice within the City, generally encourage applicants to propose within the upper limits of the allowable density range.

Environmental Constraints

Potential environmental constraints to future development in the City include seismic and liquefaction hazards, urban and limited wildland fire hazards, and historical contamination by hazardous materials such as the Stringfellow property in the northern portion of the City. All sites identified in the Sites Inventory (Housing Element Appendix A) that are intended to meet the City's RHNA needs are not within these areas that have development restrictions due to risk of damage from disasters (such as floods, wildfires, seismic events, or hazardous material contamination).

The sites inventory has land use designations that were determined based on surrounding land uses and has already examined potential environmental constraints. Aside from the typical constraints mentioned above, there are no additional constraints that would impede the development of new housing units in the future on the identified sites.

Seismic Hazards

As stated in the General Plan Community Safety, Services and Facilities Element, the entire City, as well as all of Southern California, is a seismically active region that has been subject to major earthquakes in the past. There are no known active faults in Jurupa Valley. However, the Rialto-Colton, San Jacinto, and Chino Faults are all located close to the City (i.e., within 5 miles). The greatest damage from earthquakes results from ground shaking. Although ground shaking is generally most severe near a quake epicenter, property not immediately adjacent to the epicenter may be subject to extreme damage due to liquefaction. The greatest potential danger is the collapse of older residential units constructed from unreinforced masonry, and explosions of petroleum and fuel lines. Some parts of the City have a combination of silts and sandy soil types and a relatively high water table that are conductive for liquefaction to occur during intense ground shaking. The State Mining and Geology Board has designated some areas in the City within a liquefaction zone. Most of these areas are along the Santa Ana River, but the far eastern and southwestern portions of the City are also susceptible to liquefaction. Much of the northern portion of the City, north of the SR 60 freeway, has moderate to very high susceptibility to landslides and soil slumps. There are also areas in the central portion of the City with steeper slopes that may be subject to soil block slides.

Development in much of the City will require geotechnical or soil constraints reports to mitigate the potential undermining of structural integrity during earthquakes or due to geologic or soil limitations.

Flooding

The Federal Emergency Management Agency (FEMA) publishes maps that identify areas of the City subject to flooding in the event of a major storm. These Flood Insurance Rate Maps (FIRMs) indicate areas that may be inundated in the event of a 100-year or a 500-year storm. In addition, the maps indicate the base flood elevations at selected intervals of the floodway. The City had been subject to periodic and historic flooding and flood insurance requirements imposed by FEMA until improvements were constructed by the Army Corps of Engineers on the Santa Ana River and other major flood control channels within the City. FEMA Flood Maps show that the City's main flood hazard zone lies in the southern portions of the City near the Santa Ana River, along Pyrite Creek, and in the far northwestern and western portions of the City just east of the I-15 freeway.

Some areas of the City that are designated for future residential development fall within the 100-year floodplain and would be subject to specialized flood construction requirements.

Fire Hazards

The most serious fire threat within the City is building and structure fires. However, like most Southern California cities adjacent to wildland areas (e.g., steep hills in the northern portion of the City), the late summer fires that result from the accumulation of this brush have the potential to spread into the City proper. Since the City center is largely developed, there is less potential for wildland fires in the more central portions of the City. Other fire hazards within the City may be associated with heavy industrial uses, older commercial and residential structures, the presence of hazardous materials, and arson. Only a small portion of the City is located within a designated Very High Fire Hazard Severity Zone; and the sites identified to accommodate the City's 2021-2029 RHNA allocation are located outside of the high fire hazard zone and in largely developed urban or suburban areas that are not generally prone to wildland fire hazards.

Noise

Noise generated from mobile sources such as traffic will continue to have the greatest potential impact on land use (e.g., I-15 and SR 60 freeways, Mission Boulevard). In addition, noise from rail and aviation sources will also affect some community residents. The General Plan Noise Element describes the existing noise environment using maps that indicate high levels of noise and also contains goals and policies to reduce the effects of noise, if not the actual intensity of noise. Land use policy discourages the placement of noise-sensitive land uses in areas that are subject to high noise

levels. The City regulates noise through the Jurupa Valley Ordinance No. 2012-01: Noise Regulations, under the authority of §50022.9 of the *California Government Code*.

Each potential development that would occur as a result of the Housing Element and subsequent implementation would be evaluated on a case-by-case basis and be required to adhere to the noise regulations set forth in the General Plan, and when applicable, mitigation measures as part of the CEQA documentation process, which would identify potentially significant impacts and appropriate mitigation measures at the individual project level.

Hazardous Materials

The City contains a number of industrial uses that produce, handle, store, or transport various hazardous materials at various times. However, the use and handling of these materials are governed by a variety of federal, state, and local laws and regulations, and should not pose a significant impediment to development in non-industrial portions of the City.

Portions of the City overlie an historical plume of groundwater contamination from the Stringfellow Class I Site located in Pyrite Canyon in the northern portion of the City at the headwater of Pyrite Creek. The Pyrite Channel runs through the central portion of the City in a northeast-southwest direction toward the Santa Ana River. The Stringfellow site is a major historical regional source of contamination in the Jurupa Valley and was one of the first designated federal "Superfund" sites. It is listed on many governmental databases regarding hazardous materials (e.g., NPL, CERCLIS, U.S. Engineering Controls, ROD, RCRA-SQC, CONCENT, and PRP databases). According to the Chino Basin Watermaster, the Stringfellow groundwater contamination plume consists primarily of volatile organic compounds (VOCs) and perchlorate; however, the VOCs extend approximately 1 mile from the source area in the down-gradient direction with the remainder of the plume consisting of perchlorate. The presence of perchlorate represents a potential health hazard if the public were to encounter the contaminated Stringfellow groundwater plume; however, none of the sites identified to accommodate the City's 2021-2029 RHNA allocation would be directly affected by the Stringfellow groundwater plume.

Infrastructure Constraints

The 2021-2029 Housing Element promotes the production of housing, which in turn may result in population growth. The Southern California Association of Governments (SCAG) is responsible for producing socioeconomic projections and developing, refining, and maintaining the SCAG regional and small

area forecasting models. These forecast numbers are used to forecast travel demand and air quality for planning activities such as the Regional Transportation Plan (RTP), the Air Quality Management Plan, and the Regional Housing Needs Assessment (RHNA) allocations. The U.S. Census as reported by the California Department of Finance estimates the City's 2015 population was 98,855 persons. SCAG's most recently adopted demographics and growth forecast projects that the City's population will grow to 117,800 persons by the year 2045.

With the exception of public streets, Jurupa Valley's infrastructure, including parks, flood control, sewer and domestic water treatment and facilities are provided and maintained by the County of Riverside and by community service districts (CSDs), primarily the Jurupa Community Services District (JCSD) and the Rubidoux Community Services District (RCSD). These agencies were asked to provide input and received the 2021 Housing Element, as required by law. In addition, the City refers all pertinent development applications to the CSDs and requires that they be reviewed for adequate infrastructure and service capacity. Applications are evaluated on a case-by-case basis to ensure there is enough capacity to service new developments. The CSDs' development requirements and comments are addressed as part of City approvals of planning applications.

The City has established standard street widths for different road types and *Table 5.53* summaries these requirements. In addition to requiring improvements to public streets, the City may also require on- and off-site improvements related to water supply, fire protection, sewage disposal, fences, and electrical and communication facilities.

Table 5.53: Street Design Standards

Street Type	Street Width (feet)	Number of Lanes
Expressway	184 to 220	6 to 8
Urban Arterial	152 minimum	6 to 8
Arterial	128 minimum	4 to 6
Major	118 minimum	4
Secondary	100 minimum	4
Collector	74 minimum	2
General Local	44-60	2

Source: City of Jurupa Valley Municipal Code, (2015)

Water Supply

Jurupa Valley's domestic water is supplied primarily by the Jurupa Community Services District (JCSD) and the Rubidoux Community Services District, with a small portion of old Mira Loma served by the Santa Ana Water Company. The JCSD service area comprises about 26,000 acres within the City of Jurupa Valley and the eastern portion

of the City of Eastvale, while the RCSD service area includes approximately 4,907 acres located in the northeastern portion of Jurupa Valley. Water sources for the JCSD and RCSD come primarily from the Chino Groundwater Basin and the Chino Basin Desalter Authority.

The Chino Basin is designated as a High Priority Basin under the California Statewide Groundwater Elevation Monitoring (CASGEM) Program. The Superior Court of the State of California for the County of San Bernardino adjudicated the Chino Groundwater Basin on January 27, 1978. The principal function of the adjudication is to control the use of the water source in order to ensure the source is utilized in an optimum manner. Operation of the basin is governed by the Judgment and agreement among producers, whereby producers are allotted a "Base Water Right" to a certain amount of the operating "Safe Yield" of the basin. According to the Judgment, participating entities including JCSD, can pump in excess of their allotted "Base Water Right" but must pay a replenishment assessment to the Watermaster to cover the cost to replenish any overdraft caused by the excess pumping. The provisions of the Judgment and the monitoring of the basin are carried out by the court-appointed Chino Basin Watermaster. The Watermaster files an annual report to the court that addresses pumping and replenishment.

In June 2021, JCSD and RCSD adopted their 2020 Urban Water Management Plans (UWMPs), which detail each district's current and future water supplies. The UWMPs found that with all of its existing and planned supplies, JCSD and RCSD can meet 100% of projected demand of growth in the City through 2045 under normal year, single dry year, and multiple dry year demand conditions for expected growth. Projected demand was based on known projects and build-out under the Jurupa Valley and Eastvale General Plan land use designations including pipeline projects and housing on the sites inventory list contained in this Housing Element Update. As such, the districts will have adequate water supplies and infra-structure to serve pipeline projects and sites on the sites inventory list.

Regarding the proposed redesignation/rezone sites, Sites G and H are located within the RCSD service area with the remaining located within the JCSD service area. The Environmental Impact Report (EIR) Addendum prepared for this Housing Element Update includes an analysis of the additional water demand for the proposed redesignation/rezone sites. Based on water demand factors contained in the UWMPs, the increased water demands from the proposed redesignation/rezone sites would be within the current and projected supplies available from the JCSD and RCSD through

the year 2045. Thus, adequate water supplies and infrastructure would be available to accommodate the City's RHNA.

Wastewater Treatment

JCSD and RCSD also provide wastewater service to most of Jurupa Valley although, some areas in the City, particularly in Old Mira Loma and Sky Country, still rely on private septic systems. The City of Riverside, the Western Riverside County Regional Wastewater Authority, and the Orange County Sanitation District are responsible for treatment of wastewater in the JCSD service area. The JCSD sends approximately 41% of wastewater to the Riverside County's Regional Water Quality Control Plant (RWQCP) and 38% to the Western Riverside County Regional Wastewater Authority (WRCRWA) Treatment Plant, the remaining 13% is conveyed to the Inland Empire Brine Line (IEBL), whereas all of RCSD wastewater is transferred to the RWQCP.

Both JCSD and RCSD have existing and future capacity rights to the wastewater treatment facilities based on general plan build-out projections. Thus, the agencies will have adequate wastewater capacity to serve the pipeline projects ADUs, Specific Plans and sites inventory list outlined in this Housing Element Update.

The environmental Addendum prepared for this Housing Element Update includes an analysis of the additional wastewater demand for the proposed redesignation/rezone sites. Based on district wastewater generation rates, the Addendum determined that demand would not significantly impact wastewater flows to either treatment facility and development fees will offset the future expansion of wastewater treatment facilities. Thus, adequate wastewater supplies and infrastructure would be available to accommodate the City's RHNA.

Market Constraints

Land Prices

Land costs have a demonstrable influence on the cost and availability of affordable housing. Land prices are determined by a number of factors, most important of which are land availability and permitted development density. As land becomes less available, the price of land increases.

According to Lennar Homes, in 2020 unentitled multi-family land in the region typically sells for about $400,000 per acre. By comparison, unentitled single-family land costs between $300,000 and $500,000 per acre, which only increases when developed. However, land cost is very site-specific; many factors such as location, size, shape, entitlement processes required, and environmental factors can impact land cost significantly. In general,

land costs in Riverside County are significantly lower than in more urbanized counties of San Diego, Orange, and Los Angeles counties.

Construction Costs

Current construction costs are primarily determined by the costs of materials and labor. They are also influenced by market demands and market-based changes in the cost of materials. Construction costs depend on the type of unit being built and the quality of the product being produced. However, construction costs are set by regional and national factors that rarely impede housing development in specific localities.

In Jurupa Valley, construction costs vary for single-family homes and multi-family homes. Different types of buildings are often considered when developing in Jurupa Valley, and there is a trend to develop housing through master planned and prefabricated units, where the cost is minimized. The California Building Standards Code 2019 adopted by the City of Jurupa Valley is updated to include the option to recertify older prefabricated or manufactured homes as long as they have been updated to meet the adopted Building Standards Code.

Financing

Mortgage interest rates have a large influence over the affordability of housing. Higher interest rates increase a homebuyer's monthly payment and decrease the range of housing that a household can afford. Lower interest rates result in lower monthly payments for the homebuyer and can increase the buyer's purchasing ability. With the market being affected by the COVID-19 pandemic, the current mortgage interest rates have dropped while price of homes holding steady in the medium range of $540,000.

The availability of financing affects a person's ability to purchase or improve a home. Under the Home Mortgage Disclosure Act (HMDA), lending institutions are required to disclose information on the disposition of loan applications by the income, gender, and race of the applicants. This applies to all loan applications for home purchases, improvements, and refinancing, whether financed at market rate or with government assistance.

Table 5.54 summarizes the disposition of loan applications submitted to financial institutions in 2017 for home purchase, refinance, and home improvement loans in Jurupa Valley and the County of Riverside. Included is information on loan outcomes (i.e., the number of applications that were approved and originated, denied, withdrawn by the applicant, and incomplete).

Table 5.54: Disposition of Home Loans, 2019

Loan Type	Total Applicants	Percent Approved	Percent Denied
Jurupa Valley			
Government-backed	460	91.1%	8.9%
Conventional	1,637	82.6%	17.4%
Refinance	2277	73.2%	26.8%
Home improvement	401	63.6%	36.4%
Total	4,775	77.3%	22.7%
Riverside County (Unincorporated)			
Government-backed	995	21.6%	78.4%
Conventional	1143	72.4%	27.6%
Refinance	2590	56.3%	43.7%
Home improvement	512	42.0%	58.0%
Total	5,420	62.7%	37.4%

Source: www.LendingPatterns.com™, July 2019

Home Purchase Loans

In 2019, 1,637 Jurupa Valley households applied for conventional loans to purchase homes, as shown in *Table 5.54*. Approximately 83% of these applications were approved and 17% were denied. The City's approval rate was moderately higher than the approval rate for Riverside County. By comparison, 72% of conventional home loan applications countywide were approved while 28% were denied.

460 applications were submitted for the purchase of homes in Jurupa Valley through government-backed loans (e.g., FHA, VA) in 2019. Among applications for government-backed home purchase loans in the City, 91% were approved and 9% were denied. Again, the City's approval rate for this loan type was much lower than that of Riverside County, where the approval rate for government-backed home purchase loans was 22%.

Refinance Loans

The vast majority of loan applications filed by Jurupa Valley residents in 2019 were for home refinance loans (2,277 applications). About 73% of these applications were approved, while 27% were denied. For the County, 56% of refinancing applications were approved.

Home Improvement Loans

Within the City of Jurupa Valley, home improvement loans were the least likely to be approved. Approximately 36% of home-improvement loan applications were denied and 64% were approved by lending institutions in 2019. The high proportion of denials may be explained by the nature of these loans. Most home improvement loans are second loans and therefore more difficult to qualify for due to high income-to-debt ratio requirements.

Energy Conservation Constraints

The City of Jurupa Valley is committed to conserving energy and reducing pollution associated with the production of electricity. The City continues to require compliance with Title 24 of the *California Administrative Code* on the use of energy efficient appliances and insulation. Through compliance with Title 24, new residential development has produced reduced energy demands. While local governments are limited in the impact they can have in this area, there are some significant steps cities can take to support this goal. The state mandate in 2019 started the implementation of solar panels inclusion on new structures and buildings in California as of January 2020. Legislation like this includes aids in the City's effort to ensure that development in the community continues to grow in a sustainable fashion.

To further its energy conservation objectives, in September 2015, the City adopted an ordinance that establishes an expedited, streamlined permitting process for small residential rooftop solar energy systems.

The Jurupa Unified School District improved the energy efficiency of school campuses by implementing a comprehensive organizational behavior-driven energy conservation program in partnership with Energy Education starting in December of 2009.

Southern California Edison, which provides electrical service in Jurupa Valley, offers public information and technical assistance to developers and homeowners regarding energy conservation. Southern California Edison also provides a number of rebate programs for energy efficient new construction and home improvements. Property Assessed Clean Energy (PACE) financing is also available in Southern California to help homeowners finance energy efficiency upgrades or renewable energy installations.

In January 2020, the state mandated that all new construction required solar panels unless it was in a qualifying category of exemption. As a result, with this housing developers have started to offer solar packages as part of the sale price for a new single-family home with some exemptions when roof area and solar is not possible. The associated Green Code requirements should not constrain the developer; however, the cost of this requirement will likely be shouldered by the consumer, making the cost of purchasing a home increase.

H. Housing Element Goals, Policies, and Programs

The condition, availability, and cost of Jurupa Valley's housing stock are of vital importance to its residents and employers, and the City's economy as a whole. The primary housing goals are meeting housing needs for all income groups, including market rate housing needs, housing conservation and improvement, equal housing opportunity, neighborhood improvement and removal of blight, energy conservation, and housing policy implementation. Policies and programs for each goal are described below.

Goals

HE 1 Encourage and, where possible, assist in the development of quality housing to meet the City's share of the region's housing needs for all income levels and for special needs populations.

HE 2 Conserve and improve the housing stock, particularly housing affordable to lower income and special housing needs households.

HE 3 Promote equal housing opportunities for all persons.

HE 4 Maintain and enhance residential neighborhoods and remove blight.

HE 5 Reduce residential energy and water use.

HE 6 Affirmatively further fair housing.

Policies

HE 1 – Encourage Development of Quality Housing That Meets the City's Affordable Housing Needs

Policies

HE 1.1 **Regional Housing Needs Allocation.** Changes to the General Plan and the Zoning Ordinance and Map shall provide and/or maintain sufficient land at appropriate densities to meet the City's Regional Housing Needs Allocation for the 2021-2029 Planning Period.

HE 1.2 **Affordable Housing.** Encourage affordable residential development on sites zoned to allow multi-family residential uses and identified in the vacant land inventory, the City will adopt development incentives and standards to encourage lot consolidation, and to allow residential development at a density of up to 25 dwelling units per acre in the Highest Density Residential (HHDR) designation, where appropriate.

HE 1.3 **Accessory Dwelling Units (ADUs).** Encourage the development of ADUs on residentially zoned parcels, were appropriate through the creation of sample plans and development information packets.

HE 1.4 **Housing Diversity.** Encourage the development of diverse housing types and housing densities to best meet the needs of the community.

HE 1.5 **Preservation of Affordable Housing.** All residential development projects that receive City financial incentives shall be required to remain affordable, in compliance with the specific requirements of the program in which they participate.

HE 1.6 **Availability of Suitable Sites.** Ensure the availability of suitable sites for the development of affordable housing to meet the needs of all household income levels, including special needs populations.

HE 1.7 **Housing for Mentally Disabled.** Encourage the development of additional housing for the mentally disabled.

HE 1.8 **Housing for Homeless Persons and Those at Risk of Homelessness.** In cooperation with other cities and/or the County of Riverside, assist in the development of emergency, transitional, permanent supportive housing and low barrier navigation centers for homeless persons and families and those at risk of homelessness.

HE 1.9 **Housing for All Special Needs Groups.** Ensure and encourage the availability of housing to all special needs populations and income levels.

HE 1.10 **Self-Help Housing.** City will promote self-help housing programs (e.g., Habitat for Humanity) and, as budget allows, provide financial assistance.

HE 1.11 **Innovative Housing.** Encourage innovative housing, site plan design, and construction techniques to promote new affordable housing, improve energy efficiency, and reduce housing costs.

HE 1.12 **Starter Housing.** Consider allowing construction of high quality “starter housing” (single-family units up to 1,600 square feet) on smaller lots in Medium-High Density and High-density zones, and consider providing incentives such as flexible development standards, permit fast tracking, and City fee reductions.

HE 1.13 **Code and Fee Transparency.** Ensure the City’s planning and development processes regulations and fees are readily accessible and transparent.

HE 1.14 **Development Within Density Range.** Encourage development at the upper limits of the applicable general plan density range to increase housing choice in the City.

HE 2 – Conserve and Improve the Housing Stock, Particularly Housing Affordable to Lower Income and Special Housing Needs Households

Policies

HE 2.1 **Retain Housing.** Where feasible and appropriate, older, sound housing should be retained, rehabilitated, and maintained as a significant part of the City's affordable housing stock, rather than demolishing it. Demolition of non-historic housing may be permitted where conservation of existing housing would preclude the achievement of other housing objectives or adopted City goals.

HE 2.2 **Removal of Affordable Housing.** Discourage the removal or replacement of sound housing that is affordable to extremely low, very-low, low- and moderate income households, and avoid discretionary approvals or other municipal actions that remove or adversely impact such housing unless: 1) it can be demonstrated that rehabilitation of lower-cost units at risk of replacement is financially or physically infeasible, or 2) an equivalent number of new units comparable or better in affordability and amenities to those being replaced is provided, or 3) the project will remove substandard, blighted, or unsafe housing.

HE 2.3 **Public Housing.** Encourage the Riverside County Housing Authority to pursue federal and state funds to modernize public housing affordable to very low and low-income households.

HE 2.4 **Tax-Exempt Bonds.** Consider using tax-exempt private activity bonds for the financing of multi-family housing rehabilitation.

HE 2.5 **Historic Residential Properties.** Consider adopting incentives for the preservation of historic residential structures, such as the Mills Act Program, which provides property tax relief for rehabilitation of historic properties, as well as grants for the identification of historic structures.

HE 2.6 **Housing Rehabilitation Funding.** Pursue all available federal, state, and local funds to assist housing rehabilitation.

HE 2.7 **Neighborhood Quality.** The condition and quality of residential neighborhoods is a key measure of a community's housing health. The City will consider and promote the safety, appearance, and quality of residential neighborhoods by preserving the fabric, amenities, spacing (i.e., building heights and setbacks), and overall character and quality of life in established neighborhoods.

HE 2.8 **At-Risk Housing Preservation.** Work with Riverside County Housing Authority and other housing agencies to preserve the affordability of assisted housing and other affordable housing resources at risk of conversion to market rate housing utilizing federal, state, and local financing and subsidies, as City resources allow.

HE 3 – Promote Equal Housing Opportunities for All Persons

Policies

HE 3.1 **Fair Housing Program.** Continue to support fair housing laws and organizations that provide fair housing information and enforcement.

HE 3.2 **Housing Information.** Provide referrals to low-income households and households with special housing needs on how to obtain housing counseling, financing, and other housing information.

HE 3.3 **Housing Opportunities for Seniors, Disabled Persons, Single Parent Households, Farmworkers, Veterans, Homeless, and all other Special Needs Groups.** Encourage and, as budget allows, help support programs and activities that promote affordable housing opportunities for seniors, disabled persons, single parent household, farm workers, homeless, veterans, and all other special needs groups.

HE 4 – Maintain and Enhance Residential Neighborhoods and Remove Blight

Policies

HE 4.1 **Removal of Blight.** As part of development approvals, City budget and Capital Improvement Plan (CIP) program and other municipal actions, give high priority to removing and reversing the effects of blight, particularly in residential neighborhoods and highly visible locations along major street and highway corridors. Within established neighborhoods, new residential development shall be of a character, scale, and quality that

preserve the neighborhood character and maintain the quality of life for existing and future residents.

HE 4.2 **Design Compatibility.** Higher density housing should maintain high quality standards for unit design, privacy, security, on-site amenities, and public and private open space. Such standards should be flexible enough to allow innovative and affordable design solutions and shall be designed to enhance prevailing neighborhood architectural and site character.

HE 4.3 **Neighborhood Integration.** New neighborhoods should be an integral part of an existing neighborhood or should establish pedestrian, bicycle, and, where appropriate, equestrian linkages that provide direct, convenient, and safe access to adjacent neighborhoods, schools, parks and shopping.

HE 5 – Reduce Residential Energy and Water Use

Policies

HE 5.1 **New Construction.** Encourage the development of dwellings with energy-efficient designs, utilizing passive and active solar features and energy-saving features that exceed minimum requirements in state law.

HE 5.2 **Sustainable Design.** Residential developments should promote sustainability in their design, placement, and use. Sustainability can be promoted through a variety of housing strategies, including the following:

1. Maximize use of renewable, recycled-content and recycled materials, and minimize use of building materials that require high levels of energy to produce or that cause significant, adverse environmental impacts.
2. Incorporate renewable energy features into new homes, including passive solar design, solar hot water, solar power, and natural ventilation and cooling.
3. Minimize thermal island effects through reduction of heat-absorbing pavement and increased tree shading.
4. Avoid building materials that may contribute to health problems through the release of gases or glass fibers into indoor air.
5. Design dwellings for quiet, indoors and out, including appropriate noise mitigation for residential uses near noise sources such as highways, major streets, railroad tracks, and industrial uses.

6. Design dwellings to be economical to live in due to reduced energy or resource use, ease of maintenance, floor area, or durability of materials.
7. Help inform residents, staff, and builders of the advantages and methods of sustainable design, and thereby develop consumer demand for sustainable housing.
8. Consider adopting a sustainable development rating system, such as the LEED® or Green Globes program.

HE 5.3 **Site and Neighborhood Design.** Residential site, subdivision, and neighborhood designs should consider sustainability. Some ways to do this include:

1. Design subdivisions to maximize solar access for each dwelling and site.
2. Design sites so residents have usable outdoor space with access to sun and shade.
3. Streets and access ways should minimize pavement devoted to vehicular use.
4. Use multi-purpose neighborhood "pocket parks"/ retention basins to purify street runoff prior to its entering creeks. Retention basins shall be designed to be visually attractive as well as functional. Fenced-off retention basins should be avoided.
5. Encourage cluster developments with dwellings grouped around significantly sized, shared open space in return for City approval of smaller individual lots.
6. Treat public streets as landscaped parkways, using continuous plantings at least 6 feet wide and, where feasible, median planters to enhance, define, and buffer residential neighborhoods of all densities from the effects of vehicle traffic.

HE 6 – Affirmatively further fair housing

Policies

HE 6.1 **Take Meaningful Action.** Take meaningful action to affirmatively further fair housing by implementing measures to improve housing mobility, provide new opportunities in higher opportunity areas, encourage place-based strategies for community revitalization and discourage displacement.

I. Housing Action Plan

An important component of the Housing Element is the City's description of what it hopes to achieve during the current planning period. This is accomplished with a statement of goals, policies, actions, and quantified objectives on the maintenance, preservation, improvement, and development of housing to help meet the housing needs of all residents.



Figure 5-8: Housing construction in Jurupa Valley

This section of the Housing Element presents the City's Housing Action Plan for the period 2021- 2029. The objectives and actions described in *Table 5.55* reflect the assessment of the City's housing needs and summarize Housing Element programs, responsible parties, and anticipated time frames for their implementation. Time frames are intended to be achieved unless determined by the City Council to be infeasible due to budget or staffing constraints. All items in *Table 5.55* are developed to further the goals set forth by the city and to meet newly implemented state and federal housing laws for the requirements of the 6th cycle and the needs of the growing community.

In addition to the Housing Action Plan, the City conducted a Fair Housing Assessment, as outlined in Housing Element Appendix E. As required by HCD's Affirmatively Furthering Fair Housing (AFFH) guidelines, the analysis includes a specific matrix of Fair Housing action items as outlined in Housing Element Appendix E and *Table 5.55* below:

1. AFFH Issues
2. Contributing Factors
3. City Actions
4. Time Frame and Priority

Table 5.55: Housing Action Plan Summary, 2021-2029

Objective	Action	Responsible Party	Time Frame
Goal HE 1: Encourage and where possible, assist in the development of quality housing to meet the City's share of the region's housing needs for all income levels and for all special needs populations.			
Ensure that the General Plan and Zoning Ordinance and Map designate sufficient land at appropriate densities and in appropriate locations to accommodate the City's fair share of regional housing needs.	HE 1.1.1. **General Plan and Zoning Amendments.** Amend General Plan and Zoning Ordinance and Map to designate 69.2 additional acres for residential use at HHDR density (up to 25 du/acre) to help meet Lower Income RHNA needs; address all by-right requirements pursuant to Government Code section 65583.2, subdivisions (h) and (i); and amend the Zoning Ordinance as appropriate to be consistent with the General Plan.	Community Development Department / Planning Commission / City Council.	Initiate and adopt by October 15, 2023.
Provide incentives to encourage development of Opportunity Sites and adaptive reuse of properties in all Residential Zones, with emphasis on Medium-High, High, Very High, and Highest Density Residential zones.	HE 1.1.2. **Housing Authority Coordination**. Coordinate with the Riverside County Housing Authority to pursue grant funding and other incentives to promote and assist the nonprofit and/or private production of housing affordable to lower income households. Utilize public financing tools when available, including revenue bonds, Community Development Block Grant (CDBG), HOME, and Low-Income Housing Tax Credit (LIHTC) program funds.	Community Development Department	Continued from 5th Cycle. Coordinate annually with the Riverside County Housing Authority.
Preserve mobile homes and encourage their maintenance and improvement as affordable housing for seniors, disabled persons and lower income households, and to maintain and enhance neighborhood quality and safety.	HE 1.1.3. **Mobile Homeowner Assistance**. As resources allow, use federal and state grant funds, when available, to assist seniors, veterans and other lower income households purchase and/or improve mobile homes.	Community Development Department	Continued from 5th Cycle and ongoing for the 2021-2029 planning period.
Encourage and assist the feasibility of private development of affordable housing for lower income households and special needs groups, including the development of multi-family affordable units.	**HE 1.1.4. Affordable Housing Incentives**. Consider establishing incentives for developers of new housing that is affordable to lower income households and special needs groups, such as: fast track/priority application and permit processing, density bonuses and/or fee waivers, assist affordable housing developers with right-of-way acquisition, off-site infrastructure improvements and other development costs, and assist in securing federal or state housing financing resources. Incentives should be considered for new housing developments of 100 or more units in which at least 10% of total units are sold or rented at prices affordable to households with incomes below 80% of the Riverside County Area Median Income (AMI).	Community Development Department	Implement within 18 months of Housing Element Adoption.

Objective	Action	Responsible Party	Time Frame
Encourage and assist in the expedited housing development of affordable housing through state law qualification process to promote the production of affordable housing.	HE 1.1.5 **Employee Housing Act Ordinance.** Update the Jurupa Valley Municipal Code to include provisions for work force housing/ employee housing to ensure consistency with state law, including all requirements for the Employee Housing Act.	Community Development Department	Initiate within 6 months of Housing Element Adoption and adopt within 18 months of initiation.
	HE 1.1.6 **Affordable Housing Development Review.** Develop SB35 expedited review process guide and qualification checklist for the development of affordable housing units in the City for developers.	Community Development Department	Complete within 2022, monitor annually for updates.
Encourage the development of Accessory Dwelling Units (ADUs) in appropriate locations to expand housing opportunities for all income levels and special needs groups.	HE 1.1.7 **Accessory Dwelling Units.** Develop ADU informational materials and 'as built' sample plans to promote the development of ADUs in the City; monitor the production and affordability of ADU's annually to ensure meeting the assumptions outlined in this element; and revisit the RHNA strategy mid-cycle if ADU production and affordability falls short of assumptions.	Community Development Department and Building and Safety Department	Complete ADU informational materials and 'as built' sample plans within 2022. Annually monitor ADUs permitted at the time of the Annual Progress Reports (APRs). If needed, revisit and adapt the RHNA strategy mid-cycle.
Maintain consistency with state law and encourage production of smaller, affordable housing where appropriate.	HE 1.1.8. **Density Provisions.** Update the Jurupa Valley Municipal Code and General Plan density provisions to ensure consistency with government codes, including minimum density requirements and density bonuses, as required by state law, to encourage production of smaller, affordable housing, particularly in Town Centers and in higher density, mixed-use and other areas where appropriate and compatible with adjacent development.	Community Development Department	Continued from 5th Cycle. Complete by October 15, 2023.
Encourage and assist the feasibility of private development of affordable housing for lower income house-holds and all special needs groups.	HE 1.1.9. **Affordable Housing In-Lieu Fees.** Establish a City affordable housing fund and affordable housing in-lieu fee program. Work with private housing developers to include affordable units and/or make in-lieu contribution to City's affordable housing fund.	Community Development Department	Establish affordable housing fund and in-lieu fee program within calendar year 2022. On an ongoing basis, work with private developers to include affordable units and/or make in-lieu contributions to the affordable housing fund.
	HE 1.1.10. **City Development Fees.** Develop a sliding scale fee assistance program where the amount and type of City development fees may be waived by the City Council based on the number of affordable units proposed (i.e., as the number of affordable units increases, the amount of fee waiver increases).	Community Development Department	Adopt sliding scale fee assistance program within Fiscal Year 2022-2023.
Utilize grant funding to assist in the development of affordable housing and to improve neighborhoods.	HE 1.1.11. **Assistance Programs.** Create programs and grant application program to provide the CDBG funds obtained by the City to the community for neighborhood development.	Community Development Department	Ongoing for the 2021- 2029 planning period in coordination annually with the City's CDBG Program.
Encourage and assist the feasibility of private development of affordable housing for lower income households and all special needs groups.	HE 1.1.12. **Site Identification.** Work with public, private and nonprofit housing entities to identify candidate sites for new construction of rental housing for seniors and other special housing needs, and take all actions necessary to expedite processing and approval of qualified projects determined by the City.	Community Development Department	Continued from 5th Cycle and ongoing for the 2021-2029 planning period.

Objective	Action	Responsible Party	Time Frame
Assist developers, decision makers, and the public in identifying housing opportunities.	HE 1.1.13. **Updated Land Use Inventory and Map.** Establish and maintain a Land Use Inventory and a map that provide a mechanism to monitor a) acreage and location by General Plan designation, b) vacant and underutilized land, and c) build-out of approved projects utilizing the City's GIS system and supported by mapping. Maintain the Land Use Inventory on a regular basis, as frequently as budget allows.	Community Development Department	Continued from 5th Cycle. Establish Land Use Inventory and map within 2022-2023. Monitor annually within the 2021-2029 planning period.
	HE 1.1.14. **Candidate Sites Mapping.** Collaborate with developers to identify vacant and underutilized properties as candidate sites for affordable or mixed market rate/affordable housing development and identify them in the Land Use Inventory.	Community Development Department	Complete within 18 months of Housing Element adoption.
Establish a shelter to help meet local needs for safe housing for homeless adults and children.	HE 1.1.15. **Homeless Shelter.** In cooperation with nonprofit organizations, adjacent cities, and with Riverside County, encourage the development of a homeless shelter to meet Jurupa Valley's and adjacent communities' homeless shelter needs.	Community Development Department	Adopt a plan within 24 months of Housing Element adoption.
Address the broad range of needs of homeless persons.	HE 1.1.16. **Homelessness Strategy.** Until a permanent shelter or shelters can be established within the City, the City shall work with Riverside County and local housing agencies to help prepare a homelessness strategy to address immediate needs dealing with safety, health and sanitation, environmental health, temporary housing, and access to homeless services. The strategy shall address all special needs categories including, but not limited to, persons with developmental disabilities and farmworkers.	Community Development Department	Adopt a strategy within 18 months of Housing Element adoption.
	HE 1.1.17. **Update the I-P Zone Parking Standards for Emergency Shelters.** Update the I-P Zone parking requirements of the Zoning Ordinance for Emergency Shelters to accommodate all staff working in emergency shelters, provided they do not require more parking for emergency shelters than other commercial uses within the I-P zone.	Community Development Department	Update the parking standards of the I-P zone for emergency shelters within 18 months of adoption of the Housing Element.
Provide government incentives to promote creative, private- and public sector housing products, particularly for lower income households and all special needs groups.	HE 1.1.18. **Creative Housing Solutions.** Provide incentives to encourage development of a range of creative and affordable housing types to accommodate homeless persons, seniors, disabled persons, and other low and extremely low-income populations, such as single room occupancy dwellings (SROs), prefabricated housing, so-called "tiny houses," and other emerging housing products. Potential incentives include priority permit processing, fee waivers or deferrals, flexible development standards, supporting or assisting with funding applications, and coordinating with housing developers. Incentives shall address all	Community Development Department	Adopt incentives within 24 months of Housing Element adoption.

Objective	Action	Responsible Party	Time Frame
	special needs categories including, but not limited to, persons with developmental disabilities and farm workers.		
Encourage and coordinate activities of nonprofit housing providers in Jurupa Valley.	HE 1.1.19. **Coordination with Non-Profit Housing Providers.** Continue to work with non-profit organizations, such as National Community Renaissance, Mary Erickson Housing, and Habitat for Humanity, in the production of affordable and self-help housing for all special needs groups.	Community Development Department	Ongoing, 2021-2029 City will continue to consult with nonprofit housing providers at least annually and on an on-going basis as part of its annual CDBG outreach.
Encourage and assist the feasibility of developing high-quality housing that meets a wide range of housing needs, tenure and budgets including those for mobile homes, special development and multifamily dwellings.	HE 1.1.20. **Flexible Standards.** Continue to provide for flexibility in the design of residential development through the processing of planned unit developments (PUDs), area and specific plans, and town center plans, and through the application of Zoning Ordinance provisions allowing flexible lot sizes and development standards.	Community Development Department	Continued from 5th Cycle and ongoing for the 2021-2029 planning period.
	HE 1.1.21 **Inclusionary housing Ordinance.** Study the feasibility of adopting an Inclusionary Housing Ordinance.	Community Development Department	Initiate study within 6 months of adoption of 6th cycle housing element and adopt within 18 months from initiation
Encourage and assist the development of high-quality housing that meets a wide range of housing needs, tenure and budgets, including needs for disabled persons and other persons with special needs.	HE 1.1.22. **Mixed Housing Types and Densities**. Continue to work with residential developers to develop a range of housing types and densities for all income levels, including affordable housing, using creative planning concepts such as traditional neighborhood design, small lot subdivisions, planned unit developments, area and specific plans, and mixed-use development.	Community Development Department	Continued from 5th Cycle and ongoing for the 2021-2029 planning period.
	HE 1.1.23 **Lanterman Act Ordinance.** Update the Jurupa Valley Municipal Code disability accessibility provisions to ensure consistency with state law, including all requirements for the Lanterman Act. In addition to allowing residential care facilities of six or fewer persons through a ministerial process, larger group homes of seven or more persons must be permitted ministerially, regardless of license.		Adopt in 18 months of adoption of 6th cycle housing element
Promote accessible housing that meets the needs of disabled persons and other persons with special needs.	HE 1.1.24. **Affordable Housing for Disabled Persons**. Apply for grant money and as budget allows, help support programs providing increased opportunities for disabled persons in affordable residential units rehabilitated or constructed through City or County programs.		Continued from 5th Cycle and Ongoing for the 2021-2029 planning period.
Ensure the City's planning and development processes, regulations and fees are readily accessible and transparent.	HE 1.1.25 **Code and Fee Transparency.** Regularly review and update the City's website and other materials to ensure that planning and development processes, regulations and fees are readily accessible and transparent.	Community Development Department and Building and Safety Department.	Ongoing 2021-2029.

Objective	Action	Responsible Party	Time Frame
Encourage the development of transitional, temporary and permanent supportive housing, and low-barrier navigation centers for homeless adults and children and those at risk of homelessness.	HE 1.1.26 **Transitional, Temporary and Permanent Supportive Housing, and Low Barrier Navigation Centers**. Review and update the City's Zoning Code to ensure that transitional, temporary and permanent supportive housing and low barrier navigation centers are allowed by-right in zones allowing similar types of residential development as required by state law.	Community Development Department	Initiate within 12 months of adoption of the 6th Cycle Housing Element.
Encourage development at the upper levels of the applicable General Plan density range.	HE 1.1.27 **Development within Density Range.** Encourage development at the upper limits of the allowable General Plan density range to increase housing choice in the City. Requests for densities below the allowable density range should generally be discouraged except where environmental constraints or other factors limit the development potential of a site.	Community Development Department	Ongoing 2021-2029.
GOAL HE 2: Conserve and improve the housing stock, particularly housing affordable to lower income and special housing needs households.			
Conserve housing resources, particularly for historic resources and to provide cost- and resource-efficient, high quality affordable housing.	HE 2.1.1. **Adaptive Housing Strategies.** Develop program to assist in creative strategies for the rehabilitation and adaptive reuse of residential, commercial, and industrial structures for housing, if appropriate.	Community Development Department	Continued from 5th Cycle. Work with HOME/CDBG Programs and develop adaptive housing strategies program by 2024.
Protect public health, safety and neighborhood quality for all persons; administer codes in a fair, consistent and community-responsive manner.	HE 2.1.2. **Code Enforcement.** Ensure that housing is maintained through code enforcement activities. Continue to administer the Code Enforcement Program to eliminate unsafe, illegal, and substandard conditions in residential neighborhoods and residential properties.	Building and Safety Department and Code Enforcement Department	Ongoing 2021-2029.
Preserve mobile homes and encourage their maintenance and improvement as affordable housing for special needs groups, and to maintain and enhance neighbor-hood quality and safety.	HE 2.1.3. **Affordable Mobile Homes Conservation**. Conserve affordable mobile home housing stock and help bring such housing up to code through periodic outreach and mobile home loan and improvement grants funded by CDBG and other funds, as available.	Community Development Department	Work with FHCRC to develop a program for annual outreach to mobile homeowners, non-profits and other agencies and fund three mobile home improvements per year beginning in FY 23/24 with CDBG funds.
Preserve affordable homes and encourage their maintenance and improvement as affordable housing for special needs groups, and to maintain and enhance neighbor-hood quality and safety.	HE 2.1.4. **Affordable Homes Conservation**. Conserve affordable housing stock and help bring such housing up to code through improvement grants funded by CDBG and other funds, as available. In addition, where affordable homes are in need of replacement, help with replacement through CDBG and other funds.	Community Development Department	Develop a program for affordable home repair and replacement within 36 months of Housing Element adoption.

Objective	Action	Responsible Party	Time Frame
Offer all persons an equal opportunity to participate in planning and housing decisions that affect them.	HE 2.1.5. **Bilingual Outreach.** As resources allow, provide bilingual outreach materials and activities to educate and inform the community about available housing rehabilitation programs and resources.	Community Development Department	Continued from 5th Cycle and Ongoing for the 2021-2029 planning period.
Preserve publicly assisted affordable housing that is at risk of being converted to market-rate and losing its affordability provisions.	HE 2.1.6. **Monitor Assisted Units**. Help ensure that affordable housing assisted with public funds remains affordable for the required time through maintenance of an inventory of assisted units which is monitored for expiration of assisted housing.	Community Development Department	Continued from 5th Cycle. Create inventory within Fiscal Year 2022-2023, monitor regularly for the 2021-2029 planning period.
	HE 2.1.7. **Preserve At-Risk Housing Units.** Preserve grant-assisted, bond-financed, density bonus or other types of affordable units at risk of conversion to market rate during the planning period by working with the Riverside County Housing Authority or other nonprofit housing entities to 1) purchase the units using state, federal or local financing and/or subsidies, 2) assist with low or no interest loans for rehabilitation, as budget allows, 3) support bond refinancing, and 4) refer the project sponsor to other federal or local sources of below-market financing. City shall also ensure compliance with state noticing and tenant education requirements.	Community Development Department	Continued from 5th Cycle. Create inventory within Fiscal Year 2022-2023, monitor regularly for the 2021-2029 planning period.
Preserve affordable housing as required by the funding agency or source of funds providing assistance to the project.	HE 2.1.8 **Affordability Covenants.** As a condition of project approval, require new affordable housing projects to remain affordable for a specific time, consistent with and as required by the funding program(s) in which they participate, through covenants with the project proponent, Housing Authority or other housing agency.	Community Development Department / City Council	Continued from 5th Cycle and ongoing for the 2021-2029 planning period.
Remove or mitigate governmental constraints to housing such as outmoded, unnecessary, conflicting and excessive requirements.	HE 2.1.9 **Remove Government Constraints.** Evaluate the zoning ordinance, subdivision requirements, and other City regulations to remove governmental constraints to the maintenance, improvement, and development of housing, where appropriate and legally possible. Evaluate and revise as appropriate the City's density requirements for the Highest Density Residential land use designation (HHDR) to address constraints for housing development including impacts on feasibility of proposals.	Community Development Department, assisted by Building and Safety Department and Engineering Departments	Ongoing action for 2021-2029 planning period and annually assessed.
GOAL HE 3: Promote equal housing opportunities for all persons.			
Help ensure that all persons are treated fairly and have access to housing which meets their needs and budget.	HE 3.1.1. **Fair Housing Council**. Utilize the services of the Fair Housing Council of Riverside County to implement a number of programs, including: 1) audits of lending institutions and rental establishments, 2) education and training of City staff, and 3) fair housing outreach and education regarding fair housing laws and resources.	Community Development Department	Continued from 5th Cycle and ongoing for the 2021-2029 planning period.

Objective	Action	Responsible Party	Time Frame
Help ensure that all persons are treated fairly and have access to housing which meets their needs and budget.	HE 3.1.2. **Education and Outreach.** Continue to use the services of the Fair Housing Council to provide education and outreach services to the public in both Spanish and English (also see HE 3.1.1 above).	Community Development Department	Continued from 5th Cycle and ongoing for the 2021-2029 planning period.
Preserve existing public housing.	HE 3.1.3. **Public Housing and Rental Assistance.** Develop program to assist in creative strategies for the rehabilitation and adaptive reuse of residential, commercial, and industrial structures for housing, if appropriate.	Community Development Department	Continued from 5th Cycle. Develop program within Fiscal Year 2022-2023 and ongoing for the 2021-2029 planning period.
Explore innovative financing strategies to assist first time homebuyers.	HE 3.1.4. **First-Time Homebuyers Assistance**. Explore the feasibility of developing a new First Time Home Buyer Down Payment Assistance Program, utilizing tax-exempt mortgage revenue bonds to finance mortgages and down payment assistance for single-family homes for very low and low income first time homebuyers.	Community Development Department	Continued from 5th Cycle. Explore within Fiscal Year 2022-2023 and ongoing for the 2021-2029 planning period.
Ensure new multi-family housing meets the same high quality standards for safety, quality and environmental health that other housing types must meet for all income levels.	HE 3.1.5 **Multi-Family Dwellings Standards.** Establish standards for multiple-family dwellings that will achieve comparable recreation and open space opportunities, protection from sources of noise and degraded air quality, adequate access to public services and facilities and parking,	Community Development Department	Continued from 5th Cycle. Adopt within Fiscal Year 2021-2021.
Ensure fair treatment of all persons in securing safe housing and to promote equal housing opportunities.	HE 3.1.6. **Fair Housing Council.** Collaborate with the Fair Housing Council of Riverside County to continue to provide services to the community and accept requests, complaints and assistance for fair housing needs.	Community Development Department	Continued from 5th Cycle and ongoing for the 2021-2029 planning period.
	HE 3.1.7 **Reasonable Accommodations.** Establish a written procedure for providing reasonable accommodations in zoning code and land use.	Community Development Department	Initiate and complete in 18 months of Housing Element certification with HCD
GOAL HE 4: Maintain and enhance residential neighborhoods and remove blight.			
Enhance the quality of life in all residential areas and promote residents' active involvement in and support for neighborhood pride and improvement activities.	HE 4.1.1. **Neighborhood Participation.** Implement varied strategies to ensure residents are aware of and able to participate in planning decisions affecting their neighborhoods early in the planning process, such as neighborhood meetings, City Council member visits, and town hall meetings.	Community Development Department	Continued from 5th Cycle and ongoing for the 2021-2029 planning period.
	HE 4.1.2. **Neighborhood Needs.** Identify specific neighborhood needs, problems, trends, and opportunities for improvements. Work directly with neighborhood groups and individuals to address concerns.		
	HE 4.1.3. **Neighborhood Improvements.** As budget allows, help fund neighborhood improvements, such as street paving or repairs,		

Objective	Action	Responsible Party	Time Frame
	sidewalks, pedestrian and equestrian trails, crosswalks, parkways, street trees and other public facilities to improve aesthetics, safety, and accessibility.		
Establish a proactive code enforcement program to identify housing in need of repair and make owners aware of resources for financial assistance	HE 4.1.4. **Neighborhood Pride.** Working with Riverside County, CSDs and nonprofit housing entities, develop and promote a Neighborhood Pride Program including cooperative projects with Code Enforcement staff, and Public Works projects in target areas, as funding allows.	Community Development Department, Code Enforcement Department and Engineering Department	Develop within 18 months of Housing Element adoption and ongoing for the 2021-2029 planning period.
GOAL HE 5: Reduce residential energy and water use.			
Conserve resources, reuse and recycle solid waste, and improve environmental sustainability.	HE 5.1.1. **Incentives.** Consider establishing incentives for energy conservation above and beyond the requirements of Title 24, such as priority permit processing or reduced permit fees on a sliding scale Fee Assistance Program, as budget allows.	Building and Safety Department, Community Development Department, and Engineering Department	Continued from 5th Cycle and ongoing for the 2021-2029 planning period.
	HE 5.1.2. **Energy Programs for Lower Income Households.** Encourage and participate in Riverside County's and utility providers' programs to reduce maintenance and energy costs for households with low incomes, and increase efforts to inform the public about available cost-saving, energy conservation programs.	Engineering Department, assisted by Community Development Department and Building and Safety Departments.	
	HE 5.1.3**. Energy Conservation Grants.** Pursue grant funds for energy rehab costs and consumer education.		Continued from 5th Cycle and ongoing for the 2021-2029 planning period.
	HE 5.1.4. **City Requests for Proposals.** City RFPs, contracts, and bidding procedures capital projects and programs shall incorporate energy conservation and sustainability measures.		Continued from 5th Cycle and ongoing for the 2021-2029 planning period.
	HE 5.1.5. **Sustainable Design.** Adopt sustainable design policies, standards and codes that result in attractive, energy efficient, neighborhoods.		Adopt within 18 months of Housing Element adoption.
GOAL HE 6: Affirmatively further fair housing.			
Implement measures to affirmatively further fair housing.	HE 6.1.1. **AFFH Actions**. Address the AFFH issues outlined in Housing Element Appendix E by implementing the AFFH action items contained in Table 5.56.	City Manager's Office, and Community Development Department.	Ongoing for the 2021-2029 planning period.

Affirmatively Furthering Fair Housing

The City complies with the State Affirmatively Furthering Fair Housing (AFFH) requirements by taking meaningful actions to address impediments identified in the Fair Housing Assessment located in Housing Element Appendix E. In summary, the City of Jurupa Valley offers high opportunity areas but faces challenges in promoting and providing a range of housing types and prices suitable for lower-income households. Providing a range of affordable housing can help foster more inclusive communities and increase access to opportunities for persons of color, persons with disabilities, and other protected classes. *Table 5.56* summarizes fair housing issues, contributing factors, and implementing actions.

The actions listed below, along with the other programs identified in this section, were developed to cumulatively address the AFFH goals to counter act the disparities and issues that were identified in the AFFH analysis located in Housing Element Appendix E. The timeframes and priority levels are added to ensure the implementation of these actions in a timely manner. The priority levels for these actions are defined as the following:

- High Priority contributing factors are those that have a direct and substantial impact on fair housing, and are core municipal functions that the City can control;
- Medium Priority factors are those that have a direct and substantial impact on fair housing, but the City has limited capacity to control their implementation;
- Low Priority factors may have a direct and substantial impact on fair housing choice, but the City lacks capacity to address it, or the factor may have only a slight or indirect impact on fair housing choice.

As shown in *Table 5.56*, the City intends to complete the necessary actions to meet the requirements of State AFFH requirements. These actions are integrated into the action plan for the overall 6th Cycle Housing Element with the specialized time frames for expedited implementation. The rationale for identifying these actions is to ensure they are implemented in a timely manner to better serve the community of Jurupa Valley. These actions are intended to alleviate the main issues identifies in the Fair Housing Assessment and the City intends to implement these and all the action items outlined above during the 2021-2029 planning period. In addition, the City intends to monitor the AFFH actions on an annual basis in conjunction with the preparation of Annual Progress Reports (APRs) to ensure the goals are being met. If any action items are not being achieved, the City will adjust its metrics, timeframes and commitments as necessary in FY 24/25 to ensure it meets its AFFH goals.

Table 5.56 – Fair Housing Program Action Items

Action Area	Programs	Specific Commitment	Timeframe	Geographic Targeting	Metrics
Housing Mobility					
Accessory Dwelling Units	Encourage the development of Accessory Dwelling Units (ADUs) in appropriate locations to expand housing opportunities for all income levels and special needs groups.	1. Develop ADU informational materials and 'as built' sample plans to promote the development of ADUs in the City. 2. Monitor the production and affordability of ADUs annually to ensure the City is meeting the assumption of 15 AUDs per year as outlined in this Housing Element.	High priority / within 18 months of Housing Element adoption.	Citywide, target marketing and outreach efforts in higher opportunity areas.	Complete ADU informational materials and 'as built' sample plans within 2022. Annually monitor ADUs permitted at the time of the Annual Progress Reports (APRs). Target 20% of ADUs in higher opportunity areas.
Public Housing and Rental Assistance	Support HACR's Housing Choice Voucher Assistance Program	1. Encourage the HARC to continue to provide housing choice vouchers to a minimum of 344 households in Jurupa Valley and increase voucher usage in higher opportunity areas. 2. Work with HARC and FHCRC to encourage small property owners to participate in HACR's Housing Choice Voucher Assistance Program	Low priority / within 36 months of Housing Element adoption	Increase the number of voucher assistance recipients in higher opportunity areas. Target education and marketing efforts throughout the community with an emphasis on higher opportunity areas.	Increase the number of low-income recipients in receiving voucher assistance in higher opportunity areas by 5% by FY 24/25.
New Opportunities in Higher Opportunity Areas					
Provide Housing Opportunities in Higher Opportunity Areas for all Members of the Community	Provide government incentives to promote creative private and public-sector housing products, particularly for lower income households and all special needs groups.	1. Provide incentives to encourage development of a range of creative and affordable housing types to accommodate homeless persons, seniors, disabled persons, and other low and extremely low-income populations, such as single room occupancy dwellings (SROs), prefabricated housing, tiny houses, and other emerging housing products through fee waivers or deferrals, flexible development standards, supporting funding applications, etc. 2. Work with local developers to include affordable housing units in all new housing developments during the entitlement process.	Medium priority / within 24 months of Housing Element adoption	Target creative housing types throughout the City with an emphasis on higher opportunity areas. Provide affordable housing throughout the City with an emphasis on higher opportunity areas and areas of concentrated poverty. Prioritize funding for infrastructure improvements in areas of concentrated poverty.	Creative incentive packages for creative housing solutions in FY23/24. Develop an inclusionary housing ordinance and promote the inclusion of affordable units in every housing project in entitlement beginning in FY22/23. Target 30% of new affordable housing in higher opportunity areas and 30% in areas of concentrated poverty.

Action Area	Programs	Specific Commitment	Timeframe	Geographic Targeting	Metrics
		3. Develop an inclusionary housing ordinance to increase the variety of affordable housing to provide for special needs groups that aren't being reached right now according to the AFFH. 4. Allocate funding for Infrastructure improvements citywide including, but not limited to, pedestrian and bicycle improvements, complete streets and corridor beautification, ADA improvements, and Safe Routes to School enhancements with a priority in the most economically impacted neighborhoods.			Prioritize funding for infrastructure improve-ments in the most impacted areas beginning in FY 23/24.
Traditional Neighborhood Design Standards	Adopt and implement Traditional Neighborhood Design Standards ordinance to allow smaller single-family homes on smaller lots and increase housing choice and affordability.	Promote the development of smaller single-family homes on smaller lots using the Traditional Neighborhood Design Standards to developers through the entitlement process. Also develop promotional materials such as educational fliers/handouts on Traditional Neighborhood Design Standards for dissemination to the development community and in meetings with developers.	High Priority / adopt ordinance in FY 21/22, Medium Priority / implementation ongoing for the 2021-2029 planning cycle.	Higher opportunity areas designated for single-family residential development at 2+ dwelling units per acre.	Increase the affordability of new single-family residential subdivisions by 5% in high opportunity areas and throughout the City by the end of the 2021-2029 planning period.
Place-Based Strategies for Community Revitalization					
Affordable Mobile Homes Conservation	Preserve mobile homes and encourage their maintenance and improvement as affordable housing for special needs groups	1. Conservation. Conserve affordable mobile home housing stock and help bring such housing up to code through periodic outreach and mobile home loan and improvement grants funded by CDBG and other funds, as available.	Medium priority / within 24 months of Housing Element adoption.	Existing mobile home parks and areas of concentrated poverty and higher need.	Work with FHCRC to develop a program for annual outreach to mobile homeowners, non-profits and other agencies and fund three mobile home improvements per year beginning in FY 23/24 with CDBG funds.

Action Area	Programs	Specific Commitment	Timeframe	Geographic Targeting	Metrics
Substandard Housing Conditions	Undertake efforts to correct disparities in the provision of standard housing conditions due to the lack of new housing affordability, age of housing stock and cost of repairs or rehabilitation.	1. Allocate CDBG grant for housing update and rehabilitation for most aged housing stock for homes older than 50 years.	Medium priority / within 24 months of Housing Element adoption.	Census tracts 404.02, 405.03, and 406.04 and other areas of concentrated poverty and higher need.	Allocate CDBG funding for five houses per year beginning in FY23/24.
Enforcement and Outreach to Reduce Discrimination	Reduce fair housing discrimination by small landlords resulting from the lack of local private fair housing outreach and enforcement, resources for fair housing agencies and organizations, and state or local fair housing laws to support strong enforcement.	1. Allocate CDBG funding to creating locally hosted educational workshops on fair housing to reduce the amount of discrimination 2. Provide social media and fact sheets/resource alternatives to access fair housing info with links to the City website 3. Collaborate with Fair Housing Council of Riverside County for continued tracking of fair housing enforcement for discrimination cases.	Medium priority / within 24 months of Housing Element adoption	Citywide	Allocate CDBG funding for a minimum of two educational workshops per year and provide social media and fact sheets on fair housing beginning in FY23/24.
Support At-Risk Children and Youth	Support the Rubidoux Youth Opportunity Center provide support, encouragement and opportunities to at-risk youth facing abandonment and neglect.	1. Provide informational materials on the Youth Opportunity Center at City Hall and promote the Center through social media platforms and regular updates at City Council meetings. 2. Make meeting rooms available to the Center at the City's Jurupa Valley Operations Center located in the Rubidoux area. 3. Assist the Center in the preparation of grant applications as needed. 4. Work with the Rubidoux Youth Opportunity Center to promote their services in census tracts with concentrated poverty and highest need.	Medium priority / within 24 months of Housing Element adoption	Census tracts 404.02, 405.03, and 406.04 and other areas of concentrated poverty and higher need.	Promote and provide assistance to the Center beginning in FY 23/24. Target promotion of resources twice a year. Please note, it is difficult to quantify the outcomes of this action item, but the City is committed to supporting at-risk youth in the Rubidoux community and throughout the City.
Provide Additional Parkland in Areas of Concentrated Poverty	Support the Jurupa Area Recreation and Park District's acquisition and development of a neighborhood park in the Rubidoux Community.	1. Provide technical support and assistance to JARPD to acquire and develop a ¾ acre park in the Mission / Wallace / Daly area.	Low priority / within 36 months of Housing Element adoption	Areas of concentrated poverty and higher need within the Rubidoux Community	Provide a new neighborhood park in the Rubidoux Community by FY 24/25.

Action Area	Programs	Specific Commitment	Timeframe	Geographic Targeting	Metrics
Promote Meaningful Engagement in the Public Decision-Making Process	Continue to implement the policies of the Environmental Justice Element to promote meaningful engagement in the public decision-making process among disadvantaged populations.	1. Ensure that affected residents have the opportunity to participate in decisions that affect their health (EJ 1.1). 2. Schedule public meetings on key issues affecting the public at times and locations most convenient to community members (EJ 1.4). 3. Provide translation and interpretation services at public meetings on issues affecting populations whose primary language is not English. Translation time should not be taken from the person's time limit for comments (EJ 1.6).	High priority / ongoing for the 2021-2029 planning cycle	Areas of concentrated poverty and higher need.	Increase participation in the public decision-making process by disadvantaged persons by 10% by the end of the 2021-2029 planning cycle.
Displacement					
Displacement Risk of Low Income Residents Due to Economic Pressures	Reduce disparities in the loss of affordable units and encourage the development of affordable units to reduce the displacement of residents due to unaffordable rents, the concentration of poverty in some tracts, and the availability of affordable housing.	1. Work with FHCRC to continue to provide access to aid and financial counseling for residents and develop an outreach plan for the neighborhoods with the greatest concentration of poverty. 2. Promote development of affordable units though City polices and State Law on every housing project in entitlement	Low priority / within 36 months of Housing Element adoption	Target financial aid and counseling on areas of concentrated poverty and higher need. Promote the development of affordable units in higher opportunity areas.	Provide financial aid and counseling through FHCRC to a minimum 5 households per year beginning in FY24/25; promote the inclusion of affordable units on every housing project in entitlement in FY22/23.

J. Quantified Objectives

The State requires that the Housing Element include an assessment of quantified objectives during the 6th Cycle planning period. Quantified objectives are estimates of the number of housing units likely to be constructed, rehabilitated, or preserved by income level between 2021 and 2029. Estimates are based on the trends, goals, policies and objectives outlined throughout this Housing Element and may differ from the City's RHNA requirement. They represent the City's best assessment on what is likely to be built during the planning period based on needs, resources, and constraints. *Table 5.57* below summarizes the City's Quantified Objectives for the 2021-2029 planning period.

Table 5.57: Quantified Objectives

Income Category	RHNA Targets 2021-2029	Units that Could be Constructed 2021-2029	Units that Could be Rehabilitated 2021-2029	Units that Could be Preserved 2021-2029
Extremely Low	604	180	8	12
Very Low	603	180	8	12
Low	749	450	16	16
Moderate	731	625	18	--
Above Moderate	1,810	1,810	--	--
Total	**4,497**	**3,245**	**50**	**40**

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6 – Air Quality Element



Figure 6-1: San Bernardino Mountains from Agua Mansa

A. Introduction

The quality of the air we breathe directly affects our health, environment, economy, and quality of life. Poor air quality causes or contributes to asthma and other respiratory diseases, lung damage, cancer, birth defects, difficulty in exercising, and even a reduction in life span. Poor air quality also affects our economy through workdays lost due to illness, increased expenses from medical costs, and businesses that choose to locate in areas with a healthier environment.

Air quality is a regional issue of which every city and county in the region feels the effect. Although Jurupa Valley, and Riverside County as a whole generate the lowest emissions of any area in the South Coast Air Basin, air quality in the region is among the Basin's worst due to onshore winds transporting vast amounts of pollutants from Los Angeles and Orange counties into the Inland Empire. However, due to a variety of regulations and programs, air quality in the region is improving. Continued diligence is needed to ensure that the quality of the air we breathe continues to improve for the safety and healthfulness of our community.

A closely related issue to air quality is the adverse effects of climate change. Although the cause is the subject of debate, we are experiencing increased concentrations of greenhouse gases (GHG), which in turn contribute to warming temperatures, sea level rise, and altered weather patterns that affect rainfall and air quality. General Plan policies, particularly those related to housing and transportation, can have a profound effect on minimizing the factors that contribute to the production of GHG. In the General Plan, the term "climate change" refers to the result of human activity that produces air-polluting greenhouse gases, and does not imply that the causes of worldwide climate change are fully understood.

While state law mandates that cities address air quality in the General Plan, it allows flexibility for whether to incorporate air quality into other elements, or prepare a separate Air Quality Element. The City desires to highlight the importance of air quality in Jurupa Valley by adopting a stand-alone Air Quality Element. This element provides background information on the physical and regulatory environment affecting air quality and climate change in the City. This element also identifies goals, policies, and programs that are meant to balance the City's actions regarding land use, circulation, and other issues with their potential effects on air quality and climate change.

Primary Goal

To be a city that actively works to improve its air quality and minimize the effects of climate change to protect the health, safety, and quality of life of all of its residents, business owners and visitors.

Policy and Program Sections

1. *Multi-Jurisdictional Cooperation*
2. *Sensitive Receptors*
3. *Stationary Source Pollution*
4. *Particulate Matter*
5. *Energy Efficiency and Conservation*
6. *Jobs and Housing*
7. *Transportation*
8. *Special Events*
9. *Climate Change*

B. Background

Jurupa Valley is located within the South Coast Air Basin, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Air quality conditions in the South Coast Air Basin are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). According to SCAQMD, the worst air quality problem in the nation occurs in the South Coast Air Basin. With very light average wind speeds, the Basin's atmosphere has a limited capability to disperse air contaminants horizontally. The dominant daily wind pattern is a daytime sea breeze (onshore breeze) and a nighttime land breeze (offshore breeze), broken only occasionally by winter storms and infrequent strong Santa Ana winds from the northeast.



Figure 6-2: Smoggy day in Jurupa Valley

In spring and early summer, most of the pollution is moved out of the Basin through mountain passes, or is lifted by the warm, vertical currents produced by the heating of mountain slopes. However, from late summer through winter, flushing is less pronounced because of lower wind speeds and the earlier appearance of offshore winds. Remaining pollutants accumulate during the night, and a low average-morning wind speed creates the potential for air stagnation, as shown in *Figure 6-2* and *Figure 6-3*. In a normal situation, as temperatures decrease with altitude, air rises. In the South Coast Air Basin, dispersion is hampered by the presence of a temperature inversion in the layers of the atmosphere near the surface of the earth. With an inversion layer, pollution becomes concentrated as the warmer air above it traps the air.

The combination of low wind speeds and low-level inversions produces the greatest concentration of pollutants. On high wind days, other air pollutants, including particulate matter such as dust and soil, are swept up and carried in the air. On days of no inversion or on days of winds averaging over 15 miles per hour, there will be no important smog effects, during either summer or winter. Smog levels are much lower in the winter due to the lack of strong inversion during daylight hours and the lack of intense sunlight, which is needed to produce photochemical reactions.

Air quality in the South Coast Air Basin has continually improved despite an enormous increase in population and cars. For example, maximum levels of ozone, one of our worst smog problems, have been cut to less than one-quarter of what they were in the 1950s, even though today we have nearly three times as many people and four times as many vehicles. SCAQMD monitors air quality at 34 permanent stations throughout the region, providing hourly and daily readings. This provides information on how well our region is meeting its clean air goals. It also enables the District to notify the public whenever air quality is unhealthy.

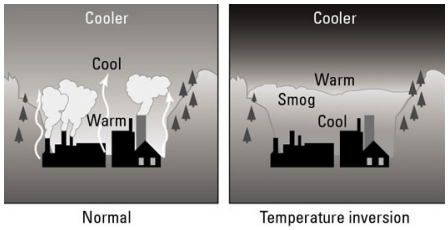


Figure 6-3: Temperature inversion process

Regulatory Restrictions

The agencies designated to develop regional air quality plans in the South Coast Air Basin are SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the U.S. Environmental Protection Agency (US EPA). These agencies prepared the Final 2016 Air Quality Management Plan (AQMP) for the South Coast Air Basin, which was adopted by the SCAQMD Board in 2017. The Plan includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on-road and off-road mobile sources and area sources.

In 1998, the California Legislature enacted the California Clean Air Act (CCAA). The CCAA requires regional emissions to be reduced by 5% per year, averaged over a 3-year period, until attainment can be demonstrated. Each region that did not meet a national or state air-quality standard was required to prepare a plan that demonstrated how the 5% reductions were to be achieved. In response, the SCAQMD revised its air quality plan to meet CCAA requirements.

To achieve the goals and objectives of the air quality plans at the local level, cities and counties must adopt air quality elements or other elements/plans that address air quality as well as implement these plans for achieving compliance with state and federal standards. Local responsibilities for achieving compliance primarily focus on measures that reduce emissions from mobile sources as well as those that limit emissions from “indirect sources” such as facilities, buildings, structures, installations, real property, roads, or highways that attract mobile sources of pollution.

Ambient Air Quality Standards

Six criteria air pollutants have been established for every air basin within the State of California. These are pollutants for which acceptable levels of exposure can be determined and for which an ambient air quality standard has been set. Federal primary standards for air pollutants have been established to protect the health of the public, while secondary standards protect the public welfare by preventing diminishing visibility and damage to vegetation and property.

The South Coast Air Basin has made great strides in achieving state and federal air quality standards (SCAQMD 2016 Air Quality Management Plan). *Table 6.1* provides a description of the six criteria air pollutants and their attainment status in the South Coast Air Basin.

Table 6.1: South Coast Air Basin 2016 Attainment Status – Six Criteria Pollutants

Pollutant	Description	Attainment of State and Federal Air Pollutant Standards*
Ozone (O_3)	A pungent, colorless gas typical of southern California smog. Elevated ozone concentrations result in reduced lung function, particularly during vigorous physical activity. Ozone levels peak during the summer and early fall months.	Non-attainment (state and federal)
Carbon Monoxide (CO)	Formed by the incomplete combustion of fossil fuels, almost entirely from automobiles. This colorless, odorless gas can cause dizziness, fatigue, and impairments to central nervous system functions.	Attainment (state and federal)
Nitrogen Oxides (NO_x)	Nitrogen dioxide (NO_2), a reddish brown gas, and nitric oxide (NO), a colorless odorless gas, are jointly referred to as nitrogen oxides or NO_x. NO_x is a primary component of smog and contributes to other pollution problems such as high concentration of fine particulate matter, poor visibility, and acid deposition. NO_2 decreases lung function and may reduce resistance to infection.	Attainment (state and federal)
Sulfur Dioxide (SO_2)	A colorless irritating gas created mainly by industrial facilities. SO_2 irritates the respiratory tract, injures lung tissue when combined with fine particulate matter, and reduces visibility and the level of sunlight.	Attainment (state and federal)
Lead	A gray-white metal that is soft, malleable, and resistant to corrosion. Sources of lead resulting in concentrations in the air include industrial sources and weathering of soils, followed by fugitive dust emissions. Health effects from exposure to lead include brain and kidney damage, learning disabilities, seizures, and death. Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and a lower intelligence quotient. The Air Resources Board (ARB) has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.	Attainment (state and federal)
Particulate Matter	The term used for a mixture of solid particles and liquid droplets found in the air. Coarse particles (larger than 2.5 but smaller than 10 micrometers, or PM_{10}) come from a variety of sources, including windblown dust and grinding operations. Fine particles (less than 2.5 micrometers, or $PM_{2.5}$) often come from fuel combustion, power plants, and diesel buses and trucks. Fine particles can also be formed in the atmosphere through chemical reactions.	Non-attainment (state and federal)

Source: SCAQMD, February 2016

C. Air Quality Goals, Policies, and Programs

Goals

To be a City that:

AQ 1 Works with regional, sub-regional, and state agencies to protect and improve air quality and reduce greenhouse gas emissions.

AQ 2 Helps protect its residents, and especially senior citizens, youth and other sensitive receptors, from toxic air pollution.

AQ 3 Works to reduce emissions from stationary and mobile sources.

AQ 4 Employs measures to improve the jobs/housing balance and reduce commuting time.

Policies and Programs

AQ 1 – Multi-Jurisdictional Cooperation

The City of Jurupa Valley recognizes the regional context of the policies it creates. Because air pollution does not recognize municipal boundaries, the policies of one community may affect the residents of another. This is particularly true with respect to pollution emitted by motor vehicles, which underscores the importance of multi-jurisdictional cooperation.



Figure 6-4: Children playing at the Cove Waterpark in Jurupa Valley

Policies

AQ 1.1 **Regional Participation.** Promote and participate with regional, subregional, and state agencies, both public and private, in all areas to protect and improve air quality, including enforcement of all regulations.

AQ 1.2 **Air Quality Measures.** Establish and implement air quality, land use, and mobility measures that improve not only the City's environment but also that of the entire region.

Programs

AQ 1.1.1 **Regional Committees.** Actively participate on regional committees that can influence regulations affecting air quality.

AQ 2 – Sensitive Receptors

As outlined in the Environmental Justice Element, sensitive receptors are those people who are particularly susceptible to adverse health effects due to exposure to air contaminants. Sensitive receptors include residents, retirement homes, schools, hospitals, and other people and uses. Special care must be taken in the land use planning process to ensure that sensitive receptors are protected from unhealthful levels of air pollution. In addition, because there are existing sensitive receptors exposed to unhealthful levels of air pollution in the City, measures to retrofit existing adverse conditions should be pursued.



Figure 6-5: Jurupa Valley warehouse development and housing

Policies

AQ 2.1 **Site Plan Designs.** Require City land use planning efforts and site plan designs to protect people and land uses sensitive to air pollution, using barriers and/or distance from emissions sources, and protect sensitive receptors from polluting sources, wherever possible.

AQ 2.2 **Pollution Control Measures.** Strongly encourage the use of pollution control measures such as landscaping, vegetation and other materials that trap particulate matter or control pollution.

AQ 2.3 **Retrofitting.** Encourage that homes and other buildings occupied by sensitive receptors in areas with unhealthful air quality be retrofitted with air filtration systems and other available technologies.

AQ 2.4 **Tree Planting.** Consider creating a citywide program to plant trees that help to filter pollutants from the air, provide shade, and add oxygen to the atmosphere.

Programs

AQ 2.1.1 **Best Practices.** Establish a program to monitor adherence to best practices in distance and setbacks as recommended by CARB and SCAQMD.

AQ 3 – Stationary Source Pollution

Stationary source pollution is generally divided into two subcategories: point sources (such as power plants and refineries) and area sources (including small emission sources such as residential water heaters and architectural coatings). Agricultural and industrial land uses are generally the main stationary pollution sources in Jurupa Valley, though most urbanized land areas and their associated activities contribute to poor air quality in the region.



Figure 6-6: Former Riverside Cement Company plant, Jurupa Valley

Policies

AQ 3.1 **Efficient Building Materials/Equipment.** Encourage the use of building materials/methods and heating equipment that are efficient and reduce emissions.

AQ 3.2 **Centrally Heated Facilities.** Encourage centrally heated facilities to utilize automated time clocks or occupant sensors to control heating.

AQ 3.3 **Stationary Pollution Reduction.** Require stationary pollution sources to prevent the release of toxic pollutants through the following:

1. Design features;
2. Operating procedures;
3. Preventive maintenance;
4. Operator training; and
5. Emergency response planning

AQ 3.4 **Emissions Mitigation.** Require every project to mitigate any of its anticipated emissions that exceed allowable levels as established by the SCAQMD, the US EPA, and CARB, to the greatest extent possible.

AQ 3.5 **Fugitive Dust Reduction Measures.** Apply, as appropriate, measures contained in the County's Fugitive Dust Reduction to the entire City.

AQ 3.6 **Grading in High Winds.** Suspend all grading when wind speeds exceed 25 miles per hour.

AQ 4 – Particulate Matter

The US EPA defines particulate matter (PM) as either airborne photochemical precipitates or windborne dust. Consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols, common sources of PM are manufacturing and power plants, agriculture, diesel trucks and other vehicles, construction sites, fire, and windblown dust. Generally, PM settles from atmospheric suspension as either particulate or acid rain and fog that has the potential to damage health, crops, and property.

While Jurupa Valley is dedicated to implementing policies to limit particulate matter produced within its own boundaries, it has no control over particulate matter transported into the City from other areas. The solution is the adoption of adequate control measures by responsible jurisdictions in San Bernardino, Riverside, Los Angeles, and Orange counties. By adhering to the control measures contained in the Air Quality Management Plan, these jurisdictions can have a positive impact on particulate matter pollution in Jurupa Valley.

Policies

AQ 4.1 **State and Federal Legislation.** Encourage stricter state and federal legislation on bias-belted tires, smoking vehicles, and vehicles that spill debris on streets and highways, to better control particulate matter.

AQ 4.2 **Particulate Matter.** Reduce particulate matter from agriculture, construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights of way, and off-road vehicles to the maximum extent possible.

AQ 4.3 **Electric Service Units.** Require the installation and use of electric service units at truck stops and distribution centers for heating and cooling truck cabs, and particularly for powering refrigeration trucks, in lieu of idling of engines for power.

AQ 4.4 **Natural Gas/Electric Vehicles.** Support efforts to encourage the use of natural gas and electric vehicles in distribution centers.

AQ 4.5 **City Vehicle Fleet.** Consider the purchase of natural gas and electric vehicles when replacing or expanding the City's vehicle fleet.

Programs

AQ 4.1.1 **Truck Parking in Residential Areas.** Prohibit the parking of large commercial trucks, trailers, and truck cabs on public streets in residential areas, except for loading or unloading, through Municipal Code amendments, signage, enforcement, and other measures.

AQ 4.1.2 **Diesel Fumes.** Collaborate with the US EPA, SCAQMD, and warehouse owners and operators to create regulations and programs to reduce the amount of diesel fumes released due to warehousing operations.

AQ 4.1.3 **Commercial Truck Parking Lots.** Research funding and establish a program to provide incentives and opportunities for commercial truck parking lots to prevent the need for parking trucks, trailers, and truck cabs in residential and other restricted areas.

AQ 4.1.4 **Electric Charging Stations.** Establish incentives for developers to plan for and install electric vehicle charging stations in new development, and research funding sources for installing electric vehicle charging stations in other strategic locations, such as in government agency facilities.



Figure 6-7: House with photovoltaic solar panels

AQ 5 – Energy Efficiency and Conservation

Recycling and conservation efforts established and encouraged by the City can reduce the amount of pollutants emitted within the City. Efforts to recycle wastes can reduce the amount of pollution emitted from the production of new materials while preserving raw materials. Conservation measures minimize the impacts of not only the consumption of, but also the production of, energy sources.

Policies

AQ 5.1 **Reduce Solid Waste.** Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills.

AQ 5.2 **Energy Conservation.** Encourage advanced energy conservation techniques and the incorporation of energy-efficient design elements for private and public developments, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling, and offer incentives, as appropriate.

Programs

AQ 5.1.1 **Waste Management.** Working with waste haulers and other appropriate businesses and agencies, establish incentives and programs to encourage the use of recycling and waste management.

AQ 6 – Jobs and Housing

To help reduce traffic and emissions, many cities seek to reduce single-motorist commuting by increasing the number and availability of jobs closer to existing and new housing. According to SCAG, 11.2% of Jurupa Valley workers are employed within the City. The remaining 88.8% of workers commute to other places including the cities of Riverside (13.2%), Ontario (6.8%), San Bernardino (4.3%), and Corona (4.1%) (SCAG, Jurupa Valley Profile, 2015). Another way to look at this issue is to examine the jobs-housing balance. The jobs-housing balance refers to the approximately equal distribution of employment opportunities and population measured by the number of households. According to Planning for Sustainable Travel, a jobs-housing balance of 0.75 to 1.5 is considered ideal and tends to reduce commuting distances among residents. In 2014, Jurupa Valley's jobs-housing balance was 0.98 and is expected to grow to 1.05 in 2035. Although it does not guarantee that residents will live near where they work, these healthy jobs-housing balances mean that there will be opportunities to do so.

Whenever possible, the City should offer incentives to businesses and individuals to create jobs in Jurupa Valley to bolster the economy, control emissions, and implement the Air Quality Management Plan. Among the positive approaches available to the City to encourage job creation in job-poor areas are education, job training and placement services, technical assistance to incoming businesses, reducing regulation and paperwork on businesses, fast tracking and reduced fees, and low interest loans. In addition to providing incentives for businesses to locate within Jurupa Valley, it is important to consider the relationship of jobs to housing when approving the construction of new development, including the development of residential and commercial land uses in close proximity and the strategic placement of new public facilities.



Figure 6-8: Mixed use housing near jobs and Metrolink Station, Inland Empire (KTGY.com)

Policies

AQ 6.1 **Small Business Assistance.** Assist small businesses by supporting organizations that develop education and job training programs.

AQ 6.2 **Educational Programs.** Collaborate with local colleges and universities to develop appropriate educational programs to assist residents in obtaining job skills to meet market demands.

AQ 6.3 **Business Incentives.** Provide incentives to encourage new firms to locate within the City and existing firms to expand operations. Incentives may include, but are not limited to, job placement services, technical assistance, regulatory relief and low interest loans.

AQ 6.4 **Small Business Loan Programs.** Encourage loan programs to induce small businesses to locate or expand within the City.

AQ 6.5 **Small Business Emissions Control.** Offer incentives to businesses to control emissions and implement the Air Quality Management Plan.

AQ 6.6 **Regulation Relief.** Reduce regulations on small businesses wherever possible and thereby encourage small business development and job creation. The City shall set performance standards as well as design standards, thus giving small business owners as many options as possible to comply with City regulations.

AQ 6.7 **Job Creation.** Emphasize job creation and reductions in vehicle miles traveled to improve air quality over other less efficient methods.

AQ 6.8 **Public Facilities/Services.** Time and locate public facilities and services so that they help create new jobs.

AQ 6.9 **Mixed-Use Land Use.** Support new mixed-use land use patterns with employment centers and community centers, which encourage community self-sufficiency and containment, promote efficient modes of travel, and help reduce automobile dependency.

AQ 6.10 **Community Centers / Telecommuting / Home-Based Businesses.** Implement zoning code provisions that encourage community centers, telecommuting, and home-based businesses.

AQ 6.11 **Non-Polluting Transportation.** Encourage and promote the use of non-polluting alternative modes of transportation such as natural gas and electric vehicles and bicycles.

AQ 6.12 **Housing Types.** Provide for a variety of housing types that support a local market for a skilled professional and management labor pool when approving new residential developments.

Programs

AQ 6.1.1 **Job-Skill Training Opportunities.** Actively seek and incentivize educational opportunities and institutions such as community colleges and trade schools to locate within Jurupa Valley to provide local job-skill training opportunities.

AQ 6.1.2 **Funding Programs.** Actively seek funding programs to incentivize businesses that meet community needs.

AQ 7 – Transportation



Figure 6-9: Inland Empire Freeway with heavy traffic

Vehicles are an essential part of life in California. People use them to go to work, run errands, and transport goods all across the state and the nation. However, while vehicles serve a valuable function, many streets and freeways are increasingly overburdened with traffic. Seventy-seven percent of commuters drive alone, adding to the congestion and smog. Many Jurupa Valley residents drive long distances to work and have some of the longest commute times in all of Southern California. Transportation Demand Management, Transportation Systems Management, and Transportation Development Management can help improve air quality by reducing overall motor vehicle trips and managing vehicular travel.

Transportation Demand Management

Transportation Demand Management (TDM) can help unclog freeways and reduce commute times, thereby improving air quality. TDM strategies work to reduce traffic overall and divert the remaining traffic to non-peak periods. Examples include reducing work-related trips by encouraging individuals who drive alone to

form carpools and vanpools, or take the bus or light rail. Other options include fewer workdays with longer work hours per day to eliminate one or two trips a week as well as telecommute and work-at-home programs. When individuals must drive, TDM strategies call for work schedules that avoid peak traffic periods and large trucks to operate at night.

TDM strategies for reducing trips that are not work related are also important. Merchant transportation incentives, such as discounts to customers who use public transit and free bus passes, help incentivize transit and take people out of single-occupancy vehicles. Other measures, such as providing convenient parking for people who rideshare, can also reduce trips to merchants and help improve air quality.

Transit improvements and facility development must accompany the implementation of TDM strategies. Efforts to encourage a shift to transit will fail unless transit operators make convenient, safe, and reliable transit service available. Similarly, a lack of work centers impedes the ability to implement telecommute and work-at-home programs. The City can support the provision of transit services and foster the development of work centers. Changing transportation demand will also require facility development, such as park-n-ride lots, bus turnouts, off-site parking, electric vehicle charging stations, and facilities for bicycles and pedestrians.

Transportation Systems Management

Transportation systems management improves traffic flow through modification in the operation of existing transit facilities and fleets. The increased mobility improves air quality. Commerce, industry, and public welfare require adequate mobility. Poor transportation systems management, on the other hand, creates congested highways, perpetuates poorly maintained and polluting fleets, weakens the City's economy, and diminishes citizens' health and well-being. City management of its transportation systems in a manner that enhances mobility and efficiency is important. Improving the flow of traffic promotes mobility on our streets, resulting in decreased impacts on air quality.

Transportation Facilities Development

Regionally, transportation facilities development means increasing capacity through the expansion of highway and transit systems to meet population and land use demand. Though major construction projects often require massive capital investment, mobility and capacity are increased. These projects include major highways in high growth regions, construction of high occupancy vehicle (HOV) lanes where severe traffic problems occur, and construction of rapid transit corridors and facilities. Unfortunately, this strategy responds

slowly to changing demands on the transportation system and may burden the region with debt.

Although often necessary to keep traffic moving, regional and local transportation facility development can contribute toward a growth in population and housing, and the need for public services and facilities (FHWA/Planning, Induced Travel Frequently Asked Questions, 2016). By increasing capacity, new or expanded transportation facilities can make longer commutes easier and outlying land more attractive for development. Additional development can contribute to poor air quality through factors such as increased vehicular emissions and fossil fuel consumption. The City intends to consider the benefits and costs of large transportation facilities development and balance it with other, less expensive alternatives that can improve multi-modal mobility.

Policies

AQ 7.1 **Cooperative Relationships.** Seek new cooperative relationships between employers and employees to reduce vehicle miles traveled such as creating Transportation Management Associations.

AQ 7.2 **Transit Incentives.** Encourage employee rideshare and transit incentives for employers with more than 25 employees at a single location and coordination with City incentives programs.

AQ 7.3 **Trip-Reduction Programs**. Encourage workplace trip-reduction programs and cooperate with surrounding jurisdictions to reduce vehicle trips.

AQ 7.4 **Traffic Flow Management.** Manage traffic flow through signal synchronization, while coordinating with and permitting the free flow of mass transit vehicles, when possible.

AQ 7.5 **Traffic Hazards/Delays.** Eliminate traffic hazards and delays through street maintenance, rapid emergency response, debris removal, and elimination of at-grade railroad crossings, as City resources allow.

AQ 7.6 **City Transportation Fleet.** Manage the City's transportation fleet to achieve energy savings.

AQ 7.7 **Pedestrian and Bicycle Facilities.** Emphasize the use and improvement of pedestrian and bicycle facilities when funding transportation improvements.

AQ 7.8 **Transportation Corridor Expansion.** Preserve transportation corridors with the potential of high demand or of regional significance for future expansion to meet project demand.

Programs

AQ 7.1.1 **Trip Reduction Programs.** Pursue grant funding to establish an incentive program to encourage the use of trip reduction programs to decrease automotive vehicle miles traveled.

AQ 7.1.2 **Traffic Signal Improvements.** Construct and improve traffic signals with channelization and Automated Traffic Monitoring and Control systems at appropriate intersections.

AQ 7.1.3 **Transportation Management.** Consider measures such as Transportation Demand Management, Transportation Systems Management, or jobs/housing balance strategies when developing capital facilities improvement plans.

AQ 7.1.4 **Congestion Monitoring.** Develop a program to monitor traffic and congestion to determine when and where the City needs new transportation facilities to achieve increased mobility efficiency.

AQ 8 – Special Events

Temporary special events provide recreational and retail opportunities for residents. However, these events may also result in traffic congestion on roadways adjacent to the event. The following policies are designed to alleviate traffic congestion and the accompanying pollution caused by excess vehicle travel times.

Policies

AQ 8.1 **Parking/Park-N-Ride.** Establish requirements for special event centers to provide off-site parking and park-n-ride facilities at remote locations. Remote parking should be as close to practicable to the event site, and the operator should supply shuttle services.

AQ 8.2 **Transit/Carpooling**. Encourage special event center operators to advertise and offer discounted transit passes and discount parking incentives to carpooling patrons with event tickets.

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7 – Noise Element

A. Introduction

Jurupa Valley values its semi-rural character and diversity of land uses where individual expression is appreciated. However, the mix of land uses also generates a surprising amount of noise, which can adversely affect area residents and other sensitive receptors. Train whistles, aircraft overflights, motor vehicle traffic, barking dogs, and loud parties are a part of daily life that sometimes create a disruptive noise environment. In addition, vibration generated by construction equipment, idling trucks, and other sources can be annoying.

This Noise Element is a mandatory component of the General Plan pursuant to *California Government Code* §65302(f). It is closely related to the Land Use, Mobility, Healthy Communities, and Environmental Justice Elements of the General Plan. The element identifies noise issues within the community, quantifies existing and projected noise levels, addresses excessive noise exposure, and provides goals, policies, and programs to reduce noise to acceptable levels. In the Noise Element, the City describes how it intends to prevent and mitigate the adverse impacts of excessive noise exposure on its residents, employees, visitors, and other persons.

Primary Goal

To be a City that actively works to minimize the effects of noise and vibration on sensitive receptors.

Policy and Program Sections

1. *Land Use Compatibility*
2. *Mobile Noise Sources*
3. *Stationary Noise Sources*
4. *Ground-Borne Vibration*

B. Background



Figure 7-1: Rural setting, Jurupa Valley

Noise can significantly affect community character, quality of life, and human health. Noise is defined as any unwanted sound; however, the determination of what is considered excessive noise can be difficult and subjective. Sources of noise in the City include mobile sources, such as motor vehicles, rail, and aircraft, and stationary sources such as construction activities, truck transfer facilities, and generators. Managing noise involves balancing quality of life issues with the needs of transportation facilities and residential, commercial, and industrial activities. Noise standards should not be so stringent that they discourage business or development, but also not so lenient that the quality of life of the community suffers.

One of the General Plan Advisory Committee's key findings was the need to identify areas and sources of excessive noise, "noise sensitive uses," and measures to reduce noise impacts. Existing noise sources in the City include transportation or traffic-related impacts, rail noise, aircraft noise, and noise impacts associated with operations at commercial and industrial sites. Currently, one of the main issues in the City related to noise is the existence of incompatible land uses. Typically, when commercial or industrial operations are located close to residential or other noise-sensitive uses, complaints from residents are more likely to occur.

In coordination with City staff, specific locations at which potentially noise-incompatible uses existed in 2015 were identified. These locations were chosen to represent some of the noise monitoring locations presented in *Figure 7-2*. In addition to the noise-incompatible locations, noise monitoring locations, both long-term (24-hour) and short term (15-minute), were chosen to assess noise impacts from the existing rail operations and traffic noise impacts from major roadways within the City. *Figure 7-2* shows the location of the measurement sites.

Noise monitoring measurements, along with the modeling results of existing traffic noise contours, were used to determine existing noise conditions throughout the City. Future noise conditions were then modeled and compared to 2016 conditions. Future conditions include airport operations, proposed haul routes along the City streets, future rail activities, and expected continued/future incompatible land use noise issues. Noise goals, policies, and programs have been included in this element to address existing and future conditions in conformance with the City's overall goals.

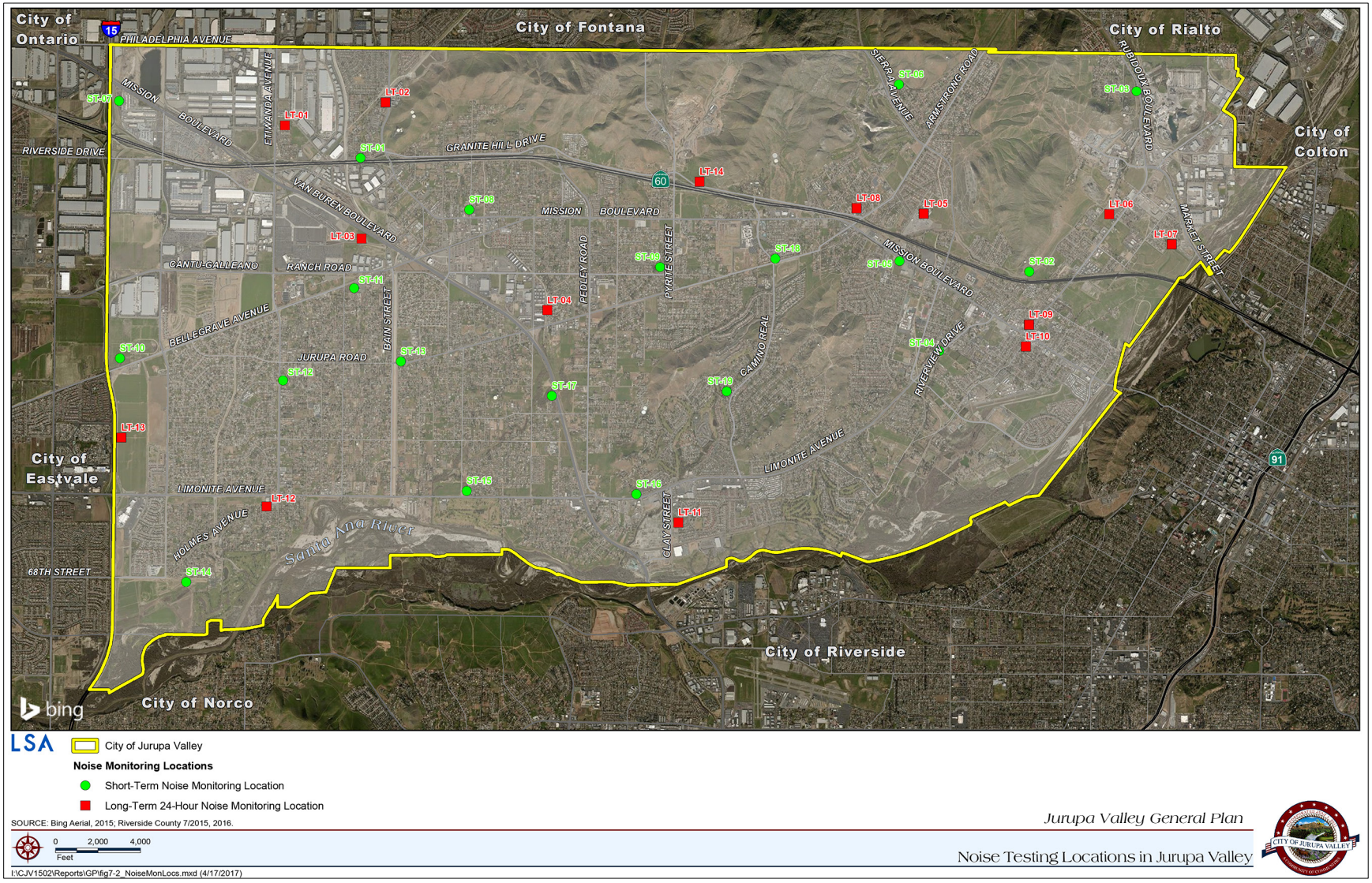


Figure 7-2: Noise testing locations in Jurupa Valley

Land Use Compatibility

The Noise Element of the General Plan directly relates to the Land Use Element in that noise can adversely affect sensitive land uses such as residential uses, schools, hospitals, assisted living facilities, mental care facilities, and places of worship, libraries, and passive recreation areas. Many of these uses depend on low levels of sound to promote the health and well-being of their occupants. Land uses that generate significant mobile or stationary noise must be compatible with adjacent uses in order for the land use plan to be successful. If existing land uses emit noise above a certain level, they may not be compatible with adjacent land uses, and should not be allowed unless attenuation measures are used to reduce indoor and outdoor noise to acceptable levels. In cases of new development, the placement of noise-sensitive land uses is integral to the safety and success of the community. *Table 7.1* lists common sound levels for familiar locations and activities.

Table 7.1: Typical A-Weighted Sound Levels

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

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

Noise Measurement

When discussing noise policy, it is helpful to have a basic understanding of the primary tools used to measure the effect of noise on the community. The decibel is a basic unit of noise that measures the intensity of sound. The A-weighted decibel, also referred to as dB(A), measures the intensity of sound as it relates to

the hearing frequency of the human ear. The Day Night Average Sound Level, or Ldn, is a 24-hour average sound level with a penalty added to nighttime hours to reflect increased hearing sensitivity during that time. The Community Noise Equivalent Level, or CNEL, mirrors Ldn but with an additional penalty added to evening hours.

Noise Attenuation

Noise attenuation refers to measures undertaken to reduce the volume of sound and lessen its harmful or disruptive effects. There are three primary ways to attenuate noise: at the source, along the path, and at the receiver. Examples of attenuation at the source include reducing vehicular speeds, implementing truck restrictions, and enforcing noise ordinance restrictions on amplified music. Attenuation along the path includes increasing the distance between the noise source and the receiver and installing walls, berms, or landscaping to reduce the noise reaching the receiver. Finally, measures undertaken at the receiver to reduce noise include site design to buffer sensitive receptors and the use of construction soundproofing techniques such as double-pane window glazing and roof treatments.

Ground-Borne Vibration

Another community concern related to noise is ground-borne vibration from construction activities, blasting, rail operations, and trucking. Vibration normally falls within the disruptive category, where it can cause such things as window shaking and floor trembling and generally interfere with quality of life. At higher levels, vibration can actually cause structural damage. Vibration can be felt outdoors, but the perceived intensity of vibration impacts is much greater indoors due to structural shaking. *Table 7.2* lists vibration levels common in urban areas and human sensitivity.

Table 7.2: Human Sensitivity to Typical Vibration Levels

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

Source: Caltrans 1992

C. Noise Element Goals, Policies and Programs

Goals

To be a City that effectively manages noise in order to:

NE 1 Protect individual freedoms while preventing noise and vibration from degrading the safety and well-being of our community.

NE 2 Ensure adjacent land uses are compatible, and protect sensitive receptors from outside sources of noise and vibration.

NE 3 Minimize excessive noise levels and community health risks due to mobile noise sources.

NE 4 Minimize excessive noise levels and community health risks due to stationary noise sources.

NE 5 Minimize excessive noise levels and community health risks due to ground-borne vibration.

Policies and Programs

NE 1 – Land Use Compatibility

As previously identified, noise-producing land uses must be compatible with adjacent land uses in order for the land use plan to be successful. *Figure 7-3*, *Land use/noise compatibility matrix*, outlines the noise acceptability levels of different land uses. Areas around airports may have different or more restrictive noise standards than those cited in *Figure 7-3,* and the Airport Land Use Compatibility Plan for Western Riverside County should be consulted.

The following policies are designed to protect noise-sensitive land uses from noise emitted by outside sources, and prevent new projects from generating adverse noise levels on adjacent properties.

Policies

NE 1.1 **Land Use/Noise Compatibility.** Utilize the Land Use/Noise Compatibility Matrix, *Figure 7-3*, to determine the compatibility of proposed development, including General Plan amendments, specific plan amendments, town center plans, and rezonings, with existing land uses and/or noise exposure due to transportation sources.

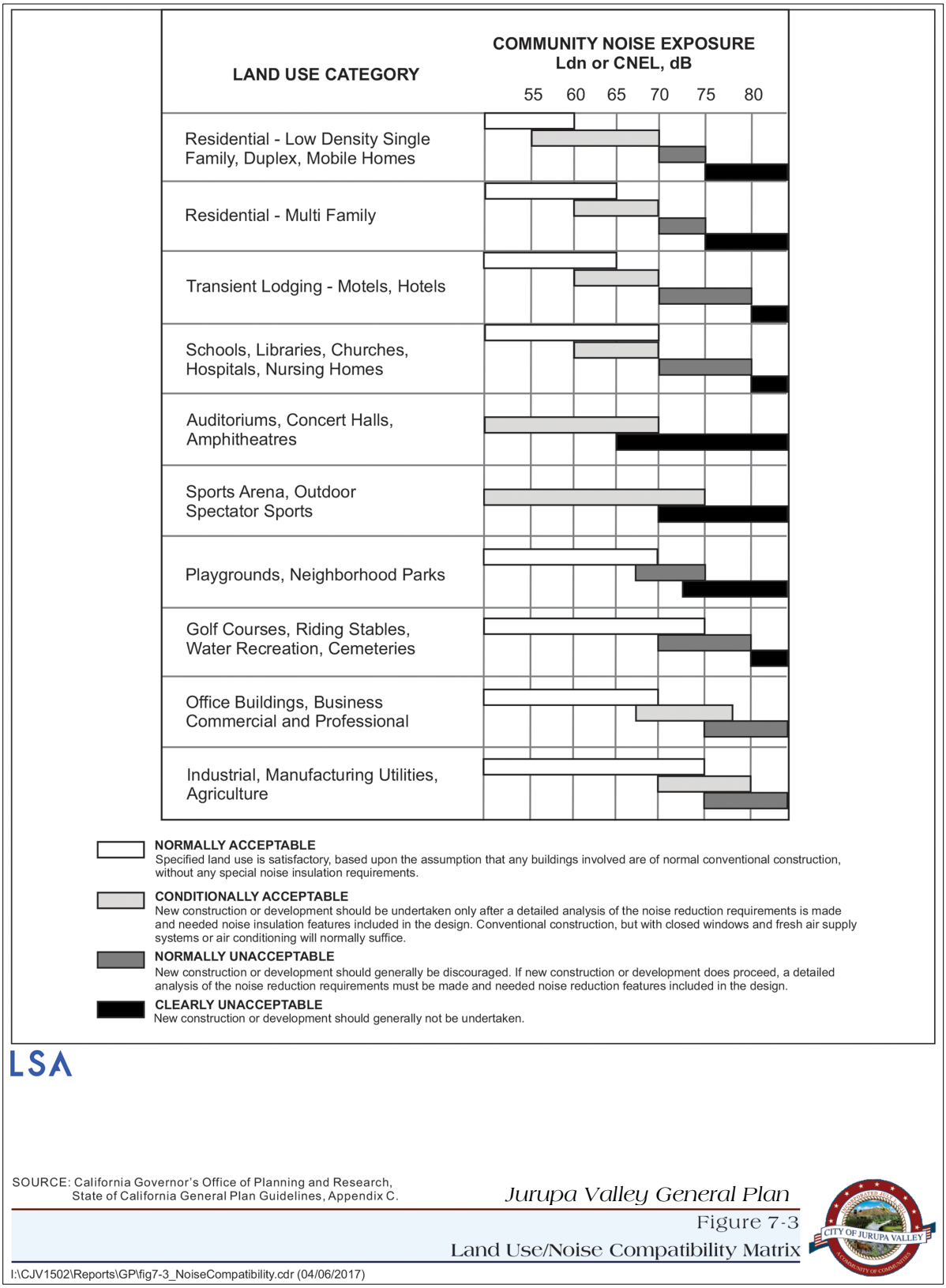


Figure 7-3: Land use/noise compatibility matrix

NE 1.2 **New Development and Stationary Noise Sources.** New development of noise-sensitive land uses near existing stationary noise sources may be permitted only where their location or design allows the development to meet the standards listed in *Figure 7-3*.

NE 1.3 **New or Modified Stationary Noise Sources.** Noise created by new stationary noise sources, or by existing stationary noise sources that undergo modifications that may increase noise levels, shall be mitigated so as not exceed the noise level standards of *Figure 7-3*. This policy does not apply to noise levels associated with agricultural operations existing in 2017.

NE 1.4 **Acoustical Assessment.** Require an acoustical assessment for proposed General Plan amendments and rezones that exceed the "Normally Acceptable" thresholds of the Land Use/Noise Compatibility Matrix.

NE 1.5 **Noise-Sensitive Uses.** Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL: schools, hospitals, assisted living facilities, mental care facilities, residential uses, libraries, passive recreational uses, and places of worship.

NE 1.6 **Protection of Noise-Sensitive Uses.** Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land uses cannot be relocated, then measures such as building techniques, setbacks, landscaping, and noise walls should be considered.

NE 1.7 **Noise-Tolerant Uses.** Guide new or relocated noise-tolerant land uses into areas irrevocably committed to land uses that are noise producing, such as along major transportation corridors or within the projected noise contours of area airports.

NE 1.8 **Airport Noise Compatibility.** Ensure that new land use development within Airport Influence Areas complies with airport land use noise compatibility criteria contained in the applicable Airport Land Use Compatibility (ALUC) plan for the area.

NE 1.9 **Acoustic Site Planning and Design.** Incorporate acoustic site planning into the design and placement of new development, particularly large scale, mixed-use, or master-planned development, including building orientation, berming, special noise-resistant walls, window and door assemblies, and other appropriate measures.

NE 1.10 **Mixed Uses.** Require that mixed commercial and residential development minimizes the transfer or

transmission of noise from the commercial land use to the residential land use.

Programs

NE 1.1.1 **Municipal Code:** Amend the Municipal Code to require that development entitlements (e.g., tract maps, site development plans, conditional use permits) comply with the Land Use/Noise Compatibility Matrix, *Figure 7-3* above, and with other noise requirements of the General Plan.

NE 1.1.2 **Noise Guide.** The Community Development Department shall prepare and maintain a Noise Guide containing "Good Neighbor" guidelines and rules for neighborhood noise reduction and procedures for mitigating noise, and make the Guide available to the public, property owners, and developers.

NE 1.1.3 **Homeowner Assistance.** Assist homeowners living in high noise areas to reduce noise levels in their homes through funding assistance and retrofitting program development, as City resources allow or other agencies provide.

NE 1.1.4 **Noise Compatibility Assessment.** Conduct a noise compatibility assessment of sensitive land uses throughout the City.

NE 2 – Mobile Noise Sources

As previously addressed, mobile noise sources in Jurupa Valley include motor vehicles, rail, and aircraft. Each of these sources presents a unique challenge in minimizing the adverse effects of their noise on sensitive land uses.



Figure 7-4: Freeway-generated noise

Motor Vehicles. Motor vehicles are one of the most pervasive sources of noise in the City. Motor vehicle noise varies in how it affects land uses depending upon the type of roadway and the distance of the land use from that roadway. Some variables that affect the amount of noise emitted from a road are speed of traffic, flow of traffic, and type of traffic (i.e., automobile versus truck). Another variable affecting the overall measurement of noise is an increased sensitivity to vehicular noise at night. *Figure 7-5* illustrates the existing noise contours from major roads and highways in and near the City. *Figure 7-6* illustrates future noise conditions with anticipated General Plan buildout.

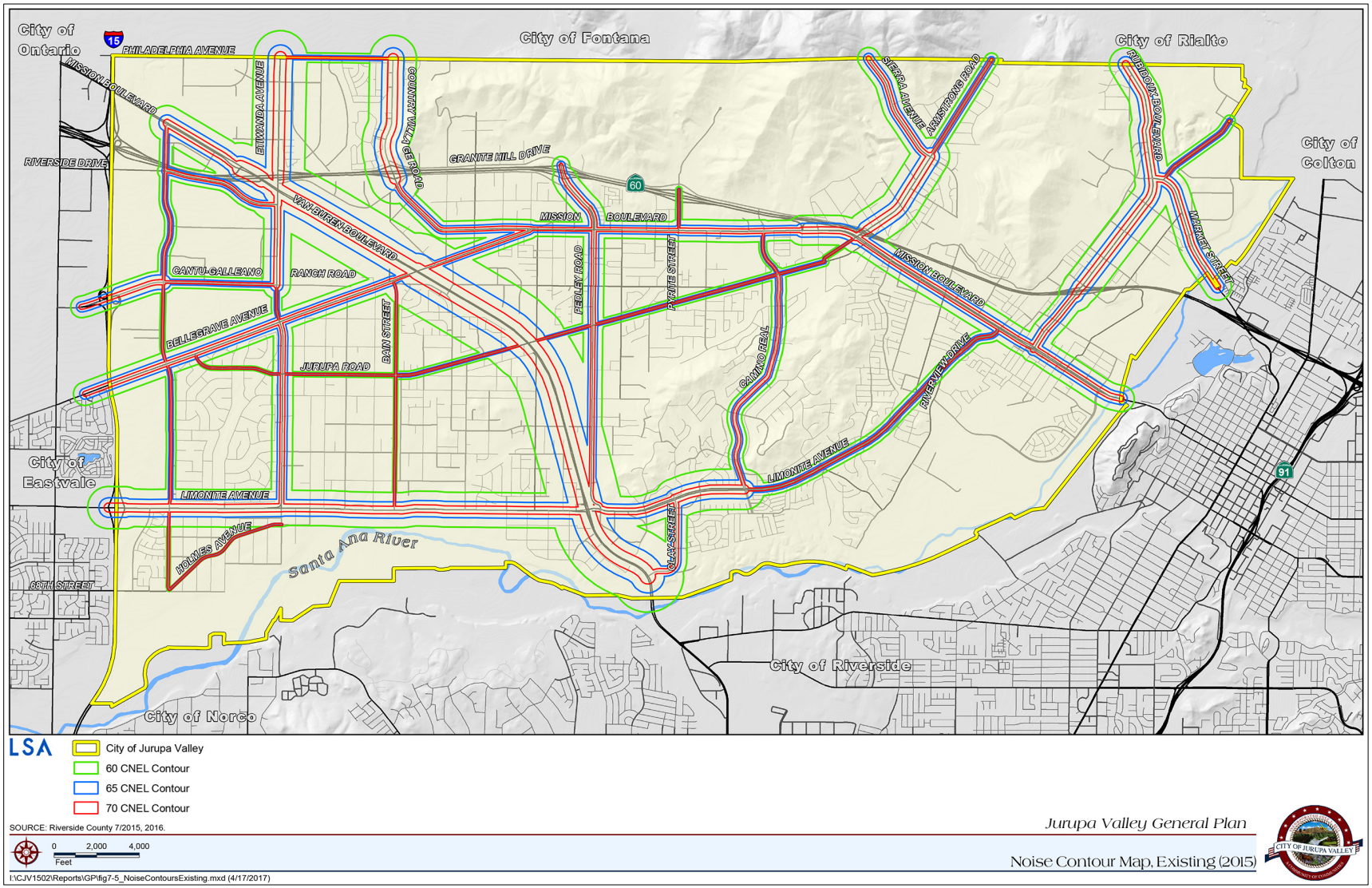


Figure 7-5: Noise contour map, existing (2015)

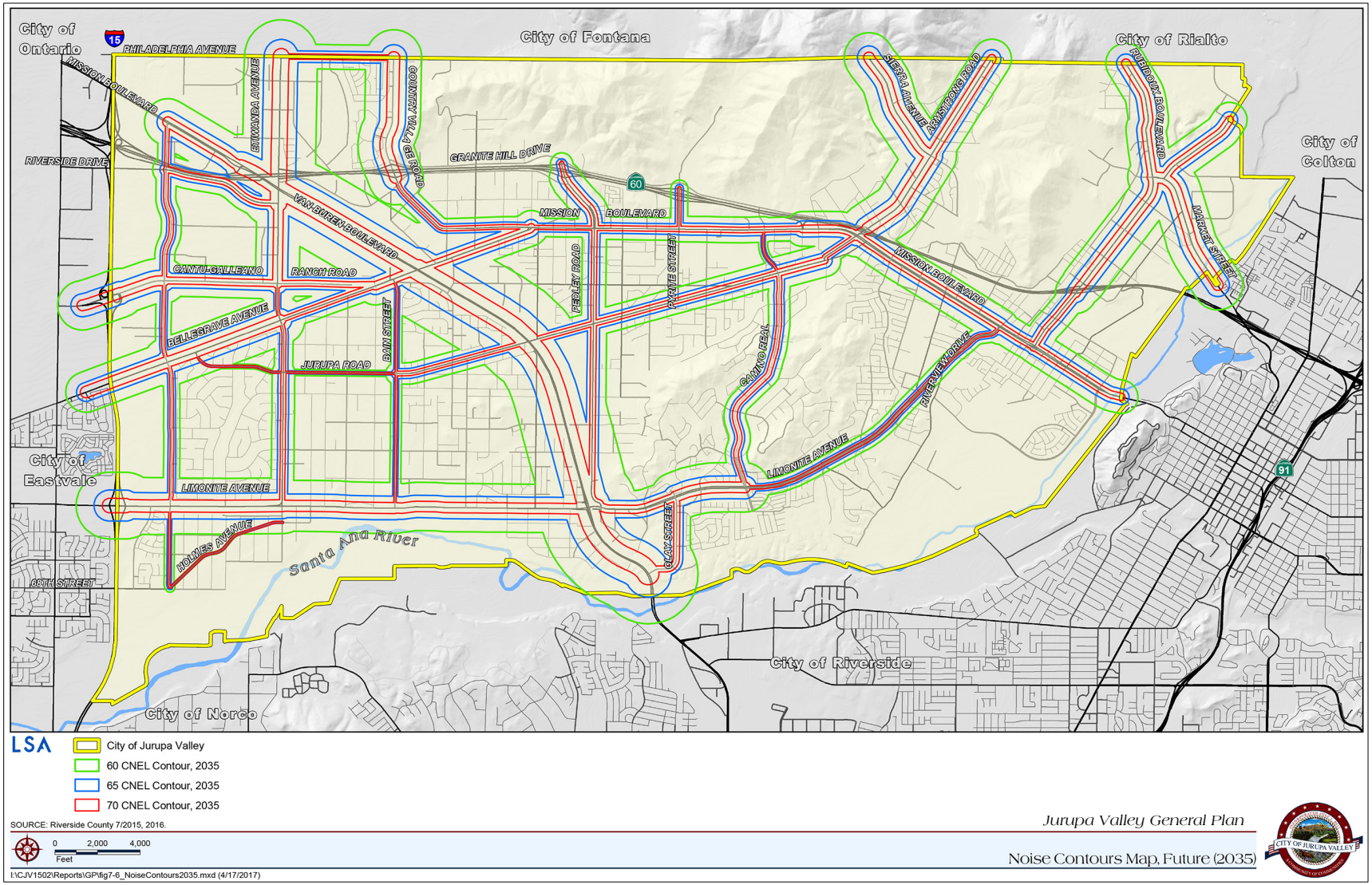


Figure 7-6: Noise contour map, future (2035)

Rail. As outlined in the Mobility Element, the rail system within Jurupa Valley includes the Union Pacific freight railroad and the Metrolink light rail transit that transports commuters to Riverside, Pomona, and Los Angeles. A Burlington Northern Santa Fe (BNSF) freight line also runs through Agua Mansa, Belltown and Glen Avon. Noise from rail operations may disrupt activities in proximity to the railroad tracks. For instance, trains are required to sound their horns at all at-grade crossings, and they may be required to slow their speed through residential areas. These types of noise disturbances can interfere with activities conducted at noise-sensitive land uses. *Figure 7-7* and *Figure 7-8* show existing and future commuter and freight noise contours from rail traffic in the City.

Aircraft. Jurupa Valley is subject to aircraft noise from Flabob Airport and the Riverside Municipal Airport, as shown in *Figure 7-9*. In addition, the community is subject to aircraft noise from the LA/Ontario International Airport, especially when Santa Ana winds force planes to take off in an easterly direction.

Aircraft noise tends to generate the greatest community anti-noise response, although the duration of noise from a single airplane is much less, for example, than that from a freight train. There is great economic benefit to be gained from airports of any size, although living in proximity to an airport can expose residents to aircraft noise. An Airport Land Use Compatibility Plan has been created for each of the airports and includes noise contours and guidelines for compatible land uses, included in the Noise Handbook, Appendix 4.0.

Policies

NE 2.1 **Roadway Projects.** Include noise mitigation measures in the design and construction of new roadway projects in the City. Noise mitigation may include speed reduction, roadway design, noise-reducing materials or surfaces, edge treatments and parkways with berms and landscaping, and other measures.

NE 2.2 **Commercial Truck Deliveries.** Require commercial or industrial truck delivery hours be limited to least-sensitive times of the day when adjacent to noise-sensitive land uses, unless there is no feasible alternative or there are overriding transportation benefits, as determined by the Planning Director.

NE 2.3 **Off-Road Vehicles.** Restrict the use of motorized trail bikes, mini-bikes, and other off-road vehicles except where designated for that purpose. Enforce strict operating hours for these vehicles where they are located to minimize noise impacts on sensitive land uses adjacent to public trails and parks.

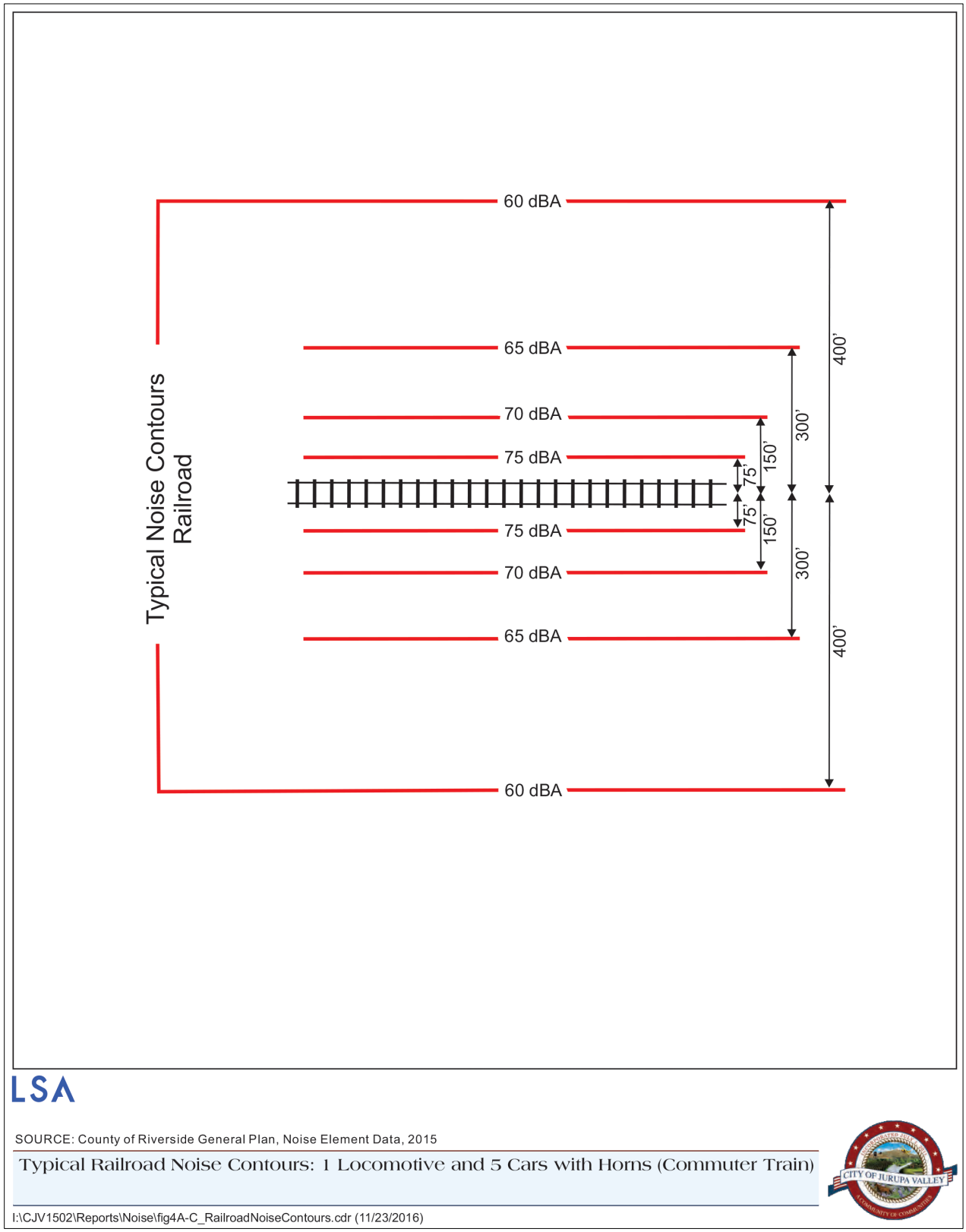


Figure 7-7: Typical railroad noise contours, commuter train

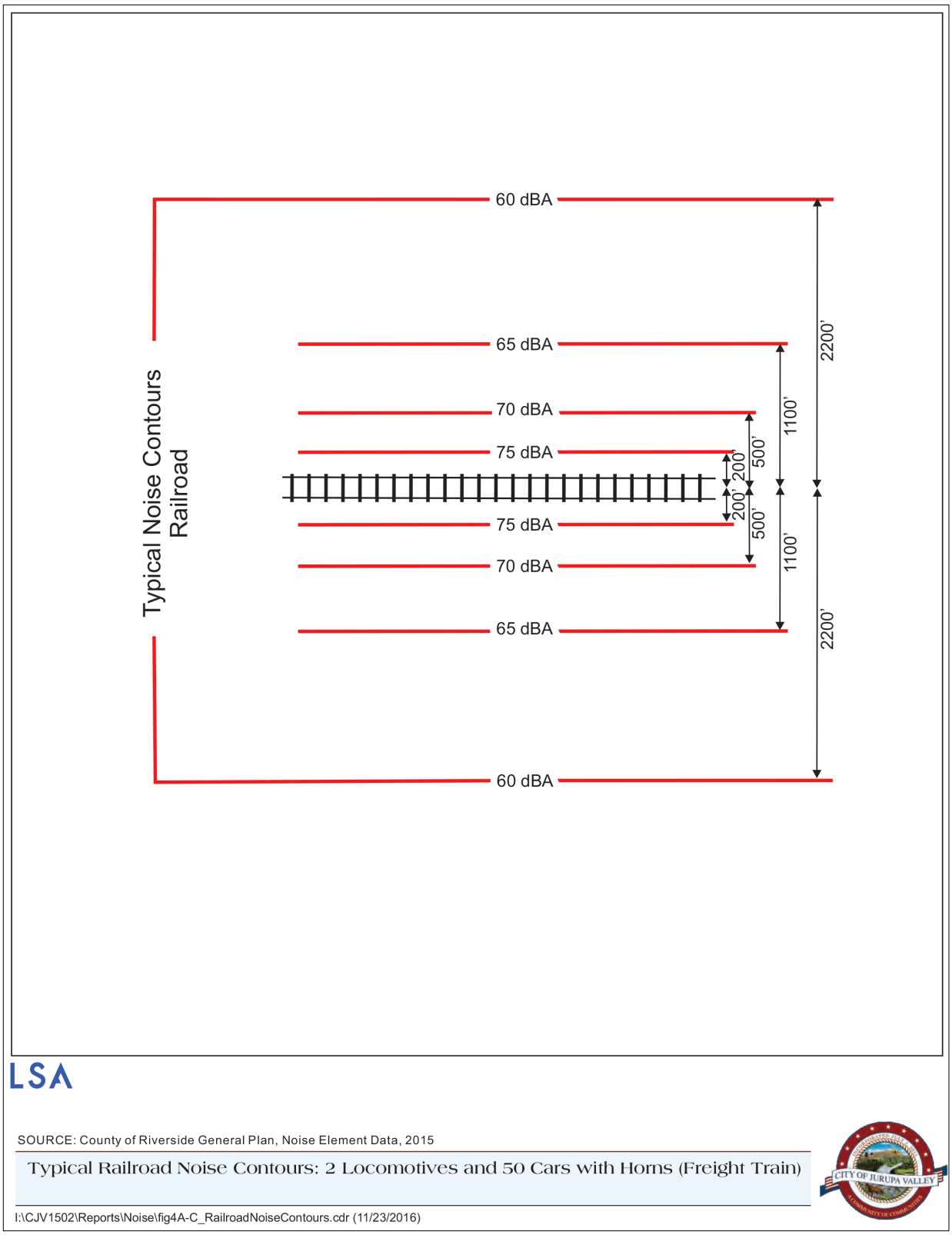


Figure 7-8: Typical railroad noise contours, freight train

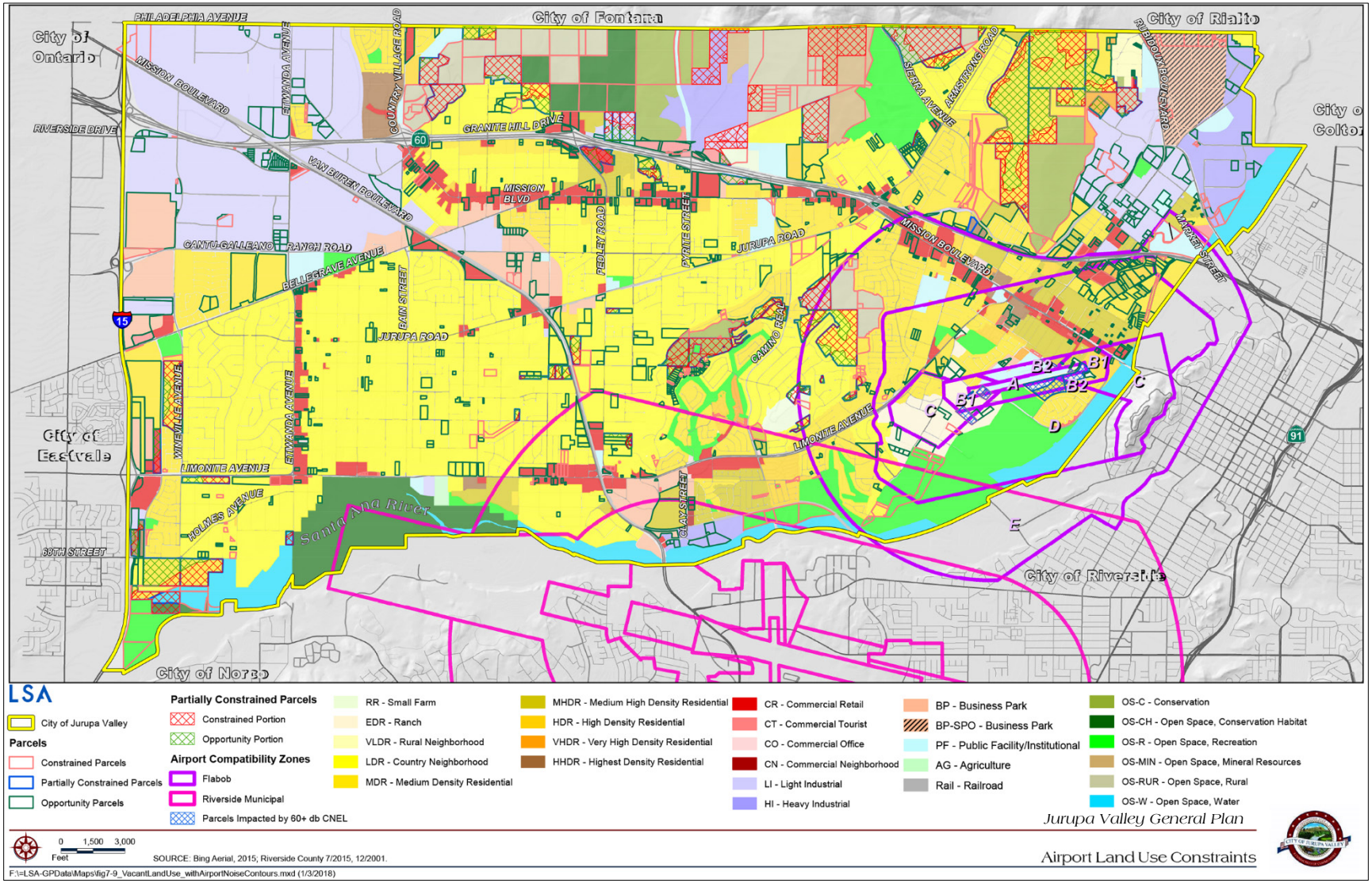


Figure 7-9: Airport land use constraints

NE 2.4 **Rail Noise.** Minimize the noise effect of rail transit (freight and passenger) on residential uses and other sensitive land uses through the land use planning and discretionary approval process.

NE 2.5 **Rail Noise Mitigation.** Encourage and, where possible, require the rail service provider to install noise mitigation features where rail operations impact existing adjacent residential or other noise-sensitive uses.

NE 2.6 **Noise Contours.** Check all proposed development projects for possible location within roadway, railroad, and airport noise contours.

NE 2.7 **Airport Compatibility.** Comply with applicable noise mitigation policies contained in the Airport Land Use Compatibility (ALUC) Plans for Flabob Airport, Riverside Municipal Airport, and the LA/Ontario International Airport.

NE 2.8 **Preferred Noise Mitigation Methods.** When approving new development of noise-sensitive uses or noise-generating uses, the City will require noise mitigation in the order of preference, as listed below, with "1" being most preferred. For example, when mitigating outdoor noise exposure, providing distance between source and recipient is preferred to providing berms and walls. Before approving a less desirable approach, the City approval body must make a finding that more desirable approaches are not effective or that it is not practical to use the preferred approaches consistent with other design criteria based on the General Plan.

1. Mitigating Noise Generation
    a. Design the site of the noise-producing project so that buildings or other solid structures shield neighboring noise-sensitive uses;
    b. Limit the operating times of noise-producing activities;
    c. Provide features, such as walls, with a primary purpose of blocking noise.
2. Mitigating Outdoor Noise Exposure
    a. Provide distance between noise source and recipient;
    b. Provide distance plus planted earthen berms;
    c. Provide distance and planted earthen berms, combined with sound walls;
    d. Provide earthen berms combined with sound walls;
    e. Provide sound walls only;

f. Integrate buildings and sound walls to create a continuous noise barrier.

NE 2.9 **Noise Mitigation in Town Centers.** In the City's town center areas, building orientation and acoustical construction techniques may be utilized as a first order of preference to mitigate noise levels.

NE 2.10 **Noise Walls.** Noise mitigation walls (sound walls) should be used only when it is shown that preferred approaches are not effective or that it is not practical to use the preferred approaches consistent with other design criteria in the General Plan. Where noise walls are used, they should be designed to enhance community character, protect significant views, discourage graffiti, and help create an attractive pedestrian-friendly residential setting through features such as setbacks, changes in vertical and horizontal alignment, detail and texture, public art, walkways or trails, and landscaping. The height of such walls should be minimized, and where sound attenuation requires that a buffer that exceeds 10 feet in height, the sound buffer should consist of a combination of berms and a wall, or two or more retaining walls stepped back to allow intervening landscaping.

Programs

NE 2.1.1 **Truck Routes.** Prepare and adopt truck routes to direct commercial trucks away from sensitive noise receptors.

NE 2.1.2 **City Actions.** The City will consider implementing one or more of the following measures where existing or cumulative increases in noise levels from new development significantly affect noise-sensitive land uses or residential neighborhoods:

1. Rerouting traffic onto streets that can maintain desired levels of service, consistent with the Mobility Element, and that do not adjoin noise-sensitive land uses.
2. Rerouting commercial trucks onto streets that do not adjoin noise-sensitive land uses.
3. Constructing noise barriers.
4. Reducing traffic speeds through street or inter-section design methods (also refer to the Mobility Element).
5. Retrofitting buildings with noise-reducing features.
6. Establishing financial programs, such as low cost loans to owners of noise-impacted property, or requiring noise mitigation or trip reduction programs as a condition of development approval.

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

NE 2.1.3 **City Operations and Purchasing**. The City will pursue alternatives to the use of noisy equipment and vehicles, and will purchase equipment and vehicles only if they incorporate the best available noise reduction technology.

NE 3 – Stationary Noise Sources



Figure 7-10: Leaf blower use in residential neighborhood

A stationary noise source is a land use, building, or activity in a relatively fixed location that emits noise. The noise may be temporary, intermittent, or continuous. Stationary noise sources are common in many noise-sensitive areas. Motors, appliances, air conditioners, lawn and garden equipment, power tools, generators, and amplified sounds are often found in residential neighborhoods, as well as on or near the properties of schools, hospitals, and parks. Industrial, commercial, and manufacturing facilities can also generate stationary noise that may affect sensitive land uses.

The emitted noise can usually be reduced to acceptable levels either at the source or on the adjacent property through the use of proper planning, setbacks, block walls, acoustic-rated windows, dense landscaping, or by changing the location of the noise producer. In Jurupa Valley, some of the stationary noise producers include truck transfer stations, construction activities, idling trucks, and a go-kart racetrack. Maximum noise exposure levels from stationary sources for noise-sensitive uses are regulated by the Municipal Code.

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

Policies

NE 3.1 **Noise Analysis.** Require that a noise analysis be conducted by an acoustical specialist for all proposed development projects that have the potential to generate significant noise near a noise-sensitive land use, or on or near land designated for noise-sensitive land uses, and ensure that recommended mitigation measures are implemented.

NE 3.2 **Truck Loading, Shipping, and Parking.** Require that the loading, shipping or parking facilities of commercial and industrial land uses that abut or are within 200 feet of residential parcels, be located and designed to minimize potential noise impacts upon residents. Overnight commercial truck parking areas shall be regulated in the Zoning Ordinance as a commercial use.

NE 3.3 **Noise Buffers.** Require major stationary noise-generating sources to install noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest level practical as a condition of the approval or renewal of project entitlements.

NE 3.4 **Construction Equipment.** Require that all construction equipment utilize noise reduction features (i.e., mufflers and engine shrouds) that are at least as effective as those originally installed by the equipment's manufacturer.

NE 3.5 **Construction Noise.** Limit commercial construction activities adjacent to or within 200 feet of residential uses to weekdays, between 7:00 a.m. and 6:00 p.m., and limit high-noise-generating construction activities (e.g., grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m.

NE 3.6 **Commercial Truck Idling**. Restrict truck idling near noise sensitive receptors.

NE 3.7 **Automobile-Oriented Uses**. Require that parking structures, terminals, drive-through restaurants, automobile sales and repair, fueling stations, mini-marts, car washes, and similar automobile-oriented uses be sited and designed to minimize potential noise impacts on adjacent land uses.

NE 3.8 **Entertainment Uses.** Minimize the generation of excessive noise from entertainment and restaurant/bar establishments into adjacent residential or noise-sensitive uses.

NE 3.9 **Neighborhood Noise.** Support efforts of the Sheriff's Department, Animal Control, and Code Enforcement to curb nuisance noise from private parties, barking dogs, and illegal firework use.

Program

NE 3.1.1 **Ensuring Compliance.** Ensure that required noise mitigation measures are enforced as a project is built, and in place and/or fully implemented prior to release of occupancy, including enforcement of the State Building Codes regarding Chapter 35, "Sound Transmission

Control," as amended, and "Noise Insulation Standards" (*California Code of Regulations*, Title 24).

NE 3.1.2 **Stationary Noise Regulations.** Review and revise the City's Noise Ordinance to ensure there are adequate stationary noise regulations in effect to protect the quality of life of Jurupa Valley.

NE 4 – Ground-Borne Vibration



Figure 7-11: Construction graders, Inland Empire

In Jurupa Valley, the primary sources of vibration are construction activities, such as demolition, excavation, and pile driving; rail transport, including light and heavy rail, truck idling, and truck transport. In addition, because most hillside areas are solid granite, grading for new construction often includes blasting. All of these sources can be disruptive to vibration-sensitive receptors such as residential uses, concert halls, hospitals, libraries, research operations, schools, and offices. The following policies and programs seek to minimize the adverse effects of vibration on sensitive uses in Jurupa Valley.

Policies

NE 4.1 **Sensitive Land Uses.** Avoid the placement of sensitive land uses adjacent to or within one-quarter mile of vibration-producing land uses.

NE 4.2 **Vibration Producing Land Uses.** Avoid the placement of vibration-producing land uses adjacent to or within one-quarter mile of sensitive receptors.

NE 4.3 **Truck Idling.** Restrict truck idling near sensitive vibration receptors.

NE 4.4 **Passing Trains.** Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or the second floor. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches per second over a range of 1 to 100 Hz.

NE 4.5 **Mining Operations.** Require measures to protect properties adjacent to mining or construction sites that will entail blasting as part of the operation when considering land use entitlement applications.

Programs

NE 4.1.1 **Rail-Related Noise.** Minimize the noise impact of passenger (Metrolink) and freight rail service on sensitive land uses by coordinating with rail authorities to effectively manage train noise and by establishing and enforcing noise mitigation measures that apply to rail uses.

NE 4.1.2 **Quiet Zone Crossings.** Require new development in the vicinity of railroad crossings that are within 1,000 feet of existing residential neighborhoods to design and construct Quiet Zone railroad crossing improvements and seek to qualify for a Quiet Zone designation.

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8 – Community Safety, Services, and Facilities Element

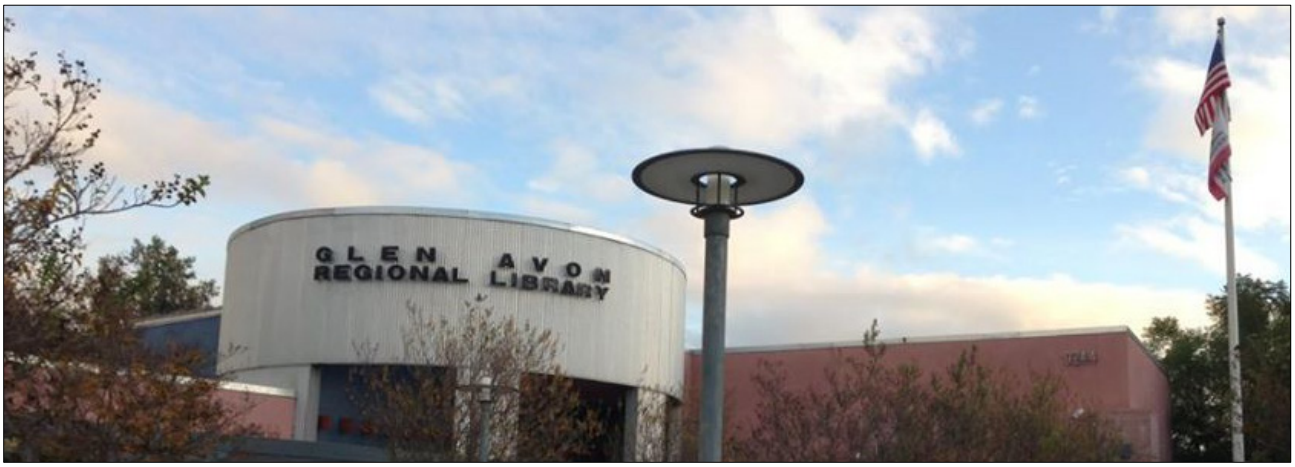


Figure 8-1: Glen Avon Regional Library in Jurupa Valley

A. Introduction

The Community Safety, Services, and Facilities Element contains goals, policies, and programs to ensure the safety of the community and the delivery of quality services and facilities to meet the City's needs. Public facilities that help deliver these services and utilities, such as water, sewer, and storm drainage/urban runoff collection, are operated and maintained by multiple agencies and community services districts in Jurupa Valley. Jurupa Valley's community services, facilities, and utilities are integral to individual and community well-being and to the City's ability to attract and retain residents and businesses.

The General Plan Advisory Committee (GPAC) addressed community safety, services, and facilities in-depth, as summarized in *Appendix 5.0*. The Committee acknowledged the important contributions of the many public safety professionals that serve Jurupa Valley citizens and protect the City from natural and man-made hazards. In addition, the Committee urged that public safety services be enhanced and maintained, as expressed in the adopted Community Values Statement.

City of Jurupa Valley Community Values Statement

Public Safety. *Support for public safety, law enforcement and emergency medical services is a value that's widely held by Jurupa Valley residents. We honor and respect the safety professionals who faithfully serve Jurupa Valley. We support strong, collaborative efforts to prevent crime and homelessness, enforce planning and building codes, and to improve the safety of neighborhoods, homes, public facilities, streets, trails, and other transportation facilities. We take proactive measures to cope with and recover from emergencies and natural and man-made disasters.*

The Community Safety, Services and Facilities Element is a hybrid element of the General Plan, combining the state-mandated Safety Element with an optional element addressing community services and facilities. The Safety Element overlaps some topics covered in the Land Use Element and the Conservation/Open Space Element in that it also addresses the protection of the community from hazards and risks. Community services and facilities have also been included in this element, addressing local resources and services that influence the physical development and the quality of life of Jurupa Valley.

Goals and Policy Sections

1. *Community Safety*
2. *Community Services and Facilities*

B. Background

Community Safety



Figure 8-2: CAL FIRE crew responding to structure fire

Safety hazards are natural and man-made conditions that must be respected if life and property are to be protected as growth and development occur. As the ravages of wildland fires, floods, dam failures, earthquakes, and other disasters become clearer through the news, public awareness and sound public policy combine to require serious attention to these conditions.

Portions of Jurupa Valley may be subjected to hazards such as flooding, dam inundation, seismic occurrences, and structure and wildland fire. These hazards are located throughout Jurupa Valley and pose varying degrees of risk and danger. Some hazards must be avoided entirely, while the potential impacts of others can be mitigated by special building techniques and other measures. Critical facilities and lifelines are those facilities that must remain operational after a disaster. Critical facilities include schools, hospitals, fire and police stations, emergency operation centers, communication centers, and industrial sites that use or store

hazardous materials. Lifelines are utilities or networks that are essential to daily living such as transportation facilities, water and gas lines, electrical power, and communications networks. Critical facilities and lifelines must be sited and designed to reduce or avoid damage and plan for redundant and/or replacement facilities in the event they are compromised.

Community Services and Facilities

Community services and facilities are essential to maintain Jurupa Valley's quality of life and support existing and future development. Owing to the City's historical development as an unincorporated community in Riverside County, services and facilities are provided by a variety of public and private agencies. To facilitate ongoing coordination between the City and these agencies, regular inter-agency meetings are held to discuss service needs, share information, coordinate programs, and ensure the timely provision of services throughout the City.

This element addresses the provision and maintenance of the following major services and facilities in Jurupa Valley: City governance, police services, fire and emergency medical services, educational facilities, libraries, parks and recreation, social services, water, wastewater, storm water and solid waste disposal. Additional services and facilities provided in Jurupa Valley but not specifically addressed in the General Plan include natural gas, electricity, landscape maintenance, and telecommunication services.

Climate Change

Climate change is one of the most widely debated scientific, economic, and political issues in the United States. Climate change refers to prolonged changes in temperature, precipitation, and wind patterns attributed to increased concentrations of greenhouse gases caused by human and other activities. The burning of fossil fuels, industrial processes, and deforestation emit large amounts of carbon dioxide and other greenhouse gases (GHGs) into the atmosphere, which trap energy and warm the earth. The resulting changes in weather patterns can lead to flooding and drought and can affect air quality, water supplies, power, and transportation systems, as well as public health and safety (U.S. EPA, Climate Change: Basic Information, Updated 2/23/16).

California has been a leader in addressing climate change. The state has adopted important policies, guidelines, and regulations to address climate change, including the key initiatives below.

Executive Order S-3-05: In 2005, the California Governor issued Executive Order S-3-05, which established the following greenhouse gas (GHG) emissions reduction targets for the state:

- By 2010, reduce GHG emissions to 2000 levels,
- By 2020, reduce GHG emissions to 1990 levels, and
- By 2050, reduce GHG emissions to 80% below 1990 levels.

This order directed the California EPA; the Business, Transportation, and Housing Agency; the California Air Resources Board (CARB); the California Energy Commission; and the Public Utilities Commission to work together to develop a Climate Action Plan and report back on progress on meeting the statewide targets.

Assembly Bill 32 (AB 32): In 2006, California adopted AB 32, the Global Warming Solutions Act. AB 32 required CARB to develop a Scoping Plan to outline how the state will reduce statewide GHG emissions to 1990 levels by the year 2020. This bill also directed the California EPA; the Business, Transportation, and Housing Agency; the California Air Resources Board (CARB); the California Energy Commission, and the Public Utilities Commission to work together to develop a Climate Action Plan and report back on progress on meeting the statewide targets. CARB's Scoping Plan identifies California's cities and counties as "essential partners" within the overall statewide effort and recommends that local governments set a GHG reduction target of 15% below 2005-2008 levels by the year 2020.

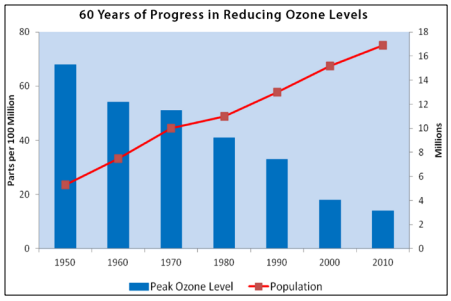


Figure 8-3: Long-term ozone reductions in Southern California

Senate Bill 375 (SB 375): In 2008, California adopted SB 375, the Sustainable Communities and Climate Protection Act. The bill builds on AB 32 by setting regional GHG emissions targets and calls for regional planning agencies to prepare a "sustainable communities strategy" (SCS) as an integral part of its regional transportation plan. The bill recognizes that land use decisions, such as where to place housing and whether to promote transit, can play a significant role in reducing GHG emissions. The SCAQMD works with federal and state agencies to improve air quality in Southern California and to reduce sources of ozone and other pollutants. SCAQMD has documented long-term success in reducing ozone levels, as shown in *Figure 8-3*.

South Coast Air Quality Management District (SCAQMD): To provide GHG emissions guidance to local jurisdictions, the SCAQMD has organized a working group to develop and reach consensus on GHG thresholds. In September 2010, the working group released revised draft project thresholds of 4.8 metric tons of carbon dioxide equivalent (MT CO_2e) per service population as a 2020 target and 3.0 MT CO_2e as a 2035 target. Plan level targets were 6.6 MT CO_2e for 2020 and 4.1 ME CO_2e for 2035. While not final, these thresholds

can be used in the interim on a case-by-case basis to analyze conformance with AB 32.

Western Regional Council of Governments (WRCOG). In 2014, the Western Regional Council of Governments (WRCOG) adopted a Subregional Climate Action Plan for Western Riverside County. The Subregional CAP establishes policies and priorities to enable member jurisdictions, including Jurupa Valley, to implement strategies that successfully address state legislation AB 32 and SB 375. The CAP addresses the overall GHG emissions in Western Riverside County by preparing GHG inventories, identifying emissions reduction targets, and developing and evaluating GHG emissions reduction measures or strategies. Implementation of the CAP is projected to reduce GHG emissions to 80% below 1990 levels by 2050 in accordance with Executive Order S-3-05, AB 32, and SB 375. Jurupa Valley's GHG emissions, along with other Inland Empire communities, are quantified in the Subregional CAP and shown in *Figure 8-4*.

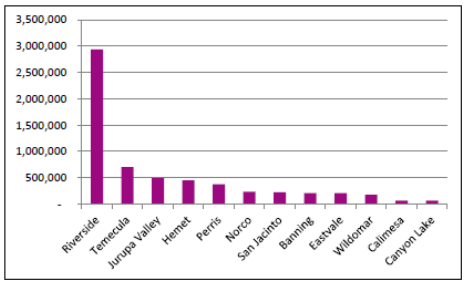


Figure 8-4: Baseline greenhouse gas emissions by jurisdiction (MT CO_2e)

C. Community Safety, Services, and Facilities Goals, Policies and Programs

Goals

CSSF 1 Minimize risks resulting from natural and manmade hazards to its residents and businesses.

CSSF 2 Honor and support our public safety professionals.

CSSF 3 Provide a high level of community services and facilities to meet the existing and future needs of Jurupa Valley.

CSSF 4 Support the provision of excellent educational services and facilities to meet the existing and future needs of Jurupa Valley citizens.



Figure 8-5: Hillside neighborhoods in Jurupa Valley

Policies and Programs

CSSF 1 – Community Safety

1. Seismic and Geologic Hazards

The State of California requires that the General Plan Safety Element address seismic and geologic hazards and include policies to reduce the potential risk of death, injuries, property damage, and economic and social dislocation.

Seismic Hazards

Seismic hazards are related to earthquakes and earth movement, such as fault rupture, liquefaction, landslides, and rock falls. The Alquist-Priolo Earthquake Fault Zoning Act of 1972 requires the mapping of known surface faults to minimize the direct impact

surface fault-rupture would have on structures designed for human habitation. Although Riverside County as a whole is considered seismically active, no known seismic faults exist within Jurupa Valley, nor is Jurupa Valley located within a mapped Alquist-Priolo Earthquake Fault Zone. While the potential earthquake risk is considered low, regional faults such as the Rialto-Colton, San Jacinto, and Chino faults pose earthquake risks to the West Riverside County area, including Jurupa Valley. New faults and fault traces may be identified in the future; consequently, new structures designed for human occupancy should be required to be set back from newly identified and potential seismic hazards. *Figure 8-6* below shows the locations of mapped faults in northwestern Riverside County.

Seismic shaking can cause liquefaction, landslides, and rock falls. Liquefaction occurs primarily in saturated, loose, fine- to medium-grained soils in areas with a high groundwater table. Shaking can cause the soils to lose strength and liquefy. Most of Jurupa Valley has a high groundwater table and is considered to have a "High" liquefaction potential. While a general risk of liquefaction can be provided based on soil type and groundwater depth, site-specific geotechnical studies are the only practical and reliable way of determining the specific liquefaction potential of a site. *Figure 8-7* below shows the locations of liquefaction susceptibility in Jurupa Valley.

Seismically induced landslides and rock falls could occur in Jurupa Valley in a major earthquake. Landslides and rock falls occur most often on steep, eroded or undercut, or disturbed hillsides. Factors controlling the stability of slopes include: 1) slope height and steepness; 2) engineering characteristics of the earth materials comprising the slope; and 3) the intensity of ground shaking. Field investigation enables identification of slide-prone areas before an earthquake occurs. *Figure 8-8* below contains a map of landslide susceptibility in Jurupa Valley. Typically, areas with steep slopes pose a higher risk of slope instability in an earthquake. Within Jurupa Valley, the Jurupa Mountains are designated as having steep slopes of 30% slope or greater.

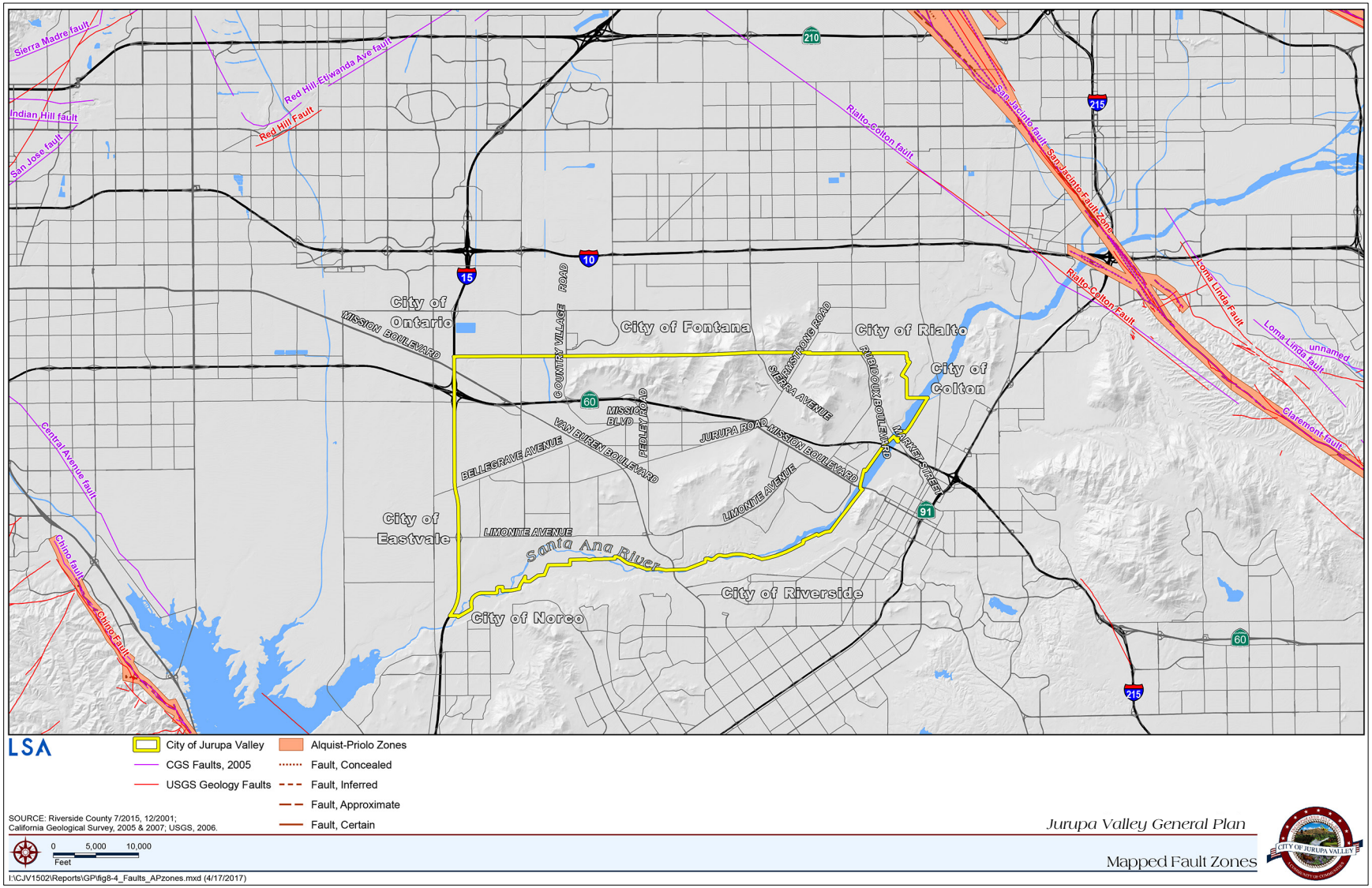


Figure 8-6: Mapped fault zones

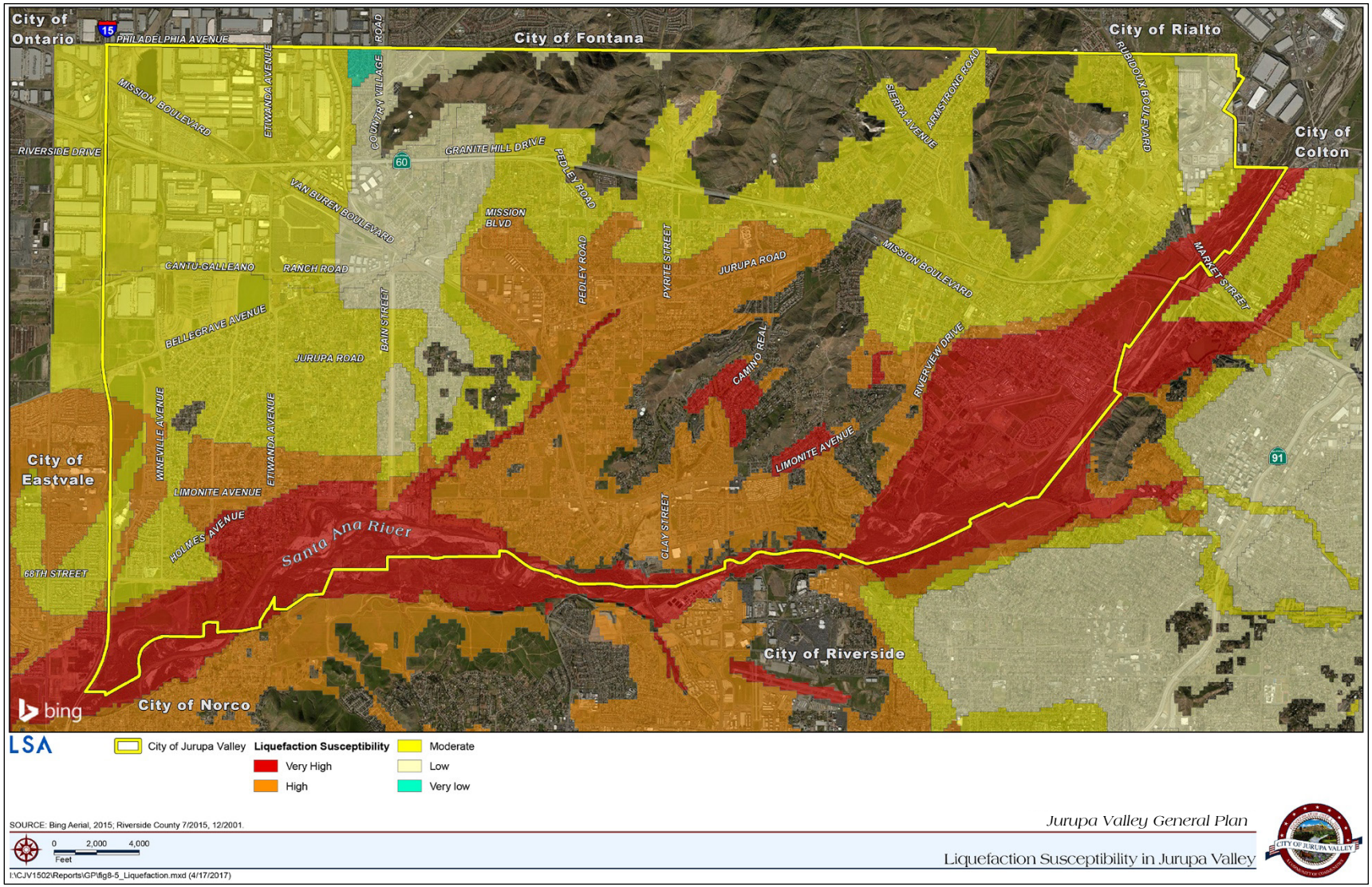


Figure 8-7: Liquefaction susceptibility in Jurupa Valley

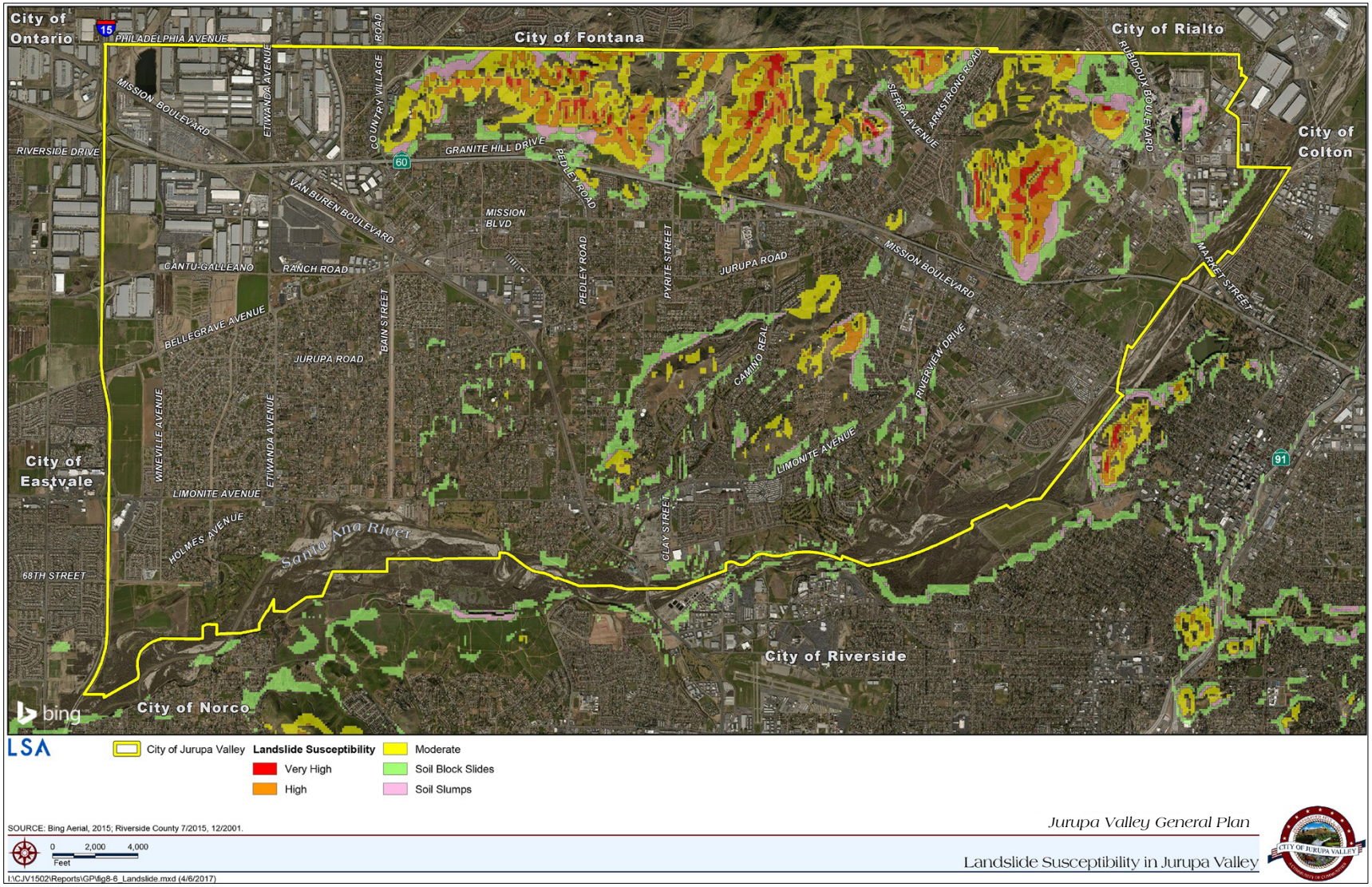


Figure 8-8: Landslide susceptibility in Jurupa Valley

Geologic Hazards

Geologic hazards also pose a safety risk in Jurupa Valley and include landslides, rock falls and debris flows, subsidence, expansive and collapsible soils, and wind erosion. Landslides, rock falls, and debris flows are associated with mountainous and hilly areas, and although natural processes, their risks are increased near housing and human activities. The Jurupa Mountains and the Pedley Hills are characterized by moderate to steep rocky slopes and are potentially prone to landslides, rock falls, and debris flows. The City's building code establishes specific site investigation requirements for hillside development to reduce risks from landslides, rock falls, and debris flows.

Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. This process can be gradual or rapid and can pose significant hazards to property and life. It may be caused by a variety of human and natural activities. In Jurupa Valley, ground subsidence and associated fissuring has resulted from rising and falling ground water tables.

Expansive and collapsible soils are also problematic for development. Expansive soils have a significant amount of clay particles, which can give up water (shrink) or take on water (swell), causing foundations and structures to crack, move, and/or fail. Geotechnical studies, appropriate grading, and construction methods can identify and mitigate adverse effects from expansive and collapsible soils.

Jurupa Valley is also susceptible to wind erosion. Wind erosion generates soil movement as blowing air exerts force against the surface of the ground, releasing soil particles, or dust. Atmospheric dust causes respiratory discomfort, may carry pathogens that cause eye infections and skin disorders, and reduces highway and air traffic visibility. Buildings, fences, roads, crops, trees, and shrubs can also be damaged by abrasive blowing soil.

Policies

CSSF 1.1 **Fault Rupture Hazards.** When reviewing new development, minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following requirements:

1. Require geologic studies or analyses for new, critical structures, such as schools, medical facilities, senior or disabled housing, or other high-risk occupancies located within 0.5 mile of all active or potentially active faults.

2. Require geologic trenching studies for new developments within all designated Earthquake Fault Studies Zones, unless adequate evidence is presented and accepted by the City Engineer or a Building Official. The City may also require geologic trenching for new development located outside designated fault zones for especially critical or vulnerable structures or lifelines.
3. Require that critical infrastructure, including roads, bridges, and utilities be designed to resist, without failure, their crossing of a fault, if fault rupture occurs.
4. Encourage and support efforts by the geologic research community to better define the locations and risks of County faults. Such efforts could include data sharing and database development with regional entities, state and local governments, private organizations, utility agencies, or universities.

CSSF 1.2 **Geologic Investigations.** Require geological and geotechnical investigations as part of the environmental and development review process. This requirement shall apply to the development of any structure proposed for human occupancy or to unoccupied structures whose damage could cause secondary hazards in areas with potential for earthquake-induced liquefaction, landslides, or settlement.

CSSF 1.3 **Structural/Non-Structural Assessment.** Require structural and nonstructural assessment and, when necessary, mitigation for other types of potentially hazardous buildings that are undergoing substantial repair or improvements costing more than half of the assessed property value. Potential implementation measures could include:

1. Use of variances, tax rebates, fee waivers, credits, or public recognition as incentives.
2. Inventory and structural assessment of potentially hazardous buildings based on screening methods developed by the Federal Emergency Management Agency.
3. Development of a mandatory retrofit program for hazardous, high occupancy, essential, dependent, or high-risk facilities.
4. Development of a mandatory program requiring public posting of seismically vulnerable buildings.

CSSF 1.4 **Structural Damage.** Utilize the latest approaches to minimize damage to structures located in areas

determined to have a high liquefaction potential during seismic events.

CSSF 1.5 **Hillside Development.** Encourage and, where possible require, mitigation of potential erosion, landslide, and settlement hazards for existing public and private development located on unstable hillside areas, especially slopes with recurring failures where City property or public right-of-way is threatened from slope instability, or where considered appropriate and urgent by the City Engineer, CAL FIRE, or County Sheriff's Department.

Programs

CSSF 1.1.1 **Hazard Mitigation.** Mitigate potential seismic hazards through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.

CSSF 1.1.2 **Liaison Program.** Develop a liaison program with all water purveyors to prevent water extraction-induced subsidence.

CSSF 1.1.3 **Density Transfer.** Develop a program to allow the transfer of allowable density from high-risk areas to low-risk areas.

CSSF 1.1.4 **Unreinforced Masonry Buildings**. Inventory unreinforced masonry buildings in Jurupa Valley, develop retrofitting guidelines and research possible funding sources to assist with building retrofits.

2. Flood Hazards and Inundation



Figure 8-9: Van Buren Bridge collapse during the 1969 Santa Ana River flood (Riverside County Flood Control and Water Conservation District)

As identified by the GPAC, the Santa Ana River is a tremendous asset to the City, providing open space, environmental, recreational, and visual amenities. It also presents the potential for flood hazards and inundation. Throughout the years, flooding events on the Santa Ana River have resulted in the loss of livestock, infrastructure, property, and even lives. To manage and minimize the risk of flooding, the Riverside County Flood Control and Water Conservation District was formed in 1945 to reduce the risks and damage due to flooding in western Riverside County.

The District's responsibilities include the maintenance and construction of flood control structures and facilities, and regulating development in and near floodplains. Despite major improvements in flood management methods and planning, portions of Jurupa Valley are still at risk of flooding during major events. It continues to be in the City's best interest to regulate and monitor development

in floodplain and flood prone areas. Waterways and drainage facilities existing in 2017 are shown in *Figure 4-12* (page 4-21).

The Federal Emergency Management Agency (FEMA) prepares Flood Insurance Rate Maps, or FIRM maps, to graphically show areas prone to flooding during 100-year and 500-year frequency floods. *Figure 8-10* identifies the flood prone portions of Jurupa Valley based on FIRM maps and flood district data.

In addition to the Santa Ana River, the Riverside Basin (northeast of the Interstate 15/SR 60 interchange), and those areas bordering the Etiwanda Flood Control Channel, Pyrite Channel, and the Riverside Canal, are part of the 100-year floodplain. Most of these areas are also where a substantial amount of development exists or is intended to occur. Many techniques may be used to address the danger of flooding, such as preventing or limiting development in floodplains, reducing urban runoff, maintaining floodways, using special building techniques, elevating foundations and structures, and enforcing building setbacks.

One effective technique for maintaining floodways and reducing flood hazards is controlling the spread of *Arundo donax* (giant cane) and other non-native plant species. Giant cane is a highly invasive, non-native aquatic plan that grows in the Santa Ana River and other local drainage courses. The plant is hazardous from a flooding perspective because it grows quickly, clogs channels, and increases flood risks. Left unchecked, the plant can easily take over riparian areas, excluding native plants and damaging natural habitat. However, the Santa Ana Watershed Project Authority (SAWPA), the County of Riverside, and other agencies have been working to eliminate giant cane from the Santa Ana River Watershed and restore natural habitat.

Policies

CSSF 1.6 **Flood Risk.** In reviewing new construction and substantial improvements within the 100-year flood-plain, the City shall disapprove projects that cannot minimize the flood risks to acceptable levels in areas mapped by FEMA or as determined by site-specific hydrologic studies for areas not mapped by FEMA. The City shall:

1. Prohibit the construction, location, or substantial improvement of structures in areas designated as floodways, except upon approval of a plan that provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood; and

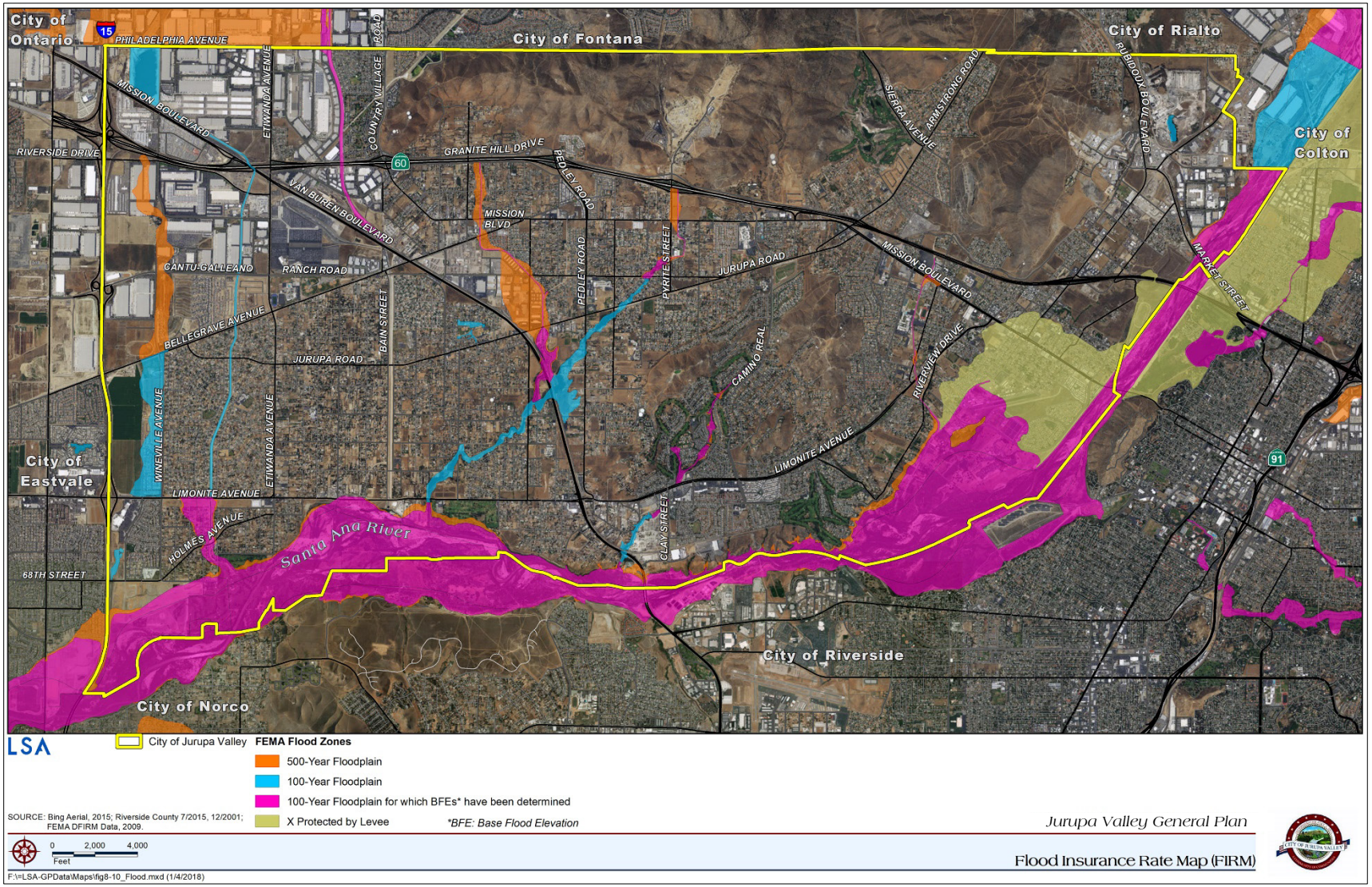


Figure 8-10: Flood Insurance Rate Map (FIRM)

2. Prohibit the filling or grading of land for nonagricultural purposes and for non-authorized flood control purposes in areas designated as floodways, except upon approval of a plan, which provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood discharge.

CSSF 1.7 **Floodway Alteration.** Require that any alterations of the floodway utilize naturalized edge treatments as outlined in the Conservation and Open Space Element (Policies 3.16 and 3.17).

CSSF 1.8 **Building Codes.** Enforce provisions of the Building Code in conjunction with the following guidelines:

1. Critical facilities shall not be permitted in floodplains unless the project design ensures that there are at least two routes for emergency ingress and egress, and minimizes the potential for debris or flooding to block emergency routes.
2. Development using, storing, or otherwise involved with substantial quantities of on-site hazardous materials shall not be permitted unless all standards for evaluation, anchoring, and flood-proofing have been satisfied; and hazardous materials are stored in watertight containers, not capable of floating, to the extent required by state and federal laws and regulations.
3. Specific flood-proofing measures that may be required include, but are not limited to: use of paints, membranes, or mortar to reduce water seepage through walls; installation of water tight doors, bulkheads, and shutters; installation of flood water pumps in structures; and proper modification and protection of all electrical equipment, circuits, and appliances so that the risk of electrocution or fire is eliminated. Fully enclosed areas that are below finished floors shall require openings to equalize the forces on both sides of walls.

CSSF 1.9 **Permanent Structures.** Prohibit construction of permanent structures for human housing or employment to the extent necessary to convey floodwaters without property damage or risk to public safety. Agricultural, recreational, or other similar, non-habitation uses are allowable if flood control and groundwater recharge functions are maintained.

CSSF 1.10 **Floodway Alteration.** Prohibit alteration of floodways and channelization unless alternative methods of flood

control are not technically feasible or unless alternative methods are already utilized to the maximum extent practicable. The intent is to balance the need for protection with prudent land use solutions, recreation needs, and habitat preservation requirements, and as applicable to provide incentives for natural watercourse preservation. Preservation incentives may include density transfer programs as may be adopted.

CSSF 1.11 **Modification of Water Courses.** Prohibit substantial modification to water courses, unless modification does not increase erosion or adjacent sedimentation, or increase water velocities, so as to be detrimental to adjacent property, nor adversely affect adjacent wetlands or riparian habitat.

CSSF 1.12 **Flood Control Improvements.** Direct flood-control improvement measures toward the protection of existing and planned development.

CSSF 1.13 **Environmental Protection.** Ensure that any substantial modification to a watercourse is accomplished in the least environmentally damaging manner possible to maintain adequate wildlife corridors and linkages and maximize groundwater recharge

CSSF 1.14 **Ability to Withstand Flooding.** Require development within the floodplain to be capable of withstanding flooding and to minimize use of fill. Compatible uses shall not, however, obstruct flows or adversely affect upstream or downstream properties with increased velocities, flood heights, erosion backwater effects, or concentrations of flows.

CSSF 1.15 **Regional Storm Drain System.** All proposed development projects shall address and mitigate any adverse impacts on the carrying capacity of local and regional storm drain systems.

CSSF 1.16 **Neighboring Jurisdictions.** Encourage neighboring jurisdictions to require development occurring adjacent to the City to consider the impact of flooding and flood control measures on properties within the City.

CSSF 1.17 **Hazardous Materials Storage.** Require that facilities storing substantial quantities of hazardous materials within designated 100- or 500-year flood zones be adequately flood-proofed and that hazardous materials containers be anchored and secured to prevent flotation and contamination.

CSSF 1.18 **Lifeline Facilities.** Require that all lifeline and dependent care facilities, such as convalescent homes, group

housing, police stations, fire stations, and emergency operation centers in designated flood zones be flood-proofed and to maintain and rehearse inundation response plans.

CSSF 1.19 **Open Space Tools.** Utilize various means of land acquisition tools and land use measures, such as density credit for open space and dedication of floodplain areas to the Riverside Conservation Agency, to create open space zoning in designated flood zones that are likely to be developed or redeveloped with uses that are more intensive.

CSSF 1.20 **Risk Assessment.** Continue to assess and upgrade inundation risk and protection in the City.

CSSF 1.21 **Flood Hazard Zones.** Encourage periodic reevaluation of the 500-year, 100-year, and 10-year flood hazard zones by state, federal, county, and other sources and use such studies to improve existing protection, review flood protection standards for new development and redevelopment, and update emergency response plans.

CSSF 1.22 **Specific Plans.** Encourage the use of specific plans to allow increased densities in certain areas of a proposed development and to transfer density to locate residential, commercial, industrial, and public facility uses outside of natural hazard areas; and to direct appropriate uses to these areas, such as open space, passive recreational uses, or other uses compatible with these hazards.

Programs

CSSF 1.1.5 **Property Acquisition.** As resources allow, acquire property in high-risk flood zones and designate the land as open space for public use or wildlife habitat.

CSSF 1.1.6 **Giant Cane and Other Invasive Plant Species**. Encourage and, as resources allow, support the efforts of SAWPA, the County of Riverside, and other agencies to remove Giant Cane and other invasive, non-native plant species from the Santa Ana River corridor and restore native riparian habitat.

CSSF 1.1.7 **Lifeline Facilities.** Develop an inundation response plan for any lifeline facilities and dependent care facilities located in designated flood zones.

CSSF 1.1.8 **Risk Assessment.** Assess and upgrade inundation risk and protection, and utilize information and research from regional planning agencies and others focusing on resiliency after a disaster.

CSSF 1.1.9 **Emergency Response Plans.** Periodically review and update emergency response plans to reflect current flood protection standards.

3. Fire Hazards

Due to the rural and somewhat mountainous nature of the City, and some of the flora, such as oak woodlands and chaparral habitat, the foothill areas and mountainsides are subject to a risk of fire hazards. The lush riparian vegetation of the Santa Ana River also poses conditions conducive to wildfires, and giant cane, where present in the watershed, is even more combustible than native species. The highest danger of wildfires can be found in the most rugged terrain where, fortunately, development intensity is relatively low. Methods to address this hazard include such techniques as not building in high-risk areas, creating setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, establishing low fuel landscaping, and applying special building techniques. In still other cases, safety-oriented organizations, such as the California Fire Safe Council, can provide assistance in educating the public and promoting practices that contribute to improved public safety.

Since 2007, wildfires have burned a total of 1,738 acres in Jurupa Valley. The largest wildfire to occur during that time was the Pedley Fire in 2010, which burned 716 acres. The Pedley Fire occurred almost entirely within a Very High Fire Hazard Severity Zone in the middle of the City, surrounded by developed area, but no structures were reported to have been damaged. Since 2010, the largest wildfire to occur was the Hill Fire in 2019. The Hill Fire burned a total of 494 acres in the foothills of Mount Jurupa, also a Very High Fire Hazard Severity Zone.

The vast majority of residential developments in Very High Fire Hazard Severity Zones contain at least two means of ingress and egress, with the exception of a small portion of Indian Hills and the Granite Ridge subdivision. The table below displays the streets with one means of ingress and egress.

Street Name	Neighborhood
Lakeside Drive	Indian Hills
Jayhawk Drive	Indian Hills
Boulder Drive	Granite Ridge

As stated in the State of California's General Plan Guidelines, "California's increasing population and expansion of development into previously undeveloped areas is creating more 'wildland-urban interface' issues with a corresponding increased risk of loss to human life, natural resources, and economic assets associated with wildland fires." To address this issue, the state passed Senate Bill 1241 to require that General Plan Safety Elements address the fire severity risks in State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs). As shown in *Figure 8-12*, Jurupa Valley contains several areas within Very High and High fire severity zones that are located in an SRA. SRAs are those areas of the state in which the responsibility of preventing and suppressing fires is primarily that of the Department of Forestry and Fire Protection, also known as CAL FIRE.



Figure 8-11: CAL FIRE strike crew fighting a wildland fire

Policies

CSSF 1.23 **Fire Prevention.** Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following:

1. All proposed construction shall meet minimum standards for fire safety as defined in the City Building or Fire Codes, or by City zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.
2. In addition to the fire safety provisions of the Uniform Building Code and the Uniform Fire Codes, apply additional standards for high risk, high occupancy hospital and health care facilities, dependent care, emergency operation centers, and other essential or "lifeline" facilities, per county or state standards. These shall include assurance that structural and nonstructural architectural elements of the building will not:
    a. impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor
    b. hinder evacuation from fire, including potential blockage of stairways or fire doors.
3. All proposed development in the Very High Fire Hazard Severity Zones (VHFHSZs) shall comply with the most current version of the California Building Code and the California Fire Code.
4. Proposed development in Hazardous Fire areas shall provide secondary public access, unless determined unnecessary by CAL FIRE or City Building Official.

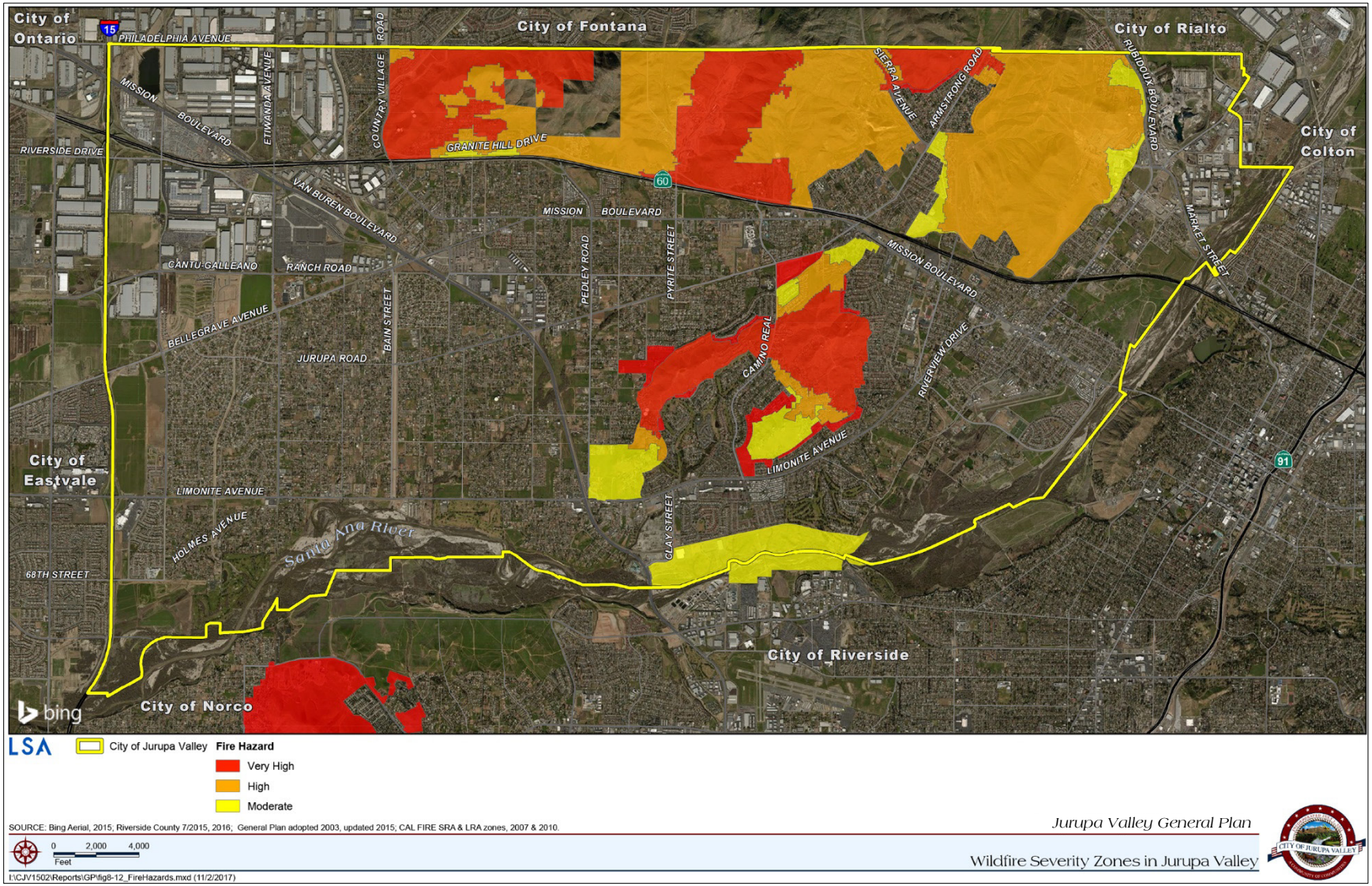


Figure 8-12: Wildfire severity zones in Jurupa Valley

CSSF 1.24 **Development in VHFHSZs.** Require proposed development in High or Very High Fire Hazard Severity Zones (VHFHSZs) to be located where fire and emergency services are available or will be constructed as part of the proposed development activities, to the extent such locations are available.

CSSF 1.25 **Fire Protection Plan.** Require developments located within Very High Fire Hazard Severity Zones (VHFHSZs) to submit and implement a fire protection plan as feasible and appropriate. The plan shall include provisions for roadways and access, firefighting infrastructure, signage, vegetation management, construction materials, and evacuations.

CSSF 1.26 **Fire Hazard Reduction Management.** Require continued long-term operation and maintenance of community fire breaks, brush management, public/private road clearance, and revegetation by the City of Jurupa Valley and private landowners.

CSSF 1.27 **Emergency Access.** Require any development within Very High Fire Hazard Severity Zones (VHFHSZs) to provide secondary public access in accordance with City ordinances to ensure multiple points of ingress and egress that allow for emergency response vehicle access. Points of access shall include visible street addresses and signs.

CSSF 1.28 **Evacuation Standards.** Establish minimum standards for evacuation of residential areas in Very High Fire Hazard Severity Zones (VHFHSZs). Any areas lacking two means of ingress and egress are required to meet the provisions of Government Code §65302(g)(5).

CSSF 1.29 **Non-Conforming Development.** Identify mitigation measures for existing non-conforming development to incorporate contemporary fire standards, including roadway standards and vegetative hazards.

CSSF 1.30 **Adjacent Natural Vegetation.** Development that adjoins large areas of native vegetation will require drought tolerant landscaping that blends with the natural vegetation to the greatest extent possible.

CSSF 1.31 **Fuel Modification.** Require any development within Very High Fire Hazard Severity Zones (VHFHSZs) and State Responsibility Areas (SRAs) to locate, design, construct, and maintain fuel or modification zones to provide adequate defensibility from wildfires.

CSSF 1.32 **Vegetation Clearance.** Identify and coordinate ongoing maintenance of vegetation clearance on public and private roads.

CSSF 1.33 **Wildfire Hazards.** Encourage and, as resources allow, support CAL FIRE and other agency efforts to reduce wildfire hazards and improve fire-fighting capacity to successfully respond to multiple fires.

CSSF 1.34 **Gas Shutoff.** Require automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities and encourage their installation in all residences.

CSSF 1.35 **Coordination.** During preparation and implementation of the City's capital improvement programs, encourage coordination between CAL FIRE and Community Services Districts providing water services in Jurupa Valley to improve firefighting infrastructure, by proposing or requiring, when appropriate:

1. Replacement and/or relocation of old cast-iron pipelines and inadequate water mains when street improvements are planned;
2. Assessment of impact fees as a condition of development; and
3. Redundant emergency distribution pipelines in areas of potential ground failure or where determined to be necessary.

CSSF 1.36 **Fire Protection Master Plan.** Continue to utilize the Riverside County Fire Protection Master Plan and Jurupa Emergency Response Plan as the base documents to implement the goals and objectives of the Community Safety Element.

CSSF 1.37 **Emergency Service Needs.** Coordinate with CAL FIRE on a routine basis to ensure current and future emergency service needs are being addressed.

CSSF 1.38 **Fire Safety Education.** Work with the California Fire Safety Council, CAL FIRE, FEMA, and others to educate and promote fire safety practices as well as public outreach efforts focused on defensible space and evacuation routes, particularly to at-risk populations.

CSSF 1.39 **Water Resources.** Encourage and, as resources allow, support efforts to utilize existing water bodies, tanks, and water wells in the City for emergency fire suppression water sources.

CSSF 1.40 **Brush Clearance.** Utilize ongoing brush-clearance fire inspections to educate homeowners on fire prevention tips.

Programs

CSSF 1.1.10 **Fire Safety Planning.** Conduct and implement long-range fire safety planning, including updating building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual aid agreements with the private and public sectors.

CSSF 1.1.11 **Fire Response Agreements.** Review inter-jurisdictional fire response agreements, and improve firefighting resources as recommended in the County Fire Protection Master Plan, to keep pace with development and to ensure that:

1. Fire reporting and response times do not exceed those listed in the County Fire Protection Master Plan identified for each of the development densities described;
2. Fire flow requirements (water for fire protection) are consistent with Insurance Service Office (ISO) recommendations; and
3. The planned deployment and height of aerial ladders and other specialized equipment and apparatus are sufficient for the intensity of development anticipated.

CSSF 1.1.12 **Fire Safe Development Codes.** Develop fire safe development codes to use as standards for fire protection for new development in State Responsibility Areas (SRAs) and/or Very High Fire Hazard Severity Zones (VHFHSZs) that meet or exceed the statewide minimums in the SRA Fire Safe Regulations

CSSF 1.1.13 **Emergency Preparedness Programs.** Implement a training program to improve staff understanding of how vulnerable community members, including senior citizens, low-income persons, and persons with disabilities, may be impacted by wildfires.

CSSF 1.1.14 **Emergency Service Training.** Implement a long-term emergency service training and education program for government agencies and residents.

CSSF 1.1.15 **Local Hazard Mitigation Plan (LHMP) Updates.** Update the City's LHMP to include implementation measures for fuel modification zone and vegetation clearance policies.

4. Hazardous Materials

Hazardous materials are those substances that have the potential to cause harm to humans, animals, or the environment, by themselves or through interaction with other factors (Institute of Hazardous

Materials Management). In Jurupa Valley, hazardous materials include petroleum products, solvents, pesticides, and other substances used in or generated by commercial, industrial, agricultural, or residential activities. state and federal laws govern the storage, transport, and disposal of hazardous materials.

Contaminated sites are another source of hazardous materials in Jurupa Valley. The Stringfellow Remediation Site near SR 60 and Pyrite Street is perhaps the most well-known contaminated site in the region. The former hazardous waste disposal site leached toxins into the environment and has been undergoing remediation through the federal Superfund process. In addition to contaminating the surface and soil, the site leaked toxins into Pyrite Creek and the groundwater basin, which traveled in a southwest-trending "plume" to the community of Glen Avon and other areas. The remediation effort includes monitoring and remediation of groundwater supplies.

Policies

CSSF 1.41 **Federal/State Laws.** Comply with federal and state laws regarding the management of hazardous waste and materials.

CSSF 1.42 **Hazardous Waste Storage/Disposal.** Identify, assess, and mitigate safety hazards from the storage, use, and disposal of hazardous materials through the development review process.

CSSF 1.43 **Hazardous Waste Collection.** Encourage and, as resources allow, support household hazardous waste collection activities.

CSSF 1.44 **Stringfellow Remediation Site.** Encourage and support state and federal efforts to complete the clean-up of the Stringfellow Remediation Site and related groundwater and soil contamination.

CSSF 1.45 **Information Dissemination.** Disseminate information to the public on the storage, use, and disposal of hazardous materials through working with non-agencies, special districts and other agencies and organizations.

5. Disaster Preparedness

The Federal Emergency Management Agency (FEMA) defines disaster preparedness as "a continuous cycle of planning, organizing, training, equipping, exercising, evaluating, and taking corrective action in an effort to ensure effective coordination during incident response." Disaster preparedness is important to Jurupa Valley to establish the most effective and efficient ways to address hazards and minimize the effects of hazards on life and property, reduce the

potential for disasters, and recover from the effects of disasters as quickly as possible.

Hazard Mitigation Plans exist at the federal, state, regional, and local level. The California Disaster Mitigation Act of 2000 requires state, local, and tribal governments to prepare Hazard Mitigation Plans that address actions and strategies to mitigate hazards, risks, and vulnerabilities. The City of Jurupa Valley has adopted a Local Hazard Mitigation Plan (LHMP) and participates in the County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan. The plans set goals to mitigate potential risks from natural and man-made hazards, identify vulnerabilities, provide recommendations for actions, evaluate resources, and identify future mitigation planning and maintenance of existing plan.

The City also has an Emergency Operations Plan (EOP) that addresses how the City will respond to emergency situations ranging from minor incidents to large-scale disasters. The plan addresses four primary phases of emergency operation including Preparedness, Response, Recovery, and Mitigation. The plan discusses the activation and management of the City's Emergency Operations Center (EOC), which may be set up during an emergency to manage the event and coordinate with other EOCs such as the Riverside County EOC. The EOC also coordinates the sharing of resources under the California Mutual Aid Agreement.

The City also participates in the County of Riverside's HAZUS Program, which is a standardized methodology for earthquake loss estimation based on geographic information systems (GIS). HAZUS, which stands for Hazards – United States, is designed for use by state, regional, and local governments in planning for earthquake loss mitigation, emergency preparedness, response, and recovery.

Policies

CSSF 1.46 **Multi-Hazard Functional Plan.** Strengthen the Multi-Hazard Functional Plan and maintain mutual aid agreements with federal, state, local agencies and the private sector to assist in:

1. clearance of debris in the event of widespread slope failures, collapsed buildings or structures, or other circumstances that could result in blocking emergency access or regress;
2. heavy search and rescue;
3. fire suppression;
4. hazardous materials response;
5. temporary shelter;
6. geologic and engineering needs;
7. traffic and crowd control; and
8. building inspection.

CSSF 1.47 **Hazardous Waste Handling.** Require businesses, utilities, and industrial facilities that handle hazardous materials to:

1. install automatic fire and hazardous materials detection, reporting, and shut-off devices; and
2. install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.

CSSF 1.48 **Self-Sufficiency.** Use incentives and disincentives to persuade private businesses, consortiums, and neighborhoods to be self-sufficient in an emergency by:

1. maintaining a fire control plan, including an on-site firefighting capability and volunteer fire response teams utilizing community organized Neighborhood Watch groups, CERT teams or similar teams to respond to and extinguish small fires; and
2. identifying medical personnel, employees, or local residents who are capable and certified in first aid and CPR.

CSSF 1.49 **Critical Facilities.** Ensure that critical facilities such as City Hall, Sheriff's Substations, City Fire Stations, electrical substations, community services district offices, and water and sewer facilities are subject to the following design considerations:

1. Require that special development standards, designs, and construction practices be implemented to reduce risk of compromise in a disaster to acceptable levels for capital improvements, utility projects, and development projects involving critical facilities, large-scale residential development, and major commercial or industrial development. Special standards should be applied through conditional use permits and the subdivision review process and, where appropriate, impact fees should be assessed to finance required actions.
2. Require mitigation measures to reduce potential damage caused by ground failure for sites determined to have potential for liquefaction. Such measures shall apply to critical facilities, utilities, and large commercial and industrial projects as a condition of project approval.
3. Require that planned lifeline utilities, as a condition of project approval, be designed, located, structurally upgraded, and fit with safety shutoff valves; be designed for easy maintenance, and have redundant back-up lines where unstable slopes,

earth cracks, active faults, or areas of liquefaction cannot be avoided.

4. Review proposed uses of fault setback areas closely to ensure that City infrastructure (roads, utilities, sanitary and storm sewers) are not unduly placed at risk by the developer. Insurance, bonding, or compensation plans should be used to compensate the City for the potential costs of repair.
5. Review proposed uses of fault setback areas closely to ensure that City infrastructure (roads, utilities, sanitary and storm sewers) are not unduly placed at risk by the developer. Insurance, bonding, or compensation plans should be used to compensate the City for the potential costs of repair.

CSSF 1.50 **Strengthen Utilities/Lifelines.** Encourage the strengthening of planned and existing utilities and lifelines, the retrofit and rehabilitation of structurally unsound utility structures and public facilities, and the relocation of certain critical facilities where appropriate.

CSSF 1.51 **Alternative Facilities.** Encourage alternatives that improve site safety for the protection of critical facilities, including property acquisition for open space, change in building use or occupancy, or other appropriate measures that can reduce risks posed by hazards.

CSSF 1.52 **Critical Facilities in Inundation Areas.** Discourage development of critical facilities that are proposed in dam failure inundation areas, and apply hazardous materials safety guidelines within such zones.

CSSF 1.53 **Santa Ana River Levees.** Ensure that the City's emergency preparedness plans include response protocols for the breaching of the Santa Ana River levees.

CSSF 1.54 **Rebuilding After Disaster.** Allow rebuilding after a disaster consistent with the General Plan allowing exceptions on a case-by-case basis for previously non-conforming uses and structures when such an action would be consistent with public safety goals and in the City's best interests.

Programs

CSSF 1.1.16 **Post-Disaster Recovery.** Develop plans for short-term and long-term post-disaster recovery utilizing information and research from regional planning organizations and other organizations focusing on resiliency after disaster.

CSSF 1.1.17 **Safeguard Instructure**. Coordinate with the Public Utilities Commission (PUC) and/or utilize the Capital

Improvement Program, to strengthen, relocate, or take other appropriate measures to safeguard high-voltage lines, water, sewer, natural gas and petroleum pipelines, and trunk electrical and telephone conduits that:

1. Extend through areas of high liquefaction potential;
2. Cross active faults; or
3. Traverse earth cracks or landslides.

CSSF 1.1.18 **Earthquake Drills.** Conduct City earthquake drills and, where appropriate:

1. Develop internal scenarios for City emergency response, including emergency drills; and
2. Test back-up power generators in public facilities and other critical facilities taking part in emergency drills.

CSSF 1.1.19 **Information Dissemination.** Improve management and emergency dissemination of information using portable computers with geographic information systems and disaster-resistant Internet access, to obtain:

1. Hazardous Materials Disclosure Business Plans regarding the location and types of hazardous materials;
2. Real-time information on seismic, geologic, or flood hazards; and
3. The locations of high-occupancy, immobile populations, potentially hazardous building structures, utilities, and other lifelines.

6. Climate Adaptation

Climate change is anticipated to result in increased average temperature and precipitation pattern variability globally. These changes translate into specific impacts to the City that may include increased frequency and intensity of wildfires, severe weather events, flooding, landslides, and reduced water availability associated with droughts.

According to California's Fourth Climate Change Assessment, the region can expect a projected annual average maximum temperature increase approximately 4 to 5 degrees Fahrenheit by mid-century, an increase in the number of extremely hot days, and increased frequency and severity of atmospheric river events resulting in both wet and dry extremes. Lastly, an increase in wildfires is projected for the entirety of Southern California. Other impacts anticipated from climate change include food insecurity, increases in vector-borne diseases, degradation of air quality, reduced ability to enjoy outdoors, and potential economic impacts due to uncertainty and changing conditions.

Climate adaptation is the process of adjusting to climate change to moderate its potential impacts. Curbing the dangerous effects of climate change requires steep reductions in greenhouse gas emissions and implementing climate adaptation strategies to ensure communities remain resilient to the associated impacts of climate change.

The City's arid climate, rural terrain, and positioning along the Santa Ana River make it particularly vulnerable to climate change impacts and highlight the necessity of climate adaptation strategies as the City continues to grow in population and increase its developed area.

The Western Riverside Council of Governments has developed a countywide climate vulnerability assessment (CVA) – both for physical infrastructure and social vulnerabilities – that provides detailed information for the region. The CVA analyzes climate hazards such as air quality, drought, extreme heat, flooding, wildfires, and human health hazards, among others. The assessment also addresses sensitive populations, buildings, biological resources, and key community services.

In addition to the CVA, the Western Riverside Council of Governments has created the Resilient IE Toolkit, which is a comprehensive document bridging the Vulnerability Assessments, Adaptation Strategies, Hazard and Evacuation Maps, and Resilience Guidebook. The Toolkit contains information specific to Jurupa Valley such as key vulnerabilities, types of exposures impacting the City such as extreme heat, and threats to the City's evacuation network by hazard type. The Toolkit's information and resources are a key resource for the development of the City's climate adaptation policies and programs.

Policies

CSSF 1.55 **Adaptation Strategies.** Develop adaptation measures that address the climate change impacts on Jurupa Valley's residents, businesses, and visitors.

CSSF 1.56 **Coordinated Planning.** Support initiatives, legislation, and actions that respond to climate change and consider potential climate change impacts in planning and decision-making processes.

CSSF 1.57 **Regional Planning.** Engage surrounding jurisdictions in climate adaptation planning to ensure policy and implementation alignment.

CSSF 1.58 **Local Outreach.** Work with local organizations to raise awareness about climate change impacts.

Programs

CSSF 1.1.20 **Adaptation Planning.** Based on the Climate Vulnerability Assessment (CVA) and the Resilient IE Toolkit, establish implementation measures that ensure vulnerable community populations, structures, and functions are understood and appropriate actions are taken to protect these vulnerabilities.

CSSF 1.1.21 **Planning for Climate Change.** Coordinate adaptation planning with other City planning functions and update relevant City policies as necessary to include climate adaptation strategies, such as General Plan updates, development standards, building codes, and emergency response.

CSSF 1.1.22 **Public Outreach Campaign.** Collaborate with community-based organizations (e.g., health care providers, public health advocates, fire prevention organizations) to disseminate public preparedness and emergency response information related to climate change impacts.

CSSF 2 – Provide a High Level of Community Services and Facilities to Serve the Existing and Future Needs of Jurupa Valley

1. General



Figure 8-13: Jurupa Valley City Hall

Jurupa Valley's community services and facilities are a source of pride for the community and directly affect public health and safety, quality of life, land values, economic and environmental sustainability, and fiscal health. Due to the City's recent history as an unincorporated area, community services and facilities are provided by a number of public and private agencies and service districts. Because of this, close coordination is needed to ensure that existing and future needs of the City are met.

Policies

CSSF 2.1 **Provide Facilities and Services.** Work with community services agencies and districts on the planning and provision of adequate community facilities and services.

CSSF 2.2 **Concurrency with Development.** Ensure the provision of sufficient public facilities and services prior to, or concurrently with, new development.

CSSF 2.3 **Facility Design.** Work with service agencies to ensure that new public facilities are well designed, energy efficient and compatible with adjacent land uses.

CSSF 2.4 **Fair Share.** Ensure that new development pays its fair share of public facilities and service costs.

CSSF 2.5 **Joint Use.** Promote the joint use of public facilities to meet multiple needs of the community.

2. City Governance

After the incorporation of Jurupa Valley on July 1, 2011, the City began operating out of a small commercial storefront building in the De Anza Marketplace. City Council meetings were initially held at the Jurupa Valley Unified School District Education Center. However, in 2012, the City Council began meeting at the vacant Sam's Western Wear, a vintage, western-themed building located at 8930 Limonite Avenue in the Pedley community. Soon thereafter, the City began converting Sam's Western Wear into City Hall with offices, public counters, meeting rooms, and enhanced Council chambers. City staff and consultants moved into the new City Hall in early 2015, and a grand opening was held to celebrate the important milestone in February 2015.

The City prides itself on providing quality municipal services in a cost effective manner. The City is responsible for police (including crime and traffic), fire suppression and prevention, street construction, maintenance and repair, building and grading permits and inspections, code enforcement, zoning and planning, water quality management, business registrations, and finance. The City of Jurupa Valley provides these services at City Hall through the following departments: City Manager, City Attorney, Finance, City Clerk, Engineering, Public Works, Building and Safety, Code Enforcement, Planning, and Economic Development. The City provides for police services through the Riverside County Sheriff's Department, and fire services are provided by the Riverside County Fire Department and the Rubidoux Community Services District. In addition, the City Council and the Planning Commission operate from City Hall and conduct their meetings in the Council chambers. Regular City Council meetings are held on the first and third Thursdays of the month, and Planning Commission meetings are held on the second and fourth Wednesdays of the month.

Policies

CSSF 2.6 **Municipal Services.** Continue to consolidate municipal services at City Hall to meet the needs of Jurupa Valley citizens.

Programs

CSSF 2.1.1 **Evaluate Municipal Services.** Allocate municipal resources to evaluate the need, cost, and feasibility of the City assuming responsibility for providing facilities or services currently provided by other agencies.

3. Police Services

One of the primary benefits of the City's incorporation in 2011 was to achieve enhanced police services. The Riverside County Sheriff's Department provides police services in Jurupa Valley and throughout much of Riverside County. The department is the second largest Sheriff's Office in California and includes ten stations, five correctional facilities and other facilities. Sheriff services are provided to Jurupa Valley through a contract with the City from the Jurupa Valley Sheriff's station located at 7477 Mission Boulevard. The station also serves the cities of Norco, Eastvale, and several unincorporated areas of the County and is led by a commander who serves as the Police Chief for the area.

As of 2017, the Jurupa Valley Sheriff's Station responds to approximately 35,000 total calls per year. Calls are broken down by priority level. Priority 1 calls are urgent calls that involve a threat to human life or property and have the potential for serious injury. Priority 2 calls involve circumstances that are urgent but not life threatening. Priority 3 and Priority 4 calls involve non-urgent nor life threatening issues. The Department's 2015 response times for Priority 1 and Priority 2 calls within the service area of the Jurupa Valley Sheriff's Station are shown in *Table 8.1*.

Table 8.1: 2015 Police Response Times, Jurupa Valley Sheriff's Station

Type of Emergency Call	2015 Response Times
Priority 1	7.57 minutes
Priority 2	21.31 minutes

Source: Captain Jason Horton, Riverside County Sheriff's Department, 2/17/16

Graffiti. The Sheriff's Department and the JCSD regularly patrol the City for graffiti to enable quick eradication and limit its proliferation. In addition, residents in Jurupa Valley are encouraged to report graffiti vandalism to the City of Jurupa Valley or JCSD as soon as it is encountered. The City contracts with the JCSD to paint out graffiti in the City. The Sheriff's Department also actively pursues conviction of graffiti vandals in accordance with local and state laws.

Homelessness. As of January 2017, there were estimated to be 129 homeless individuals living within the City limits with 20 homeless encampments identified. A number of the encampments are located within the Santa Ana River as well as on public and private property along SR 60 and in other areas of the City. Homelessness is associated with a number of negative issues, including crime, blight, trash, unsanitary conditions, and illegal fires. In 2014, the Sheriff's Department created a Homeless Outreach Team to identify homeless individuals, reduce the homeless population, and coordinate the delivery of resources to the homeless. The Sheriff's Department coordinates homeless outreach with a number of

additional agencies including, but not limited to, the City of Jurupa Valley, the Riverside County Department of Social Services, the Probation Department, the Department of Veteran's Affairs, and the Riverside County Flood Control and Water Conservation District.

Residential Noise Complaints. Every weekend, the Sheriff's Department receives numerous complaints about noise resulting from loud parties that keep residents awake at night. Residents have expressed concerns about loud parties with amplified music that last well into the night and early morning hours and disturb the peace. The Sheriff's Department maintains a two-deputy noise unit on weekends that specifically deals with residential noise complaints and enforces the City's Noise Ordinance.

Community-Oriented Policing. The Jurupa Valley Sheriff's Department actively engages in Community-Oriented Policing, which brings together law enforcement professionals with the community in a variety of outreach efforts to reduce crime. In addition, the Department assists the City incorporate Crime Prevention through Environmental Design, or CPTED, techniques in new development. CPTED is a concept supported by law enforcement officers, city planners, designers, and other professionals to design the physical environment in ways that discourage criminal activity and increase safety. The concept is based on three principles: natural surveillance, territoriality, and access control. When incorporated into development projects, these principles serve to eliminate hiding places and enhance visibility so that law-abiding people can easily watch over the physical environment and discourage criminal activities. For example, one effective design strategy to deter crime is to design buildings and sites to maximize visibility of public areas and avoid designs that create hidden entries or site areas that are difficult to monitor or secure.

Policies

CSSF 2.7 **Community Safety.** Coordinate with the Riverside County Sheriff's Department on an ongoing basis to ensure the continued safety of the City.

CSSF 2.8 **Criminal Activity.** Support efforts to develop innovative methods to reduce criminal activity and increase safety in the community.

CSSF 2.9 **Graffiti**. Support efforts of the Sheriff's Department and the JCSD to identify and remove graffiti and prosecute graffiti vandals.

CSSF 2.10 **Homelessness**. Support efforts to reduce the homeless population and provide outreach services to the homeless.

CSSF 2.11 **Residential Noise Complaints.** Discourage loud parties with amplified music in residential neighborhoods and support the Sheriff Department's efforts to do the same.

CSSF 2.12 **CPTED.** Incorporate CPTED principles in the design of new development to encourage natural surveillance and reduce crime.

Programs

CSSF 2.1.2 **Planning Applications.** Route new Planning applications to the Sheriff's Department to increase public safety and maintain close coordination with the Sheriff's Department and law enforcement programs.

4. Fire and Emergency Medical Services

The Riverside County Fire Department, in cooperation with the California Department of Forestry and Fire Protection (CAL FIRE), provides full service municipal and wildland fire protection, emergency medical response, technical rescue services, and response to hazardous materials discharges in Jurupa Valley. The Department operates 97 fire stations throughout the County of Riverside with four of those located in Jurupa Valley, as shown in *Table 8.2*.

Table 8.2: Jurupa Valley Fire Stations

Station Number	Name/Location	Address
16	Pedley Fire Station	9270 Limonite Avenue
17	Glen Avon Station	10400 San Sevaine Way
18	West Riverside Station	7545 Mission Boulevard
38	Rubidoux Station	5721 Mission Boulevard

In 2016, the Department responded to 10,342 calls for service with the majority for emergency medical assistance (73%), traffic collisions (11%), and false alarms (7%) (Riverside County Fire Department 2016 Annual Report).

Policies

CSSF 2.13 **Fire Safety Techniques.** Incorporate fire-safety techniques in new development

CSSF 2.14 **Fire Department Review.** Involve the Fire Department in the review of development applications in fire prone areas.

CSSF 2.15 **Coordination.** Coordinate with the Fire Marshal on fire prevention throughout the community.

CSSF 2.16 **Adequate Facilities.** Work with the Fire Department to ensure the provision of adequate fire stations, personnel, and equipment to meet the City's needs over time.

CSSF 2.17 **Public Education.** Support efforts to educate the public about fire safety and prevention.

5. Educational Facilities

A well-educated population is essential to maintain and enhance the City's overall quality of life and economic vitality. Educated citizens are more likely to participate in youth programs, community-based volunteer organizations, and civic affairs. In a very real sense, these citizens form the foundation of what it means to be a "community." Local schools strengthen and support the City's social fabric and are leaders in maintaining an educated and informed citizenry.



Figure 8-14: Jurupa Valley High School

Two school districts provide public educational services in Jurupa Valley. They are the Jurupa Unified School District (JUSD) and the Corona-Norco Unified School District (CNUSD). JUSD serves most of Jurupa Valley as well as a small portion of Eastvale west of I-15. The JUSD's Benita B. Roberts Education Center is located at 4850 Pedley Road. Named after a former JUSD Superintendent, the Center contains district offices and the Board of Education meeting room. The District operates 16 elementary schools, 3 middle schools, and 4 high schools including one continuing education high school. Total student enrollment during the 2016/17 school year was 19,352.

CNUSD serves students living in the southwestern area of Jurupa Valley, as well as students living in the cities of Corona, Norco, and Eastvale, and portions of unincorporated Riverside County. The CNUSD Education Center is located in the City of Norco. The District operates one school in the City of Jurupa Valley: VanderMolen Fundamental Elementary School located at 6744 Carnelian Street. Older students living in this area attend River Heights Intermediate School and Roosevelt High School, both of which are located in Eastvale.

During the General Plan preparation process, the GPAC identified several issues related to schools. Community members pointed out that schools should ideally be community centers and serve as focal points where the community comes together for education, recreation, and other activities. The GPAC also identified the need to modernize and remodel several additional schools within JUSD and to provide a community college, occupational training institute, or similar facility. In addition, as most students walk, bike, or are driven to schools, community members identified the need to ensure the safety of travel routes to schools.

There are currently no institutions of higher education in Jurupa Valley. However, through a partnership between the Jurupa Unified School District and the Riverside Community College District, Rubidoux High School includes the Rubidoux Early College High School or RECHS where students can begin their college coursework

in their junior year and complete their high school diploma while earning college credit at the same time. Other institutions of higher education in the area include Norco College, Riverside City College, and the University of California, Riverside. The GPAC stated a strong desire to build a satellite college campus and/or trade school in Jurupa Valley, and to provide other venues offering adult education.

Policies

CSSF 2.18 **Coordination with School Districts.** Coordinate with JUSD and CNUSD in planning for the current and future needs of Jurupa Valley students.

CSSF 2.19 **Modernization.** Encourage efforts of JUSD to modernize and renovate schools within the district.

CSSF 2.20 **Safe Routes to School.** Work with the school districts to ensure the safety of travel routes to and from schools.

CSSF 2.21 **Schools as Neighborhood Centers.** Develop new schools, as needed, that also serve as neighborhood centers and that are pedestrian- and bicyclist-friendly.

CSSF 2.22 **Joint Use.** Encourage school districts to allow joint use of schools for after-school sports, classes, childcare, or other uses to maximize the community value of these important public investments.

CSSF 2.23 **Review of Development Proposals.** Involve the school districts in the review of large residential development proposals to ensure that adequate schools are provided without affecting existing facilities.

CSSF 2.24 **Higher Education.** Encourage institutions of higher education, and other adult education providers, to locate facilities and programs in Jurupa Valley.

CSSF 2.25 **Vocational and Trade Schools.** Encourage and accommodate to the greatest extent possible the development and location of vocational and trade schools to broaden the local pool of skilled and technical workers.

Programs

CSSF 2.1.3 **Incentivize Advanced Educational Opportunities.** Review the Zoning Ordinance to identify potential zones, locations, development incentives, and requirements for advanced educational and occupational training schools and similar facilities. Make this information available to potential applicants, real estate and development professionals, marketing and construction firms, and local school districts.

6. Libraries

Libraries are sources of lifelong learning and enrichment. Jurupa Valley's public libraries provide free access to collections of books and media in a wide range of subjects, titles, and formats. In so doing, they provide the community with universal access to resources that are integral for education, leisure, personal growth, health, skill building, and vocational training. As community centers, libraries can also foster social interaction, community involvement, and lifelong learning for residents of all ages.

The Riverside County Library System provides library services in Jurupa Valley and throughout Riverside County. Overall, the Library System operates 35 libraries and 2 bookmobiles. Library facilities in Jurupa Valley include the Glen Avon Library located at 9244 Galena Street and the Louis Robidoux Library located at 5840 Mission Boulevard. The GPAC stressed the importance of Jurupa Valley's libraries and their desire to provide additional libraries in underserved areas of the City such as the southwestern quadrant of the City. They also expressed a desire to develop libraries as focal points of the community with good access to pedestrian and bicycle routes, and public transit.



Figure 8-15: Louis Robidoux Library, Jurupa Valley

Policies

CSSF 2.26 **Provide Adequate Facilities.** Work with the Riverside County Library System to provide adequate facilities and services for the current and future population of Jurupa Valley and to promote and use the libraries for community meetings and events.

CSSF 2.27 **New Libraries.** Encourage the development of new libraries in underserved areas of the city.

CSSF 2.28 **Libraries as Community Centers.** Design new library facilities as community centers with access to pedestrian and bicycle routes as well as public transit.

CSSF 2.29 **Educational Programming.** Encourage the County of Riverside to provide reading and literacy programs and other educational programs at the local library branch or via other means for those who cannot visit library facilities.

CSSF 2.30 **Funding.** Encourage County of Riverside efforts to provide adequate funding for improvements to local library facilities and programs through county, state, and federal funding, private and corporate donations, or other resources.

CSSF 2.31 **Technology.** Encourage the adoption of technological advances that can provide improved access to library resources.

7. Parks and Recreation



Figure 8-16: "The Cove" Waterpark, Jurupa Valley

Parks, sports fields, trails, recreation facilities, special events, and programs are at the core of Jurupa Valley's quality of life and provide residents with a healthy alternative to the built environment. Jurupa Valley's active and passive parks, recreational facilities, and programs reflect the City's local culture and unique history, and benefit residents and local businesses by promoting health and wellness, nurturing the City's agricultural/ equestrian heritage, and fostering community interaction and pride. Recreational facilities help define who we are as a community and serve as gathering spaces for celebration, sport, and relaxation. In describing the Community's values, the GPAC emphasized the importance of recreation in residents' lives:

> ***Active Outdoor Life.*** *Many Jurupa Valley residents were drawn here because of the City's unique outdoor setting and the recreation opportunities it offers. Our parks and recreation facilities are essential to maintain and improve our health and quality of life. We place high value on our public parks, sports fields, pedestrian and equestrian trails and support facilities, golf courses, outdoor use areas, historic sites and nature centers, campgrounds, and airport and joint use school facilities.*

In Jurupa Valley, parks and recreation facilities and programs are provided primarily by the Jurupa Area Recreation and Park District (JARPD). Formed in 1984, the Jurupa Area Recreation and Park District (JARPD) provides parks and recreational facilities in Jurupa Valley and a portion of Eastvale. The District offices are located at 4810 Pedley Road and offers a wide variety of year-round recreational programs and opportunities at numerous facilities throughout the City. In 2017, a new park is planned at the south end of Downey Street to enhance access to the Santa Ana River and open



Figure 8-17: Jurupa Area Recreation and Parks District (JARPD) parks

space. Though not yet officially named, it initially includes 26 acres, eventually to be expanded to 41 acres with development of the Paradise Knolls residential project.

Similar facilities and programs are provided by the Riverside County Regional Parks and Open Space District. Additional playground and sports field areas are made available to the public through joint use agreements with the Jurupa Unified School District.

The JARPD offers a diverse range of parks, playgrounds, greenbelts, trails, and recreation facilities. *Figure 8-18* shows the locations of Jurupa Valley area parks managed by multiple agencies. JARPD owns and maintains over 125 acres of parkland, 173 acres of undeveloped parks and open space, and about 23 acres of trails, Citywide. *Figure 8-19* (page 8-41) summarizes the JARPD's recreation facilities and acreages. In addition, at the time of General Plan adoption (2017) a new City Park is being developed at Downey Street to enhance Santa Ana River Access and Open Space use.

The Riverside County Regional Park and Open Space District operates several important recreation facilities in Jurupa Valley that are available to all residents. These are:

1. **The Louis Robidoux Nature Center.** The Center is located at 5370 Riverview, in the heart of the Community of Rubidoux area, about 2 miles southeast of Limonite Avenue. Named after a Frenchman born in St. Louis, Missouri in 1796, the Louis Robidoux Nature Center provides educational programs and tours for the public and school groups on a variety of natural history topics, including Native American history, native plants and animals, astronomy, the environment, and local history.
2. **Rancho Jurupa Regional Sports Park.** Located at 5249 Crestmore Road, the Rancho Jurupa Regional Sports Park provides 32 acres of well-maintained, natural, and synthetic turf fields. It comprises four large marked and lighted synthetic turf fields, two large natural turf fields, plus nine smaller natural turf fields, with a plaza with picnic shelters, restrooms, a snack bar, and two playgrounds. The Park provides individual, team, and group play facilities year around.



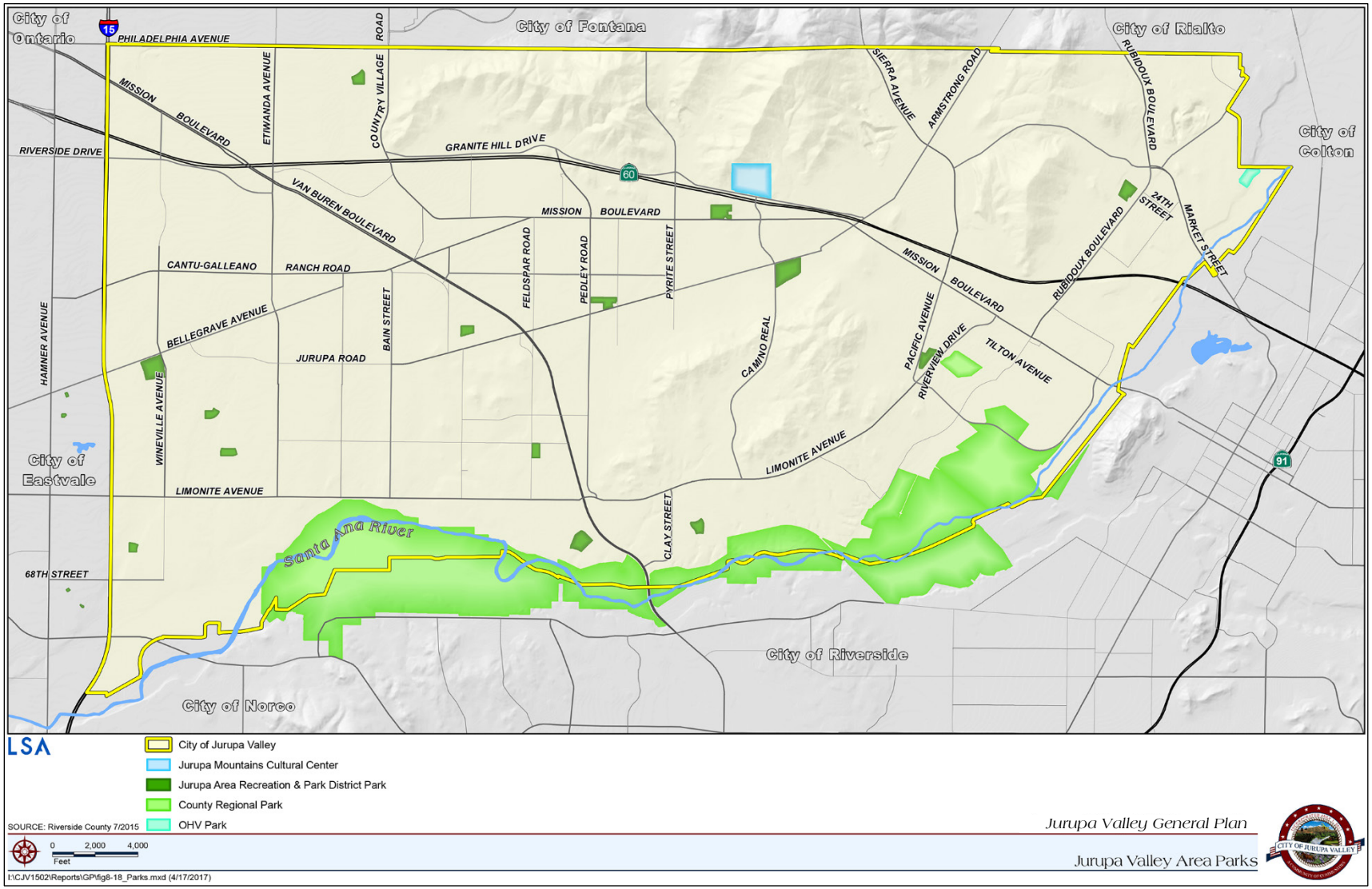


Figure 8-18: Jurupa Valley area parks

Facilities and Parks

	Park Name	Amenities														
		Playground	Grassy Area	Picnic Tables	Ball Fields	Outside Basketball	Sand Volleyball	Equestrain Area	Community Center	Basketball Gynasium	Pool	Restrooms	Picnic Shelter	Splash Ground	Skate Park	Walking Trail
1	District Office Jurupa Community Center Jurupa Skate Park 4810 Pedley Rd. Jurupa Valley 92509	x							x			x			x	
2	Rick Thompson Arena 8629 Jurupa Rd., Jurupa Valley 92509							x				x				
2	Agate Park/Harvey Field 8623 Jurupa Rd., Jurupa Valley 92509	x	x	x	x							x	x			
3	Avalon Park - Cliff Wanamaker Gynasium 2500 Avalon St., Jurupa Valley 92509	x	x	x	x	x	x			x		x				
4	Clay Park 8029 Havenview Dr., Jurupa Valley 92509	x	x	x		x	x					x	x			
5	Knowles Field 5001 Poinsettia Pl., Jurupa Valley 92509				x							x				
6	Laramore Park and Arena 11380 Little Dipper, Jurupa Valley 91752	x	x	x				x				x				
7	Veterans Memorial Community Center/Pool 4393 Riverview Dr., Jurupa Valley 92509 Memorial Ball Fields, 4340 Pacific Ave.	x	x	x	x	x			x		△	x	x			
8	Rancho Mira Loma Park 3206 Wysocki Ln., Jurupa Valley 91752	x	x	x		x						x	x			
9	Wineville Park 5535 Trail Canyon Dr., Jurupa Valley 91752	x	x	x												
10	Felspar Arena 5832 Felspar, Jurupa Valley 92509							x								
11	Limonite Meadows Park 6596 Pat's Ranch Rd., Jurupa Valley 91752	x	x	x												
12	Centennial Park 7330 Jurupa Rd., Jurupa Valley 92509		x													
13	Horseshoe Lake Park (Dry)^ 8788 Lakeview Ave., Jurupa Valley 92509							x								
14	Moon River Park 6859 Moon River St., Eastvale 91752	x	x	x												
15	Delaware Greenbelt 6986 Delaware River Dr., Eastvale 91752		x	x												
16	Cambria Park 5471 Harmony Dr., Eastvale 91752	x	x	x									x			
17	Harmony Park 5641 Treasure Dr., Eastvale 91752	x	x	x		x										
18	Glen Avon Heritage Park ☆ 7821 Mission Blvd., Jurupa Valley 92509	x	x	x		x						x	x	x		
19	Vernola Family Park 5211 Wineville Ave., Jurupa Valley 91752	x	x	x	x	x						x	x			x
20	Shaylar Park & Tot Lot - *Coming Soon* Jurupa Valley 92509	x	x	x		x										
21	Turnleaf Community Park - *Coming Soon* Jurupa Valley, 91752	x	x	x	x											x
22	Esplande Park (Phase 1) - *Coming Soon* Jurupa Valley, 91752	x	x	x	x	x						x				
23	Village Park - *Coming Soon* Jurupa Valley 91752	x	x	x									x			

* Under construction
^ Undeveloped
△ Temporarily Closed
☆ Splash Pad Open Memorial Day weekend through Labor Day

Figure 8-19: JARPD facilities and parks

3. **Rancho Jurupa Park and Campground.** Located at 4800 Crestmore Road, Rancho Jurupa Park and Campground is a 200-acre regional park and serves as a popular destination for local campers and anglers as well as out-of-town visitors. The Park offers 140 camping sites, 5 cabins, and two 3-acre lakes. Rancho Jurupa Park offers many amenities, including a "splash pad" for water play, rock climbing, picnic areas, children's playgrounds, miniature golf and a disc golf course, and fishing.



4. **Historic Crestmore Manor.** The historic Crestmore Manor, located at 4600 Crestmore Road, is a 10,830-square-foot colonial-style mansion built in the mid-1950s by W.W. "Tiny" Naylor, a restaurateur, and the state's second-leading thoroughbred horse breeder of the time. The Manor, a California Historical Landmark, is owned by the Riverside County Regional Park and Open-Space District and is available for community, group, or individual events, such as meetings, festivals, shows, weddings, receptions, parties, and other special events, and can accommodate up to 400 guests.



5. **The Cove Waterpark.** Located at 4310 Camino Real, The Cove is operated by a private concession under the auspices of the County of Riverside Park and Open-Space District. It was developed in partnership with the Economic Development Agency and the Jurupa Unified School District. Also called the Jurupa Aquatic Center, the facility consists of 7.5 acres with a waterpark and a competition sports pool. The Caribbean-themed waterpark consists of a children's activity pool and splash playground, river rafting, a water slide, a wave machine for surfing, a multi-purpose room, restrooms and lockers, a picnic area, and concessions.

In cooperation with community services districts, the County of Riverside, the Jurupa Unified School District, and other agencies, the City helps meet the diverse recreation needs of existing and new residents by requiring the dedication and improvement of new parks and recreation facilities as a condition of new development. The City also promotes recreation and healthy exercise by providing equestrian, bicycle, and walking paths within the public right of way and by requiring new residential neighborhoods to include pedestrian and equestrian paths, where appropriate. In California, local governments play a critical role in the effort to set aside parkland and open space for recreational purposes. Under the Quimby Act (*California Government Code* §66477), local governments can adopt ordinances requiring developers to set aside land, donate conservation easements, or pay fees for park improvements. Generally, the parkland dedication standard is 5 acres of parkland

per 1,000 new residents. The Jurupa Area Recreation and Park District uses a standard parkland dedication requirement of 5 acres per 1,000 new residents. Frequently, developers choose to pay fees "in lieu" of actually providing parkland. The fees are set by the local agency and are equivalent to the value of the parkland dedication required. Special districts must work with cities to receive parkland dedications or in-lieu fees inasmuch as only cities and counties have the authority to tie such requirements to new development project entitlements.

As a young city, Jurupa Valley faces special challenges in meeting existing parks and recreation needs. Residents in some communities, such as Pedley, Mira Loma, and Glen Avon, are largely built out but remain underserved in terms of neighborhood-oriented park and recreation facilities. In addition, park administration and maintenance through multiple agencies can pose difficulties in meeting growing and/or changing park and recreation needs. In its new role as a city, Jurupa Valley seeks to play a more direct role in ensuring that residents' park and recreation needs are met and in adopting the goals and standards to help improve and expand residents' access to parks, playgrounds, trails, recreation facilities, and open space.

Policies

CSSF 2.32 **Evaluation of User Needs.** Encourage park and recreation service providers to evaluate user feedback, track facility use, and utilize projections to understand park and recreation facility needs and plan for future acquisition and development.

CSSF 2.33 **Park and Recreation Facilities Maintenance.** Encourage park and recreation service providers to maintain parks, trails, and other recreation facilities in good condition and strive to meet Council-adopted community parks and recreation goals.

CSSF 2.34 **Joint Use Agreements.** Maintain and improve joint-use recreational agreements with school districts and public agencies and seek new opportunities for joint recreational uses.

CSSF 2.35 **Universal Access.** Encourage responsible agencies to provide, where feasible, inclusive recreation facilities that meet or exceed accepted standards for universal access for all persons and abilities, and encourage others to do likewise.

CSSF 2.36 **Users.** Encourage responsible agencies to provide parks and recreation facilities and programs that meet the needs of all residents, regardless of income levels, ages, and abilities, and encourage others to do likewise.

CSSF 2.37 **Historic Sites.** Celebrate historic sites with recreational learning opportunities in parks and recreation facilities.

CSSF 2.38 **Natural Environment.** Protect and, where possible, utilize parks, trails, and open spaces for learning opportunities and passive recreation in conjunction with our environmental goals.

CSSF 2.39 **Street Closures/Public Spaces.** Support temporary and, where safe and appropriate, long-term street closures to create or expand public spaces and to accommodate street fairs, farmers' markets, art shows, and other special community events.

CSSF 2.40 **Equestrian Heritage.** Work with community groups to encourage, promote, and as resources allow, help support projects that celebrate the City's equestrian heritage, such as trails, staging areas, hitching posts, corrals, exercise areas, and performance arena.

Programs

CSSF 2.1.4 **Master Plan.** In cooperation with JARPD, County of Riverside and other responsible agencies, prepare and adopt a Joint Recreational Opportunities and Open Space Master Plan that identifies recreation goals, priorities for park expansion, acquisition, improvement, and funding. The Plan will be adopted within 2 years of General Plan adoption and updated at least every 10 years.

8. Social Services

Riverside County provides a variety of public assistance programs in Jurupa Valley. The County's Department of Public Social Services (DPSS) operates several offices in the region including a Department office at 5961 Mission Boulevard and the Rubidoux Community Resource Center at 5473 Mission Boulevard. DPSS offers a number of programs to assist City residents become self-sufficient and access needed services. Services include the California Work Opportunity and Responsibility to Kids program, or CalWORKS, which provides temporary financial assistance to eligible families with minor children who have lost or had a reduction in their income. Other services include Medi-Cal, which provides no-cost or low-cost health care coverage for eligible participants, CalFresh/ SNAP, which provides healthy food for needy families and child protective services. The California Family Life Center also operates the Youth Opportunity Center in Rubidoux which provides outreach services and career counseling to at-risk youth. The Rubidoux Family Resource Center, located at 5498 Mission Boulevard, offers on-site services for prenatal care, family planning, parenting classes, public

health nurse in home visitation, nutrition and cooking classes, adult education, ESL classes, Healthy Children Connection, Healthy Families/Medi-Cal enrollment, free immunization clinic, utility assistance, Christmas baskets, WIC information, and Workforce Development (job search/job training programs).

Policies

CSSF 2.41 **Social Services.** Support Riverside County to assist Jurupa Valley residents with social services and other programs.

9. Water

Jurupa Valley is fortunate that it does not rely on imported water to provide its domestic needs. Instead, it relies on local groundwater from the Chino and Riverside Groundwater Basins. Three main agencies, as well as private water companies, provide water to the City of Jurupa Valley. The agencies are the Jurupa Community Services District, the Rubidoux Community Services District, and the Santa Ana River Water Company. These agencies rely on groundwater supplies for both "potable" and "non-potable" water. Potable water is that which is drinkable and fit for human consumption. Non-potable water contains chemicals or other contaminants that make the water unhealthy for humans and animals, but that with proper treatment, may be used for irrigation, manufacturing, and other purposes. Imported water is used by other agencies to recharge local groundwater supplies.



Figure 8-20: Water desalter plant, Jurupa Valley (Press-Enterprise)

Although local groundwater supplies are forecast to meet Jurupa Valley's water needs for the foreseeable future, ongoing drought conditions in California have severely impacted water supplies and the ability of water purveyors to meet various water demands. In response, water purveyors throughout California, including Jurupa Valley's local community services districts, have implemented emergency water conservation regulations to eliminate or reduce water-wasting practices and to conserve precious water resources on an ongoing basis.

Policies

CSSF 2.42 **Grey Water Systems.** Facilitate the utilization of grey water systems.

CSSF 2.43 **Drought-Tolerant Landscaping.** Require the use of drought-tolerant landscaping in all new development.

CSSF 2.44 **Reclaimed Water.** Encourage the development and use of reclaimed water for landscape irrigation and other uses.

CSSF 2.45 **Public Education.** Support public education efforts to promote water conservation throughout the community.

CSSF 2.46 **Water Storage.** Encourage local water purveyors to expand local domestic water storage and recycling capabilities.

CSSF 2.47 **Water Conservation Ordinance.** Implement and enforce the City's Landscape Water Conservation ordinance.

CSSF 2.48 **Water Conservation.** Make use of state-of-the-art water conservation technology in all City facilities and landscaping, and require new developments to include drought-tolerant landscaping, permeable paving and water-saving systems and fixtures.

Programs

CSSF 2.1.5 **Urban Water Management Plan.** Work with local water purveyors to prepare a unified Urban Water Management Plan for Jurupa Valley and to ensure that the Plan is updated as needed.

CSSF 2.1.6 **Alternative Water Resources.** Explore the feasibility of desalinization and other regional projects as additional sources of local water.

10. Wastewater



Figure 8-21: Water Treatment Facility, Rubidoux Community Services District

The Jurupa Community Services District and the Rubidoux Community Services District provide wastewater service to most of Jurupa Valley. However, some areas in the City, particularly in Old Mira Loma and Sky Country, still rely on private septic systems. The community services districts collect and distribute wastewater through a system of pipes, mains, lift stations, force mains, and pump stations. Wastewater is transported to two nearby municipal wastewater treatment plants. The Riverside Water Quality Control Plant is located in, and operated by, the City of Riverside. The Western Riverside County Regional Wastewater Authority (WRCRWA) operates the Western Riverside County Regional Wastewater Treatment Plant, which is located in the City of Corona. As of 2017, both treatment plants were undergoing expansion projects to serve future population growth.

The two treatment plants treat the majority of wastewater to very clean tertiary levels, which can then be discharged into the Santa Ana River. In addition, some of the wastewater is treated to recycled, or reclaimed, levels for irrigation purposes. The use of reclaimed water for irrigation has several environmental benefits including reducing the demand for potable (drinkable) water for

landscaping, reducing the amount of groundwater withdrawal, and increasing the quality of groundwater supplies by reducing outflow.

Salty water produced through groundwater extraction and through commercial and industrial processes is transported to the Santa Ana Watershed Project Authority's (SAWPA) Inland Empire Brine Line, which runs through Jurupa Valley. The Brine Line helps to maintain the water quality of the Santa Ana River Watershed by reducing the salt content of water that percolates into the groundwater basin.

Policies

CSSF 2.49 **Adequate Wastewater Conveyance.** Work with the Jurupa Community Services District and the Rubidoux Community Services District to ensure sufficient wastewater conveyance and pumping capacity to meet the existing and future needs of the City.

CSSF 2.50 **Septic Systems.** Work with the Jurupa Community Services District to convert areas of the City relying on septic systems to municipal wastewater service.

CSSF 2.51 **Recycled Water.** Encourage the continued production and expansion of recycled water for irrigation and other purposes.

CSSF 2.52 **Wastewater Treatment Capacity.** Encourage efforts of the City of Riverside and the Western Riverside County Regional Wastewater Authority (WRCRWA) to provide adequate wastewater treatment capacity to serve the existing and future needs of the City.

CSSF 2.53 **Fair-Share Costs.** Require new development to contribute fair-share costs for the provision of waste-water infrastructure and treatment.

CSSF 2.54 **Brine Line.** Support the continued maintenance and use of the Inland Empire Brine Line to transport salty wastewater to the ocean and maintain the quality of the Santa Ana River Watershed.

11. Storm Water

The Riverside County Flood Control and Water Conservation District serves as the regional flood management agency for western Riverside County. It was formed in 1945 largely in response to the devastating floods of 1938, which destroyed most of the bridges across the Santa Ana River including the Van Buren Bridge. The District provides flood protection including the identification of flood hazards, the regulation of floodplains, watercourse and drainage planning, and the design, construction, and maintenance of flood control facilities. The District operates a series of storm drains and channels throughout Jurupa Valley that collect runoff



Figure 8-22: Flood levee along Santa Ana River in Jurupa Valley

water and ultimately direct it to the Santa Ana River. As shown in *Figure 8-22*, a levee was built along portions of the Santa Ana River to prevent reoccurrence of catastrophic flooding.

As runoff enters the storm drain system, it collects trash, debris, and pollutants, which ultimately make their way to the Santa Ana River. The Flood Control and Water Conservation District, Jurupa Valley, and other permittees along the Santa Ana River are regulated by the Environmental Protection Agency's (EPA) National Pollutant Discharge Elimination System (NPDES) as well as a Municipal Separate Storm Sewer System (MS4) Permit issued by the Santa Ana Regional Water Quality Control Board. These regulations require the agencies to implement storm water management techniques to reduce the amount of pollutants entering the storm water system.

During preparation of the General Plan, the GPAC addressed issues of flooding and storm water. The GPAC generally agreed that storm water facilities in Jurupa Valley are adequate, except in some areas where flooding occurs, such as Old Mira Loma. In addition, a recurring theme among GPAC members was the desire to utilize property along flood control channels and creeks for walking, bicycling, and potentially even equestrian travel. These facilities crisscross the community and offer unimpeded routes to the Santa Ana River. While flood control, pollution prevention, and safety are paramount with these facilities, the potential for additional community use should be explored.

Policies

CSSF 2.55 **Adequate Facilities.** Work with the Riverside County Flood Control and Water Conservation District to develop and maintain adequate flood control facilities to reduce the potential for flooding and protect the quality of the Santa Ana River and other natural drainage courses.

CSSF 2.56 **New Development.** Require new development to implement on-site measures to clean and contain storm water runoff.

CSSF 2.57 **Public Education.** Support public education and other efforts to inform the community about the hazards of runoff pollution.

Program

CSSF 2.1.7 **Multi-Modal Trails.** Develop a multi-agency program with the Riverside County Flood Control and Water Conservation District, the Jurupa Area Recreation and Park District, and the City for the use of flood control

channels and associated maintenance and accessways for pedestrian, bicycle, and equestrian trails.

12. Solid Waste Disposal

Waste and recycling disposal in Jurupa Valley is provided by private companies. Residential, commercial, and industrial subscription services are provided as well as specialized services such as dumpsters, construction containers, neighborhood clean-up events and twice-yearly residential bulk item pick-up days. Trash from Jurupa Valley is transported to the Agua Mansa Transfer Station and Material Recovery Facility at 1830 Agua Mansa Road. From there, recyclable materials are transferred to third-party providers, and waste materials are transported to various landfills in Riverside County. Community members may drop off waste, recycling, and bulk items at the Agua Mansa Station. Residents may also dispose of hazardous household wastes, such as petroleum products, garden chemicals, and paint, on Saturdays at the Riverside County Regional Household Hazardous Waste Facility located at 1780 Agua Mansa Road.



Figure 8-23: Residential waste and recycle bins

The semi-rural nature of many areas of the City has attracted individuals and businesses to dispose of unwanted items or construction materials along local roadways and vacant lots. This practice creates visual blight, health and safety issues and must be prevented to maintain the quality of life desired by those who live and work in the community. In addition to strict enforcement of anti-dumping regulations, a program is needed to facilitate the proper means of disposing of solid waste. Such a program could include free pick up on certain days several times per year or establishing small local disposal stations in key locations in the community.

Policies

CSSF 2.58 **Solid Waste Services.** Work with private disposal companies to ensure the continued provision of adequate solid waste and recycling services in Jurupa Valley, including the availability of adequate landfill capacity to meet the City's future needs.

CSSF 2.59 **Waste Reduction.** Encourage the diversion of waste from landfills through reduction, reuse, and recycling efforts.

CSSF 2.60 **Waste Management.** Encourage new development to employ construction waste management techniques to divert construction materials and debris away from landfills.

CSSF 2.61 **Public Education.** Encourage and, as resources allow, support public education efforts to inform the public about waste reduction, reuse, and recycling.

CSSF 2.62 **Neighborhood Clean-Up Efforts.** Sponsor and/or participate in neighborhood clean-up efforts and anti-littering campaigns/strategies.

CSSF 2.63 **Commercial Recycling.** Expand mandatory recycling for commercial customers consistent with state requirements.

CSSF 2.64 **Rubberized Asphalt.** Consider using rubberized asphalt and recycled aggregate for City street projects, as appropriate.

CSSF 2.65 **Waste Diversion.** Achieve at least the minimum construction and demolition waste diversion requirement of 75%.

CSSF 2.66 **Litter and Recycling Containers.** Place public litter and recycling containers at key locations in the public right of way, as resources allow. Encourage other responsible agencies and service districts to do likewise.

CSSF 2.67 **Anti-Littering Campaigns.** Support and participate in anti-littering strategies and campaigns to encourage residents and other stakeholders to dispose of litter and debris properly.

CSSF 2.68 **Illegal Dumping.** Strictly enforce the laws and ordinances to prohibit illegal dumping along streets and highways or on vacant private property, establish convenient alternatives for local residents and businesses and consider increasing fines for littering and illegal dumping.

13. Climate Change

As outlined earlier in this element, human activities contribute to increasing concentrations of GHG in the atmosphere. Measures to reduce potential impacts of GHG are included throughout the General Plan. In addition to this Community Safety, Services and Facilities Element, the Air Quality; Land Use; Housing; Mobility; Conservation and Open Space; and Community Safety, Services, and Facilities Elements include policies and programs to reduce GHG emissions and help slow the progression of climate change.

Policies

CSSF 2.69 **State and Regional Plans and Programs.** Monitor federal, state, and regional plans and programs to stay abreast on emerging information, practices, and strategies to address climate change.

CSSF 2.70 **Critical Infrastructure.** Locate critical infrastructure in areas not subject to severe climate change impacts, such as flooding.

CSSF 2.71 **Climate Action Plan.** Work with WRCOG to periodically monitor and update the Subregional Climate Action Plan.

CSSF 2.72 **Vulnerability.** Develop strategies to reduce the City's vulnerability to climate change impacts.

CSSF 2.73 **GHG Thresholds.** Utilize the SCAQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP).

Programs

CSSF 2.1.8 **Climate Action Plan.** Within 2 years of General Plan adoption, prepare and adopt a Climate Action Plan (CAP) for the City, including a 2030 and 2035 reduction target and local emissions inventory. The CAP will be consistent with the WRCOG Subregional CAP but will identify specific additional measures for the reduction of future GHG emissions. The CAP shall demonstrate how the City will reduce its GHG emissions to 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050, consistent with state law and current guidance on GHG reduction planning.

Specific actions that may be included in the City CAP to help keep Citywide emissions below the SCAQMD service population significance threshold include, but are not limited to, requiring the installation of electric and conduit improvements to support the installation of future roof-mounted photovoltaic solar systems and electric vehicle charging stations for individual homes and businesses.

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9 – Environmental Justice Element



Figure 9-1: Ensuring a community that is a healthy place for all residents is the goal of the Environmental Justice Element

A. Introduction

Environmental Justice is a concept that seeks to minimize and equalize the effects of environmental hazards among all people regardless of race, ethnicity, or income level. In Jurupa Valley, the issue of Environmental Justice has gained momentum partly as a result of litigation challenging the approval of industrial development by the County of Riverside prior to the City's incorporation near a low-income residential neighborhood. This Element seeks to address environmental justice through a set of comprehensive goals, policies, and programs aimed at increasing the influence of target populations in the public decision-making process and reducing their exposure to environmental hazards. The Element will be used by the Jurupa Valley City Council and the Planning Commission, other boards, commissions and agencies, developers, and the public in planning for the physical development of the City.

The Environmental Justice Element is an optional element of the General Plan. As outlined in the California General Plan Guidelines, environmental justice is a subject that should be addressed in the General Plan either through integration into the seven mandatory elements of the plan, or as an optional element. The City has elected to emphasize the importance of ensuring environmental equity for disadvantaged persons in Jurupa Valley through adoption of a separate Environmental Justice Element. The Element was adopted in advance of the City's first General Plan and was awarded the California Chapter of the American Planning Association's 2015 Advancing Diversity and Social Change in Honor of Paul Davidoff

Award of Merit. In bestowing this prestigious award to the City, the organization acknowledged Jurupa Valley's commitment to ensuring the inclusion of all persons in the public decision-making process. The importance of environmental justice to Jurupa Valley residents is reflected in the City's Community Values Statement:

City of Jurupa Valley Community Values Statement

Environmental Justice. *We value the health, well-being, safety, and livability of all our communities and strive to distribute public benefits and resources equitably. We endeavor to enhance underserved communities so that all residents can thrive and share in a high quality of life.*

Primary Goal

Ensure environmental equity for all persons, regardless of race, color, national origin, or income, and establish and maintain an open and inclusionary public decision-making process.

Policy and Program Sections

1. *Meaningful Public Input and Capacity Building*
2. *Land Use and the Environment*
3. *Mobility and Active Living*
4. *Healthy and Affordable Housing*

B. Background

Environmental Justice Defined



Figure 9-2: Jurupa Valley's setting and location provide challenges and opportunities as the community strives to ensure environmental justice for its residents.

The *California Government Code* (§65040.12) defines Environmental Justice as "The fair treatment and meaningful participation of people of all races, culture, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." Environmental justice policies and laws have been established to ensure that all people, regardless of race, color, national origin, or income, have equal protection from environmental hazards where they live, work and play. Furthermore, all people should have the equal ability to participate in, and influence, the decision-making process regarding environmental regulations.

CCAEJ and the Mira Loma Settlement

The Center for Community Action and Environmental Justice (CCAEJ) is an environmental health and justice organization that has been working in the San Bernardino-Riverside County region for over three decades. CCAEJ focuses on land use, air quality, and respiratory health in the low-income communities of color in the City of Jurupa Valley and the Westside area of San Bernardino. In 2011, the CCAEJ filed a lawsuit against the County of Riverside, the City of Jurupa Valley, and others challenging approval of the 1.1-million-square-foot Mira Loma Industrial/Warehouse Project. The lawsuit contended that the project violated the California Environmental Quality Act (CEQA) by failing to mitigate its environmental effects on Mira Loma Village, a single-family residential neighborhood.

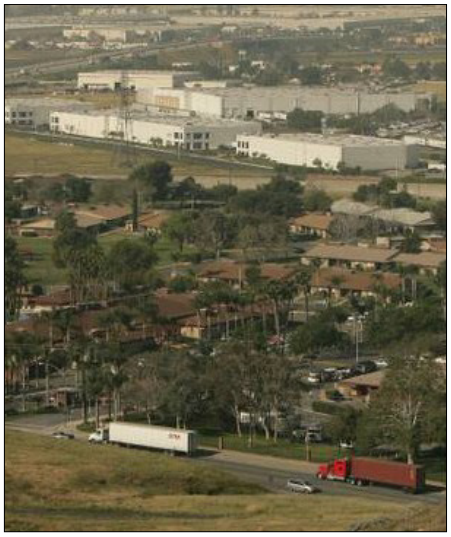


Figure 9-3: The Environmental Justice Element includes policies that promote environmental equity.

A settlement was reached, and the City and project applicant agreed to implement a variety of mitigation measures, including instituting an air quality monitoring program, installing air filtration systems in nearby homes, and conducting hearings to consider adoption of a restricted truck route. In addition, the settlement called for the preparation and consideration of an Environmental Justice Element of the General Plan. By creating a standalone element that addresses environmental justice, the City has established policies to promote a healthier community for all.

Land Use and Transportation

The arrangement of land use and transportation can affect the healthfulness of an area because it affects exposure to environmental hazards, accessibility to daily needs, and the ability to be physically active. Existing land uses in Jurupa Valley include residential, commercial, industrial, agricultural, and open space uses. The City includes nine distinct communities ranging from the community of Rubidoux, the largest and most densely developed area with a variety of land uses, to Mira Loma, which is predominantly industrial north of Bellegrave Avenue, with large lot semi-rural residential development south of Bellegrave Avenue. In general, historic land use patterns led to the development of well-balanced communities with a separation of incompatible uses. However, some environmental justice issues have also been created, such as the proximity of residential development to freeways and industrial uses as outlined below.



Figure 9-4: The proximity of major air pollution sources such as Interstate 15 poses health risks to many Jurupa Valley residents.

The General Plan Land Use Element outlines the land use plan for the City. The Plan includes 23 land use designations and 10 land use overlays and was developed based on sound planning practices such as preserving rural and equestrian uses and open space, concentrating employment uses along major transportation corridors, and the creation of Town Centers. The Jurupa Valley

Zoning Map and Ordinance contain detailed development regulations to implement the policies in the Land Use Element.

The City's circulation system, and its network of highways, streets, trails, and sidewalks, influences the environmental health of an area, and is further described in the General Plan Mobility Element. Inadequate circulation can make it difficult for residents to access daily needs that influence their health, such as grocery stores and healthcare facilities. Likewise, the lack of transportation choices and reliance on the automobile mean that alternative modes of transportation are harder to use, which can contribute to the lack of physical activity.

Environmental Justice Communities

As outlined by CalEnviroScreen[1], environmental justice communities are those areas of a city "that have higher pollution burdens and vulnerabilities than other areas, and therefore are most in need of assistance." Environmental justice communities can be defined both by characteristics of the population and the pollution burden they bear. Characteristics of the population include the number of people most vulnerable to pollution, i.e., "sensitive receptors" (children, pregnant women, the sick, and the elderly), and their socioeconomic status, such as poverty level and unemployment status. Social factors that may also contribute to increased environmental vulnerabilities include a lack of access to fresh food, a lack of park and recreation opportunities, as well as an overabundance of liquor stores and fast food facilities.

Pollution burden is measured by the presence of direct environmental threats (i.e., proximity to a toxic cleanup site) as well as exposure to other toxics such as air and water pollution. A number of resources are available to help identify environmental justice communities, such as CalEnviroScreen and the Environmental Justice Screening Model (EJSM). Using multiple environmental "indicators," these resources scientifically determine what areas of the City face disproportionate environmental burdens. The City Community Planning Department uses these resources to map environmental justice communities in Jurupa Valley. By identifying these areas, the City can work to mitigate existing adverse conditions and ensure that new development does not affect vulnerable populations.

1 State of California, Office of Environmental Health Hazard Assessment (OEHHA), Draft California Community Environmental Health Screening Tool 2.0 (CalEnviroScreen 2.0), April 2014.

Demographics

The City of Jurupa Valley is a majority-minority area, meaning that Non-Hispanic Whites make up less than 50% of the population. Sixty-six percent of its residents are Hispanic or Latino, 4% are African American, almost 3% are Asian, and about 0.2% are American Indian/Alaska Native, Hawaiian, and Pacific Islander, two or more races, or some other race (see *Table 9.1*).

There are 26,874 total housing units in the City (2015) with the majority (77%) being single-family, detached homes. The average number of persons per household is 3.86, and most working residents are employed in the transportation and warehousing, retail trade, manufacturing, education, or construction industries. Jurupa Valley residents have a lower per capita and household income than the County of Riverside and the State of California, as shown in *Table 9.2*. Approximately 16% of Jurupa Valley residents live below the poverty level. For more information on Jurupa Valley's demographics and housing, refer to the General Plan Housing Element.

Table 9.1: Jurupa Valley Racial and Ethnic Population – 2013

	Number	Percent
African American	3,890	4.0%
Asian	2,723	2.8%
American Indian/Alaska Native	194	0.2%
Hawaiian and Pacific Islander	97	0.1%
Some Other Races	194	0.2%
Two or More Races	1,264	1.3%
Hispanic (can be of any race)	62,182	66.0%
Total	97,246	100%

Source: Decennial Census, U.S. Census Bureau

Table 9.2: Jurupa Valley Income and Poverty Level Comparison

	City of Jurupa Valley	County of Riverside	State of California
Per capita money income in past 12 months (2012 dollars), 2008-2012	$17,853	$23,863	$29,551
Median household income, 2008-2012	$55,516	$57,096	$61,400
Persons below poverty level, 2008-2012	16.1%	15.6%	15.3%

Source: US Census Bureau QuickFacts, January 2014

Air Quality

As outlined in the General Plan Air Quality Element, the Inland Empire, including the City of Jurupa Valley, has some of the worst air pollution in the State, primarily due to land use patterns, weather systems, and topography. Prior to the 1970s, the area was a major agricultural center. Agricultural uses declined over time as land was converted to residential, industrial, and commercial development.



Figure 9-5: The Inland Empire's topography, concentration of industrial and distribution facilities, and transportation networks often contribute to poor air quality.

The concentration of many highways and railroads has made the Inland Empire a major shipping hub, and many manufacturing companies have located their distribution facilities in the area. Trucks and rail lines accessing these facilities generate increased levels of diesel emissions. In addition, the prevailing wind pattern of sea breezes from throughout Southern California blowing east brings emissions from cars, trucks, ports, construction equipment, power plants, and refineries, which are blocked by the San Bernardino Mountains and tend to concentrate over the Inland Empire. This issue is further compounded as the pollution mixes with oxygen in the presence of sunlight to form ozone.

C. Key Findings and Recommendations

Environmental Justice Issue Areas

The manner in which the City of Jurupa Valley has developed over time presents some key environmental justice issues, as outlined below.

New Residential Development Adjacent to Freeways

Two major freeways run through or border the City of Jurupa Valley. The I-15 freeway is adjacent to approximately 200 acres of land between 68th Street and Bellegrave Avenue that is zoned for residential use. Other residentially zoned vacant land exists adjacent to SR 60, including the 200-acre Emerald Meadow site in Rubidoux. Motor vehicle emissions along freeways and other high traffic roads generate carbon monoxide, nitrogen oxides, particulate matter, and hydrocarbons that react in sunlight to form ozone. According to the California Air Resources Board (ARB), living close to freeways and other high traffic roads can increase the incidence of respiratory diseases and other adverse health effects. In addition, a 2002 University of Southern California Children's Health Study found that Mira Loma children had the weakest lung capacity and the slowest lung growth of all children studied in Southern California due to diesel exhaust. This element provides policies to reduce the exposure of residents to traffic-related pollution.

Mira Loma Village

Mira Loma Village is a 101-unit single-family residential neighborhood located on the east side of Etiwanda Avenue, near the junction of SR 60 and I-15 and a rail line. As outlined above, the area was the subject of a legal settlement associated with new industrial facilities approved by the County of Riverside in the area. The neighborhood comprises mostly low-income, Hispanic residents and is located close to existing and planned warehousing and distribution facilities. Numerous diesel trucks travel in and through the area to access the warehousing and distribution center, which generates diesel emissions in the area. Diesel emissions generate gases and fine particulate matter that have been proven to have serious health risks, particularly in the young.

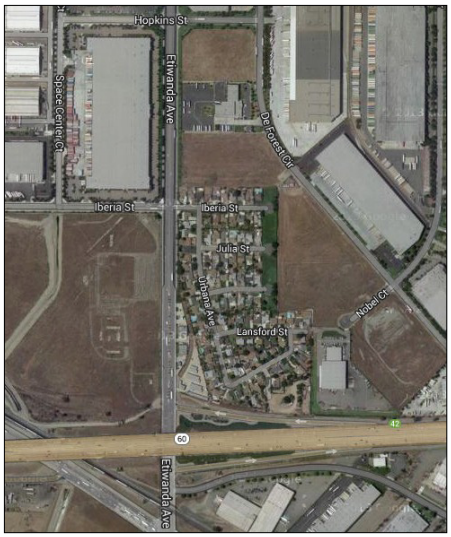


Figure 9-6: The Mira Loma Village neighborhood is surrounded by industrial land.

Other Industrial Zoned Land Adjacent to Residential Neighborhoods

Numerous other properties are zoned for industrial uses in close proximity to existing residential neighborhoods. In particular, the large area north of the SR 60 freeway and east of Rubidoux Boulevard in Belltown, and a large area south of Jurupa Road and easterly of Van Buren Boulevard have industrially and residentially zoned land in close proximity. Other sites that could impact residential neighborhoods include approximately 60 acres on the west side of Clay Street, south of Limonite, the old Belltown Borrow Pit between 24th and 26th streets northwest of Hall Avenue, and various sites in the Glen Avon community. This element provides goals, policies, and programs to reduce the exposure of residents to diesel emissions from industrial development.

Stringfellow Remediation Site

Located in Pyrite Canyon in north-central Jurupa Valley, the Stringfellow Remediation Site includes toxic property that is undergoing long-term remediation. The site was originally a rock quarry that was converted to a toxic waste dump in 1956. During its 16 years of operation, more than 34 million gallons of caustics, metals, solvents, and pesticide residue were dumped into the unlined pits at Stringfellow. Throughout the years, the pollutants leached into the groundwater and overflowed into Pyrite Creek thereby contaminating soil, groundwater, and surface water. Designated a Superfund clean-up site in 1983, Stringfellow was the first site designated in EPA's Pacific Southwest Region 9 and has been undergoing clean up and remediation since then. As of 2017, the California Department of Toxic Substances Control has completed work on a new, larger treatment facility that will remain in operation until the site is fully remediated.

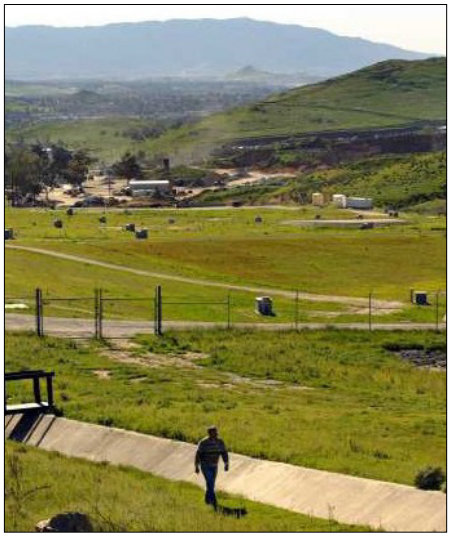


Figure 9-7: Ongoing remediation of the Stringfellow Acid Pits has helped reduce the impacts of prior ground and water contamination.

D. Environmental Justice Goals, Policies, and Programs

Goals

To be a City that supports and achieves environmental justice by ensuring:

EJ 1 An open and transparent public process that improves the quality of life relative to a cleaner and healthier environment.

EJ 2 Meaningful participation in the public process by all members of the community.

EJ 3 A reduction in disproportionate environmental burdens affecting low-income and minority populations.

EJ 4 Increased mobility and accessibility for all residents.

EJ 5 Healthy and affordable housing opportunities for all segments of the community.

Policies and Programs

EJ 1 – Meaningful Public Input and Capacity Building

Disadvantaged members of the community often do not have a meaningful voice in decisions that affect their environment. The causes of this are many, including cultural and language barriers, the lack of information, inadequate training, lack of exposure to the decision-making process, and officials who are not informed about issues of concern for those members of the community. The Environmental Protection Agency (EPA) identifies community capacity building as efforts to engage disadvantaged populations to help them better identify and meet the needs of their areas. It includes building on existing skills, providing education on issues and processes, and helping disadvantaged persons communicate effectively in the public realm. At the individual level, capacity building focuses on the development of conditions that allow individual participants to build and enhance existing knowledge and skills and engage in public processes. At the City level, capacity building refers to ensuring the municipal organization is responsive and accountable to all stakeholders and that officials are informed about issues of concern for those neighborhoods.

Policies

EJ 1.1 **Public Participation.** Ensure that affected residents have the opportunity to participate in decisions that affect their health.

EJ 1.2 **Facilitate Community Involvement.** Facilitate the involvement of residents, businesses, and organizations in all aspects of the planning process.

EJ 1.3 **Culturally Appropriate Approaches.** Utilize culturally appropriate approaches to public participation and involvement.

EJ 1.4 **Public Meetings.** Schedule public meetings on key issues affecting the public at times and locations most convenient to community members.

EJ 1.5 **Communication Techniques.** Utilize a variety of communication techniques and social media tools to convey information to the public.

EJ 1.6 **Translation Services.** Provide translation and interpretation services at public meetings on issues affecting populations whose primary language is not English. Translation time should not be taken from the person's time limit for comments.

EJ 1.7 **Public Awareness.** Support efforts to raise the public's awareness of the importance of a healthy environment and physical activity.

EJ 1.8 **Education.** Educate decision makers and the public on the principles of environmental justice.

EJ 1.9 **Tribal Consultation.** Consult with Native American Tribes early in the process on issues that could affect culturally significant areas.

EJ 1.10 **Agency Collaboration.** Collaborate with and among public agencies to leverage resources, avoid duplication of effort, and enhance the effectiveness of public participation.

EJ 1.11 **Environmental Screening.** Identify those areas of the City most vulnerable to environmental hazards through CalEnviroScreen, the Environmental Justice Screening Model (EJSM), or other model.

Program

EJ 1.1.1 **Alternative Funding Strategies.** Pursue alternate funding strategies to maintain the financial stability of Jurupa Valley so as to enable the City to implement the principles of environmental justice described in this Element.



Figure 9-8: Public engagement activities can go far beyond traditional meetings to include festivals, cultural fairs, and community-specific events.

EJ 2 – Land Use and the Environment

This section addresses environmental hazards, as well as land use planning to ensure that disadvantaged or minority communities are not adversely affected by new development where they live, work, and play. Additionally, policies that address how to improve or retrofit existing hazards are included. In addition to air emissions from commercial and industrial development, the resultant commercial truck trips from such development can also generate traffic, noise, odors, light and glare, which can adversely affect residential populations.

Policies



Figure 9-9: Participatory events and workshops are useful to help educate and share ideas on environmental justice in the community.



Figure 9-10: Providing adequate vegetative buffers between residential properties and features such as rail lines can mitigate negative visual and environmental conditions.

EJ 2.1 **Separation of Land Uses.** Require that proposals for new sensitive land uses are located adequate distances from freeways and major roadways based on an analysis of physical and meteorological conditions at the project site.

EJ 2.2 **Sensitive Land Use Buffers.** Require that proposals for new sensitive land uses incorporate adequate setbacks, barriers, landscaping, or other measures as necessary to minimize air quality impacts.

EJ 2.3 **School Buffers.** Provide adequate buffers between schools and industrial facilities and transportation corridors.

EJ 2.4 **Stationary Source Emissions.** Require, wherever possible, existing sources of stationary emissions near sensitive land uses to relocate and/or incorporate measures to minimize emissions.

EJ 2.5 **Residential Buffers.** Require that zoning regulations provide adequate separation and buffering of residential and industrial uses.

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

EJ 2.7 **Latest Technologies.** Give preference in approving commercial and industrial development to those projects that incorporate the latest technologies to reduce diesel emissions.

EJ 2.8 **Separation of Uses.** Build new sensitive land uses with sufficient buffering from industrial facilities and uses that pose a significant hazard to human health and safety. The California ARB recommends that sensitive land uses be located at least 1,000 feet from hazardous industrial facilities.

EJ 2.9 **Access to Decision-making Process.** Ensure that low income and minority populations have equal access and influence in the land use decision-making process through such methods as bilingual notices, posting bilingual notices at development sites, and conducting public information meetings with interpreters.

EJ 2.10 **Information Dissemination.** Ensure that low-income and minority populations understand the potential for adverse pollution, noise, odor, vibration, and lighting and glare when new commercial and industrial developments are proposed.

EJ 2.11 **Toxic Emissions.** Ensure that low-income and minority populations understand the effect of projects that may use or generate toxic materials or emissions.

EJ 2.12 **Public Outreach.** Initiate outreach efforts as early as possible in the decision-making process before significant resources have been invested in a particular outcome.

EJ 2.13 **Healthy Needs Assessment.** Consider the health needs of projects with sensitive receptors through a healthy needs assessment, the Healthy Development Measurement Tool (HDMT), or other tool.

EJ 2.14 **Truck Idling.** Seek the necessary funding and resources to enforce the statewide idling limit of five minutes for heavy-duty diesel vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 pounds or more.

EJ 2.15 **Noise Reduction.** Request that transportation agencies incorporate noise reduction technologies when planning facilities near homes and other sensitive receptors.

EJ 2.16 **Noise Mitigation.** Support traffic and highway techniques and technologies that reduce noise impacts of vehicular traffic through traffic calming, noise barriers, pavement design, and other measures.

EJ 2.17 **Brownfield Sites.** Promote the remediation and reuse of contaminated brownfield sites within the City, with priority given to those near environmental justice populations.

EJ 2.18 **Energy Efficiency.** Support programs to promote the use of energy efficiency products and renewable energy systems.

EJ 2.19 **Green Building Techniques.** Encourage public and private development to incorporate green building techniques, such as construction waste management practices, optimization of energy efficiency measures, and avoidance of toxic chemicals.



Figure 9-11: Recreation is a core component of a healthy, active lifestyle for area youth.

EJ 2.20 **Vehicle Fleet.** Monitor and maintain City facilities and the City's vehicle fleet to maximize energy efficiency and reduce emissions.

Programs

EJ 2.2.1 **Truck Routes.** Designate truck routes to avoid residential areas including low-income and minority neighborhoods.

EJ 2.2.2 **Training.** Provide staff and City officials training on the principles and methods of comprehensive public participation. Guidelines for how to conduct staff/official training are contained in the Cal/EPA Environmental Justice Advisory Committee Recommendations.

EJ 3 – Mobility and Active Living

Mobility is a critical issue in bringing equity to disadvantaged persons and communities. These communities often lack access to needed resources, such as schools, health clinics, and healthy food outlets. Disadvantaged communities are more likely to rely on public transportation than their more affluent neighbors are, but are often located in areas with limited transit service. Increased mobility options will provide critical links and opportunities for active living. For more information on mobility options and community-wide access facilities for all persons, refer to the General Plan Mobility Element.

Policies

EJ 3.1 **Location of Housing.** Locate medium- and high-density housing near jobs, transit, shopping, schools, and other needed facilities.

EJ 3.2 **Access.** Increase access to shopping, jobs, and healthcare facilities for low-income and minority populations.

EJ 3.3 **Balanced Transportation.** Balance walking, bicycling, and transit use with automobile use.

EJ 3.4 **Facilities and Services.** Plan for the equitable distribution of public facilities and services, prioritizing new facilities in traditionally underserved areas.

EJ 3.5 **Transit Routes.** Encourage transit providers to establish and maintain routes to jobs, shopping, schools, parks, and healthcare facilities that are convenient to low-income and minority populations.

EJ 3.6 **Traffic Calming.** Implement traffic calming measures such as pop-outs and road narrowing to slow down traffic, and improve pedestrian and bicycle safety.

EJ 3.7 **Walking and Bicycling.** Explore measures to encourage walking and bicycling in the City as part of daily physical activities.

EJ 3.8 **Alternative Modes of Transportation.** Promote the use of alternative modes of transportation.

EJ 3.9 **Shuttle Systems.** Support public and/or private shuttle systems to transport residents to grocery stores and other sources of healthy food.

EJ 3.10 **Safe Routes to School.** Work with local school districts to ensure that all schools have safe and walkable routes to school.

EJ 3.11 **Bicycle Facilities.** Require new commercial and industrial development to provide bicycle facilities on-site.

EJ 3.12 **Healthy Living.** Support the efforts of Healthy Jurupa Valley and others to promote active living and healthy choices.

EJ 3.13 **Joint Use.** Work with local school districts to provide the joint use of school properties for neighborhood parks and recreation centers.

EJ 3.14 **Open Space Access.** Increase access to urban parks, green space, and natural environments for traditionally under-served communities.

EJ 3.15 **Public Parks.** Provide a variety of active and passive parks and recreational activities accessible to all residents of Jurupa Valley.

EJ 3.16 **Private Recreational Facilities.** Encourage the private and non-profit sectors to provide recreational opportunities in the City.

EJ 3.17 **Emergency Preparedness.** Ensure that emergency preparedness and disaster response programs serve all parts of the City.

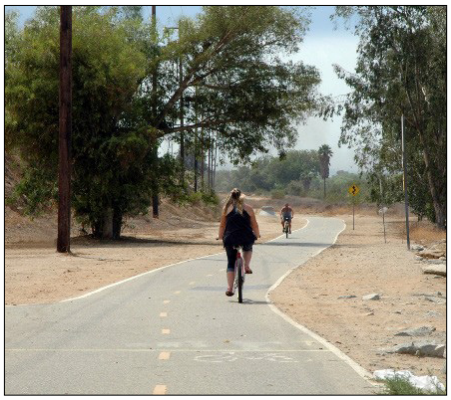


Figure 9-12: Amenities such as the bike trail along the Santa Ana River encourage healthy activity and alternative transportation modes.



Figure 9-13: Community gardens can engage, educate, and nourish neighborhoods.

EJ 4 – Healthy and Affordable Housing

A major emphasis of environmental justice is ensuring that people have a healthy home environment. According to the National Human Activity Pattern Survey, Americans spend 70% of the time in their homes. Low-income and minority populations are disproportionately affected by home health hazards, as their limited incomes reduce housing choices and their options for maintenance and repairs. Housing-related environmental hazards include exposure to indoor air pollution, lead-based paint, asbestos, mold, and mildew. These toxins can cause developmental delays, asthma, allergies, and other health risks. Ensuring that all residents have access to healthy homes is an important way to achieve

environmental justice. For more information on housing choice and affordability, refer to the General Plan Housing Element.

Policies



Figure 9-14: Affordable housing projects are particularly beneficial to families who face challenges in finding safe and desirable places to live.

EJ 4.1 **Affordable Housing.** Ensure that proposed new affordable housing projects meet the same standards of health and safety as conventional market rate housing.

EJ 4.2 **Air Pollution.** Require new housing proposals in areas subject to unhealthful air quality to incorporate setbacks, barriers, landscaping, ventilation systems, or other measures to ensure that air pollution does not affect the residents.

EJ 4.3 **Housing Rehabilitation.** Promote efforts to repair, improve, and rehabilitate substandard housing.

EJ 4.4 **Contaminants.** Support the efforts of responsible public agencies to develop and implement programs to remediate lead-based paint and other contaminants in residential structures.

EJ 4.5 **Applicant Responsibilities.** Require applicants of residential remodel and rehabilitation projects to remediate lead-based paint, mold and mildew, and any other structural hazards.

EJ 4.6 **Code Enforcement.** Prioritize enforcement activities of residential structures with known health hazards.

EJ 4.7 **Affordable Housing Incentives.** Incentivize affordable housing through permit streamlining and financial incentives.

EJ 4.8 **Homeownership.** Support programs to provide rental and homeownership assistance to low-income persons.

EJ 4.9 **Community/Private Gardens.** Ensure that regulations allow community and private gardens where residents can grow healthy fruits and vegetables.

###

10 – Healthy Communities Element



Figure 10-1: Second tee, Jurupa Hills Country Club

A. Introduction

The Healthy Communities Element establishes goals and policies to help improve quality of life and foster healthy behavior and lifestyles, translating the General Plan vision for a robust Jurupa Valley into reality. The General Plan Advisory Committee (GPAC) placed a strong emphasis on opportunities for residents to improve their physical and mental well-being while meeting daily needs, as stated in the adopted Community Values Statement:

City of Jurupa Valley Community Values Statement

Healthy Communities. *We have a comprehensive view of health. We enhance existing opportunities for healthy living and create new ones by encouraging residents to make the healthy choice the easy choice. The health and well-being of all individuals, families, neighborhoods, and businesses is our shared value and concern. We take positive steps to maintain a clean, visually attractive City, to improve Jurupa Valley's physical, social, and environmental health, and to share and teach these values to achieve and sustain a healthy, clean, and safe environment for current and future generations.*

Our immediate environment—including physical, social, and cultural factors—directly affects human health and well-being. Convenient access to healthy foods, recreation, and medical services is essential for a healthy population. Appropriate land use and design policies can promote strong neighborhoods that, in turn, help create safe, harmonious communities.

The Healthy Communities Element is an optional section of the General Plan. It emphasizes the City's commitment to improving and

maintaining the health of our community. In addressing community design, access, and overall health, the element works closely with the Land Use, Mobility, and Environmental Justice Elements of the General Plan, as well as other elements.

Primary Goal

To be a City that, through its public policies and municipal actions, promotes and maintains a health-giving quality of life, where fresh food options, health care services and recreational opportunities are readily available to all residents.

Goals and Policy Sections

1. *Overall Health*
2. *Access to Healthy Foods and Nutrition*
3. *Health Care Facilities and Services*
4. *Land Use and Mobility*
5. *Social Interaction and Community Participation*
6. *Urban Forestry*

B. Background

According to the Centers for Disease Control (CDC)[2], evidence increasingly shows that built environments can help cause or worsen chronic, or ongoing, diseases as well as infectious diseases. Infectious diseases may receive the most publicity, but the real and continually growing threat to community health is chronic disease. Diseases and poor health conditions reduce the productivity and quality of life of Jurupa Valley residents throughout their daily routines. Daily routines are those encounters in homes, neighborhoods, and streets that surround and connect residents to their jobs, retail outlets, daily activities, and each other. Being physically inactive, eating poorly, breathing poor quality air, and having stress or depression may not immediately result in poor health; but data shows that over a number of years, these risks are associated with the leading causes of death and illness in our communities.

According to the CDC, the current leading causes of death are: 1) heart disease, 2) cancer, and 3) stroke, with heart disease strongly linked to lifestyle and individual behavior. It is of particular concern that Riverside County ranks 53rd out of 58 California counties,

2 Centers for Disease Control and Prevention—Division of Community Health. A Practitioner's Guide for Advancing Health Equity. Community Strategies for Preventing Chronic Disease. Atlanta, GA: US Department of Health and Human Services, 2013.



Figure 10-2: Community health fair

indicating a much higher than normal incidence of heart disease[3]. Other illnesses like diabetes, asthma, and lung disease are also related to the direct and indirect effects of built environments that discourage physical activity, promote unhealthy eating habits, and increase exposure to environmental toxins in the air, water, and soil.

According to the County of Riverside Department of Public Health (DOPH), Jurupa Valley residents have a higher rate of chronic diseases, such as cardiovascular disease, obesity, and diabetes, than the national average. Studies show that on average, Jurupa Valley residents are less active than their Riverside County neighbors. Due to its inland location and the prevalence of warehousing, shipping, and industrial uses near housing, Jurupa Valley residents have concerns about the potential health effects of poor air quality. In June of 2013, Healthy Jurupa Valley (HJV) kicked-off with its first community meeting and was formally established as part of the National Healthy Cities movement to improve the health and quality of life of the City's residents. HJV is a collaborative effort between the City of Jurupa Valley and Reach Out, a nonprofit agency working to improve the quality of life for area residents. Since its inception, HJV and community leaders have worked to raise awareness of health issues, increase access to healthy foods, and promote healthy living.

3 County of Riverside Department of Public Health (DOPH) 2014 Annual Report.

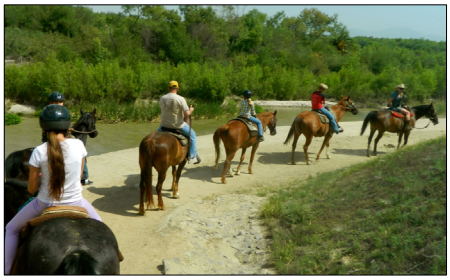


Figure 10-3: Equestrians on the Santa Ana River Trail

As part of its effort to promote healthy living, the City of Jurupa Valley is collaborating with the Jurupa Area Recreation and Park District (JARPD) to create an integrated, multi-purpose trails network to encourage walking, jogging, horseback riding, and off-road bicycle use. Pedestrian and bicycle paths are addressed in the Mobility Element and in the City's Bicycle and Pedestrian Master Plan. In addition, DOPH has sponsored various classes and community workshops countywide, and provided information on important topics such as obesity, physical activity levels, access to healthy foods, inequities in parkland and facilities, vehicle crash data, and pedestrian injuries. HJV is also working on creating walking corridors and programs throughout Jurupa Valley, including Safe Routes to School programs to improve safety and walkability around local schools.

C. Healthy Communities Goals, Policies, and Programs

The Healthy Communities Element addresses Jurupa Valley's key health issues and challenges with a commitment to help citizens preserve and enhance their health and make positive lifestyle choices. Key topics are Overall Health; Access to Healthy Foods and Nutrition; Health Care Facilities and Services; Land Use and Mobility; Social Interaction and Community Participation; and Urban Forestry. Special emphasis is placed on those residents who may be especially vulnerable to public health risks, such as children, the elderly, the disabled, and the poor.

Goals

To be a City that:

HC 1 Fosters physical activity, social interaction, and access to healthy food and medical care.

HC 2 Is known for its healthy lifestyle and commitment to preserving and improving residents' quality of life.

HC 3 Has readily accessible high quality, fresh foods, and convenient health services.

HC 4 Allows residents to easily choose to engage in healthy activities and lifestyles, and where health and wellness considerations help guide City decision-making.

HC 5 Supports sustainable, health-supporting land uses and activities, such as farmers' markets, food cooperatives, fruit trees in public places, and residential vegetable gardens.

Policies and Programs

HC 1 – Overall Health

Policies

HC 1.1 **Land Use Decisions.** Give priority to the overall health and well-being of residents in City land use decisions and City actions, particularly in terms of their effects on the most vulnerable populations, such as children, persons living at or below poverty level, disabled persons, and seniors.

HC 1.2 **Public Information.** Promote an understanding of the connections between the built environment and the ongoing health challenges in Jurupa Valley and encourage other agencies to do likewise.

HC 1.3 **Volunteer Efforts.** Encourage the efforts of Healthy Jurupa Valley and other volunteers, agencies, and organizations working to improve the overall health of City residents.

Programs

HC 1.1.1 **Health Events.** Sponsor special City health events, Mayor's Walks, and similar activities to raise resident awareness of health programs and to promote healthy neighborhood activities, such as cleanup days and bike rodeos.

HC 1.1.2 **Public Health Information.** Collaborate with local health providers to provide public health information, programs and events at local community centers, parks, food markets, and other public places.

HC 2 – Access to Healthy Foods and Nutrition

Good health requires a state of physical, mental, and social well-being. It is widely documented that a healthy lifestyle includes the need for a varied, healthy diet. According to the Riverside County DOPH, poor diets for many Jurupa Valley residents increase risks for several major chronic health issues. It is estimated that 80% of teens, 50% of adults, and 50% of children do not eat the daily-recommended five fruits and vegetables. The GPAC identified access to healthy foods as an issue of primary importance and expressed a desire for more full-service grocery stores in the City. In addition, the committee pointed out that the majority of the City's restaurants are fast-food outlets with limited healthy food options. The GPAC stressed the need for farmers' markets, more and diverse food options, and a greater variety of full-service restaurants with healthy food options.



Figure 10-4: Garden to table – part of a healthy diet

Studies have shown that communities without access to sources of fresh, healthy, and affordable food have higher obesity rates[4]. Low-income and underserved communities often have less access to stores that sell healthy foods, especially high-quality fruits and vegetables. In addition to retail markets, farm and garden-scale urban agriculture provides excellent opportunities and benefits for public health, including encouraging residents to produce and purchase fresh products and engage in healthy activities. This type of urban agriculture also helps create safe, healthy, and green environments and can include the reuse of otherwise vacant or underutilized land.

Policies

HC 2.1 **More Grocery Store Options.** Encourage the development of additional full-service grocery stores, especially in underserved areas.

HC 2.2 **Farmers' Markets.** Attract farmers' markets offering fresh food options to operate in the City on a regular basis.

HC 2.3 **Food Cooperatives.** Encourage the development and maintenance of community food cooperatives and community gardens.

HC 2.4 **Restaurant Options.** Encourage full-service restaurants offering a variety of healthy food choices to locate within the City.

HC 2.5 **Education Programs.** Encourage school and adult education programs that provide opportunities to learn about healthy eating, cooking, gardening, composting, and selling locally grown produce.

HC 2.6 **Healthy Food Choices.** Encourage the availability of healthy food choices in local schools, public buildings, facilities, and parks and at City-sponsored events.

Programs

HC 2.1.1 **Zoning for Local Food Outlets.** Encourage the development of healthy food outlets, small neighborhood markets, farmers' markets, and food cooperatives in residential zones by adopting flexible zoning standards to allow such uses where appropriate.

HC 2.1.2 **Community Gardens.** Identify and inventory potential community garden/urban farm sites on existing parks,

4 Liese AD, Weis KE, Pluto D, Smith E, Lawson A. Food store types, availability, and cost of foods in a rural environment. *Journal of American Dietetic Association, 2007*.

utility easements and rights of way, and prioritize site use as community gardens in appropriate locations.

HC 2.1.3 **Grant Funding.** Seek grant funding and innovative public-private partnerships, where feasible, to increase residents' access to healthy foods and opportunities for physical activity, especially in underserved areas.

HC 3 – Health Care Facilities and Services

Access to affordable health care is important to the overall health of the community. It enables health care professionals to reach underserved residents, educate patients about healthy living, prevent disease by identifying early warning signs, and address illnesses at earlier, more treatable, stages. The lack of medical facilities in a community can cause residents to travel long distances for needed health care, or not to access it at all. The GPAC identified the lack of health care facilities as a critical issue and cited the need for a full-service hospital and urgent care facilities, as well as medical offices and other medical facilities in Jurupa Valley.



Figure 10-5: Community garden

Policies

HC 3.1 **Accessible Health Care.** Encourage the development of a wide range of accessible health care facilities and services, including mental health facilities, to meet the diverse needs of the City.

HC 3.2 **Public Transit.** Encourage public transit agencies to locate routes near health care facilities.

HC 3.3 **Health Fairs.** Promote local health service providers' participation in community-wide health fairs and similar events.

HC 3.4 **Health Care Services.** Encourage and, as resources allow, participate with nonprofit health organizations to provide no- or low-cost health care services on a regular basis, as resources allow.

HC 4 – Land Use and Mobility

The overall design of a city includes an arrangement of land uses that provide for the basic needs of individuals, including food, shelter, and safety. Jurupa Valley is diverse; it has nine distinct communities that differ in terms of character, density, uses, and scale. There are also large areas of open space that include significant natural resources and recreational opportunities. As the City continues to grow, it is important to maintain open space and create land use patterns that contribute to a healthy environment, as described below.



Figure 10-6: Urgent care center

1. Land Use Planning

Land use is discussed in detail in the Land Use Element. The Healthy Communities Element addresses land use as it relates to community health. The arrangement and design of land uses, together with transportation systems, can have a positive or negative effect on health outcomes. For example, separating residential land uses from retail commercial and services without having a variety of transportation options increases residents' dependence on the use of private automobiles. This, in turn, reduces residents' ability to incorporate physical activity into daily activities and can have negative health outcomes. In addition, increasing reliance on the private automobile contributes to pollution, which can also adversely affect individual and community-wide health and quality of life.

Planning for healthy communities involves designing neighborhoods so that residents can shop, run errands, recreate, and get to work by walking, biking, riding a horse, or taking public transit. This can be accomplished in a variety of ways, such as providing a diversity of housing options, ensuring that goods, services, and public and private recreational facilities are available near housing, and providing safe and accessible pedestrian, equestrian, and bicycle paths between land uses. In this manner, residents are more likely to walk, bike, or ride to where they need to go, which in turn increases their level of physical activity and overall health. These concepts make the healthy choice the easy choice.

Policies

HC 4.1 **Housing Location.** Locate housing near shopping, services, and recreational facilities to allow residents to access daily needs and services by walking, riding a bike or a horse, or using public transit.

HC 4.2 **Housing Variety.** Provide for a range of housing options to accommodate a full range of income levels and household types.

HC 4.3 **Higher Density Housing.** Encourage higher density residential development near existing and proposed high-use transit centers and major transit corridors.

HC 4.4 **Compact Development Patterns.** Promote increased physical activity, reduced driving, and increased walking, cycling, and public transit use by requiring, where appropriate, the development of compact development patterns that are pedestrian- and bicycle-friendly.

HC 4.5 **Neighborhoods.** Support healthy aging in place and childhood development by promoting safe streets to accommodate a wide range of housing types and affordability within neighborhoods.

HC 4.6 **Connectivity.** Interconnect neighborhoods with safe, well designed, and regularly maintained walking, equestrian, and/or biking trails and sidewalks, where appropriate, consistent with the City's Bicycle and Pedestrian Master Plan.

HC 4.7 **Neighborhood-Serving Development.** Locate compact, neighborhood-serving development that provides healthy foods or essential services within walking or biking distance from residential neighborhoods, schools, and parks.

HC 4.8 **Trails**. Encourage the use of public trails and work with civic organizations, community groups, youth groups, homeowner associations, regional and state agencies and nonprofit organizations to improve, expand, and maintain the trail network.

HC 4.9 **Streetscape Amenities.** Require new development to include streetscape amenities such as sidewalks that are separated from the roadway by landscaping and parkways with street trees, trails, hitching posts (where appropriate), pedestrian waiting shelters, and other features that enhance safety, walkability, neighborhood appeal, and help commercial neighborhoods stay clean, safe and attractive.

HC 4.10 **Health Risk Assessment.** Require the preparation of a Health Risk Assessment for large development projects and projects involving the use, storage, or distribution of hazardous substances.

HC 4.11 **Child Care.** Encourage safe, high quality and affordable child care for residents and workers near housing, transportation and employment centers.

Programs

HC 4.1.1 **Neighborhood Markets**. Amend the Zoning Ordinance to allow small, neighborhood-serving markets within easy walking and biking distance from most residential areas, and encourage such markets to include fruits, vegetables, and other healthy foods.



Figure 10-7: Granite Hills Elementary School garden project

HC 4.1.2 **Bicycle and Pedestrian Master Plan.** Implement the Bicycle and Pedestrian Master Plan and allocate a portion of the annual City budget, as resources allow, to complete bike and sidewalk projects that infill public sidewalk gaps and provide connectivity.

HC 4.1.3 **Community Gardens.** Amend the Zoning Ordinance to allow the development of community gardens throughout the City.

HC 4.1.4 **Compatible Agriculture.** Amend the Zoning Ordinance to allow compatible agriculture uses in Residential, Commercial, and Public zones.

2. Traffic Calming

A critical component of designing healthy and walkable neighborhoods is ensuring that local travel routes are safe and enjoyable to pedestrians, bicyclists, equestrians, and transit riders. By their very nature, most sidewalks and trails in Jurupa Valley are located along public roads that can carry heavy traffic volumes, particularly at peak periods. The Mobility Element addresses the co-location and design of transportation facilities. This element focuses on how to "calm" traffic in these areas to make the experience safer and more enjoyable. Traffic calming relates to identifying unsafe conditions and implementing measures to slow down vehicles and increase safety and accessibility for all modes of transportation. Potential measures include reducing speed limits, restriping roads, narrowing road widths, and installing rumble bars or heavily textured paving. To help achieve traffic calming, the City intends to implement these policies and programs:

Policies

HC 4.12 **Municipal Actions**. Place a high priority on land use decisions and municipal actions that reduce or avoid traffic safety issues and promote traffic calming.

Programs

HC 4.1.5 **Risk Reduction.** Pursue grants and other funding for projects that reduce the risk of pedestrian/vehicle collisions and equestrian/vehicle interactions, particularly in areas where there are frequent incidents.

HC 4.1.6 **Traffic Calming.** Implement traffic calming and traffic-slowing measures on roads with a high level of pedestrian and non-motorized vehicle activity.

HC 4.1.7 **Safety Features.** Incorporate safety features for non-motorized travel within road improvement projects, as resources allow.

HC 4.1.8 **Equestrian Crossings**. Provide special accommodations for equestrians at crossings where trails and roads intersect.

3. Safe Routes to Schools

Jurupa Valley values the health of all its residents, but particularly its children. One way to promote healthy living is to encourage children to walk or bike to school. However, in many communities, roads, schools, and neighborhoods have developed in ways that make it difficult, unsafe, or impossible for children to get to school by foot or bicycle. Safe Routes to School initiatives bring together residents, schools, and local governments to make it safe, fun, and convenient to walk and bike to school. Safe Routes to School programs look at conditions around schools and develop programs to improve safety and accessibility. Programs may include physical improvements, such as installing traffic lights and crosswalks, as well as educational programs to inform students and drivers how to travel safely around schools.

Policies

HC 4.13 **City Decisions and Actions.** Place a high priority on land use decisions and municipal actions that reduce or avoid traffic safety issues and that promote traffic calming.

HC 4.14 **Development Approvals.** Consult with local school districts to determine the routes to schools that will serve new development, and ensure the routes are free of hazards or unsafe conditions when approving new residential development.

HC 4.15 **Coordination with School Districts.** Work with local school districts to ensure the safety of all walking and biking routes to schools within the City.

HC 4.16 **School Safety.** Encourage local school districts to educate parents and students about pedestrian and bicycle safety in and around schools.

HC 4.17 **Development Features.** Require new residential development to include design features, such as sidewalks, decorative crosswalks, and bulbouts, bike paths and bike racks, to promote walking and biking to schools.

HC 4.18 **Community Events.** Help sponsor and support active transportation events, such as Walk and Bike to School Days, to raise awareness of safe walking and biking practices.

4. Recreational Opportunities

The Jurupa Valley General Plan includes goals and policies to preserve the rural equestrian lifestyle that is an integral part of the City's character and appeal. The plan includes a multi-use trails network, including parks as destination points that promote recreation and physical activity throughout the City, incorporating special attention to the equestrian community and areas within the Equestrian Lifestyle Protection Overlay. With the prevalence of obesity on the rise, incorporating physical activity into daily routines helps reduce the health risks from obesity and other leading chronic diseases.

Providing recreational facilities to serve residents throughout their lives requires a range of facilities for all ages and abilities. A range of recreational centers, daycare centers, senior centers, schools, and other facilities is needed to support the overall well-being of residents. Community facilities and schools support physical activity, civic life, and social connections for residents of all ages and interests, and facilitate improved health on a community-wide level.

Policies

HC 4.19 **Recreational Access.** Ensure that residents of all ages, abilities, and income levels have access to convenient and safe opportunities for recreation and physical activities.

HC 4.20 **Parks.** Encourage the expansion of existing parks with needed facilities and amenities, and encourage the construction of new parks and open spaces located near homes and offices in collaboration with the special districts that provide recreation and parks.

HC 4.21 **Recreation Centers.** Encourage the development of recreational centers to provide activities and services for all phases of life (e.g., children, families, and senior citizens) in collaboration with the special districts that provide recreation and parks.

HC 4.22 **Concurrent Park Development.** Require that development of parks, trails, and open space facilities occur concurrently with new development consistent with City and outside agency requirements and, when feasible, that they are located near other community facilities such as schools, senior centers, and recreation centers.

HC 4.23 **Multi-Use Features.** Incorporate design features into the multi-use trail and park network that reflect the unique equestrian characteristics of the community.

HC 4.24 **Safety Features.** Address actual and perceived safety concerns that create barriers to physical activity by

requiring adequate lighting, street visibility, and defensible space.

HC 4.25 **Easements.** Coordinate with public entities to allow easements to be used as parks and trails.

HC 4.26 **Regional Trails.** Ensure that regional trail plans are implemented at the development plan and Specific Plan level.

HC 4.27 **Joint Use.** Encourage collaboration with schools and other agencies to optimize resources and public facilities through joint use agreements.

HC 4.28 **Workplace Health.** Encourage local employers to adopt healthy living/healthy employee programs and practices, healthy food choices, and healthy work environments.

HC 5 – Social Interaction and Community Participation

A complete, healthy community involves the creation of "a sense of place"—features, events, and qualities that make a place unique and memorable. One important ingredient of sense of place is the establishment of gathering places for residents to meet, learn, and socialize. Communities that have cultural activities, the arts, social networking, civic engagement, personal recreation, and other activities that create social bonds between individuals and groups are healthier and provide a higher quality of life for all residents. Studies show that community involvement and social connectedness improve cardiovascular and mental health and can speed recovery from illnesses[5]. As articulated by the GPAC, Jurupa Valley seeks to attract clubs, arts, cultural and educational facilities, and services to produce a thriving social, cultural, and artistic environment that supports social interaction and participation for residents of all abilities and ages.



Figure 10-8: Multi-use urban trail

Policies

HC 5.1 **Community Centers.** Support the development of public and private neighborhood centers with social, artistic, cultural, and educational facilities and services.

HC 5.2 **New Development.** Encourage new development to incorporate social, artistic, cultural, and educational facilities, and services into the project design, where appropriate.

5 Centers for Disease Control and Prevention. *Healthy places: social capital* [online]; Nov 16, 2009.



Figure 10-9: Public art in Jurupa Valley (courtesy of Christine Chavez, artist)

HC 5.3 **Community Partnerships.** Facilitate partnerships among local groups and organizations that promote civic and cultural programs, promote community identity, and enhance neighborhood pride.

HC 5.4 **Public Art.** Encourage the creation of public art throughout the City, and preserve and increase access to cultural resources.

HC 5.5 **Senior Services.** Ensure the availability of services and facilities designed to promote social interaction and the well-being of seniors in the City.

HC 6 – Urban Forestry

A prevalent theme throughout GPAC meetings was urban forestry and the value of trees. Urban forestry refers to planning for, and managing, trees in the urban environment. GPAC members addressed the desire to maintain existing trees, replace trees when lost, and plant more trees to enhance the aesthetic quality and healthfulness of the City. Trees contribute to the health of a community by improving air and water quality, reducing temperatures, providing shade and habitat, and reducing erosion and runoff. Trees also provide aesthetic beauty and have calming qualities. Planting and maintaining trees helps a city become more sustainable and reduces the negative effects of development on the environment.

When discussing trees, it is important to consider the availability and consumption of water. As a semi-arid area with limited rainfall and frequent periods of drought, Jurupa Valley needs to manage its water resources carefully. In general, native trees and other drought-resistant plants that require less water should be prioritized over those that consume greater amounts. After a growing-in period, many trees need minimal watering while greatly contributing to the quality and character of the City.

Policies

HC 6.1 **Urban Forest/Trees.** Support best practices in the planting and maintenance of trees in the public realm to improve air quality and reduce “heat island” effects due to reflected heat from hardscape and urban uses.

HC 6.2 **Low Water Requirements.** Prioritize and strategically plant trees in the public right of way that have low water requirements and are well adapted to the City's semi-arid climate, especially California native species.

HC 6.3 **Landscape Improvements.** Strive to incorporate existing mature trees and native vegetation into existing and new development, particularly expansive parking lots.

HC 6.4 **Historically Significant Trees.** Require that historically significant trees be preserved, wherever possible.

HC 6.5 **Trees on Public Land.** Prohibit private citizens from removing or severely trimming trees that are located in public rights of way, parks, athletic fields, and other public land that is adjacent to private property.

HC 6.6 **Partnerships.** Partner with federal, state, regional, and local governmental agencies, community nonprofits, and civic and youth groups to plant and maintain trees within the City.

Programs

HC 6.1.1 **Street Tree Master Plan.** Prepare a Street Tree Master Plan to address tree preservation, planting, and maintenance.

HC 6.1.2 **Pilot "Edible Landscape" Program**. Establish a pilot Community Living Gardens program in cooperation with volunteer groups and other agencies; identify viable community garden sites, and consider the feasibility of planting fruit trees in local parks, parkways, and on publicly controlled parties.



Figure 10-10: Canopy street trees

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11 – Economic Sustainability Element

A. Introduction

The Economic Sustainability Element sets goals and policies to guide decisions that affect the local economy and the City's fiscal health. It also expands upon Land Use Element goals and policies by addressing how to grow and sustain the local economy. The element's main purpose is to enhance and preserve our prosperity and quality of life, consistent with the City's Community Values Statement.



Figure 11-1: Vernola Marketplace, Jurupa Valley

City of Jurupa Valley Community Values Statement

***Economic and Fiscal Health**. We support high quality economic growth and development that is environmentally sustainable and that fosters housing, living wage jobs, retail goods and services, public facilities and services, environmental benefits, destination tourism, and medical and educational facilities. We seek ways to be good stewards of our local assets, to make wise land use and fiscal decisions, to conduct open and accessible government, and to preserve and enhance the City's prosperity and quality of life.*

Primary Goal

Build and maintain a thriving local economy to expand employment and business opportunities, provide needed products and services, increase median income and property values, and help achieve the City of Jurupa Valley's General Plan goals and preserve and enhance Jurupa Valley's quality of life.

Goal and Policy Sections

1. *Economic Development and Fiscal Sustainability*
2. *Industrial Base*
3. *Retail Commercial Base*
4. *Tourism Base*
5. *Workforce Development*
6. *Special Economic Opportunity Areas*

B. Background

The City of Jurupa Valley recognizes the importance of a sustainable economy to the City's overall health. Despite initial economic challenges, the young city has established itself as a financially sound and well-managed municipality. It has begun the important tasks of improving its services and infrastructure, strengthening its economy, and ensuring a safe, healthy, and prosperous future for its residents. Continued determination, patience and ongoing attention will be needed to ensure the long-term financial stability of this "Community of Communities." From a fledgling City to a stable municipality, Jurupa Valley is poised to establish itself as an anchor in the economic health of the Inland Empire.

Setting

The City was incorporated in 2011 after a group of unincorporated communities came together to assert their right to govern themselves, improve the local economy, and preserve the area's "equestrian lifestyle." With a population of just over 100,000 in 2017, the City is faced with many challenging tasks that come with cityhood, including: providing police services, repairing roads that have not been maintained for decades, and coping with numerous issues that threaten the semi-rural lifestyle and the community values that prompted incorporation. Graffiti, illegal dumping, property maintenance, and noise complaints are just a few of the ongoing needs to be met.

Jurupa Valley's location near the I-15, I-10, I-215, and SR 60 freeways makes it regionally accessible and ideally suited for industrial and commercial development. Businesses have easy access to the local and regional employee and customer base. However, despite these attributes, the economy of Jurupa Valley has struggled. Warehousing and logistics have dominated the industrial base, providing low-wage jobs and scant property or sales tax revenues. Likewise, retail commercial development has been limited in terms of distribution and diversity, forcing residents to travel outside the City for needed goods and services. Most employed residents must also travel outside the City to access regional employment opportunities. Jurupa Valley needs a comprehensive economic strategy to identify how to expand its industrial and commercial base that, in turn, will benefit City residents, property owners, and businesses.

Socio-Economic Profile

Jurupa Valley has a large blue collar population with most employees working in the transportation, warehousing, and retail trade and manufacturing industries. Unemployment rates vary widely within the City, with some communities having higher levels of unemployment (e.g., Rubidoux, Glen Avon) than county and state averages, and some areas having lower levels (e.g., Pedley). The City is a net exporter of jobs, with more residents working outside the City than non-residents working inside the City. Within the next 25 years, the number of jobs within the City is projected to grow at a faster rate than the number of households (US Census Bureau Center for Economic Studies (2011): US Census Bureau (2010); ESRI (2014); Southern California Association of Governments (2010), Dun & Bradstreet, Inc. (2014)).



Figure 11-2: Jurupa Valley Food Fest

Housing

While tax base development focuses on commerce, including retail, dining, entertainment, services, and industrial, it is interactive with the housing market. The quality and diversity of residential neighborhoods create the basis for the local job market. To attract higher paying jobs to Jurupa Valley, residential neighborhoods that meet the needs and preferences of skilled and professional labor must be available in the community. This leads to increasing median income and, in turn, attracts the diversity of commercial and industrial development that benefits the entire community and builds tax base which help fund local government services.

GPAC Findings and Recommendations

Members of the General Plan Advisory Committee (GPAC) discussed Jurupa Valley's economic assets, issues, and needs and identified what Committee members considered the City's main economic assets. These included: its location near freeways and job centers, existing retail centers (e.g., Vernola Marketplace), recreational amenities (e.g., golf courses, parks) and open spaces (e.g., Santa Ana River), a large supply of vacant, developable land and buildings, the historic Flabob Airport, and the City's role as a warehousing and transportation hub. The Committee considered Jurupa Valley's main economic challenges to be lack of retail shopping opportunities, lack of high paying jobs (skilled and professional), lack of hotels and visitor attractions, and urban blight, including trash, graffiti, and lack of maintenance of roads and building facades in some areas.

In discussing the City's economic needs and opportunities, the GPAC members agreed that several types of businesses or activities should be encouraged, including high-tech industries, such as bioengineering and medical, medical centers or a hospital, and technical schools and a community college campus. Committee

members also discussed "opportunity sites" that presented special development or redevelopment opportunities. The sites and possible uses discussed included: vacant land along the I-15 and SR 60 freeway corridors (hotels, restaurants, and visitor-serving uses), Emerald Meadows (shopping and mixed use), the City Hall area, Pedley near SR 60, Mission and Rubidoux Boulevards, the Riverside Cement Plant property, and the Clay Street area.

Economic Analysis

An economic analysis and implementation plan prepared in 2015 included key socio-economic findings, market analyses, and economic development strategies. The analyses identified economic "voids," or commercial sectors and uses in Jurupa Valley that were not meeting local demand or needs. Potential voids included clothing/apparel, casual and other restaurants, sporting goods, office supply, fitness, drug stores, wholesale, and others, including a listing of specific national retailers that were not represented in Jurupa Valley. Other key findings included:

- Jurupa Valley's economy is driven by a younger blue collar local population with strong incomes;
- City employment is concentrated within transportation, warehousing, retail trade, and manufacturing services;
- The City performs below average relative to neighboring jurisdictions in terms of taxable retail sales and capture of resident and non-resident spending (i.e., retail "leakage");
- Higher performing retail categories include grocery, electronics and appliances, and miscellaneous retail sales, while lower performing retail categories include apparel, restaurants and bars, and sporting goods.

Based on these and other findings, the City should explore the use of alternative economic tools to retain and attract businesses that meet local demand, improve the tax base, and create a potential for public-private cooperation.

C. Economic Sustainability Element Goals, Policies, and Programs

The health and stability of Jurupa Valley's overall economy is of vital importance to the City. Key issues include Economic Development and Fiscal Stability; the Industrial Base; the Retail Commercial Base; the Tourism Base; Workforce Development; and Special Opportunities. Policies and programs for each of these topic areas are outlined below, following overall economic sustainability goals.

Goals

ES 1 Be a stable municipal government with adequate financial resources to serve the needs of the City's residents, businesses, and property owners.

ES 2 Achieve a sustainable industrial base that supports skilled and professional employment and contributes to the local economy, capitalizes on the City's unique attributes, and has a positive effect on residents' quality of life and environmental quality.

ES 3 Be a City with a diversity of commercial enterprises that meet local needs.

ES 4 Provide a wide range of visitor-serving uses, such as hotels, motels, restaurants, RV parking, commercial recreation, and other uses that appeal to tourists as well as residents.

ES 5 Be a City with a well-trained workforce with diverse opportunities for living wage jobs.

ES 6 Attract high quality, economically sustainable commercial, professional, and industrial uses that are well suited to the City, particularly in the Special Economic Opportunity Areas.

ES 7 Make land use decisions that result in sustainable increases in median income and property values.

ES 8 Be a City whose citizens have pride in their community and that is well maintained and free of blighted conditions such as poorly maintained roads, graffiti, homeless encampments, and illegal dumping.

Policies and Programs

ES 1 – Economic Development and Fiscal Sustainability

The financial health of Jurupa Valley, under threat upon the City's incorporation, has become stronger and gained stability under local governance; however, the ongoing need for fiscal stability continues to be a major economic driver. Economic development enhances Jurupa Valley's quality of life by providing local goods and services, expanding employment and business opportunities, and improving the local tax base. As important components of economic development, the community expects municipal facilities and services to maintain and enhance Jurupa Valley's quality of life and spur further investment. The community also recognizes that providing these facilities and services is costly and often requires tradeoffs among competing and changing needs and priorities.



Figure 11-3: New housing under construction near Vernola Marketplace

Sustainable economic growth refers to growth that is both economically prosperous and environmentally friendly. Economic growth refers to the capacity of the economy to produce goods and

services and can be measured in a variety of ways. Sustainable economic growth is that which improves the overall economy while minimizing adverse social and environmental effects.

Policies

ES 1.1 **Funding.** Continue to pursue all means of municipal funding to ensure the ongoing economic stability of the City.

ES 1.2 **Economic Development Strategy.** Seek out selective development opportunities that will bring private capital investment into the community, provide skilled and professional labor, and increase median income and property values. Ensure that land use, capital improvement, and fiscal management decisions are consistent with the City's Economic Development Strategy, are guided by the General Plan, and emphasize mid- and long-term development of the local economy, rather than focus on short-term goals or individual projects.

ES 1.3 **Balanced Budget.** Seek to adopt a balanced City budget, annually.

ES 1.4 **Fair Share.** Ensure that new development pays its fair share of facilities and infrastructure costs.

ES 1.5 **Allocation of Public Resources.** Allocate municipal budget resources based on an adopted Economic Development Strategy.

ES 1.6 **Staff Resources.** Budget for adequate staffing to implement the adopted Economic Development Strategy, as resources allow.

ES 1.7 **Long-Term Benefits.** Consider long-term Community benefits, not just short-term returns, in our decision-making processes.

ES 1.8 **Evaluation of Progress.** Annually evaluate City progress in achieving the Economic Development Strategy. This evaluation will guide decisions to maintain or modify the allocation of resources for economic development.

ES 1.9 **Business Competitiveness.** Assign high priority to City initiatives, investments, and the allocation of municipal resources that address the needs and challenges of conducting business in Jurupa Valley, and improve the City's attractiveness for new business and industry to locate here.

ES 1.10 **Existing Businesses.** Assign high priority to initiatives, investments, and the allocation of municipal resources

that help existing businesses remain and prosper in Jurupa Valley.

ES 1.11 **Collaboration with Institutions of Higher Learning.** Support collaboration with educational institutions such as community colleges, universities, trade and vocational schools, and other institutions that expand academic and job opportunities in Jurupa Valley.

Programs

ES 1.1.1 **Economic Development Strategy.** Prepare and adopt an Economic Development Strategy to achieve the goals of this General Plan and to capitalize on economic development opportunities.

ES 1.1.2 **Cost of Services Study/Impact Fees.** Conduct a cost of municipal services study and, if warranted, consider establishing impact fees to defray costs of maintaining and improving municipal services and facilities.

ES 1.1.3 **Regional Economic Influence.** Build Jurupa Valley's role as a regional economic leader through active participation in local and regional business forums, regional economic and transportation planning, and recruitment activities, as resources allow.

ES 1.1.4 **Public Project Coordination.** Consider establishing a mechanism to coordinate public projects, activities and fees of various public agencies and address their impact on economic development within the City.

ES 2 - Industrial Base

Jurupa Valley and the entire Inland Empire area is one of the fastest growing logistics hubs in California. Logistics refers to the flow of goods between producers and consumers. It includes warehousing, materials handling, and transportation. In addition, while such uses can be part of a robust local economy, they have some drawbacks. They can result in large areas with over concentrations of warehousing and truck parking, relatively low job and local revenue generation, and related traffic, air quality and paving impacts. As part of its industrial sector, the City also seeks to encourage clean industry, job-rich manufacturing businesses, and research and development parks to achieve long-term and sustainable economic health. In addition, the City encourages point-of-sale retail centers to locate in Jurupa Valley to provide retail options for residents and visitors and improve the local tax base. It is the City's intent to continue to accommodate logistics uses in the Mira Loma Warehouse and Distribution Center and Agua Mansa Warehouse and Distribution Center Overlays while expanding the industrial base



Figure 11-4: Logistics building, Jurupa Valley

in a manner that promotes economic sustainability and that benefits the City and its residents.

Policies

ES 2.1 **Industrial Expansion.** Expand and diversify the City's industrial base by encouraging clean industry, including job-rich manufacturing and assembly uses, research and development, and point-of-sale fulfillment centers.

ES 2.2 **Job Growth.** Encourage industrial uses that provide well-paying skilled and professional jobs.

ES 2.3 **City Investments.** Assign a high priority to City initiatives, investments, and the allocation of City resources that benefit the ongoing quality of life for all, including employees, rather than focusing solely on reducing initial industrial or commercial development costs.

ES 2.4 **Jobs-Housing Balance.** Assign high priority to City initiatives, investments, Council decisions, and the allocation of City resources, and development approvals that improve the jobs/housing ratio by expanding local job opportunities for residents and housing opportunities for employees.

Program

ES 2.1.1 **Industrial Development Profiles.** Prepare development profiles for specific industrial opportunity sites, including information on site attributes, allowed land use and development standards, relevant County or City approvals, and potential development incentives.

ES 3 – Retail Commercial Base



Figure 11-5: New office/business park space, Jurupa Valley

Retail vacancy within the City is below the Inland Empire average, while lease rates are above the average. Average retail sales per capita are lower for the City (approximately $5,500) than the County (approximately $9,400). Higher-performing sales categories include grocery, sporting goods, office supplies, drug stores, and other retail uses. Lower performing retail categories include apparel, general merchandise, restaurants and bars, building materials, and automotive dealerships/supply. During public workshops, many residents commented on the need for more choice in full-service grocery shopping, specialty retail, and quality, full-service restaurants. The GPAC recommended that the City diversify its commercial base by attracting high-quality retail shopping and dining opportunities, such as Target, Albertson's or Vons markets, and Olive Garden Restaurant.

Overall, retail sales in Jurupa Valley are lower than average household spending potential and household income, suggesting that the City is "leaking" resident retail purchases to other jurisdictions. However, some retail categories, such as general merchandise, supply, and food and beverage stores have higher than projected household spending per average income, resulting in an inflow of retail sales. Potential retail voids include clothing/ apparel, casual and other restaurants, sporting goods, office supplies, fitness, drug stores, office supplies, wholesale, and others.

Policies

ES 3.1 **Business Retention.** Support programs and activities that help retain high quality businesses that provide needed goods, services, and/or jobs for the community or regions.

ES 3.2 **New Business Attraction.** Attract new commercial enterprises that balance and diversify the commercial base and provide needed goods and services. These could include the introduction of new commercial and institutional sectors such as medical, educational, and visitor-serving uses.

ES 3.3 **Opportunity Areas.** Actively promote development in the Opportunity Areas that achieves General Plan goals and is consistent with Community Values.

ES 3.4 **Unique Commercial Districts.** Recognize and enhance the unique visual qualities of commercial areas in the different communities of the City through development approvals and infrastructure improvements, as resources allow.

ES 3.5 **Local Businesses**. Encourage and support local business associations, particularly along principal commercial corridors and in town centers.

ES 3.6 **Residential Uses in Commercial Centers.** Consider the addition of residential development to underutilized community commercial shopping centers.

ES 3.7 **Mixed Uses.** Promote mixed-use commercial and residential development adjacent to the Metrolink Station and in town centers.

ES 3.8 **Nodal Development.** Promote the development of focused commercial development at key nodes along commercial corridors.

ES 3.9 **Home Businesses.** Continue to permit home enterprise and home occupation activities in appropriate areas of the City.

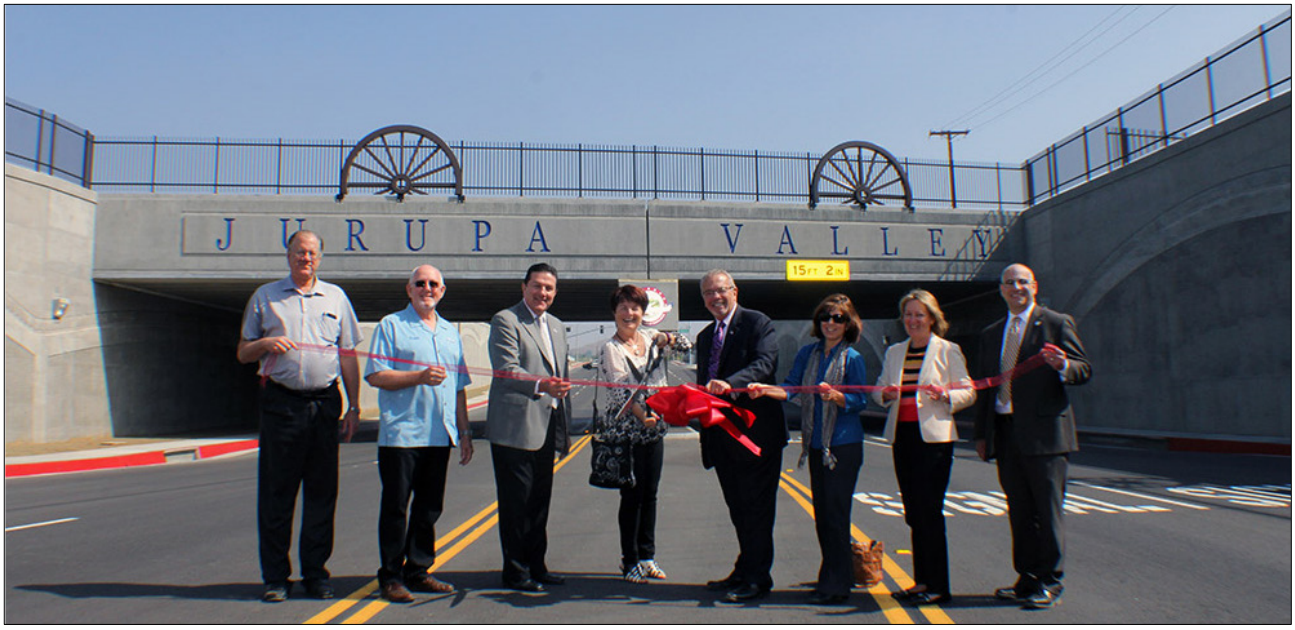


Figure 11-6: 2016 Dedication of the Clay Street Grade Separation Project
(from left: Gary Thompson, City Manager; Frank Johnston, former Council Member; Verne Lauritzen, Council Member; Laura Roughton, Mayor; Riverside County Supervisor John Tavaglione; Patricia Romo, Riverside County Transportation Department; Ann Mayer, Executive Director, Riverside County Transportation Commission; Juan C. Perez, Riverside County Transportation Department)

ES 3.10 **Business-Friendly City Processes.** Ensure that the City development review and permit process is fair, efficient, and business-friendly.

ES 3.11 **Gateway Improvements.** Enhance major gateways along I-15, SR 60, Van Buren Boulevard, Mission Boulevard, and other important corridors to create attractive entrances into the City, as resources allow, through the City's land use and capital improvement program.

ES 3.12 **Rubidoux, Pedley, and Glen Avon Town Centers.** Ensure that City initiatives, investments, and development approvals for the historic Town Centers in Rubidoux, Pedley, and Glen Avon contribute to the vision of these areas as multi-modal, mixed-use retail, residential and entertainment centers. These areas shall promote high-quality pedestrian experiences and preserve and enhance their visual character (can refer to the Land Use Element for descriptions of each Town Center's visual character and assets).

ES 3.13 **Mission Boulevard.** Require that City initiatives, investments, and development approvals for Mission Boulevard contribute to the vision of the corridor as a mixed-use commercial corridor that serves a wide range of commercial needs of Jurupa Valley residents and visitors.

ES 3.14 **Other Commercial Districts.** Ensure that City initiatives, investments, and development approvals for commercial districts other than those described above contribute to the vision of these areas as primarily serving the day-to-day retail shopping, services, and dining needs of residents of adjacent and nearby neighborhoods.

Programs

ES 3.1.1 **Business Retention Strategy.** Adopt a Business Retention and Expansion (BRE) Program to address outreach strategies, business improvement and marketing in town centers, feasibility of business improvement districts, and potential business incentives.

ES 3.1.2 **Branding and Business Attraction.** Prepare and adopt an Economic Development Strategy, including: 1) branding and business attraction strategy to establish a unified identity for Jurupa Valley based on its unique character, quality of life, and business attributes, and 2) a communications program to publicize the Jurupa Valley brand for residents, visitors, and potential visitors.

ES 3.1.3 **Commercial Corridors.** Work with property owners along the principal commercial corridors, including Mission Boulevard, Rubidoux Boulevard, Limonite Avenue, and Jurupa Road to explore General Plan and zoning strategies to consolidate commercial uses into vibrant nodes and allow residential development along the corridors.

ES 3.1.4 **Business Visitation Program.** Establish and operate a City business visitation program to improve communication and understanding of business needs, opportunities, and issues.

ES 3.1.5 **Mayor's Business Awards Program.** Consider initiating an annual Mayor's Business Award to recognize Jurupa Valley's outstanding business citizens and businesses.

ES 3.1.6 **Beautification of Commercial Areas.** In order to make Jurupa Valley more attractive to new investment and stimulate retail sales, the City Council shall adopt standards for the maintenance and beautification of commercial areas. Such standards may be in the form of a property maintenance ordinance, business improvement district or other mechanism and should address tree removal and replacement, planting and maintenance, as well as trash and graffiti removal.

ES 4 – Tourism Base



Figure 11-7: Fishing lake, Rancho Jurupa County Park and Campground

As outlined previously, Jurupa Valley's location in the region adjacent to a number of major freeways and a convenient stop on the route to several major vacation destinations makes Jurupa Valley a logical tourist spot, primarily for business, overnight, and short-term stays. The City desires to tap into this potential economic sector and market itself to travelers desiring an interesting destination or just passing through the area in need of an attractive and comfortable place to eat or stay.

Policies

ES 4.1 **Regional Location.** Capitalize on Jurupa Valley's regional location to attract tourism.

ES 4.2 **Visitor and Business Travel Lodging**. Encourage the development of quality hotels, inns, recreational vehicle campgrounds, and other high quality lodging facilities catering to Jurupa Valley visitors and business travelers.

ES 4.3 **Golf Courses.** Promote the City's golf courses as a major attraction within the community.

ES 4.4 **Flabob Airport.** Support the revitalization and continued improvement of Flabob Airport as a cultural destination as well as a municipal airport.

ES 4.5 **Cultural and Recreational Assets.** Promote the City's cultural and recreational assets to the traveling public.

ES 4.6 **Cultural Facilities**. Attract arts and cultural facilities such as theaters and museums to locate in Jurupa Valley.

ES 4.7 **Community Festivals and Special Events.** Encourage trade fairs, festivals, concerts, equestrian events, and other special events to be held in Jurupa Valley.

Program

ES 4.1.1 **Commercial Recreation and Visitor Attraction Plan.** Prepare and adopt a commercial recreation and visitor attraction plan in cooperation with the Chamber of Commerce and other interested parties, which identifies the City's recreational, equestrian, cultural and tourism assets, potential resources and funding sources, potential land use and zoning incentives, target uses, businesses and/or attractions, and marketing strategies.

ES 5 - Workforce Development

Economic studies indicate that a significant portion of Jurupa Valley's workforce is low skilled and low paid, partly as a result of the prevalence of low education levels, low-paying jobs, and low-cost housing in the region. Workforce development is an economic development strategy to develop a supply of trained employees that in turn can help attract quality industrial and commercial jobs to the area. This in turn has the beneficial effect of keeping young people in the community and raising the standard of living for Jurupa Valley residents.

Policies

ES 5.1 **Employee Commuting.** Reduce the number of Jurupa Valley residents who commute to other areas for work by expanding and diversifying the City's job base.

ES 5.2 **Job Training**. Encourage school districts, trade schools, learning centers, colleges, and universities to offer programs to develop and maintain a well-trained workforce, such as evening and weekend programs at local schools.

ES 5.3 **Emerging Industry Training.** Support programs that address skills gaps in growing and emerging industries, such as hospitality industries and high tech.

ES 5.4 **Regional Collaboration.** Collaborate with public and private entities, including the University of California, Riverside, Riverside Community College and ExCITE Riverside, to develop a regional technology plan to address current and future industrial technology needs.

ES 5.5 **Promote Living Wage Jobs.** Promote the development of quality jobs for local residents, especially those with living wages and career ladders.

ES 5.6 **Internships.** Encourage local businesses to offer internships and apprenticeships to local students.

ES 5.7 **Diverse Job Opportunities.** Help promote job opportunities for people of all income levels, including low-income residents.

ES 5.8 **Entrepreneurship Programs**. Support programs to train minority entrepreneurs on how to establish and maintain successful businesses.

Programs

ES 5.1.1 **Business Incubator.** Explore opportunities to collaborate with a business "incubator" in Jurupa Valley, such as a research and technology development campus, a regional occupation center, or a technology training institute.

ES 6 - Special Economic Opportunity Areas

To promote economic sustainability and diversity, the City has identified six opportunity areas in the City as shown on *Figure 11-8*. These are areas where private commercial and industrial development could have a moderate to high economic impact based on fiscal revenue and job creation forecasts. The City is actively collaborating with property owners in these areas to attract potential developers. The six areas are discussed below:

OA-1 **SR 60 Freeway Commercial Opportunity Area**: The SR 60 Freeway Commercial area includes four areas immediately south of the SR 60 Freeway with excellent freeway access and visibility. These areas are considered to have a high potential economic impact based on fiscal revenue and job creation forecasts. Potential uses could include retail, commercial, residential, tourist-commercial (e.g., hotel, RV park) and recreational development as well as other freeway-oriented uses.

OA-2 **Mission Street District Retail Opportunity Area**: This area includes two sites located on the south side of Mission Boulevard near Riverview Drive as shown on *Figure 11-8.* These areas are also considered to have a high potential fiscal revenue generation and job creation. These sites are considered suitable for neighborhood retail and commercial development, particularly because they are situated in an underserved retail trade area.

OA-3 **Suburban Retail/Medical Opportunity Area**: Three sites have been identified for potential suburban retail and/or medical office development, including the old Albertson's grocery store site south of Limonite Avenue at Clay Street.

OA-4 **I-15 Freeway Commercial Opportunity Area**: Two sites, comprising more than 300 acres, have been identified along the I-15 Corridor, on either side of Bellegrave Avenue. Owing to their excellent visibility from I-15, the sites are suitable for myriad uses, including industrial, commercial, business park, tourist-commercial (e.g., hotel, conference facility), retail, and entertainment uses. These areas are considered to have a high potential for fiscal revenue generation and job creation.

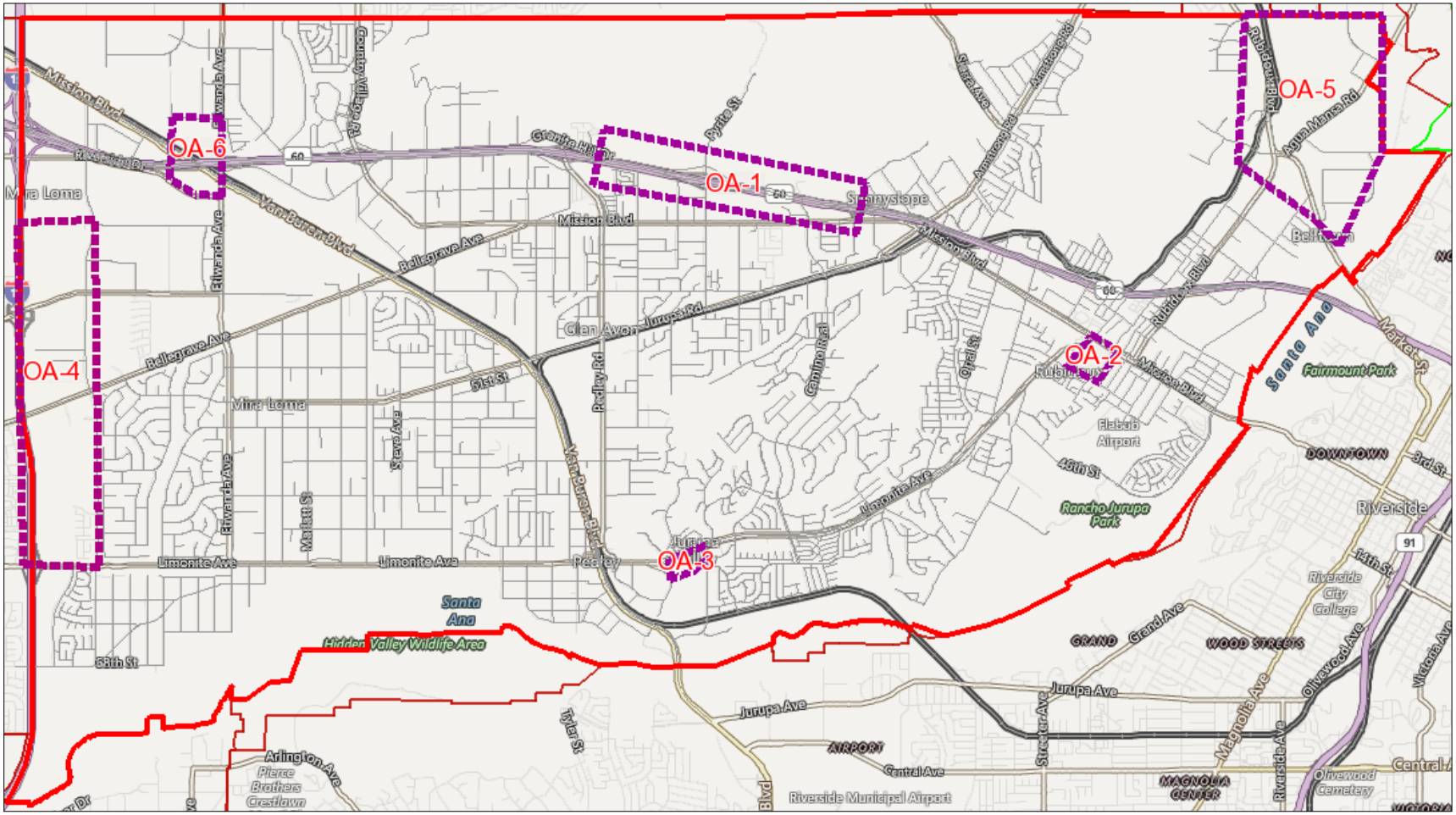


Figure 11-8: Economic Opportunity Areas

OA-5 **Northeast Industrial Opportunity Area**: Various sites in northeastern Jurupa Valley have been identified for industrial and commercial uses. These include the approximately 250-acre Riverside Cement Company site. These areas are considered to have a low potential for fiscal revenue generation but a medium potential for job creation.

OA-6 **Space Center Industrial Opportunity Area**: Approximately 50 acres located at the northeast corner of SR 60 and Etiwanda have been identified as an industrial development opportunity site as identified on *Figure 11-8*. This site is considered to have a medium potential for fiscal revenue generation and job creation.

Policies

ES 6.1 **Opportunity Areas.** Ensure that City economic initiatives, budgeting, and land use actions for designated Opportunity Areas are consistent with the General Plan Land Use Element's vision of these areas in terms of balancing the commercial/industrial base, attracting economically and environmentally sustainable development and meeting residents' needs.

ES 6.2 **Address Voids.** Ensure that City initiatives, budgeting, and capital improvement programs give high priority to attracting high quality retail and industrial businesses that fill identified economic "voids" with businesses with growth potential in the Jurupa Valley trade area.

ES 6.3 **Infrastructure.** Ensure that City initiatives, budgeting, and capital improvement programs give a high priority to improving the economic attractiveness and development feasibility of designated Opportunity Areas, consistent with the City's vision for these areas, and encourage community service districts and other responsible agencies to do likewise.

Programs

ES 6.1.1 **Retail Centers.** Give a high priority to attracting new point-of-sale retail centers and industrial projects based on low market vacancies and growth in those sectors.

ES 6.1.2 **Economic Development Strategy.** Ensure that the City's Economic Development Strategy includes specific implementation measures and include a monitoring and evaluation program to evaluate the effectiveness of City economic development actions.

###

12 – Glossary

A

A-Weighted Sound Level: The sound level obtained by using and A-weighting filter for a sound level meter. All sound levels referred to in the policies are in A-weighted decibels (abbreviated "dBA"). A-weighting de-emphasizes the very low and very high frequencies (pitches) of sound in a manner similar to the human ear. Most community noise standards use A-weighting, as it provides a high degree of correlation with human annoyance and health effects.

Accessory Structure: A structure that is clearly subordinate or incidental and directly related to the primary structure.

Acoustical Engineer: An engineer specializing in the measurement and physical properties of sound. In environmental review, the acoustical engineer measures noise impacts of proposed projects and designs measures to reduce those impacts.

Acreage, Gross: The land area that exists prior to any dedication of land for public use, health, or safety purposes.

Acreage, Net: The portion of a site on which one can actually build, and is the land area that remaining after dedication of ultimate rights-of-way for:

- Public streets
- Drainage facilities
- Public parks and other open space developed to meet minimum standards required by City ordinance
- Utilities

Acre-Foot: The volume of water that would cover 1 acre to a depth of 1 foot. An acre-foot is about the amount of water used each year in and around the home by two average California families, or about 326,000 gallons.

Active Recreation: Active recreation means recreation facilities typical of urban parks, including play fields (such as soccer or softball), school fields, community centers, tennis courts, picnic areas (group and individual), golf courses and golf-related facilities, recreation resorts, and similar facilities.

Active Trail Corridor: A pedestrian or bicycle trail that typically is 1) used for commuting purposes (provides direct access from school or work and residences), 2) located in an urban area, 3) paved with an all-weather surface, and 4) utilized by a significant segment of the City population.

Active Transportation: Non-motorized transportation modes, such as bicycling and walking that are integrated with public transportation.

Adaptive Reuse: Refers to the process of reusing an old site or building for a purpose other than that for which it was built or designed. Typically used in reference to historic buildings being remodeled and/or restored in compliance with the Secretary of the Interior's



Figure 12-1: Jurupa Mountains Discovery Center

Standards for Preservation or other applicable historic preservation standards.

Affordable Housing: Housing that meets the rental or sales price standards as established by the County of Riverside following state affordability standards. Such housing is made available for very low, low- and moderate-income persons or households, and subject to deed restrictions or other instruments that ensure the housing remains affordable for a predetermined period. In general, housing is considered "affordable" if its monthly rent or mortgage payment (including principal, interest, property tax and insurance does exceed 30% to 35% of a household's gross income.

Affordability, Housing: The ratio of housing costs to household income.

Agriculture: The use of land for the production of food or fiber, or both, including: 1) the growing of crops, or 2) the grazing of animals on naturally prime pasture or improved pasture land, or both 1) and 2).

Agricultural Land: Is generally open land where there has been a history of agricultural cultivation or keeping of livestock, which remains generally open, and if located within the City limits, is a specific land use designation in the General Plan Land Use Element.

Alquist-Priolo Earthquake Fault Zone: A regulatory zone, delineated by the State Geologist, within which site-specific geologic studies are required to identify and avoid fault rupture hazards prior to subdivision of land and/or construction of most structures for human occupancy.

Alternative Fueling Stations: A station that offers alternative fuels to petroleum-based fuel. Alternative fuels can include but are not limited to biodiesel, compressed natural gas, ethanol, electric charging, hydrogen, liquefied natural gas, and propane. "Blends" that include a combination of petroleum and non-petroleum fuels are considered alternatives for purposes of this definition.

Ambient Noise: The composite of noise from all sources. The ambient noise level constitutes the normal or existing level of background noise at a given location.

Automobile Related Uses: Uses related to retail or wholesale sales of automobiles, recreational vehicles and boats, automotive repair services, automobile-oriented retail businesses (e.g., auto parts, tires), and fueling stations.

Alternative Forms of Transportation: Transportation modes other than single-occupant vehicles, including buses, bicycles, car and vanpools, and walking.

Annexation: The extension of the City limits, to increase the area that is subject to City laws and, sometimes, eligible for City utilities and services. Annexations are acted on by the Local Agency Formation Commission, according to procedures and standards in state law.

Arroyo: A small steep-sided watercourse or gulch with a nearly flat floor that is usually dry except after heavy rains.

Arterial Street: A major road connecting different areas of the City with each other and with highways. Driveway access is usually limited. (See also the Mobility Element).

Assisted Housing: Assisted housing units, including multi-family or single-family, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs, and may include dwelling units developed pursuant to local inclusionary housing and density bonus programs.

Average Daily Traffic (ADT): ADT is the total number of vehicles that use a particular street through the day (24 hours).

Average Vehicle Ridership (AVR): AVR is a number derived by dividing the number of people in a geographic area or at a specific site by the number of cars that they drive to that location. For example, if 100 people work at a site and they all drive a car to work, then AVR = 1.0 (100 people divided by 100 cars). If 100 people work at a site but only 50 drive cars and the rest use alternative forms of transportation, then AVR = 2.0 (100 people divided by 50 cars).

B

Balanced Roadway: A roadway designed or operated in a manner that meets transportation needs for different types of users, such as bicyclists, pedestrians, public transit users, and motorists.

Below Market Rate (BMR) Housing: Below market rate housing refers to housing unit(s) that are sold or rented at prices less than the fair market value or prevailing market rent, typically due to the use of public or private subsidies that make the units affordable for very low, low, or moderate income households (depending on the program).

Bicycle-Friendly: Describes policies and practices, which may help some people feel more comfortable about traveling by bicycle with other traffic. The level of bicycle-friendliness of an environment can be influenced by many factors resulting from transportation planning and infrastructure design decisions.

Bikeways: A term that encompasses "bicycle lanes," "bicycle paths," and "bicycle routes." Bikeways are further described as Class 1, Class 2 or Class 3 facilities, as described below:

Bicycle Path (Class I facility): A special pathway facility for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. A bicycle path may be located on a portion of a street or highway right-of-way or in a special right-of-way not related to a motor vehicle facility. It may be grade separated or have street crossings at designated locations. It is identified with "Bike Route" signs and may have pavement markings.

Bicycle Lane (Class 2 facility): A lane on the paved area of a road for preferential use by bicycles. It is usually located along the edge of the paved area or between the parking lane and the first motor vehicle travel lane. It is identified by "Bike Lane" or "Bike Route" guide signing, special lane lines, and other pavement markings. Bicycles have exclusive use of a bicycle lane for longitudinal travel, but must share the facility with motor vehicles and pedestrians crossing it.

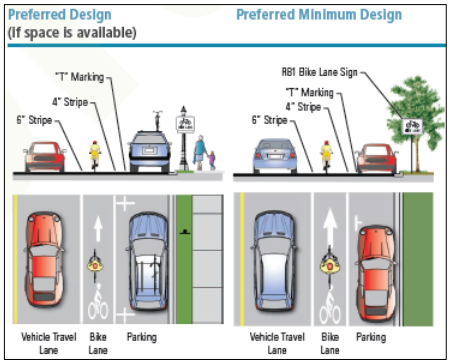


Figure 12-2: Typical Class II bicycle path design (Complete Streets Manual, City of Los Angeles)

Bicycle Route (Class 3 facility): A Street identified as a bicycle facility by "Bike Route" guide signing only. There are no special lane markings, except for optional Shared Lane Markings or "sharrows." Bicycle traffic shares the roadway with motor vehicles.

Billboards: Billboards are signs visible from and adjacent to highways and major street corridors that are made available for lease or rent.

Biomass Energy: Energy derived from plant and animal organic material.

Boarding/Rooming House: A dwelling or part of a dwelling where lodging is furnished for compensation to more than three persons living independently from each other. Meals may also be included. Does not include fraternities, sororities, convents, or monasteries.

Buffer or Buffering: An area established between potentially conflicting land uses, such as agricultural and residential uses, which, depending on the potential impact, may utilize landscaping, earth berms, structural barriers, setbacks or roads. Also may refer to the process of providing separation between land uses and reducing or preventing adverse impacts between land uses, such as noise, vibration, lighting and glare, odor, and privacy.

Building: Buildings are any structures used or intended for sheltering or supporting any use or occupancy.

Building Intensity: Building intensity is a measure of the amount of floor space in relation to site area. It is expressed as the ratio of gross building floor area to site area (*Figure 12-3*). For example, where a ratio of 1.0 is allowed, building floor area can equal site area. In this example, a one-story building could cover the entire site (except any required setbacks), a two-story building could cover one-half the site, or a three-story building could cover one-third of the site. (See also "density.")

Build-out: That level of urban development characterized by full occupancy of all developable sites within the City's Limits, in accordance with the General Plan; the maximum level of development anticipated by the General Plan. Build-out does not assume that each parcel is developed with the maximum floor area or dwelling units possible under zoning regulations.

Business Incubator: An organization designed to accelerate the growth and success of entrepreneurial companies through an array of

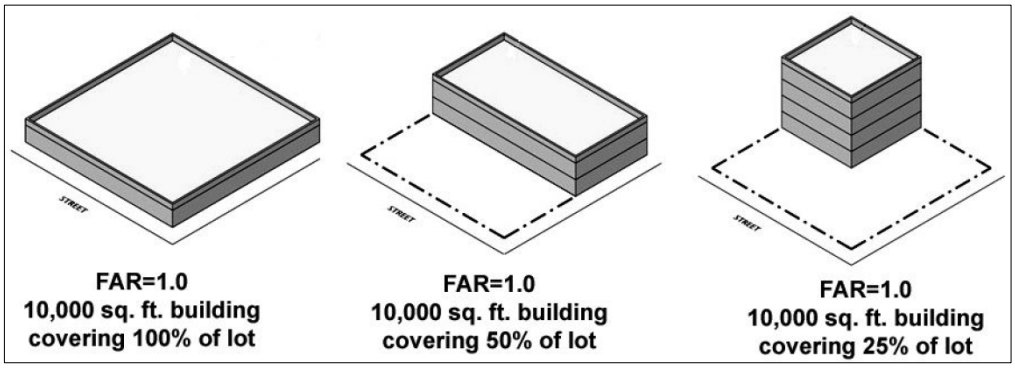


Figure 12-3: Diagram showing floor area ratio (City of Austin, Texas)

business support resources and services that could include physical space, capital, coaching, common services, and networking connections. Business incubation programs are often sponsored by private companies or municipal entities and public institutions, such as colleges and universities. Their goal is to help create and grow young businesses by providing them with necessary support and financial and technical services.

Business Park: Business Park is a master-planned, campus-like setting for research-and-development or light-manufacturing uses.

C

California Environmental Quality Act (CEQA): Legislation and corresponding procedural components established in 1970 by the State of California to require environmental review for projects anticipated to result in adverse impacts to the environment.

Candidate Species: Candidate species are animal or plant species that the U.S. Fish and Wildlife Service (USFWS) or California Department of Fish and Wildlife are considering for listing as endangered or threatened species.

Capital Improvement Plan (CIP): Is part of the City's budget that describes how money will be spent on the construction, maintenance, or replacement of buildings, streets, sewer and water mains and other publicly owned facilities. The program, generally reviewed annually for conformance to and consistency with the General Plan.

Carbon Dioxide (CO_2): An odorless, colorless gas formed during respiration, the combustion of fuels, and certain industrial activities, among other processes. CO_2 is the most abundant greenhouse gas, with primary sources from transportation and electrical power generation.

Carbon Monoxide (CO): An odorless, colorless gas formed by the incomplete combustion of fuels; the majority of southern California CO emissions come from motor vehicles.

Chlorofluorocarbon (CFC): An ozone-depleting greenhouse gas previously used as a propellant and a refrigerant.

City Limits: The legal boundaries of the geographical area subject to the jurisdiction of the City of Jurupa Valley's government. For example, development applications for properties located within the City limits must be reviewed by the City.

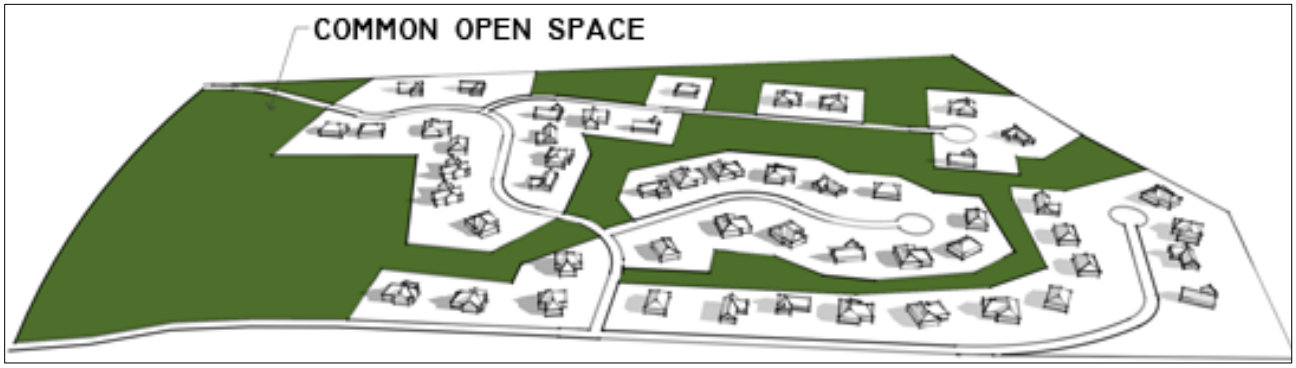


Figure 12-4: Cluster development layout to preserve open space (City of Durango, Colorado)

Clustering: Clustering means grouping allowed development on a small area of the site, with the remainder of the property protected as agriculture or open space. See the City's Land Use Element for clustering densities.

CNPS: Means the California Native Plant Society.

Collector Street: Is a street serving a neighborhood or subarea of the City, which "collects" traffic from local streets and connects it with higher volume arterial streets. Collectors typically have only two motor vehicle traffic lanes. See also the Circulation Element.

Commercial Truck: A vehicle weighing more than 10,000 pounds, with three or more axles and used for commercial or industrial purposes.

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities and urban counties and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. CDBG funds are used by cities and counties for land purchase, housing rehabilitation and community development, public services and facilities, economic development, and other purposes that primarily benefit persons or households with income less than 80% of County median income.

Community Noise Equivalent Level (CNEL): Community noise equivalent level, abbreviated "CNEL", is the equivalent energy (or energy average) sound level during a 24-hour day, obtained by adding approximately five decibels to sound levels from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels between 10:00 p.m. and 7:00 a.m. to account for greater human sensitivity to noise during those periods.

Community Value: Important and lasting beliefs or ideals shared by the residents of a community about what is good or bad, and desirable or undesirable. Values have major influence on a person's or a group's behavior and attitude and serve as broad guidelines in all situations. Some common values are justice, equality, pursuit of liberty and quality of life, civic responsibility and involvement.

Compatible: Capable of existing together without conflict or ill effects.

Complete Streets: Streets that comfortably accommodate all users, with particular emphasis on pedestrians, bicyclists, and public

transportation, as well as people of all ages and physical abilities. The Complete Streets Act of 2008 requires circulation elements to incorporate multimodal transportation into the General Plan.

Conditional Use Permit: The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Conservation: The management of natural resources to prevent waste, destruction, or neglect.

Cultural Resources: Includes historic, archaeological, and paleontological resources, as well as human remains.

Cumulative Impact: As used in CEQA, the total environmental impact resulting from the accumulated impacts of individual projects or programs over time.

Conservation, Energy: Means the use of less energy in any form than would otherwise occur. It may be accomplished by greater efficiency (i.e., more miles per gallon), or reduced activity (i.e., going to a nearby park instead of a distant park).

Conservation Plan: Conservation Plan is a document prepared by the City or a City designated representative which specifies the care and management of specific open space sites or areas, in compliance with the General Plan. This plan outlines resources existing on the site, resource preservation, allowed recreational uses, and other similar programs.

Covenants, Conditions, and Restrictions (CC&Rs): Restrictions or requirements that are placed on a property and its use by a property owner, usually as a condition of subdivision approval. CC&Rs are deed restrictions that "run with the land" and are legally binding.

Creek: Creek is a waterway or portion of a waterway so designated on the Conservation and Open Space Element "Creek Map," or other source as defined in the Conservation and Open Space Element; creek includes a natural watercourse or altered natural watercourse where water flows in a definite channel, with a bed and banks. Drainage ditches, concrete swales, underground culverts, and storm drains are not considered creeks.

Creek Corridor: Creek corridor is that area of the creek between physical top of bank on one side of the creek and physical top of bank on the other side of the creek, or the area between the outer edge of the riparian vegetation on one side of the creek to the outer edge of the riparian vegetation on the other side of the creek (whichever is greater).

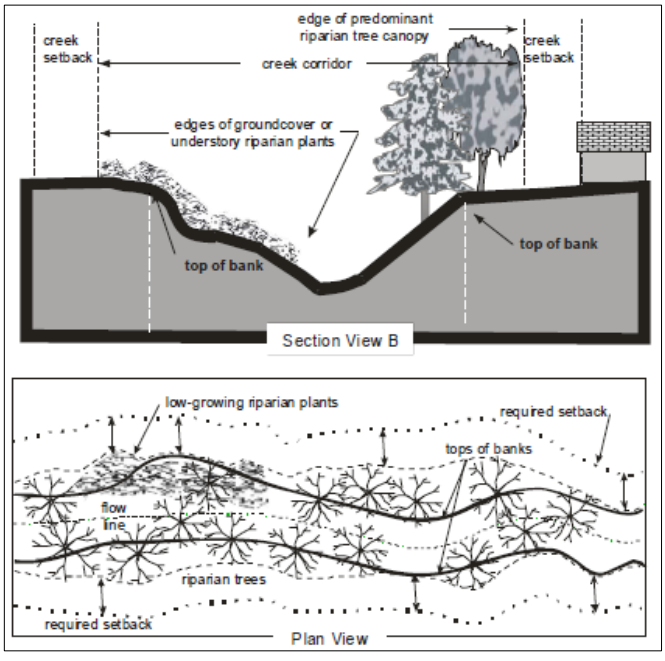


Figure 12-5: Typical creek corridor and setbacks (City of San Luis Obispo, California)

Creek Maintenance: Creek maintenance means work within a creek corridor that involves the trimming of vegetation, the use of herbicides or pesticides, removing debris or trash, removing vegetation necessary to maintain flood control, or similar maintenance activities. Projects that involve creek alterations should not be considered creek maintenance.

Creek Restoration: Creek restoration is the process of restoring a creek to a more natural condition. Restoration includes planting native riparian vegetation, removing wildlife barriers, providing fish ladders, removing debris and trash, removing invasive non-native creek species, grading and changes to the creek associated with creek restoration work, and other similar activities. Creek restoration is not considered development.

Creek Setback: Creek setback means the minimum distance that development must be located from a creek's physical top of bank or the outer edge of the riparian vegetation (whichever results in a greater setback), as provided in the Conservation and Open Space Element. An adequate creek setback should allow for future natural changes that may occur within the creek corridor and allow adequate space for storm design capacity.

Cultural Resources: Consist of any prehistoric or historic district, site, building, landscape, structure, or object included in or eligible for local, State, or National historic designation, including artifacts, records, and material remains related to such a property or resource. Cultural resources represent the full range of prehistory and history by indigenous cultures and historic American settlement in Jurupa Valley, including traditional cultural properties. Cultural resources also include the remains of historic settlement and development activities of Euro-Americans, Asians, and other non-Native cultural activities during the past 200 years.

Cut-Through Traffic: The term for vehicle trips on a particular residential local or collector street by motorists who do not live in the neighborhood and are passing through it to some other destination.

D

Dark Skies: Refers to efforts to preserve and protect the nighttime environment and our heritage of dark skies through environmentally responsible outdoor lighting to prevent light pollution due to excessive or inappropriate outdoor lighting. Common forms of light pollution include glare, sky glow, excessively strong lighting and glare from outdoor lighting, which is unshielded and publicly visible.

Day/Night Average Sound Level (Ldn): Day/night average sound level, abbreviated “Ldn,” is the equivalent energy (or energy average) sound level during a 24-hour day, obtained by adding ten decibels to sound levels between 10:00 p.m. and 7:00 a.m. The Ldn is generally computed for annual average conditions.

Decibel (dB): The unit of measurement for loudness based on a logarithmic scale.

Decibel "A-Weighted" (dBA): The "A-weighted" scale for measuring sound in decibels, which weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness even though the noise is actually ten times more intense.

Density: Density describes how many things of a certain kind occupy an area of land. Density is often expressed as the number of residents, dwellings, or employees per acre.

Density Bonus: An increase in the allowed base density applied to a residential development project, as allowed by state law. The increase allows the development of more dwellings than a property's zoning would otherwise allow, and is usually in exchange for the provision or preservation of affordable housing or housing amenity.

Density, Residential (du/acre): The number of permanent residential dwelling units (du) per acre of land. Densities specified in the General Plan are expressed in dwelling units per gross acre or per net acre (du/acre). (See "Acres, Gross" and "Acres, Net".)

Development Fees: Direct charges or dedications collected on a one-time basis for a service provided or as a condition of approval being granted by the local government. The purpose of the fee or exaction must directly relate to the need created by the development. In addition, its amount must be proportional to the cost of the service or improvement. Fees can be broken down into two major classes: 1) service charges such as permit fees covering the cost of processing development plans, connection or standby fees for installing utilities, or application fees for reviewing and considering development proposals; and 2) "impact" fees levied on new development to cover the cost of infrastructure or facilities necessitated by development.

Development Project: A project that involves grading, demolition, construction, remodeling, subdivision, new signs or other land improvement, land division or other action for which City discretionary planning approvals or building permits are required.

Development Review: The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, in terms of land use compatibility, site planning and design, architecture, landscaping, lighting and signs, in accordance with a set of adopted policies, guidelines and standards.

Dwelling Unit (du): A building or portion of a building containing one or more rooms, designed to be used by one household for living or sleeping purposes, and having a separate bathroom and only one kitchen or kitchenette.

Development: Development means the erection of structures (including agricultural buildings and accessory structures such as decks and spas), the associated grading, vegetation removal, and paving associated with structures, the subdivision of land, mining, excavation, and drilling operations. Where creeks, wetlands, unique

resources, sensitive habitat, and historical resources occur on-site or may be affected, development also includes agricultural uses (such as tilling the soil, grazing, agricultural grading, and similar uses) as well as grading (greater than 50 cubic yards), paving, and vegetation removal (the removal of a tree or riparian vegetation such that a major portion of a creek bank is exposed) whether such activities are associated with a structure or independent of a structure. Enhancement or restoration of a natural resource is not considered development.

Director: Refers to the Director of the City's Community Development Department or another staff person authorized by the Director to act on his or her behalf.

Dormitory: A building used as a group quarters for students, as an accessory use for a college, university, boarding school, or other similar institutional use.

E

Ecotone: An ecotone is a transition area between two or more natural habitats (or plant communities), such as the area along and between a riparian habitat and Oak woodland or Chaparral habitats. Ecotones are typically diverse and support a greater variety of species than the bordering habitats. Ecotones may appear on the ground as a gradual blending of the two plant communities across a broad area, or it may appear as a sharp boundary line.

Elderly or Senior Housing: Housing designed to meet the needs of and enforceably restricted to occupancy by persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older.

Endangered Species, California: A native species or sub-species of a bird, mammal, fish, amphibian, reptile, or plant, which is in serious danger of becoming extinct throughout all or a significant portion of its range, due to one or more factors, including loss in habitat, change in habitat, over-exploitation, predation, competition, or disease. The State Department of Fish and Wildlife determine the status.

Endangered Species, Federal: A species that is in danger of extinction throughout all, or a significant portion, of its range. The U.S. Fish and Wildlife Service and the Department of the Interior determine the status.

Environmental Impact Report (EIR): A report required pursuant to the California Environmental Quality Act (CEQA) that assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts *(see "California Environmental Quality Act").*

Environmentally Sensitive Habitat Areas (ESHAs): Any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Energy: Energy means the capacity to change the characteristics of a material, most often its location, or temperature. In the realm of daily life, energy is never really used up, only changed from a more useful state to a less useful state, with all forms eventually dissipating as heat.

Enforceably Restricted: Refers to housing that is deemed affordable under county or state standards and that is subject to deed restrictions, affordable housing agreements or other mechanisms to ensure the housing remains affordable for a prescribed period.

Environmental Justice: Refers to the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of planning, land use and environmental policies, standards and regulations.

Equivalent Sound Level (Leq): Equivalent sound level, abbreviated "Leq," is the constant or single-sound level containing the same total energy as a time-varying sound, over a certain time. For example, if 64 dB is measured for 10 minutes, 68 dB is measured for 20 minutes, and 73 dB is measured for 30 minutes, the 1-hour Leq is about 71 dB The Leq is typically computed over 1-, 8-, or 24-hour sample periods.

Expansion Area: Expansion areas are places that the City has decided will be appropriate for annexation and urban development, as further described in the General Plan Land Use Element text and map. Expansion areas are generally next to and extending beyond the City limits at the time the plan was adopted.

F

Façade: A building "face" or exterior wall of a building, usually, but not always, the front wall, including all openings and architectural ornamentation, facing a street or public way. The word comes from the French language, literally meaning "frontage" or "face." The facade is often the most important part of a building from an architectural design standpoint, as it sets the tone for the rest of the building.

Fair Market Rent: The rent, including utility allowances, determined by the United States Department of Housing and Urban Development ("HUD") for purposes of administering the Section 8 Housing Choice Voucher Program.

Fault: A fracture or zone of closely associated fractures along which rocks on one side have been displaced with respect to those on the other side. A fault zone is a zone of related faults, which commonly are braided, but which may be branching. A fault trace is the line formed by the intersection of a fault and the earth's surface.

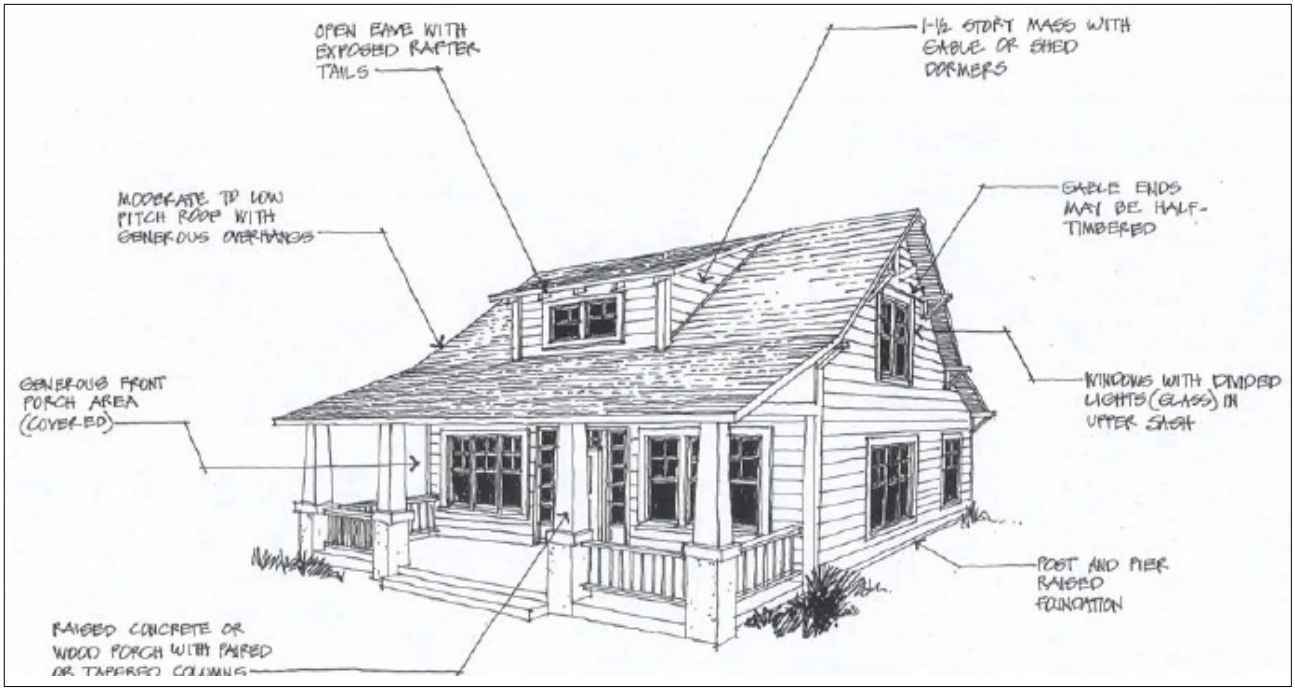


Figure 12-6: Craftsman building façade features (City of San Luis Obispo, California)

Flood, 100-year: In any given year, a flood that has a 1% likelihood of occurring, and is recognized as a standard for acceptable risk.

Floodplain: The relatively level land area on either side of the banks of a stream regularly subject to flooding.

Floodway Fringe: That portion of the floodplain between the floodway and the limits of the 100-year floodplain.

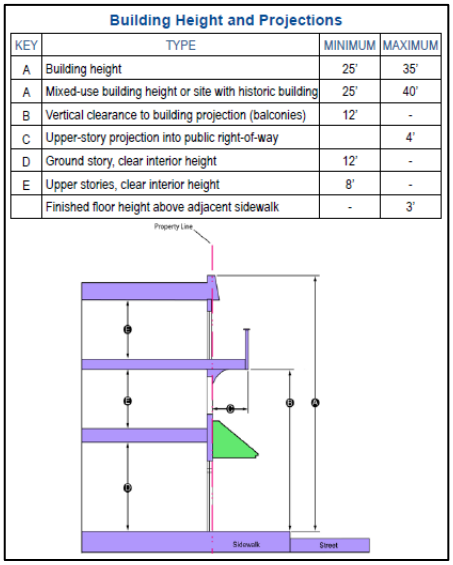
Flood Prone: Flood Prone means subject to a general and temporary condition of partial or complete inundation of normally dry land from: 1) overflow of inland waters, and/or 2) the unusual and rapid accumulation of runoff of surface waters from any source. Flood prone areas are areas within the 100- and 500-year flood plain (zones A and B on FEMA maps), but also include areas in which standing water may accumulate after a relatively short rain or flood due to other sources of water such as runoff from nearby land uses caused by inadequate local drainage facilities.

Floodway: The channel of a natural stream or river and portions of the adjoining floodplain which are reasonably required to carry flood waters.

Floor Area Ratio (FAR): A unit of measurement to describe the "intensity" of a non-residential land use. A building's total gross floor area, in square units, divided by the building's site area, in the same square units, equals "FAR." For example, a 60,000-square-foot building on a 120,000-square-foot parcel would have a floor area ratio of 0.50. The higher the number, the higher the level of development intensity. In calculating FAR., floor area shall mean the conditioned floor area (as defined by Title 24 of the *California Code*

of Regulations) of the building and excluding parking garages and basements (see *Figure 12-3*).

Form-Based Codes: A method of regulating development to achieve specific urban form. Form-based codes use clear, graphic-based standards to address the relationship between building facades and the public realm, the form, mass and scale of buildings in relation to one another and the aesthetic character of buildings, urban spaces, streets, and blocks.



Building Height and Projections

KEY	TYPE	MINIMUM	MAXIMUM
A	Building height	25'	35'
A	Mixed-use building height or site with historic building	25'	40'
B	Vertical clearance to building projection (balconies)	12'	-
C	Upper-story projection into public right-of-way		4'
D	Ground story, clear interior height	12'	-
E	Upper stories, clear interior height	8'	-
	Finished floor height above adjacent sidewalk	-	3'

Figure 12-7: Example of form-based code (City of San Luis Obispo, California)

G

Gateway: Gateways are locations of visual or geographic importance, typically on or near major street entry points. They are intended to be aesthetically pleasing, memorable, and understandable places signifying arrival or change. Gateways are typically located in high visibility areas, close to major transportation facilities that, due to their visual prominence, shape the aesthetic character of their surroundings.

General Plan: A document containing goals, policies and implementation actions or programs regarding a city's long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code §65301 and adopted by the legislative body (City Council) by resolution. In California, the General Plan has seven mandatory elements (Circulation or Mobility, Conservation, Housing, Land Use, Noise, Open Space, and Public Safety) and may include any number of optional elements a city deems important.

General Plan Amendment (GPA): A modification made to the General Plan after adoption.

Geographic Information Systems (GIS): GIS is a combination of computer-based approaches, programs, methodologies, and technologies to gather, store, manipulate, analyze, present, and interpret spatial information and data.

Geothermal Energy: Energy obtained by tapping underground reservoirs of heat, usually near volcanoes or other hot spots on the Earth's surface.

Goal: A goal is an adopted statement that describes long-term intent. It is intended as an ideal end-state related to the public health, safety, or general welfare. A goal is a general expression of community hopes and aspirations and, therefore, is typically abstract in nature. Consequently, goal achievement is not precisely measurable or time constrained.

Granny Flat: See **Secondary Residential Unit.**

Greenbelt: A Greenbelt is essentially undeveloped land beyond a city's limits or urban reserve line. Greenbelts typically include a city's viewshed and may consist of private and public property composed of 1) open space area that is preserved to define the limit to urban growth, 2) open space area utilized to protect natural resources, 3) agricultural lands and associated agricultural uses, and 4) rural lands and recreation. A greenbelt functions to preclude adjacent

urban communities from merging by maintaining urban growth in designated urban areas.

Greenhouse Effect: A term used to describe the warming of the earth's atmosphere due to accumulated carbon dioxide and other gases in the upper atmosphere. These gases absorb energy radiated from the earth's surface, "trapping" it in the same manner as glass in a greenhouse traps heat.

Greenhouse Gas (GHG): A balance of naturally occurring gases in the atmosphere determines the earth's climate by trapping solar heat through a phenomenon known as the greenhouse effect. GHGs, including carbon dioxide, methane, nitrous oxide, chlorofluoro-carbons, and water vapor, keep solar radiation from exiting our atmosphere. In a process very similar to the windows on a greenhouse, GHGs trap so much heat that the temperature within the earth's atmosphere is rising. GHGs are emitted through both natural processes and human activities. Emissions from human activities, such as electricity production, motor vehicle use, or agriculture, contributes to the concentration of GHG in the atmosphere and are believed to be the cause of a gradual warming of the earth's climate.

Groundwater: Water that exists beneath the earth's surface, typically found between saturated soils and rock, and is used to supply wells and springs.

H

Habitat: The physical locations or types of environments in which an organism or biological population lives or occurs.



Figure 12-8: Wildlife habitat buffer and ecotone areas along the Santa Ana River

Habitat Buffer: Habitat buffer is an area around a sensitive habitat or unique resource that protects the resource from development or associated impacts of development. A habitat buffer should 1) be located between sensitive habitat or unique resources and proposed, existing, or potential development; 2) be a sufficient width and size to protect the species most sensitive to development disturbances and to compensate for project impacts, and 3) be designed to complement the habitat value associated with the sensitive habitat or unique resource and to protect such resource(s).

Hazards: Hazards include landslides and soil creep, flooding, potentially active or active earthquake faults, liquefaction areas, wildland fires, and dangers associated with locating too near to an airport.

Hazardous Material: Any material that because of its quantity, concentration, or physical or chemical characteristics poses a significant present or potential hazard to human health and safety or the environment if released into the workplace or environment.

Hazardous Waste: Waste that requires special handling to avoid illness or injury to persons or damage to property.

Heat Island Effect: The heat island effect is a temperature phenomenon in which heat-absorbing buildings and paving, especially non-reflective surfaces of dark colors, release heat absorbed from sunlight into the surrounding atmosphere. The resulting effect is an

increase in outdoor air temperature of 2 to 8 degrees Fahrenheit in a specific area, or "island." Increases in local air temperature caused by the heat island effect generally occur in urban areas and centers where many buildings with dark roofs and asphalt paving are concentrated in a small area. Some ways to combat the heat island effect include installing green roofs, using light-colored roofing, and paving materials that do not absorb heat, and planting trees and vegetation.

Heavy Trucks, Truck Tractors: Heavy Trucks and Heavy Truck Tractors as used in the General Plan are defined as generally shown in *Figure 12-9.*

Historic Property: Land or buildings that have been determined by the State, County, or City to have archaeological, historical, or architectural significance.

Historical Resources: Historical resources are places, buildings, or objects that represent periods in history and that meet local, State, or federal criteria for historic designation.

Hydrofluorocarbon (HFC): A gaseous compound that has been used as an ozone-safe replacement for CFCs, but that acts as a potent greenhouse gas.

Household: Refers to person or group of persons living in one dwelling unit.

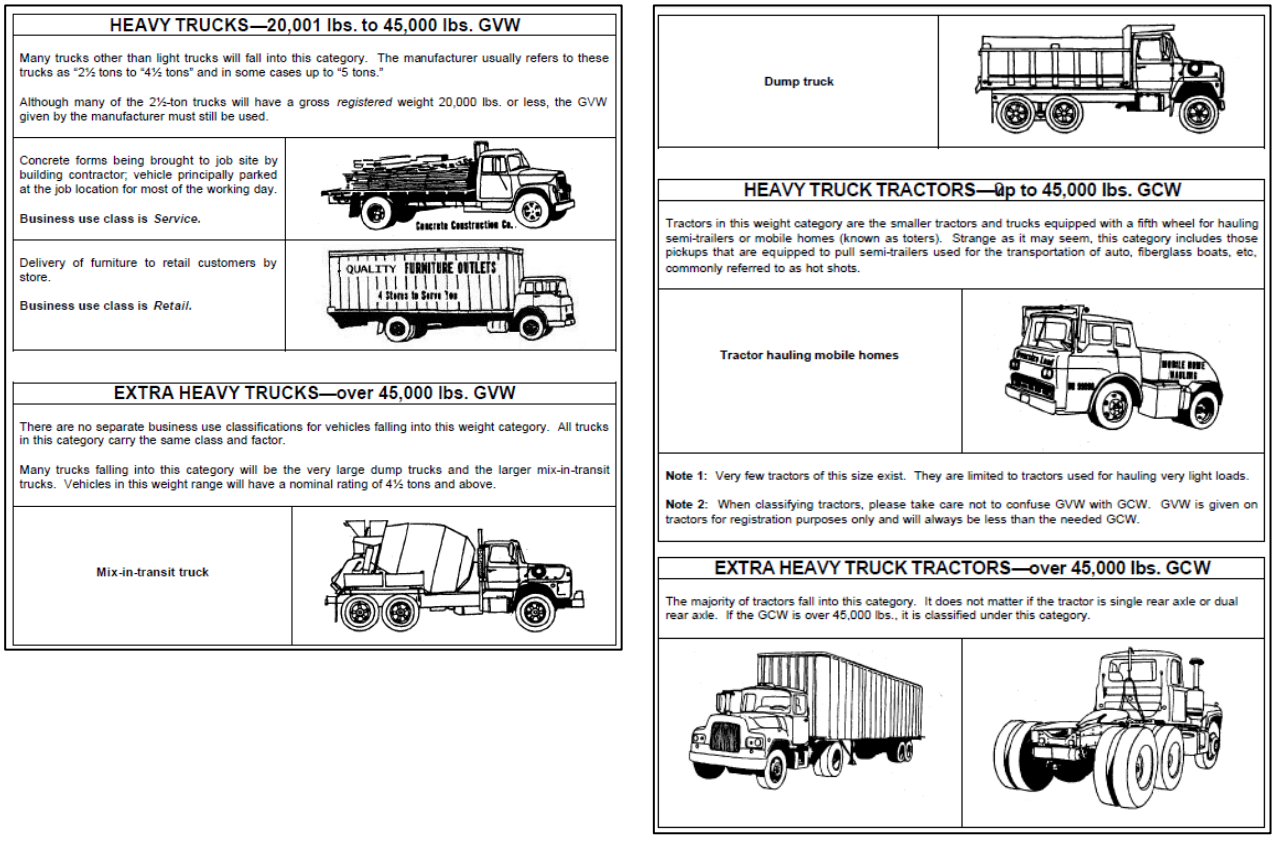


Figure 12-9: Heavy trucks and heavy truck tractors (MAIPF)

Housing or "Dwelling" Unit: A building, a modular home, a mobile home, a cooperative, or any other residential use considered real property under state law and constructed upon a permanent foundation, with provisions for sleeping, cooking, and sanitation, and with permanent connections to utilities.

I

Impervious Surface: Surface through which water cannot penetrate, such as a roof, road, sidewalk, or paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation Measure: Actions, procedures, programs, or techniques that are used to achieve goals and/or carry out policies.

Income, Above Moderate: A household whose income exceeds 120% of the Riverside County median income.

Income, Extremely Low: "Extremely Low Income Household" shall mean persons and families whose household income does not exceed the qualifying limits for Extremely Low Income Households as established and amended from time to time in California Health & Safety Code §50106, as such limits are published annually by the California Department of Housing and Community Development.

Income, Low: "Low Income Household" shall mean persons and families whose household income does not exceed the qualifying limits for lower income families as established and amended from time to time pursuant to Section 8 of the United States Housing Act of 1937, as such limits are published annually by the California Department of Housing and Community Development, pursuant to Section 50079.5 of the California Health and Safety Code.

Income, Area Median (AMI): "Area Median Income" shall mean the median household income for the County of Riverside, as published annually by the State of California Department of Housing and Community Development.

Income, Moderate: "Moderate Income Household" shall mean persons or families whose gross incomes do not exceed 120% of the median income adjusted for family size in accordance with adjustment factors adopted by the U.S. Department of Housing and Urban Development, as published annually by the California Department of Housing and Community Development, pursuant to §50093 of the *California Health and Safety Code*.

Income, Very Low: "Very Low Income Household" shall mean persons and families whose household income does not exceed the qualifying limits for Very Low Income Households as established and amended from time to time pursuant to §10105(a) of the *California Health & Safety Code*, as such limits are published annually by the California Department of Housing and Community Development.

Infill: Development on vacant properties that are essentially surrounded by urban development and inside the City limits.

Infill Housing: Development of housing on vacant lots within the City limits on property zoned for such uses.

Interim Open Space: A land-use category for areas that may be suitable for development someday, but that should be kept open until certain development constraints are overcome.

Inland Empire: A region in Southern California generally used to refer the cities and unincorporated areas of western Riverside County and southwestern San Bernardino County. A generally broader definition includes eastern Los Angeles County cities in the Pomona Valley, or the desert community of Palm Springs, as well as its surrounding area; a much larger definition will include all of San Bernardino and Riverside counties.

In-lieu Fee: Cash payments that may be required of an owner or developer as a substitute for a dedication of land for public use, usually calculated in dollars per lot, and referred to as in-lieu fees or in-lieu contributions.

Insulation: Insulation means a material or the property of a material that resists the flow of heat from one place to another. Governmental codes and manufacturers' specifications use a measure called the "R-value" for this property. The higher the value, the greater is the resistance to heat or cold conduction.

Intelligent Transportation System: Advanced applications that aim to provide innovative services relating to different modes of transportation and traffic management, enabling various users to be better informed and make safer, more coordinated, and 'smarter' use of transportation networks.

J

Jobs/Housing Balance or Ratio: A ratio expressed as the number of jobs divided by the number of dwelling units in a defined geographic area, which is used to describe the adequacy of the housing supply to meet community needs as identified in the General Plan Housing Element.

Joint Use Site: Joint use sites include facilities and/or properties where long-term development and uses between the City and another agency have been established through a formal agreement.

L

Landslide: A general term for a falling, sliding, or flowing mass of soil, rocks, water, and debris. This includes mudslides, debris flows, and debris torrents.

Leadership in Energy and Environmental Design (LEED®): A voluntary, consensus-based national standard for developing and rating high-performance, sustainable "green" buildings and neighborhoods. LEED® provides a complete framework for assessing project performance and meeting sustainability goals, such as water savings, energy efficiency, materials selection, and indoor environmental quality.

Levels of services, Streets (LOS): LOS is a qualitative measurement of the degree of congestion along a street section or at an intersection.

LOS is described by a letter scale from A to F with Level of Service (LOS) A describing a free-flowing traffic, while LOS F describing a situation of extreme congestion. LOS E occurs when the volume of traffic approaches the road's capacity. LOS E is characterized by low operating speeds and numerous delays with much congestion. LOS F represents a forced flow situation with more traffic attempting to use the road than it can handle. LOS F is characterized by stop-and-go traffic with numerous, lengthy delays.

Light Trespass: Unwelcome light spilling off originating property. Typical causes include poorly shielded lights that are aimed partially horizontally, not down, and too much light power.

Liquefaction: A process by which water-saturated granular soils transform from a solid to a liquid state during strong ground shaking.

Living Streets: Streets that embody complete streets (see Complete Streets definition in Glossary) and include consideration of other issues related to economic vibrancy, equity, environmental sustainability, aesthetics, and more (from *Model for Living Streets Design Manual*, Los Angeles County, 2011).

Live-Work or Work-Live Unit: An integrated housing unit and work space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activities, and which includes: 1) complete kitchen and sanitary facilities in compliance with City building code, and 2) working space reserved for and regularly used by one or more occupants of the unit. The difference between "live-work" and "work-live" units is that the work component of a live-work unit is secondary to its residential use and may include only commercial activities and pursuits compatible with the character of a quiet residential environment, while the work component of a work-live unit is the primary use, to which the residential component is secondary.

Local Agency Formation Commission (LAFCO): A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals.

Local Street: A street providing access to all or part of a neighborhood and not carrying through traffic. See also the Circulation Element.

Low-Density Residential: A land-use category for dwellings that provide a sense of individual identity and neighborhood cohesion for the households occupying them, generally consisting of detached, one- or two-story buildings, with private outdoor space separating them from neighboring dwellings and near other uses, which are supportive of, and compatible with these dwellings.

M

Major Land Use Actions: Any action related to proposed land uses (e.g., conditional use permit, rezoning, general plan amendment) for which compatibility with airport activities is of particular concern by the County of Riverside Airport Land Use Commission (ALUC), but for which ALUC review is not always required under state law. (*See Appendix 4.0 for more information.*)

Major Remodel: See Remodel, Major.

Major Scenic Corridor: See Scenic Corridor, Major.

Minor Scenic Corridor: See Scenic Corridor, Minor.

Minor Remodel: See Remodel, Minor

Mitigation Banking: Mitigation banking is a method of resource or habitat protection. It is a method for compensating for unavoidable impacts of development. It involves a public or private entity creating, restoring, or preserving fish, plant, and wildlife habitats in advance of an anticipated need for actual mitigation. When habitat areas are created, a credit is created. When unavoidable impacts occur to habitat or a resource as a result of development, the developer (whether public or private) may utilize an existing credit created from previous successful habitat restoration, create an additional bank area, or pay a mitigation fee (as specified by the City).

Mitigation Fee: Mitigation fee is a fee paid to mitigate development impacts to creek, sensitive habitat, unique resource, or similar resources. This fee is paid to protect existing resources or buy land for the future protection of resources or habitat.

Mitigation Monitoring Plan: Mitigation Monitoring Plan is a plan and program to insure the proper implementation of mitigation measures identified in an environmental impact report or negative declaration with mitigation. It typically involves a monitoring and reporting process to document the implementation of all mitigation measures.

Mitigation Plan: Mitigation Plan is a plan, which provides for natural resources mitigation and long-term preservation.

Mixed-Use Development: Development in which various uses, such as office, commercial, manufacturing, institutional, and residential are combined in single building or in multiple buildings on a single parcel or on multiple, contiguous parcels, developed as integral unit with significant functional interrelationships and a coherent physical design; property designated “MU” on the City’s General Plan Land Use Map.

Mitigation: A specific action taken to reduce environmental impacts to insignificant levels. Mitigation measures are required as a component of an environmental impact report (EIR).

Mixed-Use: Any mixture of dwellings and commercial land uses on a single parcel or multiple contiguous parcels, such as dwellings combined with offices, retail, or other non-residential uses or multiple buildings with different uses on a single parcel where the different types of land uses are in proximity and planned as a

unified, complementary and cohesive whole. As distinguished from a single-use land use designation or zone, mixed use refers to an authorized variety of uses for buildings and structures in a particular area.

Mixed-Use, Horizontal: Mixed-use, horizontal: Two or more different types of uses are placed next to each other, planned as a unit, and connected together with pedestrian and vehicular access. For instance, a subdivision containing single-family dwellings that is adjacent to a neighborhood commercial development and office complex.

Mixed-Use, Vertical: Where two or more different uses occupy the same building usually on different floors. For instance, retail on the ground floor and office and/or residential uses on the second and/or third floors (refer to *Figure 12-10.*)

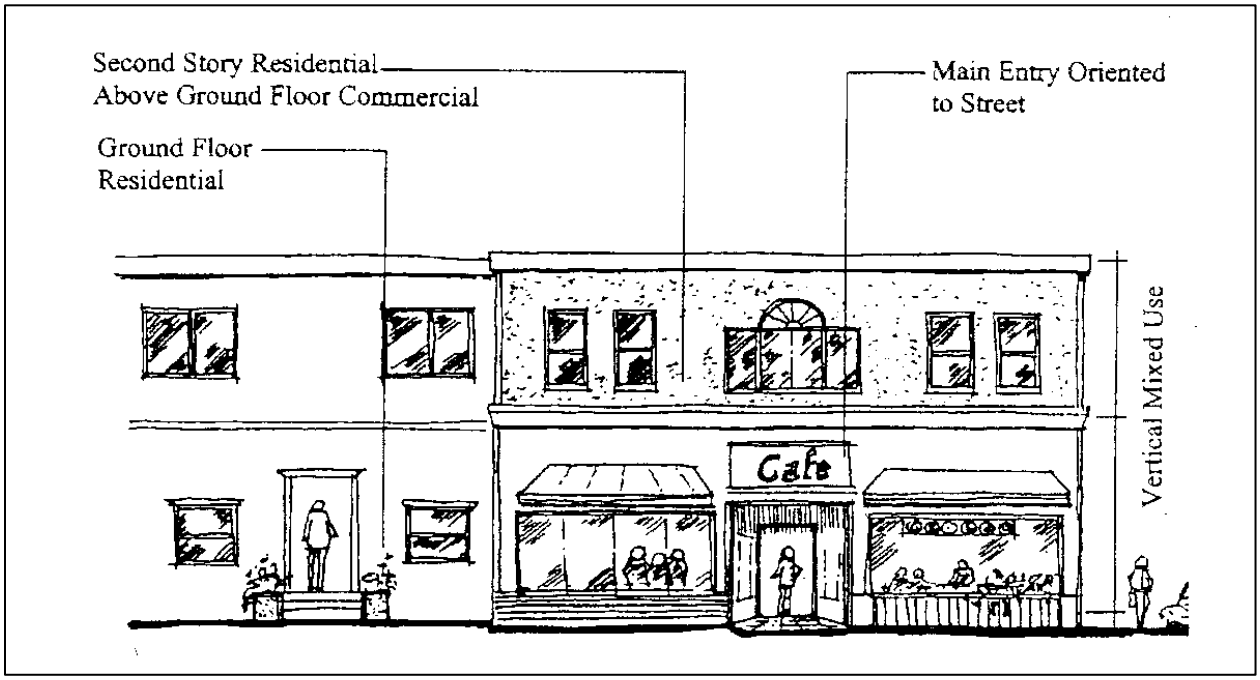


Figure 12-10: Example of vertical mixed use (State of Oregon Transportation and Growth Management Program)

Modal Shift: The percent change in the number of trips made within, or originating from, a specific geographic area during a defined period and using specific transportation methods or "modes," such as cycling, walking, riding public transit, and driving automobiles. For example, a modal shift increase of 15% in bicycle use means that the number of bicycle trips in an area increased 15% over a previous period.

Multi-Family Dwelling: A dwelling that is part of a structure containing one or more other dwellings, or part of a non-residential use. An example of the latter is a mixed-use development where one or more dwellings are part of a structure that also contains one or more commercial uses (e.g., retail, office). Multi-family dwellings include

duplexes, triplexes, fourplexes (buildings under one ownership containing two, three, or four dwellings, respectively, in the same structure), apartments (five or more units under one ownership in a single building), and townhouse development (three or more attached dwellings where no unit is located above another unit. It does not include Granny Flats or Secondary Dwelling Units.

Multi-Generational: Housing, City programs and facilities designed to meet the needs of a broad range of age levels – preschool and school age children, teens, adults, seniors.

Multi-Modal Transportation: Refers to multiple modes of transportation, including, but not limited to pedestrian, bicycle, automobile or transit forms of travel.

Municipal Project: A development project designed, funded, or carried out by the City of Jurupa Valley and described as a "capital project" in the City's Financial Plan.

N

Natural Areas: An area of land largely unaltered by modern human activity, where vegetation is distributed in naturally occurring patterns.

Nitric Oxide (NO): A gaseous compound that may result from combustion or industrial processes. It is a precursor to nitric acid, which contributes to acid rain, and contributes to the depletion of stratospheric ozone.

Nitrogen Dioxide (NO_2): A reddish brown gas that is a byproduct of the combustion process and is a key to the ground-level ozone production process.

Nitrous Oxide (N_2O): A colorless gas that is byproduct of the combustion process and certain industrial process. It has certain industrial and clinical applications and is both a precursor to ground level ozone and a greenhouse gas.

Noise Contour: Areas around a noise source with equal levels of noise exposure. Noise contours are drawn similar to a topographic map.

Noise-Sensitive Use or Sensitive Land Use: A location where people reside or where the presence of unwanted sound could adversely affect land use. Sensitive land uses include schools, hospitals, senior housing and convalescent facilities, residential uses, places of worship, libraries, and passive outdoor recreation areas.

Native Plants: Native plants are those plant species that existed in California before the arrival of European explorers and settlers.

Natural State: Natural state means how a site would be found in nature under climax conditions and not altered appreciably by humans. Providing a natural state on a hillside or creek is to provide plants typical to that resource. Within a creek or wetland, an essentially natural state would allow some non-riparian vegetation [that would not negatively affect that resource] to remain or to be planted.

Neighborhood Commercial: Neighborhood Commercial is a commercial land-use category for businesses, which primarily meet

the frequent shopping demands of people who live nearby, such as neighborhood grocery markets and drug stores.

New Development: New development means development projects that require discretionary planning approvals, engineering or building approvals or permits, but excludes single-family house remodeling or additions.

Noise Exposure Contours: Noise exposure contours are lines drawn around a noise source, indicating average levels of noise exposure, as shown in the Noise Element.

Noise Level Reduction (NLR): Noise level reduction, abbreviated "NLR," is the arithmetic difference between the levels of sound outside and inside a building, measured in decibels, also referred to as "noise attenuation." For example, if the sound level outside a house is 70 dB and the level inside a room of the house is 45 dB, the NLR is 25 dB (70 – 45 = 25).

Noise-Sensitive Land Use: Noise-sensitive land use means residential land uses; hotels, motels, bed-and-breakfast inns, or hostels; schools; libraries; churches; hospitals and nursing homes; playgrounds and parks; theaters, auditoriums, and music halls; museums; meeting halls and convention facilities; professional offices; and similar uses as determined by the Community Development Director.

Non-Conforming Use: A land use that was lawfully established according to land use requirements that were in effect when the use was initiated.

O

Open Space: A land or water area, which remains in a predominantly natural or undeveloped state, and is generally free of structures. Such lands protect and preserve the community's natural and historical resources, define the urban boundary, and provide visual and physical relief from urban development. Open spaces may consist of small portions of a parcel, such as small wilderness preservation areas, or large tracts of land. Such lands may include farming and grazing; creeks, marshes, watershed and floodplains; scenic resources; plant and animal habitat; historic and archaeological resources; and passive recreation areas.

Outdoor Activity Areas: Outdoor activity areas are patios, decks, balconies, outdoor-eating areas, swimming pool areas, yards of dwellings, and other areas commonly used for outdoor activities and recreation.

Overlay: A land use designation or zoning designation that modifies the basic underlying land use designation or designations in some specific manner. Typically, the overlay provides additional or optional policies or standards, depending on the individual overlay.

Ozone (O_3): An oxidant, O_3, which at ground level makes up the largest single portion of smog. In the upper atmosphere, the presence of ozone acts as a protectant against harmful ultraviolet rays.

P

Paratransit: Transportation systems such as jitneys, carpooling, van pooling, dial-a-ride services and taxis that serve the specialized needs of groups such as the elderly or handicapped.

Parcel: An area of land defined by boundaries set by the Tax Assessor of the County of Riverside, roughly equivalent to the meaning of a "lot" for development purposes, and consisting of a single lot or contiguous group of recorded, legal lots under single ownership or control.

Park-In-Lieu Fees: Fees charged to sub-dividers in lieu of dedicating real property for parks. Fees are used to defray public costs of providing parks and recreation facilities to serve new residents, as allowed under state law (the Quimby Act).

Parkways: Park areas that provide a transition from one area to another, such as linear parks, landscape areas within public rights-of-way, and parkway arterial streets. A parkway arterial is an arterial street with landscaped medians and roadside areas where the number of cross streets is limited, direct access from fronting properties is discouraged and special street beautification measures are included.

Passive Recreation: Passive recreation means low-intensity recreational activities such as hiking, bird watching, nature photography, trails, individual picnic areas, nature study, viewing stations, interpretive areas, and similar uses.

Passive Recreation Area: A park or an area designed for lower levels of recreational activity, such as hiking, picnicking, nature study and similar activities that generally do not involve active uses such as team sports, playground equipment, or intensive landscape modification.

Passive Solar Energy System: Passive solar energy system (sometimes called a "direct" system) means a design that uses landscape and architectural features to collect and store energy directly, without any external, mechanical, or electrical power source. Such systems are nearly always used for heating or cooling space within a building. Many passive systems work best with some management by the occupant, such as opening windows or closing curtains.

Patio Home: A patio home describes a type of attached housing, generally located in urban or suburban settings. The term is usually applied to two or more single-family houses sharing at least one wall and often with exterior maintenance and landscaping provided through a homeowners' association fee, *Figure 12-11*.



Figure 12-11: Duplex patio home (houzbuzz.com; American Style)

Peak Hour Traffic: Is the single period during the day when the greatest number of vehicles is using a street.

Pedestrian Path: Pedestrian Path is a walkway reserved for pedestrians that is not along or immediately adjacent to a street.

Practical Alternative: Practical alternative shall mean 1) the project's basic purpose could still be accomplished through either a redesign or a reduction in massing, scale, or density, or 2) if changes are required to the project's design, scale, or density, reasonable use of

the subject property could still occur. Reasonable use of the property in the case of new development may include less development then indicated by zoning. In the case of additional development on an already developed site, reasonable development may mean that no additional development is reasonable considering site constraints and the existing development's scale, design, or density.

Prime Agricultural Land: Prime agricultural land means land, which the U.S. Soil Conservation Service considers Class I or Class II. These soils have few or no limitations for growing crops due to slope, depth, texture, drainage, or inherent fertility.

Prime Farmland: Prime farmland is the land that is best suited to producing food, feed, forage, fiber, and oilseed crops. It must either be used for producing food or fiber or be available for these uses. It has the soil quality, length of growing season, and moisture supply needed to produce a sustained high yield crops economically when managed properly. Prime farmland commonly has an adequate and dependable supply of moisture from precipitation or irrigation (as defined by the U.S. Department of Agriculture, Soil Conservation Service, Soil Survey of Jurupa Valley, CA, 1984).

Programs: Programs are general plan implementation actions which the City intends to take in pursuit of its goals and policies. Programs typically require the allocation of budget and staff resources to accomplish, and their achievement is measurable.

Proposed Endangered and Threatened Species: Proposed endangered and threatened species are those taxa for which a proposed regulation has been published in the Federal Register, but not a final rule.

Public Utilities: Public Utilities include telephone lines, electrical power lines, cable television, fire protection valves and related plumbing, traffic signal control boxes, and other equipment and facilities that are often placed above ground.

Parkland: The land included in the County of Riverside Regional Parks and Open Space District and the Jurupa Community Service District, Recreation, and Park system, which include public parks, campgrounds and nature centers, playgrounds, sports fields, trails, open space and other park facilities.

Particulate Matter (PM_{10}): Minute, separate airborne solid or liquid particles including smoke, dust, aerosols, metallic oxides, and pollen.



Figure 12-12: Paseo development, Southern California

Paseo: A walkway that allows pedestrians to travel between buildings, linking points of activity, and which are designed to provide a welcoming and aesthetically appealing experience through the use of architectural and landscape elements.

Peak Hour Traffic: The number of vehicles passing over a designated section of a street during the busiest one-hour peak A.M. and P.M. periods during a 24-hour period.

Peak Water Supply: The supply of water available to meet both domestic water and firefighting needs during the particular season

and time of day when domestic water demand on a water system is at its peak.

Policy: A specific statement that guides decision-making. It indicates a commitment of the local legislative body to a particular course of action. A policy is based on and helps implement a general plan's goal or objectives. A policy is carried out by implementation measures. For a policy to be useful as a guide to action, it must be clear and unambiguous. Clear policies are particularly important when it comes to judging whether zoning decisions, subdivisions, public works projects, etc., are consistent with the General Plan.

Pedestrian Experience: The experience had by pedestrians while walking or exploring urban environments. The experience typically includes visual qualities of the streetscape, behaviors of other people, ability to access areas of interest, comfort, traffic density, and sidewalk safety.

Pedestrian Facilities. Facilities that enhance pedestrian experience, including but not limited to clean sidewalks, parkway plantings, street trees, plazas, bus stop signage and benches, trash receptacles (where appropriate), lighting and other features which help improve pedestrian safety, comfort and convenience.

Public View Corridor (also, "Designated Public View Corridor"): A view from a public right-of-way, public facility or other publicly owned use area which is specifically designated in the General Plan and which provides the public at large with views of the Jurupa Mountains, Pedley Hills, Rubidoux Hills or Santa Ana River and floodplain. Approximate boundaries of a view corridor are identified using a motorists, cyclists, or pedestrians line of vision, and are typically defined or enframed by landforms, structures, and vegetation.

Q

Quiet Zone: Areas along the railroad where improvements have been made such that trains are not required to sound their horns as they pass. Train engineers still may sound horns at their discretion if they perceive a safety risk.

Quimby Act: Authorizes cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated through the Quimby Act must be used for the acquisition and development of park facilities.

R

RTA: An abbreviation for "Riverside Transit Agency," a regional agency with broad responsibility for transportation program planning and operations, including public transit, Metrolink connections, park 'n ride sharing, funding and grants.

Rare Species: Rare species are plant or animal species not necessarily threatened with extinction, but that occur in such small numbers that they may become endangered if their environment worsens.

Regional Housing Needs Assessment (RHNA): A determination of a locality's housing needs by income category as determined by the local council of government (SCAG for Jurupa Valley) and based on state law, that takes into account various factors such as population growth, employment growth, vacancy rates, housing removals, and concentration of poverty. Since RHNA is based on regional growth projections, the RHNA is considered a city's share of the regional projected housing demand. The RHNA represents a housing construction target to be accommodated by the City's General Plan.

Rehabilitation: The repair, preservation, and or improvement of housing; and for historically designated structures, work done according to standards established by the U.S. Secretary of the Interior and described in the Secretary of the Interior's Standards for the Treatment of Historic Properties and related documents.

Renewable Energy Source: Renewable energy source means a type of energy, which is more or less continuously flowing from source to potential user, such as sunlight, wind, tidal and wave action, growing plants, geologic heat, and difference between temperatures of layers of ocean water. Non-renewable sources include stocks of coal, oil, natural gas, uranium ore, and intermediate sources derived from them.

Restoration: Restoration is the process of returning a resource to a more natural state. Restoration includes planting vegetation native to that area, removing wildlife barriers, removing debris and trash, removing invasive non-native plant species, and other similar activities. It can also refer to changes to an historic building to return it to a more original condition, as defined by standards established by the U.S. Secretary of the Interior. Restoration is not considered development.

Retrofit: Retrofit means to install a system or devices in an existing building or vehicle.

Riparian Vegetation: Riparian vegetation means vegetation and habitat characteristic of rivers and creeks or their edges.

Remodel, Major: Changes that significantly alter a building's design (e.g., additions that significantly change the footprint of the building, the addition of new stories, new roof design).

Remodel, Minor: Changes that leave the existing building footprint and structure essentially intact, with primarily cosmetic exterior and interior changes (e.g., paint, stucco, enlarged windows, small additions of less than 121 square feet).

Renewable Energy: Any naturally occurring, theoretically inexhaustible source of energy, as biomass, solar, wind, tidal, wave, and hydroelectric power, that is not derived from fossil or nuclear fuel.

Right-of-Way (ROW): The land on which a roadway and/or utilities is located. Highway and utility rights of way are owned and maintained by the agency having jurisdiction over that specific roadway or utility.

Riparian Corridor: A habitat and vegetation zone that is associated with the banks and floodplains of a river, creek, stream, or lake (see *Figure 12-8*).

Road Diet: A technique in transportation planning whereby the number of travel lanes in a roadway or its effective width is reduced to beautify the roadway, provide parking, meet multi-modal transportation or provide other system improvements.

Roadway Performance Evaluation: The evaluation of development impacts to roadways from a multimodal perspective. Evaluation measures other than standard automobile traffic levels of service have yet to be developed for the City of Jurupa Valley.

S

Safe Routes to Schools: Pedestrian and bicycle routes that provide safe access to and from schools.

Scenic Resources: Scenic Resources are resources having high aesthetic qualities, such as hills and mountains; creeks and other wetland resources; sensitive habitat and unique resources; and agricultural lands that contain grazing or cropland.

Scenic Roadways: Scenic Roadways are segments of Residential Arterial or Arterial streets, Regional Routes and Highways or Freeway that provide people with views of important scenic resources, as designated in the Conservation and Open Space Element.

Secondary Residential (or Dwelling) Unit: An attached or detached studio or one-room dwelling, with no more than 450 square feet of gross floor area and including permanent provisions for cooking, sleeping and sanitation. A second residential unit must be located on the same parcel on which the primary dwelling unit is located, pursuant to requirements in Section 17.172.130 of the Zoning Ordinance.

Scenic Corridor: A scenic corridor is a linear segment of major or minor streets, designated to: 1) identify scenic highways and local arterials, 2) describe significant visual linkages between the resources and amenities of Jurupa Valley, and 3) establish objective design and landscaping criteria to maintain quality visual experiences along such corridors through appropriate landscaping, enhancement and protection of public views.

Sensitive Habitats: See **Environmentally Sensitive Habitat Areas**

Sensitive Land Uses: See Noise-Sensitive Use.

Sensitive Receptors: Include those segments of the population that are most susceptible to poor air quality, such as children, elderly people, and sick people, as well as sensitive land uses, such as schools, hospitals, parks, and residential communities. Air quality problems intensify when sources of air pollutants and sensitive receptors are located near one another.

Shall vs. Should: When “shall” is used in a policy it indicates that the policy will always be carried out; no exceptions. When “should” is used in a policy, it indicates that the policy will be carried out most

of the time, unless the City Council indicates why an exception is warranted.

Significant: Significant means a substantial, or potentially substantial, adverse change in the environment, as defined by the California Environmental Quality Act (CEQA).

Significant Wetland: Means those wetlands that are important because of their uniqueness or because they provide habitat for rare, endangered, or threatened plants or animals.

Single-family Dwelling, Detached: A dwelling occupied or intended for occupancy by only one household, and which is structurally and physically separate from any other such dwelling.

Single Room Occupancy (SRO) Unit: A single-room dwelling, typically 80-250 square feet in floor area, with a sink and a closet, with communal or individual facilities for cooking and sanitation.

Single-Occupant Vehicle: A motor vehicle occupied only by the driver.

Slope Failures: Includes two types, major slide masses such as landslides and minor soil slips like mud or debris flows. Slope failures can occur on natural or manmade slopes. Failures are often the result of interrelated natural hazards, earthquake-induced rock fall, or storm induced mudflows.

Small Residential Care Facility: Small residential care facility means a home for not more than six people who need supervision or help with daily activities.

Solar Access: Solar access means exposure of a solar collector or passive system to the amount and duration of sunlight necessary for the successful operation of the system. As used in this General Plan, "reasonable solar access" means that solar collectors or passive system can be located to receive full, unobstructed sunlight between the hours of 10:00 a.m. and 3:00 p.m. on winter solstice, December 21.

Solar Collector: Solar collector means a device, which transforms sunlight striking it into another form of energy, such as heat, electricity, or chemical potential.

Sound Transmission Class: Sound transmission class, abbreviated "STC," is a single-number rating of the amount of noise reduction provided by a window, door, or other building component. The higher the STC rating, the more effective the component will be in reducing noise. Windows and doors having a minimum STC rating are sometimes required to ensure that a building façade will achieve a minimum Noise Level Reduction (NLR). However, STC ratings cannot be subtracted from exterior noise exposure values to determine interior noise exposure values.

Special Needs: Persons who require reasonable accommodations as defined under the Americans with Disabilities Act, or as otherwise described in the Housing Element.

Specialty Store: Specialty store is one that offers a limited range of typically small consumer items to a wide market area, such as a shoe store, bookstore, or tobacco shop.

Specific Plan: Specific plan is a document adopted by the City to show land uses, roads, utilities, other public facilities, and development

timing in more detail than the general plan, but not so precisely as subdivision maps or construction plans. As provided in Article 8 of the Government Code (Section 65450 et seq.), a legal tool for detailed design and implementation of a defined portion of the area covered by a general plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation, which may be necessary or convenient for the systematic implementation of any General Plan element(s). The contents are similar to those of a general plan except they will be more comprehensive with respect to utilities, public facilities, and their funding. If a specific plan essentially provides more detailed policy guidance, it is a "policy" level plan and is adopted by resolution. If it establishes development regulation, it is a "regulatory" specific plan and becomes customized zoning for the affected property, and is adopted by ordinance.

Sphere of Influence (SOI): The probable, ultimate physical boundaries and service area of the city, as determined by the Local Agency Formation Commission (LAFCO) of the county.

Stationary Noise Source: Stationary noise source is any noise source not preempted from local control by federal or state regulations. Examples of such sources include industrial and commercial facilities, and vehicle movements on private property (such as parking lots, truck terminals, or auto racetracks).

Storm Water Runoff: Storm water runoff refers to seasonal rainfall flows. It is very noticeable during a heavy rainstorm when large volumes of water drain off paved areas.

Stream: See **Creek.**

Stream Scour: Erosion of the stream channel bottom due to high water flows, or loss of channel stability, or both.

Street Right-of-Way: Street Right-of-Way is a strip of land that contains public facilities such as streets and highways (including paved and unpaved shoulders), bike lanes, sidewalks, landscaped areas, and utilities.

Structure: Structure means anything assembled or constructed on the ground, or attached to anything with a foundation on the ground.

Subdivision: The division of a lot, tract, or parcel of land into two or more lots, tracts, parcels, or other divisions of land for sale, development, or lease.

Subsidence: The gradual sinking of land because of natural or fabricated causes.

Sulfur Dioxide: The chemical compound with the formula SO_2. It is a toxic gas with a pungent, irritating smell that is released in various industrial processes.

Sustainability: Sustainability or "Sustainable" means an activity, system, procedure, resource, or material that is used or implemented in a manner that does not compromise the ability of future generations to meet their own needs.

T

Taxa: Taxa refers to any species or subspecies of a bird, mammal, fish, amphibian, reptile, invertebrate, or plant.

Tenure, Housing: The mode or status of residency, whether by renting or owning real property.

Threatened Species: Threatened species are any species likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range as identified by the U.S. Fish and Wildlife Service or the California Department of Fish and Wildlife.

Through Traffic: Through traffic consists of motorists who drive through an area where neither their origin nor their destination is within the area.

Tourist Commercial: Tourist Commercial is a land-use category for businesses, which primarily serve visitors and the traveling public, such as motels, gas stations, and restaurants.

Traffic Reduction Programs: Any activity that promotes use of alternative forms of transportation.

Transitional Housing: Housing provided to homeless persons, abused women or children, or other persons with special housing needs for a temporary period, and generally integrated with other social services and programs including counseling, education, and training to assist in the transition to self-sufficiency through gaining stable income and permanent housing.

Transportation Demand Management: Strategies to make more efficient use of the existing roadway system through creative approaches such as altering work hours to avoid peak commute times, congestion pricing, providing bus passes, etc.

Transportation Noise Source: Transportation noise source means traffic on public roadways, rail line operation, and aircraft in flight. Control of noise from these sources is preempted by federal and state regulations. However, the effects of noise from transportation sources may be controlled by regulating the location and design of land uses affected by transportation noise sources.

Transportation Systems Management: Operational improvements to the existing roadway system to improve efficiency through signal improvements, striping and other means.

Trip: Trip means a person traveling from one place (origin) to another (destination).

Traffic Calming: Measures designed to reduce motor vehicle speeds and to encourage pedestrian use, which may include but are not limited to the following:

- Narrow streets
- Tight turning radii
- Sidewalk bulbouts
- Parking bays
- Textured paving at intersections
- Parkways between sidewalks and streets

- Chicanes
- Speed tables

Transit Center: A facility where passengers and goods are exchanged between vehicles and/or between transport modes. Transit centers include train stations, Metrolink transit stations, bus stops, tram stops, paratransit and other transportation and commercial services that meet passenger needs.

Transit Oriented Development (TOD): Residential and commercial areas designed to maximize access by public transportation, such as trains and buses. TODs typically have a neighborhood center with a transit station, surrounded by relatively high-density development, with progressively lower density spreading outwards.

Transportation Demand Management: Application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time.

Transportation System Management (TSM): A program to reduce congestion and improve traffic flow through traffic signal synchronization, traffic flow monitoring, multi-modal improvements, street and freeway operations improvements (e.g., changeable message signs and ramp metering), incident management (clearing accidents and breakdowns quickly), and other methods.

U

Underutilized Site: A site that has the land area capacity to accommodate additional dwelling unit(s) or non-residential floor area while meeting all General Plan policies and all zoning regulations, including setbacks, building height and lot coverage requirements without the application of variances.

Universal Design: Universal design is the design of products and environments to be usable by all people, to the greatest extent possible without the need for adaptation, specialized equipment, or design.

Unincorporated Area: Encompasses properties that are located outside of cities. Development in the unincorporated area is subject to County jurisdiction.

Universal Access: Accessibility to buildings, facilities, and services to both people without disabilities and people with disabilities.

Urban Forest: Collectively refers to all of the trees growing within the City of Jurupa Valley. The urban forest can include the trees along streets, within parks and other public spaces, or in the yards of private citizens.

Urban Runoff: Urban runoff can happen anytime of the year when excessive water use from irrigation, car washing, and other sources carries litter, lawn clippings and other urban pollutants into storm drains. Even automobile leading motor oil 20 miles inland can still pollute the ocean.

V

Value: See Community Value.

Vegetative Cover: Collective term for vegetation covering the ground.

Vehicle Trip: A trip made by a vehicle (may equal one or more person-trips).

View: View refers to a person's opportunity to see a scenic or visual resource from a stationary point or a moving vehicle on a major street, as described in the Conservation and Open Space Element.

View Corridor or Public View Corridor: See Scenic Corridor**.**

Viewshed: Viewshed is the area that can be seen from a scenic roadway.

Vista: Same as View**.**

Visually Open Fence: A fence designed to avoid obstructing views.

W

Warehouse Store: Warehouse store is a large retail or wholesale store which sells items primarily in bulk quantities or containers, and which has minimal range of brands and minimal display space that is separate from storage areas.

Wastewater: Is water that has already been used (i.e., for washing, flushing, or in manufacturing), and therefore contains waste products such as sewage or chemical byproducts.

Watershed: The total area above a given point on a watercourse that contributes water to the flow of the watercourse; the entire region drained by a watercourse.

Wayfinding: Ways in which people orient themselves in physical space and navigate from place to place. Signage is an obvious wayfinding method. Other methods include continuous landscaping, visible landmarks, and distinctive paving/sidewalks.

Wetlands: An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation.

Wildlife Corridor: A wildlife corridor means a creek way, trail, path, culvert, underpass or overpass, open space or other linear feature that provides the conditions necessary to allow wildlife to move safely through urban areas, or across barriers to wildlife movement such as, but not limited to arterial streets and highways.

Winter Solstice: Winter solstice means the day – usually December 21– when the sun is lowest in the southern sky and the period of daylight is shortest. (The summer solstice is the day when the sun is at its most northern position at noon and the period of daylight is longest. It occurs June 21.)

Wildland Fire: A fire occurring in a suburban or rural area, which contains uncultivated lands, timber, range, watershed, brush, or grasslands. This includes areas where there is a mingling of developed and undeveloped lands.

X

Xeriscape: Landscaping that uses water-conserving, drought-tolerant plant species that are environmentally and horticulturally adapted to local conditions, and which uses design strategies to minimize water use while maintaining an attractive and neat appearance.

Z

Zoning Ordinance: Title 7 of the City of Jurupa Valley Municipal Code.

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