

THE DISTRICT

JURUPA VALLEY

Specific Plan

Adopted September 7, 2023

City Council Resolution No. 2023-78





The District at Jurupa Valley

Specific Plan

SP21001

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City Council Resolution No. 2023-78

CITY OF JURUPA VALLEY COMMUNITY DEVELOPMENT DEPARTMENT	
APPROVED BY:	City Council
MA: <u>21269</u>	DATE: <u>9/7/23</u>
RESO: <u>2023-78</u>	
ORD: _____	



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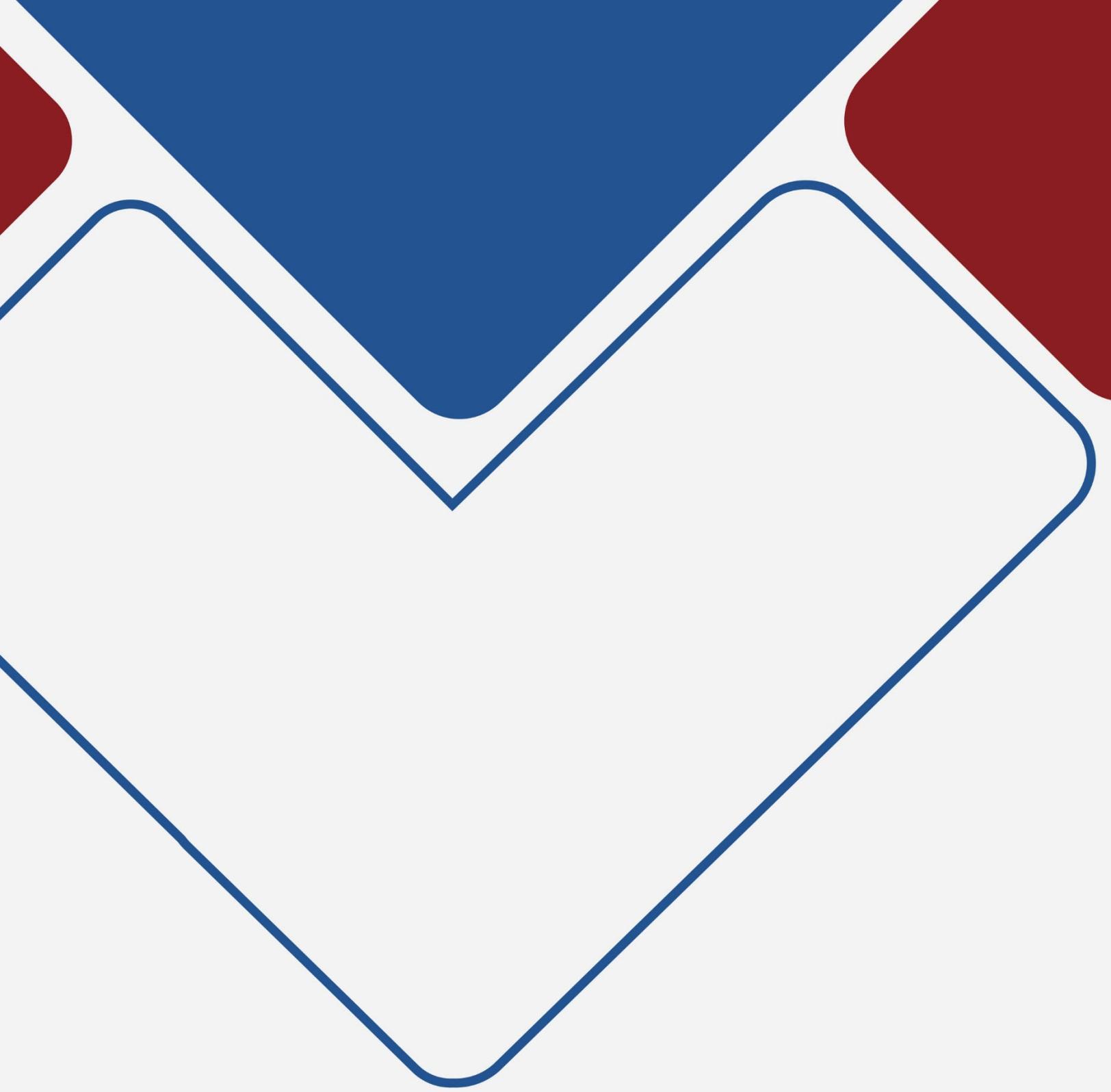
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Section 1

Introduction



1.0 Introduction

This section outlines the organization of the Specific Plan; the project summary; local and regional context and setting; site conditions and surrounding land uses; Specific Plan background; purpose and intent; and authority to prepare the Specific Plan.

1.1 Project Summary

The District at Jurupa Valley Specific Plan (“Specific Plan” or “the District”) replaces the Emerald Meadows Ranch Specific Plan (SP-337) and EIR (SCH 2004031007) that was approved by Riverside County in 2005, prior to the City’s incorporation. The Specific Plan would permit development of approximately 248 acres including 1,196 residential units on 42.0 acres; and approximately 1,472,500 square feet of commercial uses on 97.7 acres; 30,000 square feet of business park uses on 7.8 acres; 1,500,000 square feet of industrial/logistics uses on 67.3 acres; 11.1 acres of public open space; and 22.4 acres of public improvements (including roadways and public facilities such as storm drainage basins).

1.2 Location and Regional Context

The Specific Plan site is approximately 248-acres in area located at the eastern portion of the City adjacent to the Santa Ana River and State Route 60 in the County of Riverside. **Figure 1-1, Vicinity Map**, depicts the location of the Specific Plan. The Specific Plan is located approximately 50 miles east of downtown Los Angeles and 2.5 miles south from the jurisdictional boundaries between the County of Riverside and the County of San Bernardino. Regional access is provided via the following freeways: State Route 60 (SR-60), Interstate 215 (I-215), State Route (SR-91), and Interstate 15 (I-15).



Figure 1-1: Vicinity Map



1.3 Specific Plan Boundary

The Specific Plan is generally bounded by SR-60 to the north, the Santa Ana River to the east, 34th Street to the south, and Rubidoux Boulevard to the west. **Figure 1-2, Specific Plan Area Boundary**, identifies the formal boundaries of the Specific Plan area.

Related Parcels, The District @ Jurupa Valley							
1.	178-252-003	24.	178-310-002	47.	178-310-039	70.	179-230-010
2.	178-252-004	25.	178-310-004	48.	178-310-040	71.	179-270-001
3.	178-261-001	26.	178-310-005	49.	178-310-041	72.	179-270-011
4.	178-261-002	27.	178-310-006	50.	178-310-042	73.	179-270-012
5.	178-262-001	28.	178-310-007	51.	178-310-043	74.	179-270-013
6.	178-262-002	29.	178-310-008	52.	178-310-044	75.	179-270-014
7.	178-262-003	30.	178-310-009	53.	178-310-046	76.	179-270-015
8.	178-262-004	31.	178-310-011	54.	178-310-051	77.	179-270-016
9.	178-262-005	32.	178-310-012	55.	179-130-003	78.	179-270-017
10.	178-262-006	33.	178-310-013	56.	179-130-004	79.	179-270-018
11.	178-262-007	34.	178-310-014	57.	179-130-006	80.	179-270-024
12.	178-262-008	35.	178-310-015	58.	179-130-007	81.	179-270-033
13.	178-290-005	36.	178-310-017	59.	179-130-008	82.	179-310-001
14.	178-290-009	37.	178-310-018	60.	179-170-001	83.	179-310-004
15.	178-300-001	38.	178-310-023	61.	179-170-003	84.	179-310-005
16.	178-300-002	39.	178-310-024	62.	179-170-004	85.	179-340-001
17.	178-300-003	40.	178-310-025	63.	179-170-005	86.	179-340-002
18.	178-300-004	41.	178-310-026	64.	179-170-007	87.	179-340-005
19.	178-300-005	42.	178-310-028	65.	179-170-008	88.	178-310-003
20.	178-300-006	43.	178-310-031	66.	179-170-015	89.	178-310-045
21.	178-300-007	44.	178-310-032	67.	179-170-016	90.	178-310-049
22.	178-300-008	45.	178-310-033	68.	179-170-018	91.	178-310-030
23.	178-310-001	46.	178-310-034	69.	179-170-020	92.	178-310-047

The Specific Plan, located in the eastern portion of the City of Jurupa Valley, is comprised of 92 Assessor's Parcel Numbers (APNs).

The Specific Plan area includes the several public streets including Frontage Road, 30th Street, Hall Avenue and Wallace Street. These public streets comprise approximately 6 acres of the total Specific Plan land area.

The Specific Plan area includes approximately 2.1 acres (APN's: 178-310-003, 178-310-045, 178-310-049, 178-310-030, and 178-310-047) of existing residential uses that will continue as residential, existing non-conforming until redeveloped.

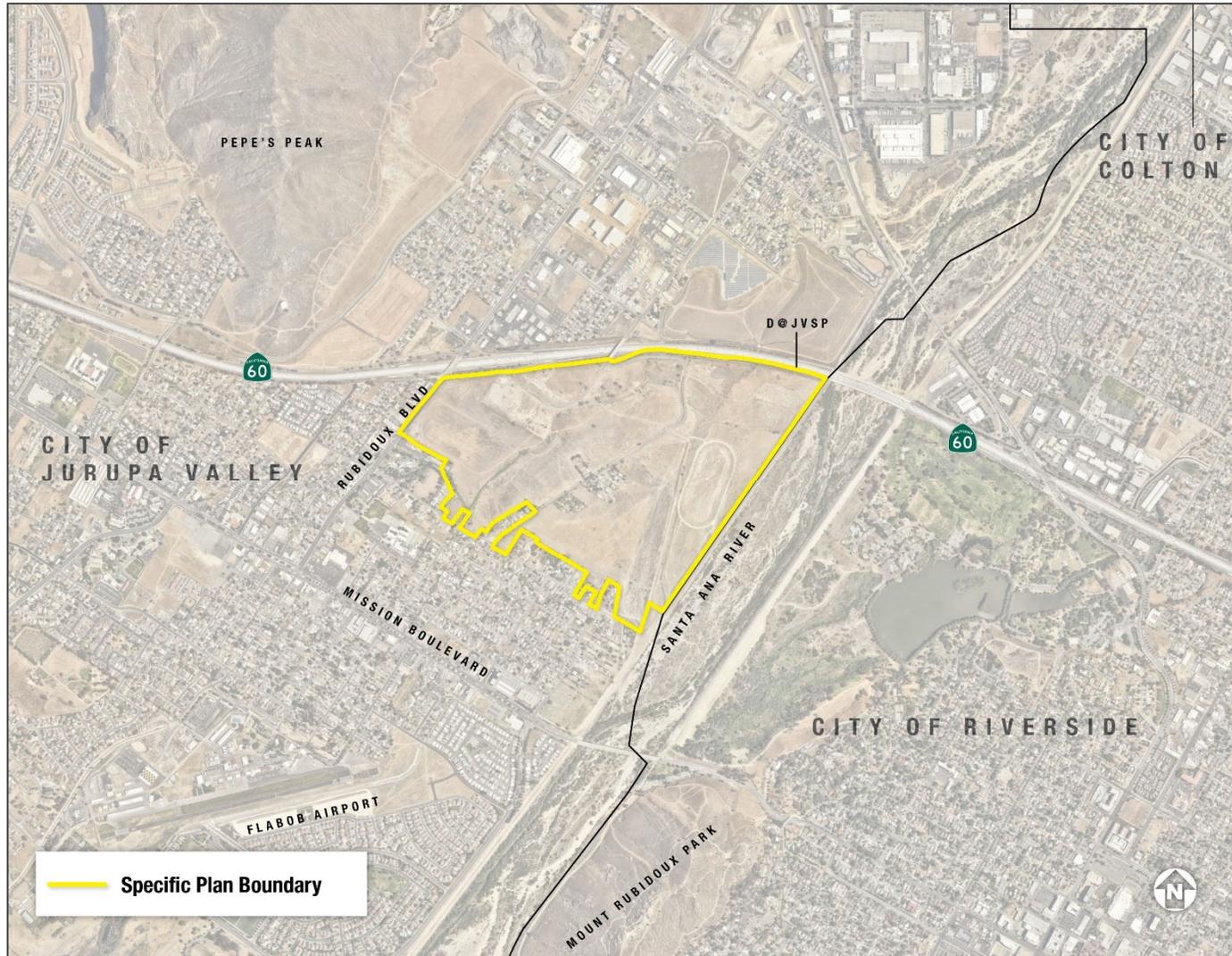


Figure 1-2: Specific Plan Boundary



Site Conditions and Surrounding Land Uses. The Specific Plan area abuts the SR-60 right-of-way to the north, 34th Street to the south, Santa Ana River to the east, and Rubidoux Boulevard to the west. The southern border of the Specific Plan area is irregular and does not include a majority of the existing uses along 34th Street. The Specific Plan area is characterized as predominantly vacant land, with limited previous development of older residential properties. The surrounding neighborhoods have been developed over time with residential, commercial, and industrial uses. Land uses surrounding the Specific Plan are generally described as follows:

- North: The SR-60 freeway, single family and multifamily residential dwellings, commercial and industrial uses.
- South: Single family and multiple-family residential dwellings, churches, educational institutions and light agriculture uses.
- East: Santa Ana River and City of Riverside jurisdictional boundary with residential, and parks and recreational uses.
- West: Single-family and multi-family residential dwellings and commercial uses.

Access to the site is primarily from the Frontage Road, 30th Street, Hall Avenue, Rubidoux Boulevard, 34th Street, and Wallace Street. These existing public streets are paved roads with varying widths though not all roads have curb, gutter, or sidewalks. The existing residences within the Specific Plan area take direct access from Wallace Street.

1.4 Background

Prior to incorporation in 2011, the City of Jurupa Valley consisted of several unincorporated County of Riverside communities. In 2004, the County of Riverside initiated the preparation of the Emerald Meadows Ranch Specific Plan, which the subject Specific Plan incorporated the majority of the Emerald Meadows Ranch Specific Plan area. The Emerald Meadows Ranch Specific Plan (SP-337) EIR (SCH 2004031007) was certified and SP-337 was adopted by the County in 2005. The Emerald Meadows Ranch Specific Plan was envisioned as a mixed-use community with 1,196 dwelling units, approximately 20 acres of commercial retail uses, and 17 acres of parkland and open space. Due to the 2008 Great Recession, economic development in the Inland Empire slowed considerably and the Emerald Meadows Ranch Specific Plan was not implemented.

1.5 Purpose and Intent

Specific plans are a planning mechanism to ensure that projects develop in an organized and a cohesive manner. Specific plans incorporate a framework for the development of land use, circulation, safety and infrastructure including drainage, sewer, and water facilities in accordance with a jurisdiction's General Plan. Specific plans also set the guidelines for implementing projects within the specific plan area relating to architecture, urban design and landscaping.

Since the approval of the Emerald Meadows Ranch Specific Plan, the City of Jurupa Valley has grown as a community. The City is a gateway to the larger Inland Empire area and provides housing opportunities close to employment centers in the cities of Riverside, Ontario, and Fontana. The increase in population and the rise of commerce have created new demands for additional housing opportunities and the expansion of commercial and employment centers within the City. Internet retail sales and logistics require distribution facilities for the shipment of goods. As a result, the City has attracted substantial development interest and investment.



The Specific Plan aims to transform the project site into a vibrant multi use development that includes a mix of land use areas including residential, regional and local commercial uses, hospitality, business park, and warehouse/logistics uses as part of the development plan. The Specific Plan also designates areas for public parks, trail linkages and other open space areas that connect the land use areas within the Specific Plan and expand regional non-vehicular connectivity.

The Specific Plan provides a development plan, land use and development standards, design standards and infrastructure improvements that focus on the unique needs of the Specific Plan area so as to achieve the following:

- Ensure consistency with the Jurupa Valley General Plan by carrying out its applicable goals, policies, and requirements.
- Implementing the General Plan requires that the Specific Plan establish the building improvements, infrastructure, recreational features, and other identified facilities, services, and amenities (collectively, the Plan development features) and shall be guided by the standards and guidelines provided by this Specific Plan.
- Provide for the improvements necessitated by the development within the Specific Plan.
- Comply with all requirements of State law.

A comprehensive set of design guidelines and development regulations are included to guide and regulate site planning, landscape, and architectural character within the Specific Plan area ensuring that excellence in design is achieved during project development. The Specific Plan establishes the procedures and requirements to approve new development consistent with the Specific Plan development plan, land use and development standards and design guidelines.

1.6 Authority and Requirements

A “specific plan” is a planning and regulatory tool made available to local governments by the State of California. Specific plans implement an agency’s General Plan through the development of policies, programs, and regulations that provide an intermediate level of detail between General Plans and individual development projects. State law stipulates that specific plans can only be adopted or amended if they are consistent with an adopted General Plan.

The Specific Plan implements the goals and policies of the City of Jurupa Valley General Plan and serves as an extension of the General Plan. The Specific Plan can be used as both a policy and a regulatory document. The authority to prepare and adopt a specific plan and the requirements for its contents are set forth in California Government Code Sections 65450 through 65457. Section 65451 states:

A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:

- The distribution, location, and intent of the uses, including open space, within the area covered by the plan.
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described by the plan.
- Standards and criteria by which the development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.



- A program of implementation measures including programs, public works projects, and financing measures.
- The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

The Specific Plan contains all components required by State law, as well as other components, design concepts, guidelines, and standards required by the City. Many issues were examined and considered during the preparation of the Specific Plan, including City General Plan goals, compatibility with surrounding development, engineering feasibility, and market acceptance.

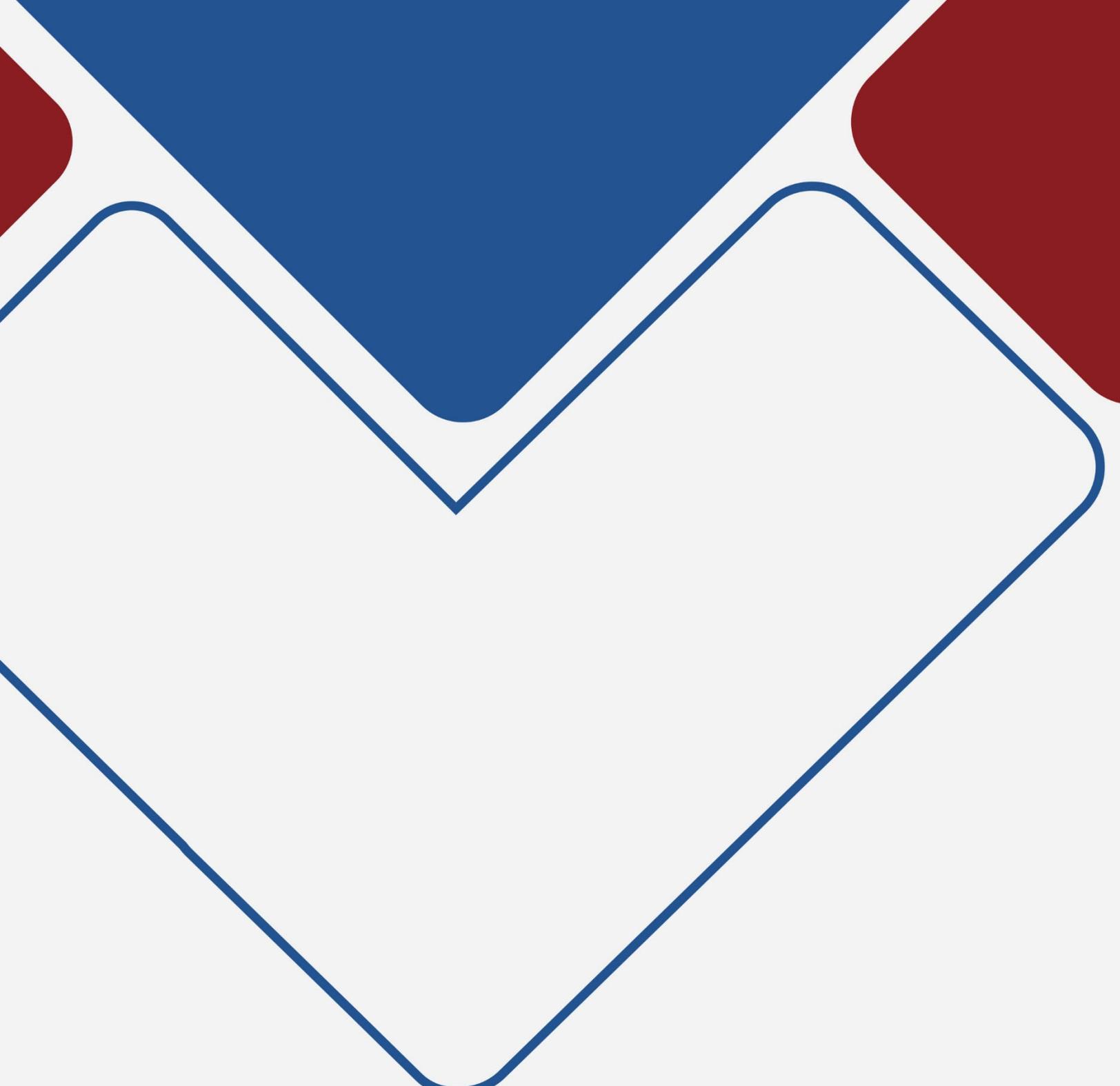
The Specific Plan will establish the type, location, intensity, and character of development as well as identify the infrastructure needed to serve such development. The Specific Plan proposes land uses responsive to the physical constraints and environmental sensitivities of the site, coordinates land use transitions and buffers, and provides guidelines for grading, circulation, and drainage. Flexibility in specific design is intended to be left for the ultimate project designer(s) and decision-makers at the tentative map, development plan, and design review stage.

1.7 California Environmental Quality Act

Pursuant to the requirements of the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) has been prepared to analyze the potential environmental impacts of the adoption and implementation of the Specific Plan. The EIR for the Specific Plan is important in dealing with subsequent activities within the Specific Plan area. With a detailed analysis of the program, many subsequent activities (such as development within the Specific Plan and or related infrastructure provisions) may be found to be within the scope of the project described in the EIR, and thus obviating the need for further environmental review.

The graphic illustrations, rendering, and photos included in this Specific Plan, are illustrative, including with respect to number of buildings, building location and orientation, and alignment of streets or drive aisles.

Unless otherwise specified, all graphic illustrations and photos shall be interpreted as one possible design and shall not be considered definitive.



Section 2

Development Plan



2.0 Development Plan

This section includes the overall vision, guiding principles, and project objectives for future development within the Specific Plan area. This section also provides the land use plan for the Specific Plan area and defines the land use designations unique to the development. The circulation, street improvements, infrastructure and utilities, emergency access, grading, and public services plans are also described at a conceptual level to guide future development and infrastructure improvements.

2.1 Vision

The District at Jurupa Valley will be a vibrant destination center for the City and the region. The Specific Plan envisions the creation of a multiple use district that provides new residential, regional and local commercial uses, hospitality, business park, and warehouse/logistics uses creating employment opportunities within proximity to existing and future housing and public open space areas. The diverse mixture of land uses seeks to maximize an underutilized property that allows for flexibility in site planning and design to adapt to changing market trends.

2.2 Guiding Principles

The Specific Plan provides the framework to guide future public and private development for the site. The Specific Plan will create development of a vibrant new community that includes residential districts with mixed-density housing, commercial development that will encompass point-of-sale commercial development and traditional anchor tenants to establish a presence in the local community, as well as an industrial and business park for new businesses to flourish. The Specific Plan will also provide trail linkages and public open space areas that will provide transition between uses and connect the areas within the Specific Plan area and adjacent community.

The Specific Plan accommodates broad market and social forces with the intent to achieve the following development principles:

- **Economic Activity** – The Specific Plan creates a diverse mix of uses to provide needed residential, commercial, industrial/logistics, hospitality and employment centers that add to economic viability of the Rubidoux District and the City in general.
- **Lifestyle** – The Specific Plan creates a new vibrant mixed-use development that will be active throughout the day and evening for both residents, visitors and employees. Open space areas and trails with walkable streets will connect and promote the integration of the uses as a holistic community.
- **Community, Inclusion and Connectiveness** – The Specific Plan brings people together and invites them to connect with one another through a shared place and experiences.
- **Mobility** – The Specific Plan will incorporate a variety of mobility modes and promote walkability and cycling through adjoining commercial, employment and residential uses.
- **Sustainability and Resilience** – The Specific Plan is designed with implementation longevity in mind, factoring in shifts in supply chain including energy distribution as one sustainable measure.
- **Architectural Quality** – The Specific Plans guidelines for architecture will reinforce the unique character and identity of the City of Jurupa Valley characterized by high quality architectural forms and materials and emphasize a Southern California lifestyle that maximizes the outdoor spaces.



2.3 Project Objectives

The Specific Plan accommodates broad market and social forces through the implementation of the following project objectives:

- Respond to the physical and market-driven aspects of future development opportunities.
- Transform the area into a visually attractive, welcoming and safe development and environment.
- Define the appropriate location, maximum intensity and mix of uses through new development standards.
- Encourage compatible land uses and interface with adjacent properties by incorporating natural buffers with expanded parkways, trails, drives and/or local streets.
- Facilitate a balance of job-to-housing growth within the City of Jurupa Valley.
- Capitalize on predictable and marketable future development opportunities that provide the City with economic benefits through employment, tax revenues, and infrastructure improvements.
- Establish a public open space plan that accommodates both active and passive recreation amenities and areas for the community to gather for outdoor venues.
- Create a complete multimodal street circulation network within the Specific Plan area to adequately service envisioned uses and activities.
- Provide flexible parking standards to encourage parking facilities that meet the parking demand for all users at all times.
- Create guidelines and standards for safe and efficient vehicular and pedestrian movement and minimize impacts of truck traffic and circulation connections throughout the site and adjoining areas.
- Establish infrastructure improvements for water, sewer, storm drains, utilities, roads, intersections, and other facilities to adequately support development; and
- Create a sustainable environment by incorporating strategies that minimize consumption of natural resources, conserve energy and water, incorporate natural systems and minimize release of pollutants into the environment.

2.4 Development Plan

The development plan allows for a variety of residential and non-residential uses that incorporate strong employment opportunities through the warehouse/industrial and commercial land uses that would generate demand for retail services and businesses. In addition to economic development, the residential land uses will support the General Plan's Housing Element by providing new housing opportunities to meet the City's Regional Housing Needs Assessment.

The development plan outlines the land use and infrastructure planning for the Specific Plan area. It contains the following components:

- Land Use Plan
- Circulation Plan
- Conceptual Street Improvements



- Regional and Emergency Access
- Infrastructure and Utility Plan
- Public Services
- Grading Plan

2.5 Land Use Plan

The Land Use Plan allows for a mix of land uses that provides for a well-balanced community where residents, commercial uses, industrial uses, and businesses can coexist and thrive. The Land Use Plan provides for a variety of land use areas that benefit from convenient regional access routes, growing market demand within the City of Jurupa Valley, strong local labor force, that are tied together through the use of development standards and design guidelines:

- Commercial Neighborhood
- Commercial Retail
- Commercial Tourist
- Business Park
- Industrial/Logistics
- Residential
- Public Park/Open Space

See **Figure 2-1, Land Use Plan** and **Table 2-1, Land Use Summary**.



Figure 2-1: Land Use Plan



Table 2-1: Land Use Summary

Land Use	Gross Acreage ¹	Non-Residential Square Feet ²	Hotel Rooms ³	Dwelling Unit
Commercial				
Neighborhood	20.4	160,000	---	---
Retail ⁵	70.3	1,200,000	---	---
Existing Non-Conforming	1.1			
Tourist ⁴	5.9	112,500	160	---
Commercial Sub-Total	97.7	1,472,500	160	--
Residential				
Highest Density Residential ⁶ Up to 25 du/acre	42.0	---	---	1,196
Residential Sub-Total	42.0	-	-	1,196
Business Park				
Business Park ⁴	6.8	30,000	---	---
Existing Non-Conforming	1.0			
Business Park Sub-Total	7.8	30,000	-	-
Industrial/Logistics				
Industrial	67.3	1,500,000	---	---
Industrial Sub-total	67.3	1,500,000	-	-
Open Space				
Public Park/Open Space	11.1	---	---	---
Open Space Sub-Total	11.1	-	-	-
Public Improvements				
Public Streets	15.8	---	---	---
Public Parkway	-	---	---	---
Public Facility	6.6	---	---	---
Public Imp Sub-Total	22.4	-	-	-
TOTALS	248.3 AC	3,002,500 SF	160 Rooms	1,196 Units

Notes:

1. Gross Acreage includes Existing Non-Conforming properties. Future redevelopment of the non-conforming properties would default to the respective Specific Plan land use designation. Gross Acreages is inclusive of roadway and access easements. Gross Averages are rounded to the nearest tenths based on the TTM.
2. Hotel Square Feet is estimated for purpose of FAR calculation only. Subsequent development applications may exceed the total square feet, provided that the maximum Land Use FAR is not exceeded.
3. Hotel Rooms are the basis of trip generation for technical study purpose and represents the maximum number of hotel rooms within the Land Use area.
4. Adjustments to Commercial Tourist and Business Park total square feet can be made if the maximum FAR is maintained and in accordance with Section 2.5.3 and 2.5.4 as appropriate, and Section 5.5.2.
5. Includes 52.4 acres of Commercial Retail-Integrated Overlay
6. The maximum units will be achieved through the use of City and State Density Bonus laws.



Table 2-2: Non-Residential Intensity and Residential Density

Land Use	FAR	DU/Acre
	Maximum	Maximum ¹
Commercial		
Commercial Neighborhood	0.60	--
Commercial Retail	0.50	
Commercial Tourist	0.70	--
Business Park	0.60	--
Industrial	0.60	--
Residential	--	30

Notes:

1. Density permits up to 30 du/acre, with no minimum

2.5.1 Commercial Neighborhood

The Commercial-Neighborhood Land Use Area envisions convenient retail sales and services primarily focused on supporting local residents and employees through smaller-scale, pedestrian-oriented commercial development. The Commercial Neighborhood Land permits individual, small-scale retail establishments including food markets, convenience stores, restaurants, other retail sales, and personal services (gyms, health and beauty, dry cleaning). The Commercial Neighborhood Land Use Area would implement the Commercial Neighborhood (CN) General Plan land use designation. The Commercial-Neighborhood Land Use Area is located at the western portion of the Specific Plan and fronts Rubidoux Boulevard. Primary access is provided from Street A with signage along Rubidoux Boulevard for clear identification and wayfinding. This land use designation allows a maximum floor area ratio (FAR) of 0.60.

2.5.2 Commercial Retail

The Commercial Retail Land Use Area encourages regional shopping centers with large major anchor/big-box retail tenants supported by smaller retail establishments, grocery stores, restaurants, drug stores, entertainment, and personal service uses in multi-tenant buildings and/or freestanding commercial pads. The Commercial Retail General Land Use area would implement the Commercial Retail (CR) General Plan land use designation. The Commercial Retail Land Use area is located in the center of the Specific Plan area and serves as one of the commercial core areas for the Specific Plan. The area serves as a transition to the Commercial Neighborhood Land Use Area. Primary access and identification signage for major retail tenants are located along Street A and integrated with adjacent land use areas through secondary access points. This land use designation allows a maximum floor area ratio (FAR) of 0.50.

Commercial Retail-Integrated Use

Commercial Retail - Integrated Use is a business or businesses that combine their various business operations into a single business operation at one site. A Commercial Retail-Integrated Use shall have a traditional “brick and mortar” retail showroom for display and sale of products to the public and may include the following business operations: product assembly/light manufacturing; warehousing; customer pick-up and/or shipping/receiving. Each individual Commercial Retail-Integrated Use shall have a minimum of 10% of its total floor area occupied by a retail showroom. Verification of the area dedicated to retail showroom shall occur as part of the required Site Development Permit. Any building designed for a Commercial Retail-Integrated Use shall comply with the design guidelines included in Section 4.3.6, Commercial – “Buffering and Screening.” A building for a Commercial Retail-



Integrated Use shall be designed with a minimum of 500-foot buffer between a loading dock door and any residential dwelling unit within a Residential zone/ district.

When a building has been constructed for a Commercial Retail-Integrated Use pursuant to this Section and the user vacates that building, all future users shall comply with this Specific Plan. Any building constructed for a Commercial Retail - Integrated Use may be subdivided, partitioned, or redesigned to accommodate new businesses or multiple businesses (including Commercial Retail – Integrated Uses) so long as the use/uses are permitted and comply with the applicable requirements of this Specific Plan. Specifically for any subsequent Commercial Retail - Integrated Use(s), a minimum of 10% of the floor area of an individual Commercial Retail - Integrated Use shall be maintained and operated as a retail showroom

2.5.3 Commercial Tourist

The Commercial Tourist Land Use Area promotes the development of commercial uses designed to serve the needs of tourists and the vacationing and motoring public through hospitality and entertainment-related uses. Primary permitted uses include hotels, exhibit/concert halls, tourist visitor centers, travel agencies, and automobile-related uses including electric vehicle supercharging stations and vehicle rental agency offices. The Commercial Tourist Land Use Area implements the Commercial Tourist (CT) General Plan land use designation. The Commercial Tourist Land Use Area is located within two areas of the Specific Plan. There is a Commercial Tourist Land Use Area at Hall and 30th Street with access off of 30th Street, and another along Rubidoux Boulevard, south of the Commercial Land Use Area with access off A Street. This Commercial Tourist Land Use Area promotes the City's brand by providing opportunity to its residents and visitors to experience quality hospitality, entertainment and related visitor serving uses. This land use designation allows a maximum floor area ratio (FAR) of 0.70. Adjustments to the Commercial Tourist Land Use may increase square footage provided the maximum FAR is maintained and that the trip generation for Commercial Tourist is not exceeded based on assumptions within 2022 Traffic Impact Analysis (TIA) prepared by Kimley-Horn and dated July 2022. Additionally, adjustments to square footage can occur as a land use transfer per Table 5-1 Land Use Equivalency Conversion.

2.5.4 Business Park

The Business Park Land Use Area envisions employee-intensive uses, including research and development, technology centers, corporate offices, clean industry, and supporting retail uses. Typical employment uses envisioned within Business Park include research and development, craft brewery or similar uses, light manufacturing, assembly, clean industry, and supporting commercial uses. The Business Park Land Use Area implements the Business Park (BP) General Plan land use designation. The Business Park Land Use Area is located at the northern portion of the Specific Plan, between the SR-60 Eastbound onramp and the Industrial/Logistics Land Use Area along 30th Street. Primary access for tenants would be located along 30th Street and C Street, with identification signage visible from SR-60. This land use designation allows a maximum floor area ratio (FAR) up to 0.60. Adjustments to the Business Park Land Use may increase square footage provided the maximum FAR is maintained and the trip generation for Business Park is not exceeded based on assumptions within the 2022 TIA prepared by Kimley-Horn and dated July 2022. Additionally, adjustments to square footage can occur as a land use transfer per Table 5-1 Land Use Equivalency Conversion.

2.5.5 Industrial/Logistics

The Industrial/Logistics (“Industrial”) Land Use Area is intended to provide a wide range of industrial uses including research and development; light manufacturing, assembly and processing of manufactured goods and materials; warehousing and distribution including e-commerce, high-cube logistics and cross-dock



facilities. Ancillary uses may include office, employee services, and property management facilities. The Industrial Land Use Area implements and is consistent with the Light Industrial General Plan Land Use designation. The Agua Mansa Warehouse and Distribution Overlay Zone is applied to the Industrial Land Use Area of the Specific Plan. The Industrial Land Use Area is at the eastern portion of the Specific Plan boundary, adjacent to the Santa Ana River. The southern boundary of the Industrial Land Use Area includes an expansive landscaped paseo to screen and buffer from the adjacent Residential Land Use Area to the south. A building for Industrial/Logistics Use shall be designed with a minimum of 750-foot buffer between a loading dock door and any residential dwelling unit within a Residential zone/district. This land use designation allows a maximum FAR up to 0.60.

2.5.6 Residential

The Residential Land Use Area allows for a variety of housing types including single family and multi-family units so as to diversify the City's housing market. The Residential Land Use Area utilizes the General Plan Residential Land Use Designation of Highest Density Residential (HHDR). The HHDR Land Use designation allows up to 25 dwelling units per acre (du/ac) with no minimum. The maximum buildout for the Residential Land Use is 1,196 dwelling units, including four existing residential units. The Residential land use area is generally located along the southern portion of the Specific Plan area, away from higher volume roadways such as Rubidoux Boulevard and SR-60. The Residential Land Use Area incorporates active and passive recreational and open space areas with landscaped parkways, trails, and private common area amenities.

2.5.7 Open Space

The Open Space Land Use Area accommodates open space areas for residents, employees, and visitors in the form of neighborhood parks, urban parks, recreational facilities, community centers, play areas, greenbelts, and off-street trails. See Section 3.4 for OpenSpace/ Site Standards and Section 4.9.1 for defined Park Concepts by park type. The Open Space Land Use Area also incorporates landscape buffers and other water quality management practices to treat stormwater. See **Figure 2-2, Open Space Plan**.

The Open Space Land Use Area will at a minimum meet the City's parkland requirement of 3 acres per 1,000 new residents/population. The Specific Plan may include a combination of park dedication, community improvements associated with the residential development, as well as payment of "in-lieu" fees to meet parkland requirements. The precise location, design, and amenities provided in the Open Space Land Use Areas will be determined by the implementing projects. The neighborhood park construction in conjunction with any new residential development shall be substantially complete prior to the issuance of a certificate of occupancy of the 75th percentile of residential units in the Residential Land Use Area.

In addition to the Open Space Land Use Areas identified, residential development will incorporate private and common areas that will expand and connect to the open space areas, and adjacent uses. The location of these facilities will be determined with subsequent site development permits and will comply with the development standards included in the Specific Plan.



2.6 Circulation Plan

The Circulation Plan describes the movement of vehicles and pedestrians within the Specific Plan area and the connections to major regional circulation routes. The Circulation Plan, illustrated on **Figure 2-3, Circulation Plan**, provides new roadways and streets to accommodate traffic generated by the anticipated uses as well as facilitate internal vehicular access to the surrounding areas. Portions of existing roads in the Specific Plan area would be vacated and be absorbed into the Specific Plan Land Use Areas they reside in.

The scale and orientation of the circulation network provides strategic routes for efficient mobility to help residents, workers, and visitors reach their destinations in Jurupa Valley and the region. Conceptual street cross-sections illustrate the street improvements and parkways. Due to the mix of industrial, commercial, and residential land uses, special attention to directing truck traffic away from residential uses have been incorporated into the Circulation Plan. Circulation improvements include the following:

- Improving streets with curb, gutter sidewalk, and landscaping.
- Street designs are shown in the Specific Plan as conceptual, which will be established with final engineering as part of the first Final Map. **Figure 2-3, Circulation Plan**, shall be substantially maintained with minor adjustments to account for access and ultimate alignments.
- Street designs which shall discourage trucks from entering or traveling through the Residential Land Use Area or on existing 34th Street through the use of traffic calming devices. Calming devices will include the following:
 - A gateway treatment at A Street along Rubidoux Avenue, which should have height restriction element;
 - A roundabout shall be a design feature included at the intersections of Wallace Avenue and A Street; and
 - Bike lanes will be included within the multi-use trail network along A Street, B Street, and Wallace south of future roundabout.

The combination of the above will promote lower speeds adjacent to the Residential Land Use Areas and provide a means to improve pedestrian and vehicular safety.

- The backbone circulation identifies the proposed location, extent, and intensity of major components of public and private transportation proposed to be located within the Specific Plan area. See Section 2.11 Infrastructure and Utility Plan for water, sewer, drainage, solid waste disposal, energy, and other essential facilities.

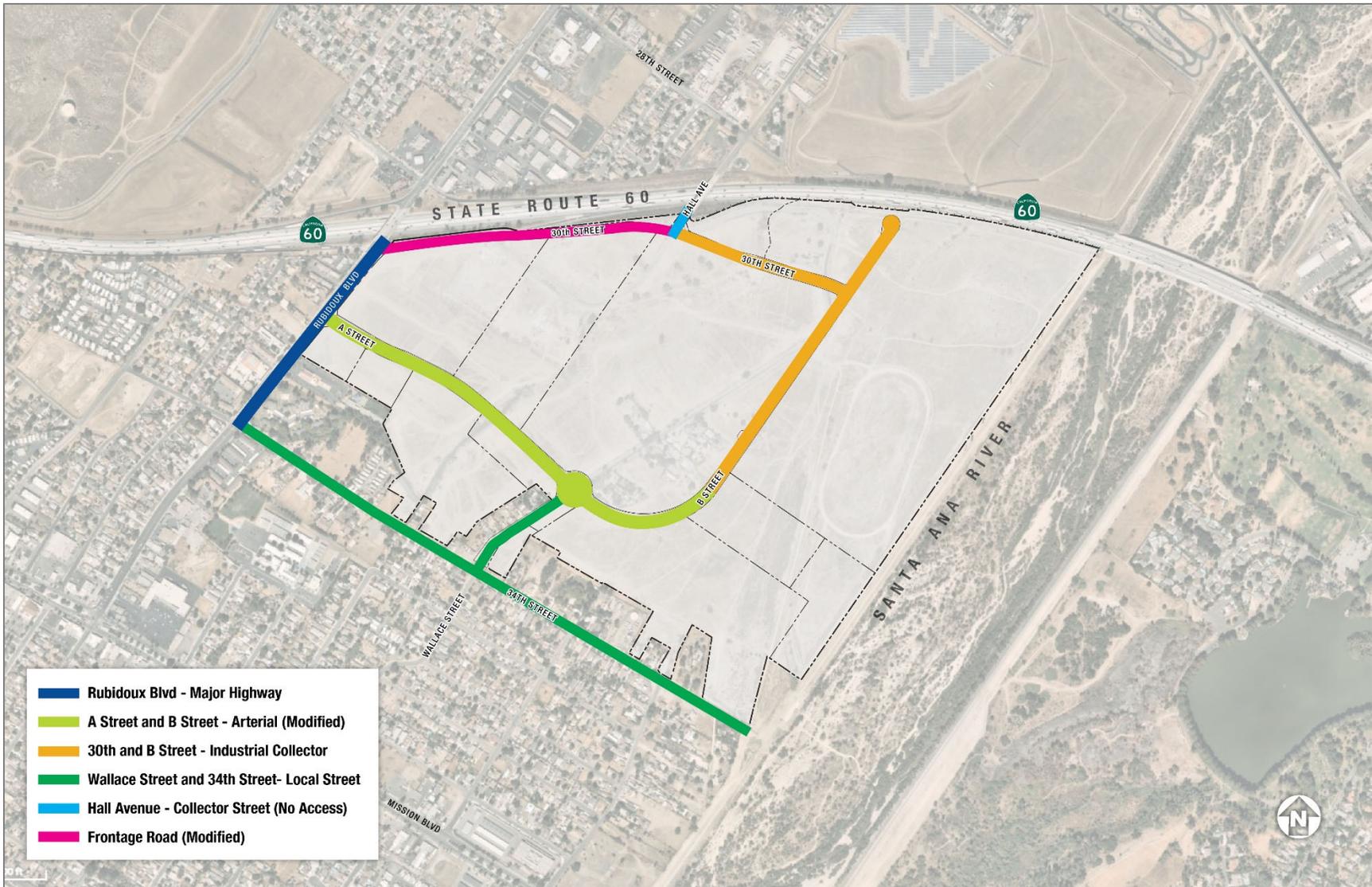


Figure 2-3: Circulation Plan



2.6.1 Traffic Safety Plan

In March 2021, the City of Jurupa Valley completed a Complete Streets Safety Assessment (CSSA) study to assess different locations within the City in an aim to improve pedestrian and bicycle safety, and to enhance walkability. One of the selected corridors included 34th Street from Rubidoux Boulevard to Crestmore Road with the primary goals to review safe walking and crossing, eliminating speeding, and creating pedestrian shortcuts. Suggestions for improvements from the study included:

- Consider installing traffic calming devices at the one-third points between Rubidoux and Wallace, as well as Daly Avenue intersection to reduce speeds on 34th to improve walkability.
- Implementation of a walkway on the south side and require that all street parking use the north side.
- Need for all-weather walkway due to pedestrian access to school from Arora / 35th. Implement a minimum 8-foot paved walkway.
- Preserve accessibility for the walkway between 34th and 35th along east edge of Mt. Calvary churchyard; and
- Creating an alternative cross-section along 34th Street and other low-volume rural roadways.

The CSSA study area included areas for planned improvement into the Specific Plan Area at the intersection of Wallace and 34th Street as well as some of the project frontage along 34th Street. The planned development for 34th Street is discussed in Section 2.7.6.

2.6.2 Access and Internal Circulation

The Specific Plan area is located adjacent to the SR-60 and near other major transportation routes including SR-91 and I-15. Both SR-60 and SR-91 freeways connect Los Angeles with the greater Inland Empire. The I-15 Freeway connects the Inland Empire with San Bernardino County and ultimately Las Vegas. Only SR-60 provides direct access to the Specific Plan area from Rubidoux Boulevard. At the local level, there are four entry points into the Specific Plan: from 34th Street to Wallace Avenue, from Rubidoux Boulevard to A Street, from frontage roads onto Hall Avenue and 30th Street, and from Hall Avenue onto 30th Street.

The internal site circulation is composed of a core backbone roadway that provides access and connectivity between each Land Use area and circulation through the Specific Plan area. Access drives off of the backbone infrastructure are shown on the Circulation Plan. The internal circulation between land uses will be addressed with future site development plans for the individual development projects consistent with the standards of the Specific Plan and all other applicable City, County and State standards.

2.6.3 Truck Circulation

The Specific Plan is designed to minimize the interaction between truck trips and passenger vehicles. Trucks exiting from the SR-60 at Rubidoux Boulevard would enter the development via Frontage Road, 30th Street and B Street to access the Industrial and Commercial Retail Land Use areas. The circulation plan incorporates a roundabout at the intersection of A Street, B Street and Wallace Avenue so as to deter truck traffic, redirecting truck traffic away from the residential land uses. Gateway monuments will be implemented, which will create flexibility in height of vehicles acceptable to enter roadways. In addition, signage, turning restrictions and other measures may be incorporated as deemed necessary to limit truck movement away from residential land use as part of the site development permit review process. The following exhibits shows the planned truck traffic routes based on site plan and street design (see **Figure 2-4** and **Figure 2-5 for Inbound and Outbound Truck Circulation Plan**).

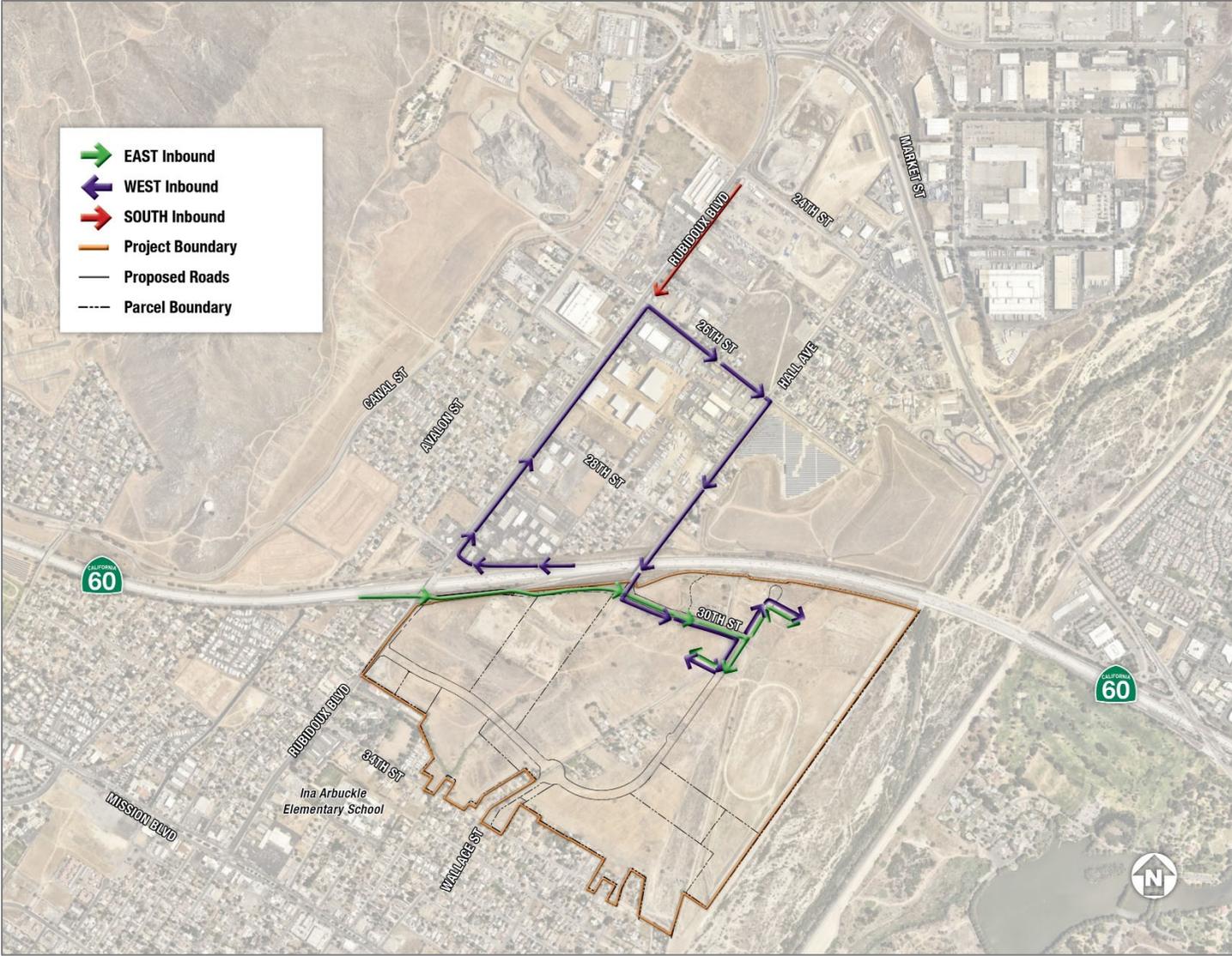


Figure 2-4: Inbound Truck Circulation Plan

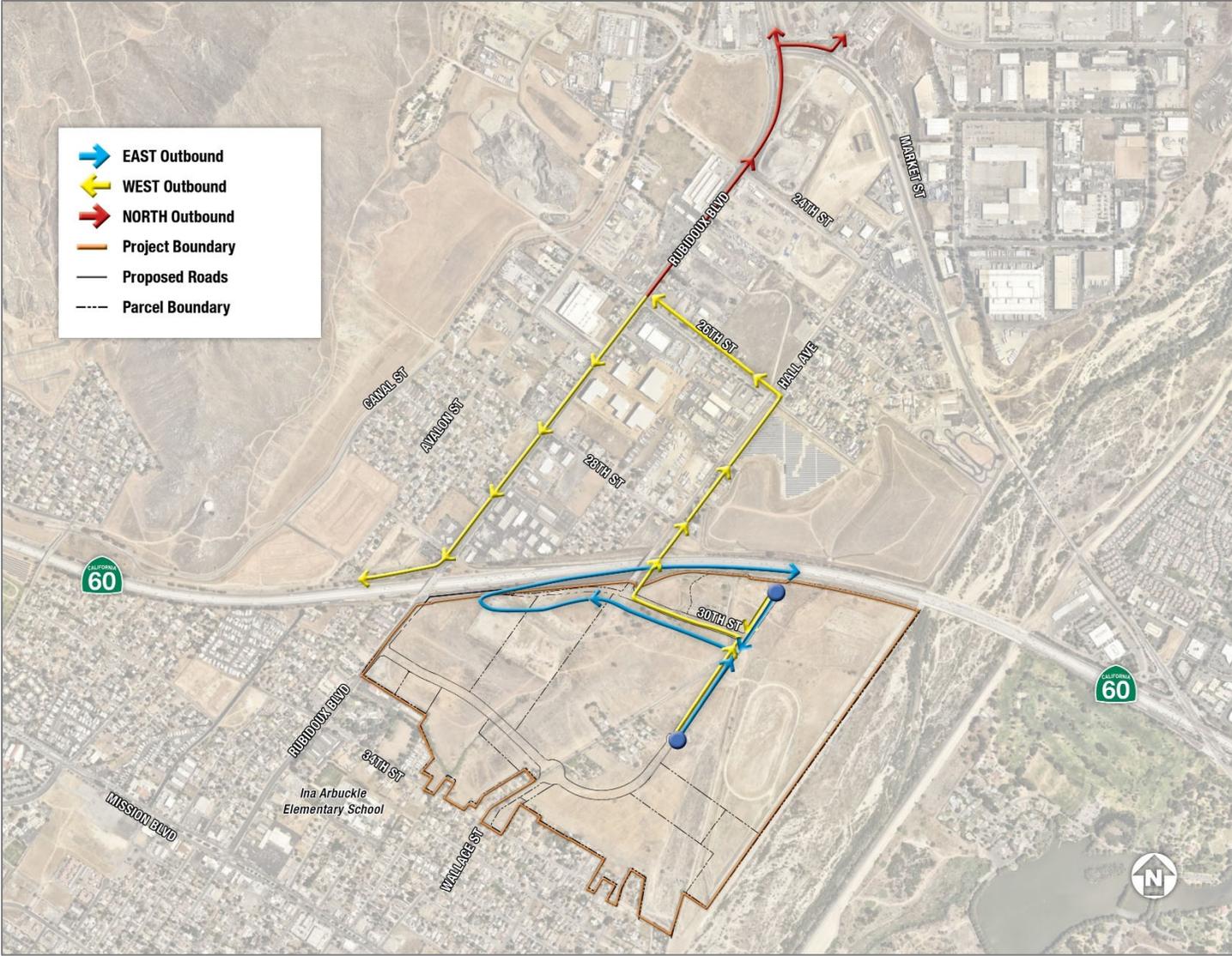


Figure 2-5: Outbound Truck Circulation Plan



2.6.4 Trail Network

The Specific Plan will provide multi-use pedestrian trails and bike paths/lanes as a means of connecting residents, visitors, and employees with the various land uses in the Specific Plan area. This network of walkable and bikeable pathways throughout the Specific Plan area provides not only environmental and health benefits but also help to create a greater sense of community through connection. The multi-use pedestrian trail is strategically aligned with the bus stop placement of proposed and relocated stops to allow for greater community access to the public amenities. The Specific Plan accommodates on-street and off-street trail facilities using multiple materials that align with the intended use (see **Figure 2-6, Trail Network**).

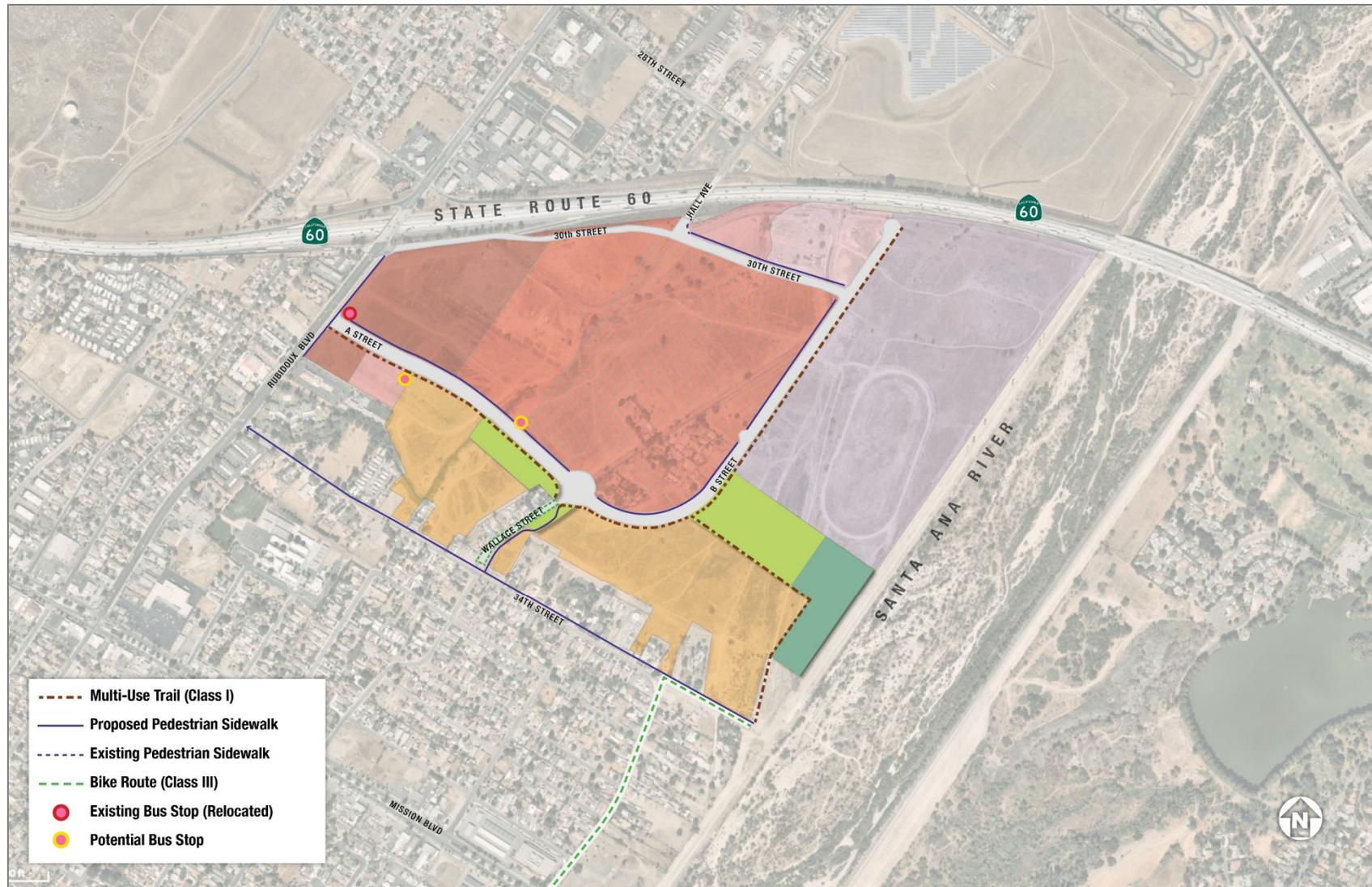


Figure 2-6: Trail Network

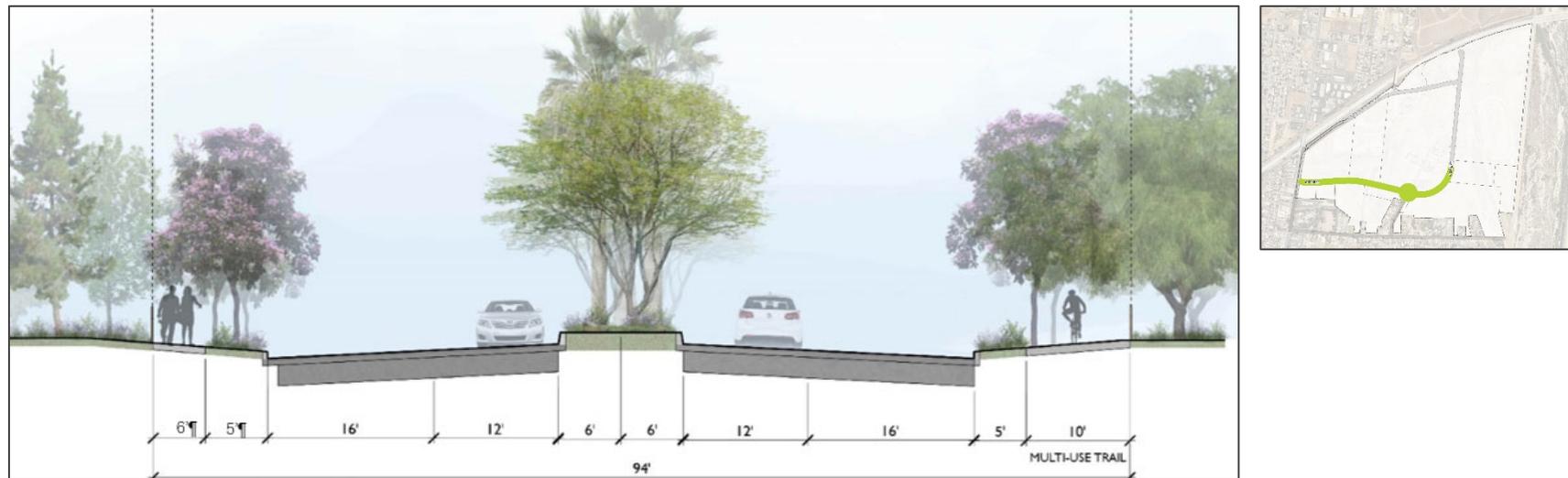


2.7 Conceptual Street Improvements

2.7.1 A Street

Modified Arterial: A Street is classified as a Modified Arterial Roadway and serves as the primary circulation route for east to westbound movements to and from Rubidoux Boulevard within the Specific Plan area. The street section accommodates 94-feet of right-of-way with one 16-foot and one 12-foot travel lanes in each direction. One side of the parkways include 11-foot parkway inclusive of a 6-foot sidewalk along the northern commercial retail side and 15-foot parkway inclusive of a 10-foot multi-use trail along the southern residential right-of-way. The modification is the introduction of raised median for enhanced landscape and project specific parkway widths as the planned development accommodate greater landscape setbacks from right-of-way. The modified cross section is depicted in **Figure 2-7, Modified Arterial Cross Section (A Street & B Street)**.

Figure 2-7: Modified Arterial Cross Section (A Street & B Street)



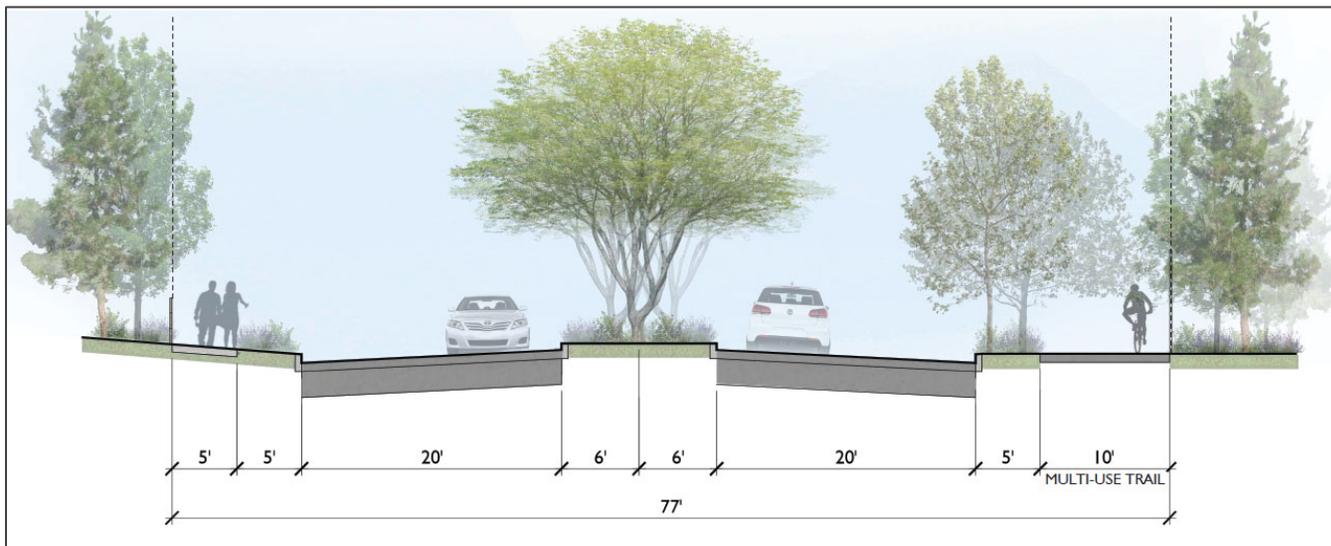


2.7.2 B Street

Modified Arterial: B Street is classified as a Modified Arterial between the roundabout and the landscaped paseo within the Industrial Land Use area. The Modified Arterial section for B Street is identical to the cross section described under “A” Street. See **Figure 2-7, Modified Arterial Cross Section (A Street & B Street)**.

Industrial Collector: Beyond the landscaped paseo, B Street is classified as an Industrial Collector. The typical section for an Industrial Collector measures 77 feet from R.O.W with two travel lanes measuring 20 feet in each direction, with 6-inch curb and gutter divided by raised median. One side of the parkway includes a 10-foot parkway inclusive of a 5-foot sidewalk along the eastern commercial retail side and 15-foot parkway inclusive of a 10-foot multi-use trail along the western industrial right-of-way. A stripped median is proposed along the centerline that will serve as a center turn lane. See **Figure 2-8, Industrial Collector Cross Section (B Street)**.

Figure 2-8: Industrial Collector Cross Section (B Street)



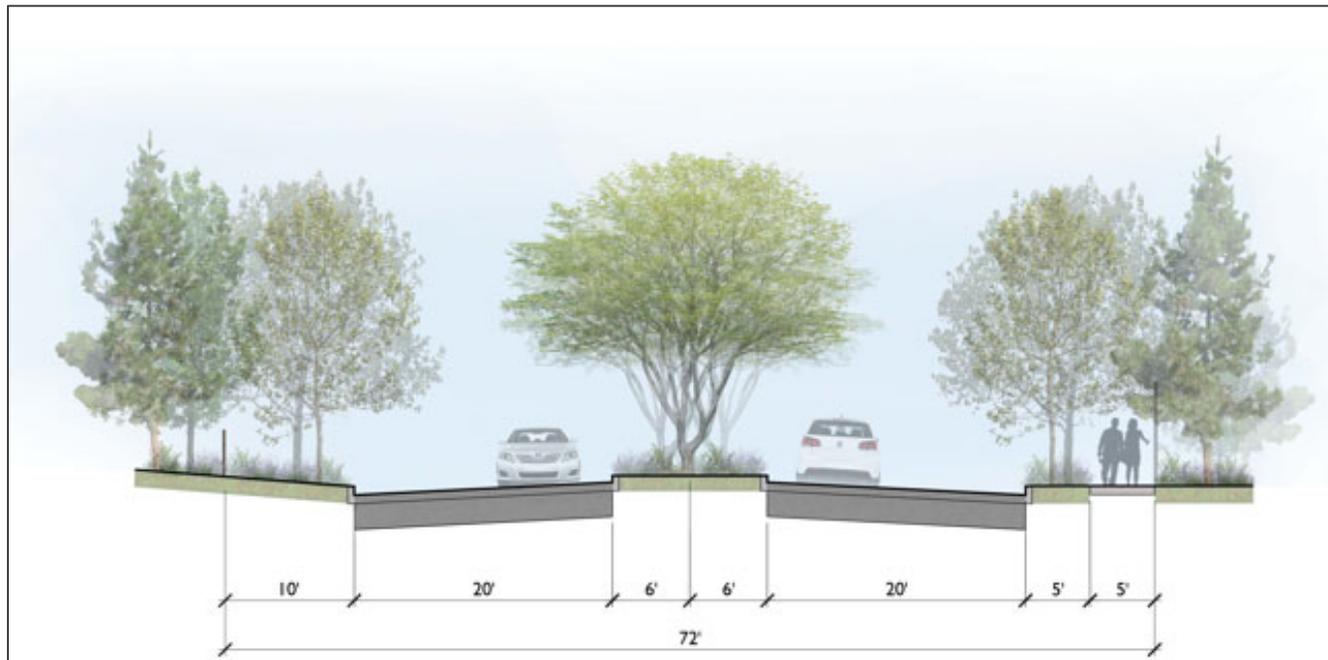


2.7.3 30th Street

30th Street contains three different street sections including industrial collector, two-lane ramp and one lane ramp throughout the Specific Plan area.

Industrial Collector: As an Industrial Collector, 30th Street extends from “B” Street to Hall Avenue. An Industrial Collector measures 72 feet from R.O.W with two travel lanes measuring 20 feet in each direction, with 6-inch curb and gutter divided by raised median. Along 30th Street each side of the R.O.W. includes a 10-foot parkway with the northern parkway adjacent to the commercial tourist and business park inclusive a 5-foot parkway and 5-foot sidewalk. See **Figure 2-9, Industrial Collector Cross Section (30th Street)**.

Figure 2-9: Industrial Collector Cross Section (30th Street)



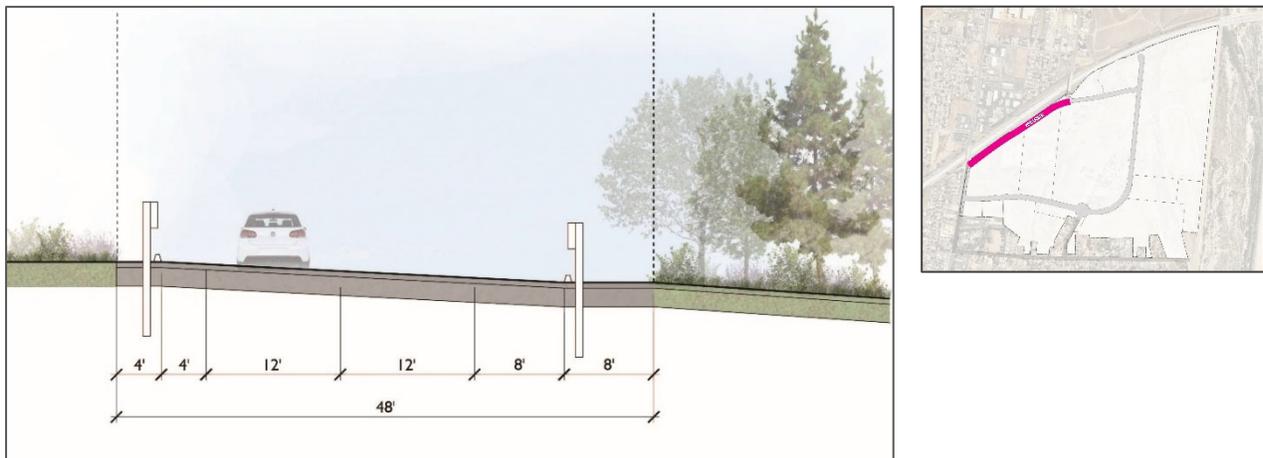
Frontage Road: 30th Street is a two-lane ramp from the Hall Avenue terminus to 200 feet west. The two-lane ramp typical section measures 48 feet from right-of-way, and includes two 12-foot travel lanes, with 4- or 8-foot shoulder until reaching a guardrail. The modification is due to no sidewalks to discourage pedestrian accessibility to this roadway that feeds into Caltrans right-of-way. Additionally, there are no planned pedestrian access points from this portion of 30th Street to the future uses due to the significant grade difference. See **Figure 2-10, Frontage Road Cross Section (30th Street)**.

30th Street narrows into a one-lane road using the one-lane ramp typical section toward 30th Street and the SR-60 Eastbound Onramp. The one-lane ramp typical section measures 32 feet from right of way with one 12-foot travel lane, 4- or 8-foot shoulder, with a 4-foot buffer for the guardrail. Traffic from one of the two lanes will merge onto SR-60 Eastbound ramp as 30th Street develops into a one-lane ramp continuing into the project site.

30th Street reverts back into a two-lane ramp section, west of the SR-60 Eastbound ramp toward Rubidoux Boulevard to include a left turn pocket to Hall Avenue or continuation straight onto 30th Street.

Frontage Road is classified as a Modified Local frontage street and runs in a west-east direction, providing access to SR-60, Hall Street and 30th Street from Rubidoux Boulevard. Frontage Road terminates into 30th Street at the intersection of Hall Avenue. A project access alternative is considering a drive off of the Frontage Road that would be for automobile and truck service only to serve the Retail Integrated and Industrial sites. Truck circulation is shown on **Figure 2-4 and 2-5 for Inbound and Outbound Truck Circulation Plan**.

Figure 2-10: Frontage Road Cross Section (30th Street)

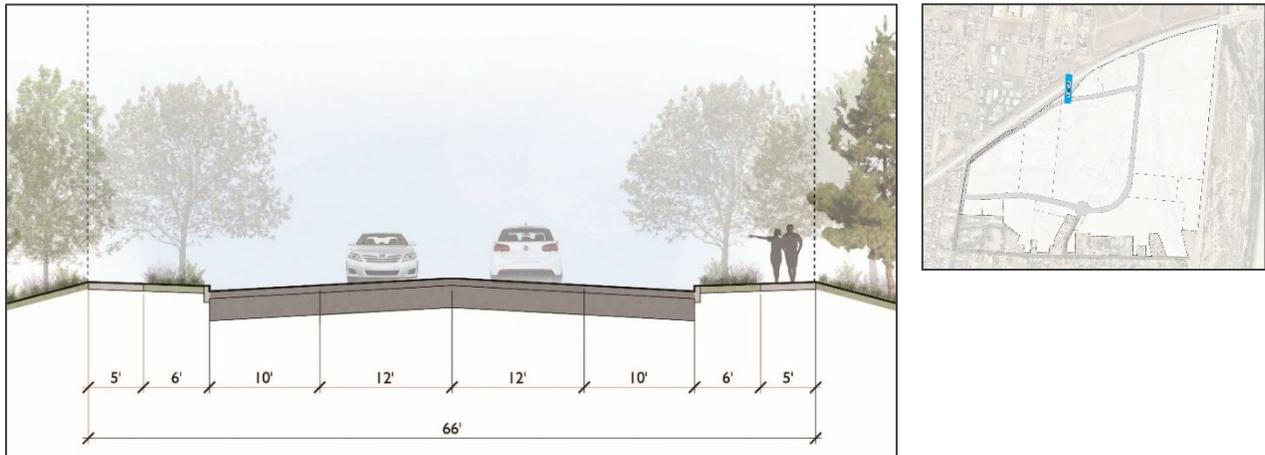


2.7.4 Hall Avenue

Collector: Hall Avenue is classified as a Collector Street and runs in a north-south direction, providing access to the Specific Plan area from north of SR-60. Hall Avenue terminates into a T-intersection at 30th Street/ Frontage Street. A Collector Street typical section measures 66 feet of right-of-way with two travels lanes in each direction measuring 10 and 12 feet with 6-inch curb and gutter and 11-foot parkway, inclusive of a 5-foot sidewalk. Center medians are striped. There is a small portion of Hall Street within the project that will be improved and tie into the existing Hall Street bridge over SR-60. Design modifications might be required to tie to existing conditions, which will be reviewed and approved by the City Engineer. See **Figure 2-11, Collector Street Cross Section (Hall Avenue)**.



Figure 2-11: Collector Cross Section (Hall Avenue)

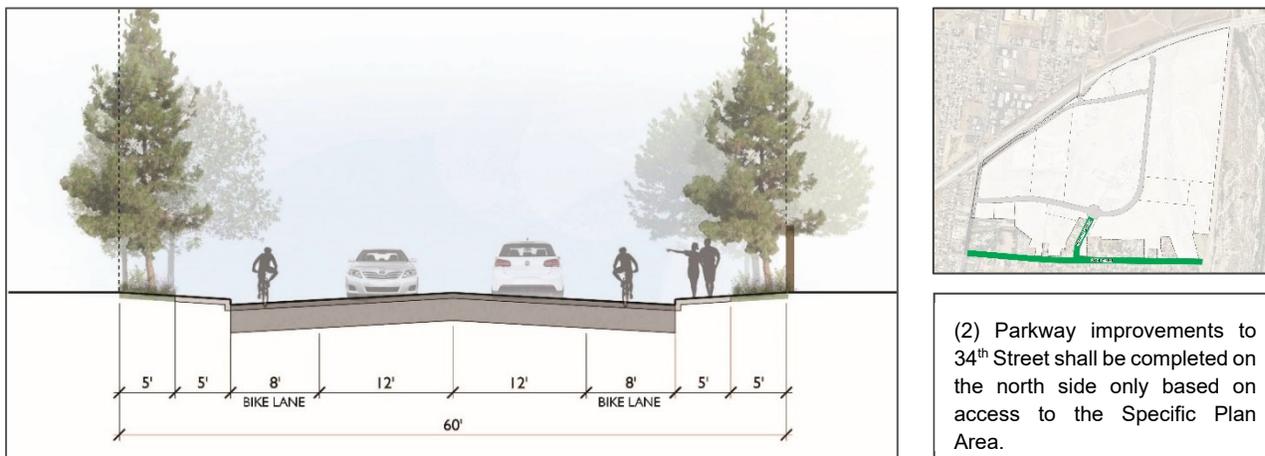


2.7.5 Wallace Street

Local Street: Wallace Street is classified as a Local Street and provides north-southbound movements from 34th Street to the Specific Plan area. Wallace Street extends from 34th Street and terminates at the roundabout of Street A and Street B. A Local Street typical section measures 60 feet from right-of-way with two travel lanes measuring 12 feet in each direction, 8 feet bike lane in either direction and 6-inch curb and gutter, and a 10-foot parkway inclusive of a 5-foot sidewalk. See **Figure 2-12, Local Street Cross Section (Wallace & 34th Street)**.

Local Street: 34th Street is located along the southern boundary of the Specific Plan area and is designated in the General Plan as a Local Street. A local street described above typically typical measures 60 feet from right-of-way with two travel lanes measuring 12 feet in each direction, 6-inch curb and gutter, and 10-foot parkway inclusive of a 5-foot sidewalk. Current 34th Street includes some sidewalks and curb/ gutter, but a majority includes unpaved shoulders. For purpose of planning future right-of-way improvements along 34th Street, the Specific Plan assumes a typical local street section along the project frontage with improvements of sidewalks only along the north side of the street. See **Figure 2-12, Local Street Cross Section (Wallace & 34th Street)**.

Figure 2-12: Local Street Cross Section (Wallace Street & 34th Street²)



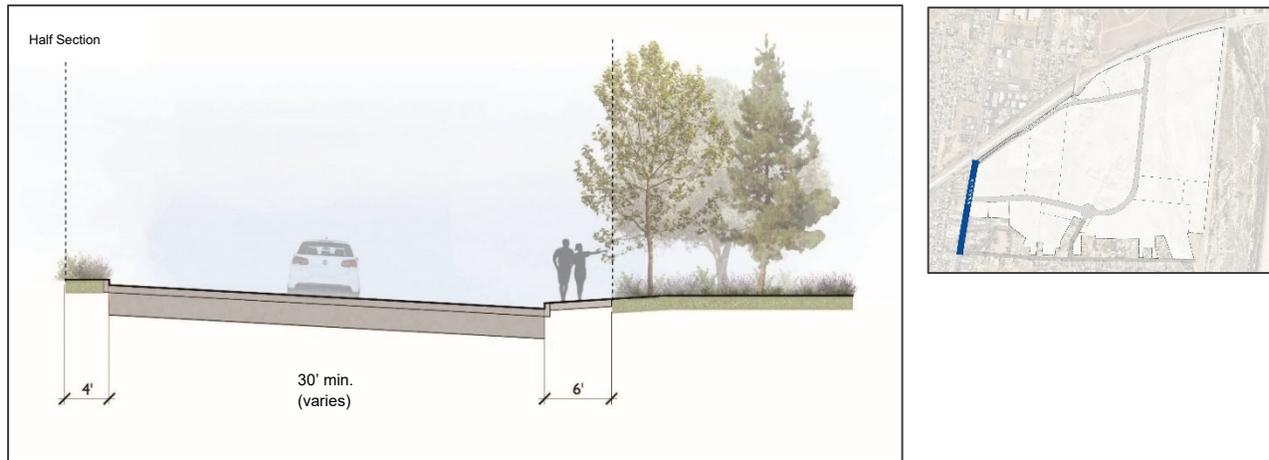
(2) Parkway improvements to 34th Street shall be completed on the north side only based on access to the Specific Plan Area.



2.7.6 Rubidoux Boulevard

Major Highway: Rubidoux Boulevard, located along the western boundary of the Specific Plan area, is designated in the General Plan as a Major Highway with a 118-foot right-of-way. Rubidoux Boulevard carries significant traffic volumes to both SR-60 Eastbound and Westbound lanes. **Figure 2-13, Major Highway Cross Section** identifies a segment of Rubidoux Boulevard where proposed improvements include new sidewalks and parkways. For purpose of planning future right-of-way improvements along Rubidoux Boulevard, the Specific Plan assumes an Arterial Highway section along the project frontage.

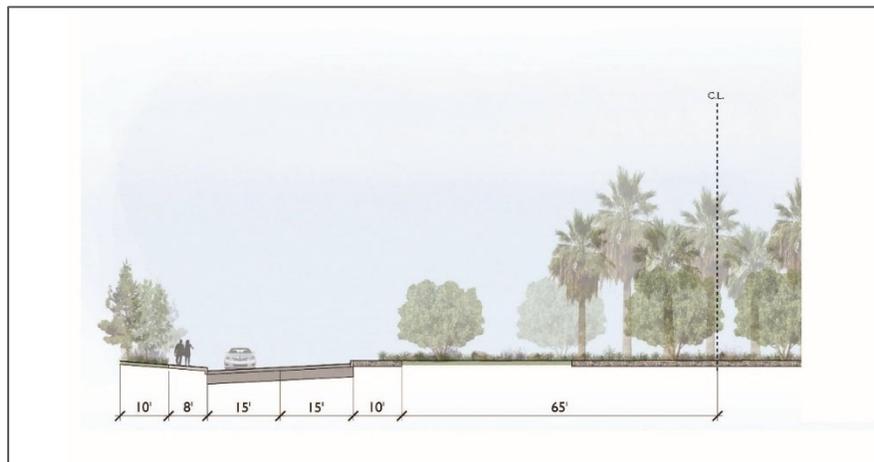
Figure 2-13: Major Highway Cross Section (Rubidoux Boulevard)



2.7.7 Roundabout

A Roundabout will be located at the intersection of Wallace Street, and future A Street and B Street. The Roundabout provides a significant traffic control measure to deter truck traffic, while providing an amenity to the community. Two travel lanes are accommodated, measuring 15 feet in each direction, an 8-foot sidewalk as well as an interior parkway measuring 130 feet in total, as illustrated in **Figure 2-14, Roundabout Cross Section**. The large parkway will consist of a 10-foot mortared cobblestone border around the street adjacent edge. The interior parkway will celebrate the local landscape with decorative boulders native to the region. Crosswalks shall be provided at three intersections including A Street, B Street and Wallace Street for pedestrian and bicycle connectivity. A detailed design of the roundabout shall be reviewed by the City’s traffic engineer and detailed plans, that include hardscape and plant materials, will be required prior to the approval of the Street Improvement Plans.

Figure 2-14: Roundabout Cross Section





2.8 Regional and Emergency Access

Regional access is provided via several major roads and highways. Rubidoux Boulevard and Frontage Road provide access to SR-60 as well as access to Mission Boulevard and Market Street. Emergency access to the Specific Plan area shall be provided around each proposed building, through private streets, parking areas, and truck courts. Future development with the Specific Plan area will accommodate emergency access, with the location and design criteria established as part of the site development application.

2.9 Parking

Parking will be provided within each Specific Plan Land Use Area in accordance with Section 3.4 Off-Street Parking and Loading Standards.

2.10 Transit

Transit routes can provide an alternative mode of transportation for motorists and a primary mode for the transit dependent. The provision of a concentrated employment center is an opportunity to partner with Riverside Transit Agency (RTA) to explore the feasibility of expanded public transportation options for workers and visitors of the Specific Plan area. There could be the potential for future bus stops along A Street to expand services within the future development, depending on RTA's approval. Future transit facilities including location and design criteria shall be established as part of the street improvement plans.

2.11 Infrastructure and Utility Plan

This Infrastructure and Utility Plan identifies the infrastructure, utilities, and public services and facilities provided to the Specific Plan area. The components of the Infrastructure and Utility Plan are water, sanitary sewer, storm water drainage, dry utilities (i.e., electricity, natural gas, communications, etc.), and public services and facilities (law enforcement, fire, and trash collection).

The Infrastructure and Utility Plan serves as a guide for the development of detailed plans for roadways, domestic water, wastewater, storm water and utilities that will serve the Specific Plan area. The conceptual infrastructure plans generally identify the location of infrastructure facilities within the project. Subsequent subdivisions and/or site development plans will establish the exact size and location of all such facilities with final engineering.

2.11.1 Water

The Rubidoux Community Services District (RCSD) provides services to properties located in the immediate vicinity of the Specific Plan area, and to Specific Plan area. The RCSD was formed in 1952 and provides water, wastewater, trash collection services, and fire protection to over 35,000 people. The RCSD provides four million gallons of potable water a day to metered connection within its service area. Future development facilitated by the Specific Plan will connect to and expand existing infrastructure operated by the RCSD.

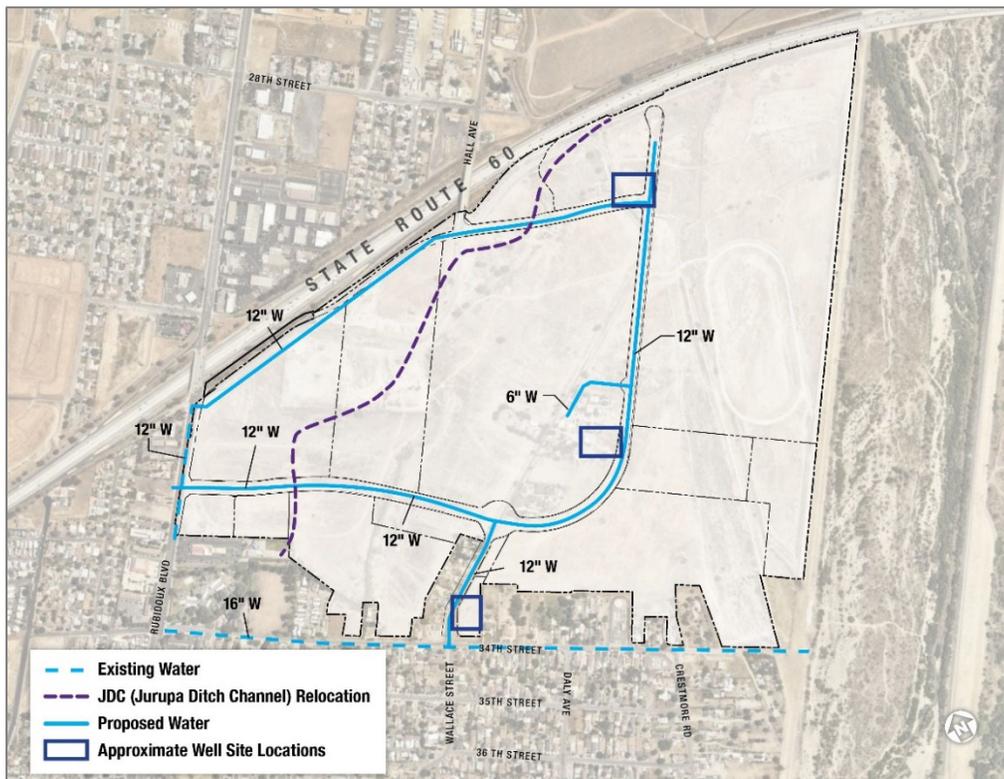
As reported in the RCSD 2020 Urban Water Management Plan, the sole source of potable water supply for the District and for all water users in the Rubidoux community is groundwater extracted from the southern portion of the Riverside-Arlington Sub-basin of the Upper Santa Ana Groundwater Basin via six potable and six non-potable (supplying hydrants, the Jurupa Hills Golf Course and landscape irrigation) groundwater wells. RCSD does not purchase or otherwise obtain water from a wholesale water supplier, and recycled water is not available to the RCSD (as of 2020). The RCSD expects that groundwater extracted from the

Basin will continue to be its primary source of water through the year 2045, and possibly purchasing imported water from Western Municipal Water District, a member agency of The Metropolitan Water District of Southern California, in 2025. To supply water to the Specific Plan area, improvements will include a connection at the western boundary of the Specific Plan area to a water main (*sizing subject to RCSD final review*) running west to east under Rubidoux Boulevard along the south side of the backbone infrastructure of 'A' street.

'A' Street will contain a 12-inch water main that continues under 'B' Street and turns north. One proposed lateral from B Street will be constructed to serve existing non-conforming properties as necessary. A second connection at the southern boundary of the Specific Plan area will include a 12-inch water main running north to south along Wallace Street southside. The 12-inch water main along Wallace Street intersects the east running 'A' Street 12-inch water main before connecting to the north running B Street 12-inch water main around the two existing residential parcels along the industrial logistics area. Future development will be required to accommodate domestic and on-site flows through laterals that would be connected off of the backbone infrastructure located in the public streets. Required meters and backflow preventers would be installed through construction documents of individual lot vertical development.

The Jurupa Ditch Water District (JDWD) provides irrigation water service to limited area, which has been in operation since 1880s. The existing system is piped under SR-60 and daylights onto the property with connection at the south end of the property. The Jurupa Ditch water line will be rerouted, maintaining its existing connections to the north at SR-60 and south at the project southern edge. The exact location and conditions will be determined with future development and in cooperation with the JDWD. All water facilities will be constructed to RCSD standards and will be subject to the City and District approval. See **Figure 2-15, Water Plan**.

Figure 2-15: Water Plan



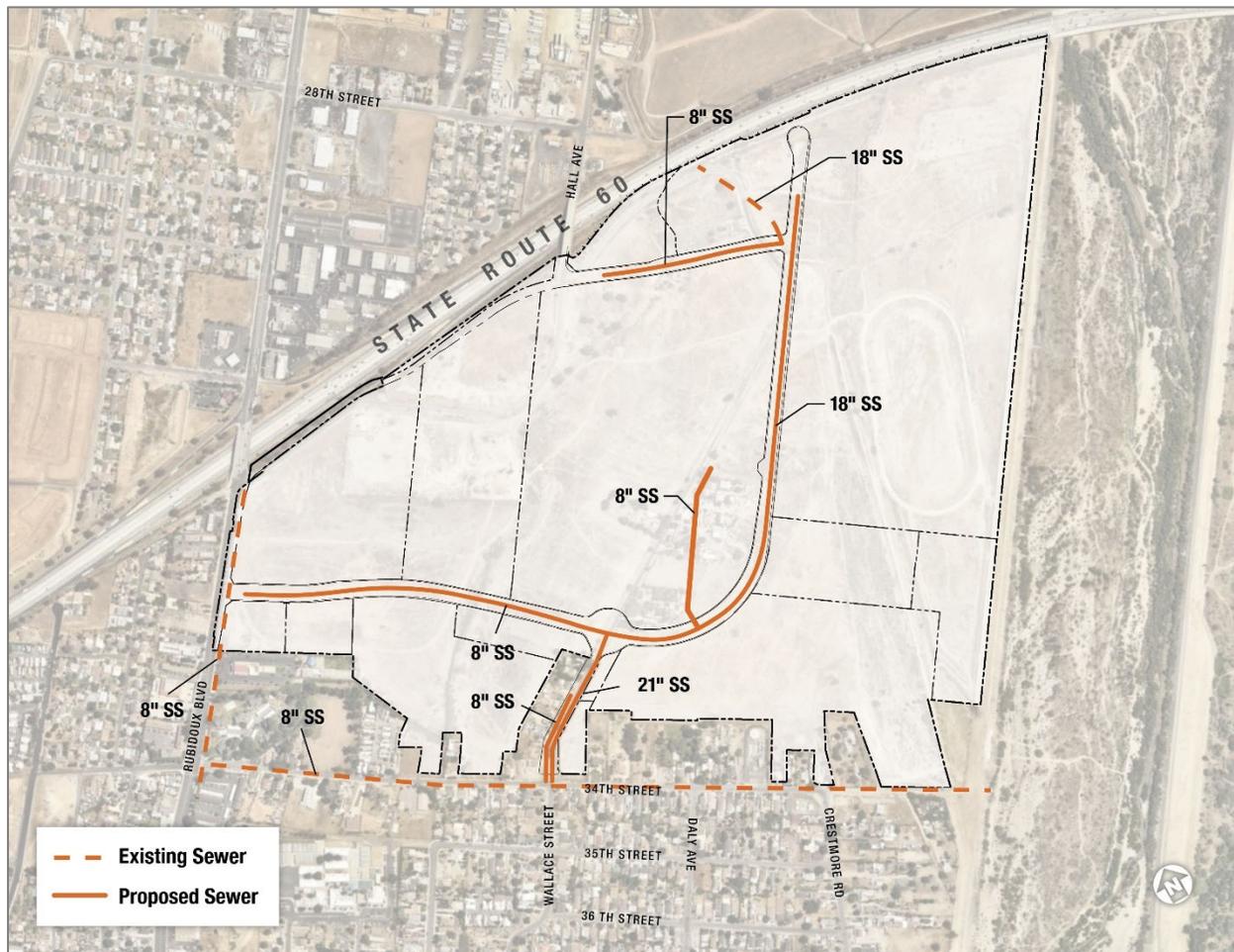
2.11.2 Sanitary Sewer

RCSD also provides sanitary sewer treatment service to the Specific Plan area. As of 2021, RCSD sewer infrastructure in the surrounding area consists of an 8 to 10-inch main along Rubidoux Boulevard which connects to an 8 to 10-inch main at Wilcox Square Alley. Infrastructure also includes an existing 18-inch pipe extending underneath SR-60 in a southerly direction down Wallace Street, ultimately connecting to a 21-inch sewer main at the 34th Street intersection. Ultimate sizing will be established with final capacity requirements in accordance with site development permits.

'A' street will contain an 18-inch pipe that continues under 'B' Street and turns north until the terminus of B Street. An 8-inch lateral will continue west along 30th Street in coordination with the existing 18-inch pipe from beneath SR-60 described above. One proposed lateral from 'B' Street will be constructed to serve existing non-conforming properties as necessary.

Existing 8-inch sewer lines extend along 34th Street and tie into the 18-inch main at the Wallace Street and 34th Street intersection. The Specific Plan area will direct all sewer flows toward the existing sewer main line at the Wallace Street and 34th Street intersection. See **Figure 2-16, Sanitary Sewer Plan**.

Figure 2-16: Sanitary Sewer Plan





2.11.3 Storm Water Drainage

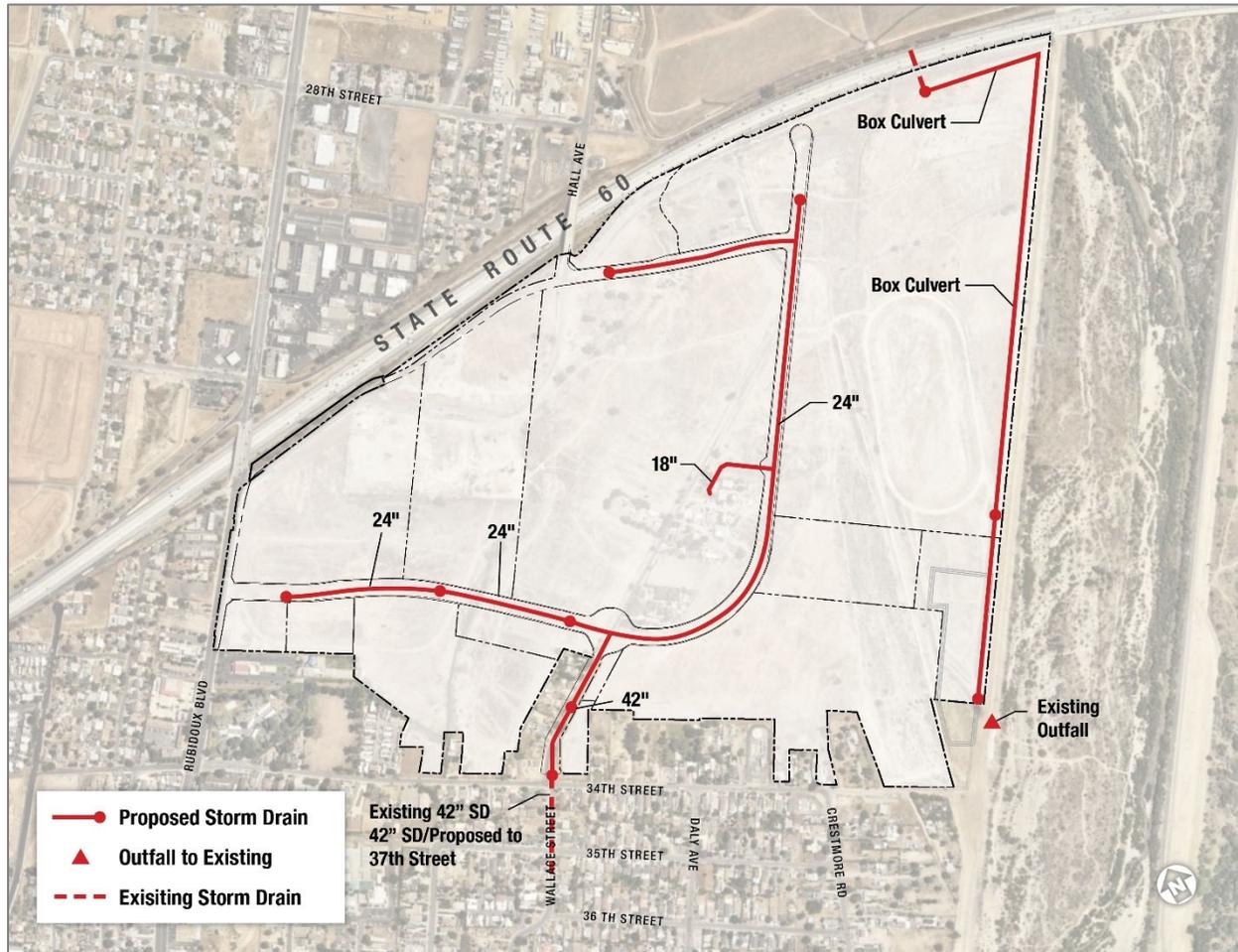
The Specific Plan area is located in a Zone X area and drains to off-site conveyances maintained by the Riverside County Flood Control and Water Conservation District (RCFCWCD). Future development projects facilitated by the Specific Plan would connect to these facilities and be required to comply with storm water permitting regulations of the RCFCWCD.

Storm drain facilities shall ensure the acceptance and disposal of storm runoff without damage to streets or adjacent properties. A preliminary Project Specific Water Quality Management Plan shall be reviewed and approved as part of any site development permit for any development project within the Specific Plan area. A Final Project Specific Water Quality Management Plan shall be reviewed and approved prior to the issuance of any Grading or Building permits with reference to the Rubidoux Master Drainage Plan.

All projects proposing construction activities including clearing, grading, or excavation that result in the disturbance of at least one acre of total land area, or activity which is part of a larger common plan of development of one acre or greater, shall obtain the appropriate National Pollutant Discharge Elimination System (NPDES) construction permit and pay the appropriate fees. All developments within the Specific Plan area shall be subject to requirements adopted by the City to implement the NPDES program. Measures may include, but not limited to; on-site retention; covered storage of all outside storage facilities; vegetated swales; and monitoring programs.

Storm water will be collected through a network of storm water basins and biotreatment catch basins located throughout the Specific Plan area. Future individual development projects will utilize a variety of low-impact development measures to manage storm water including biotreatment catch basins and retention basins. The eastern portion of the Specific Plan area will have a public detention basin, which will detain flows before releasing through an existing outlet pipe under Santa Ana River. Access to the storm water retention basin shall be provided through the neighborhood park referenced as Lot 23. Ultimate access shall be determined through final engineering. Access to the storm water retention basin shall be provided. The western portion of the Specific Plan would direct flows toward the existing 21-inch storm drain at the Wallace Street at 34th Street intersection. See **Figure 2-17, Storm Water Plan**.

Figure 2-17: Storm Water Plan



2.11.4 Solid Waste

The City of Jurupa Valley contracts solid waste collection services through Burrtec Waste and Waste Management. Contract services will be expanded to provide solid waste collection services within the Specific Plan area. All solid waste collection will be required to comply with federal, State, and local regulations regarding waste reduction and recycling. Private trash service can be used to provide specialized service, and to provide more frequent service so as to apply alternative design considerations. Private trash service will be implemented on a case-by-case basis based on user demand and operations.

2.11.5 Electricity

Southern California Edison (SCE) provides electricity to the Specific Plan area and maintains above ground power lines. SCE will comply with the existing regulatory framework from California Public Utilities Commission and Federal Energy Regulatory Commission tariffs with regards to providing new service for future development projects.



2.11.6 Communications

Communications services are offered regionally by franchised telecommunications providers, such as AT&T and Spectrum. Infrastructure supporting communications services will be provided and installed along with other utilities throughout the Specific Plan area.

2.11.7 Natural Gas

Southern California Gas Company provides natural gas service to the Specific Plan area. As required, additional points of connection to existing gas lines will be provided. The service would be in accordance with the Gas Company's policies and extension rules on file with the California Public Utilities Commission.

2.12 Public Services

2.12.1 Police

The City of Jurupa Valley contracts with the Riverside County Sheriff's Department. The County Sheriff will provide law enforcement services for the Specific Plan area. The closest police station is Jurupa Valley Sheriff's Station, located at 7477 Mission Boulevard, approximately 4.5 miles southwest of the Specific Plan area.

2.12.2 Fire

The Riverside County Fire Department (RCFD) provides fire services to the Specific Plan area. The nearest fire station to the Specific Plan is Riverside County Fire Department Station 38, located at 5721 Mission Boulevard, approximately one mile to the south. Station 38 is operated by the RCFD through an agreement with the Rubidoux Community Services District.

2.12.3 Schools

The Specific Plan is located within the Jurupa Unified School District. The Jurupa Unified School District includes 16 elementary schools, 1 kindergarten through eighth-grade school, 3 middle school, and 3 high schools. Specifically, the Ina Arbuckle Elementary School, Mission Middle School and Rubidoux High School serve the Specific Plan area.

- Ina Arbuckle Elementary School provides education for kindergarten to sixth grade. As of the 2020/2021 school year, there were 490 students attending the Ina Arbuckle Elementary School.
- Mission Middle School contains seventh and eighth grade education levels. As of the 2020/2021 school year, there were 688 students attending the Mission Middle School.
- Rubidoux High School contains ninth to twelfth grade. As of the 2020/2021 school year, there were 1,585 students attending the Rubidoux High School.

2.13 Conceptual Grading Plan

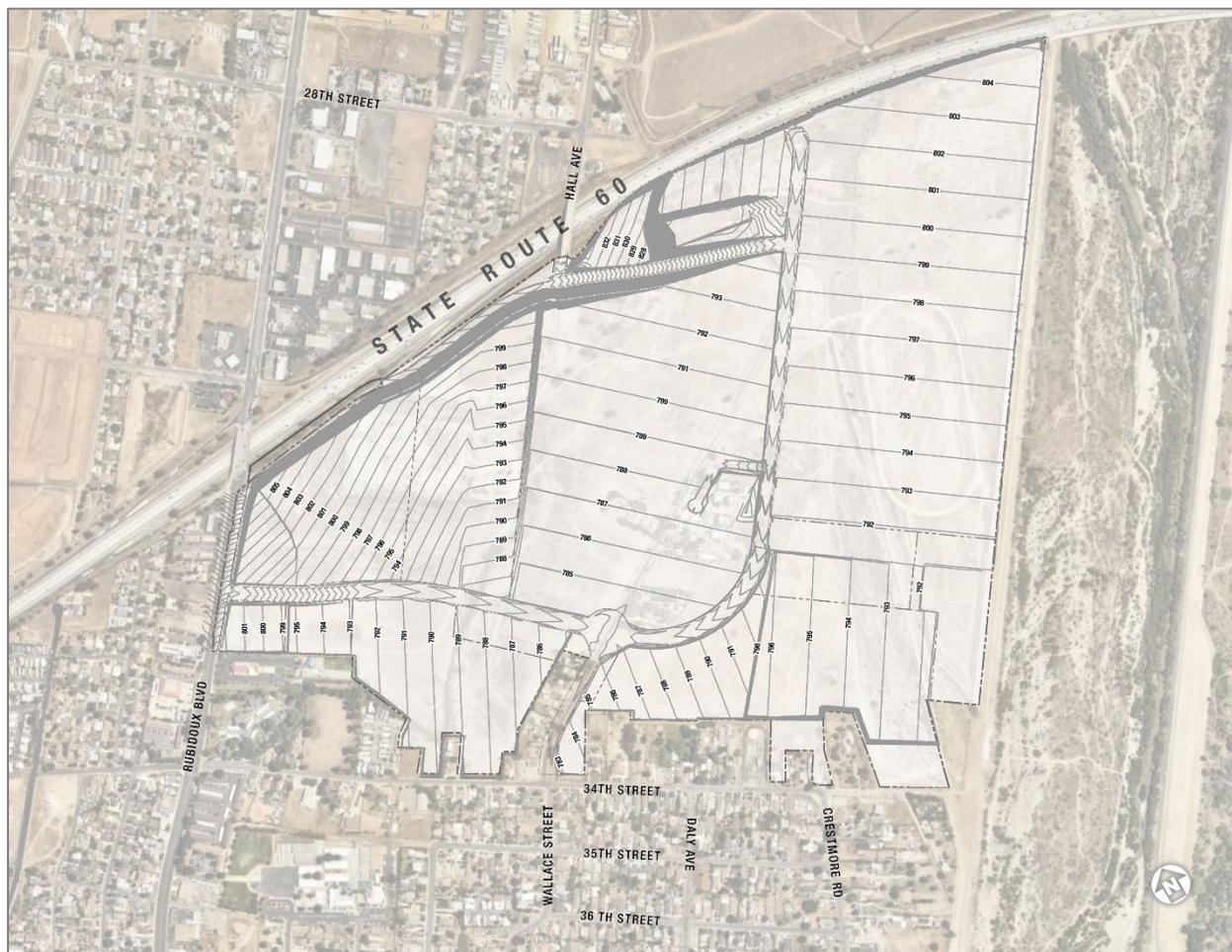
The Specific Plan area topographic conditions consist of a sloped rise in elevation from the southeast corner to the northern edge. The site is roughly divided along Wallace Street by a 20- to 30-foot embankment with the western portion having a slightly higher elevation. See **Figure 2-18, Conceptual Grading Plan**.

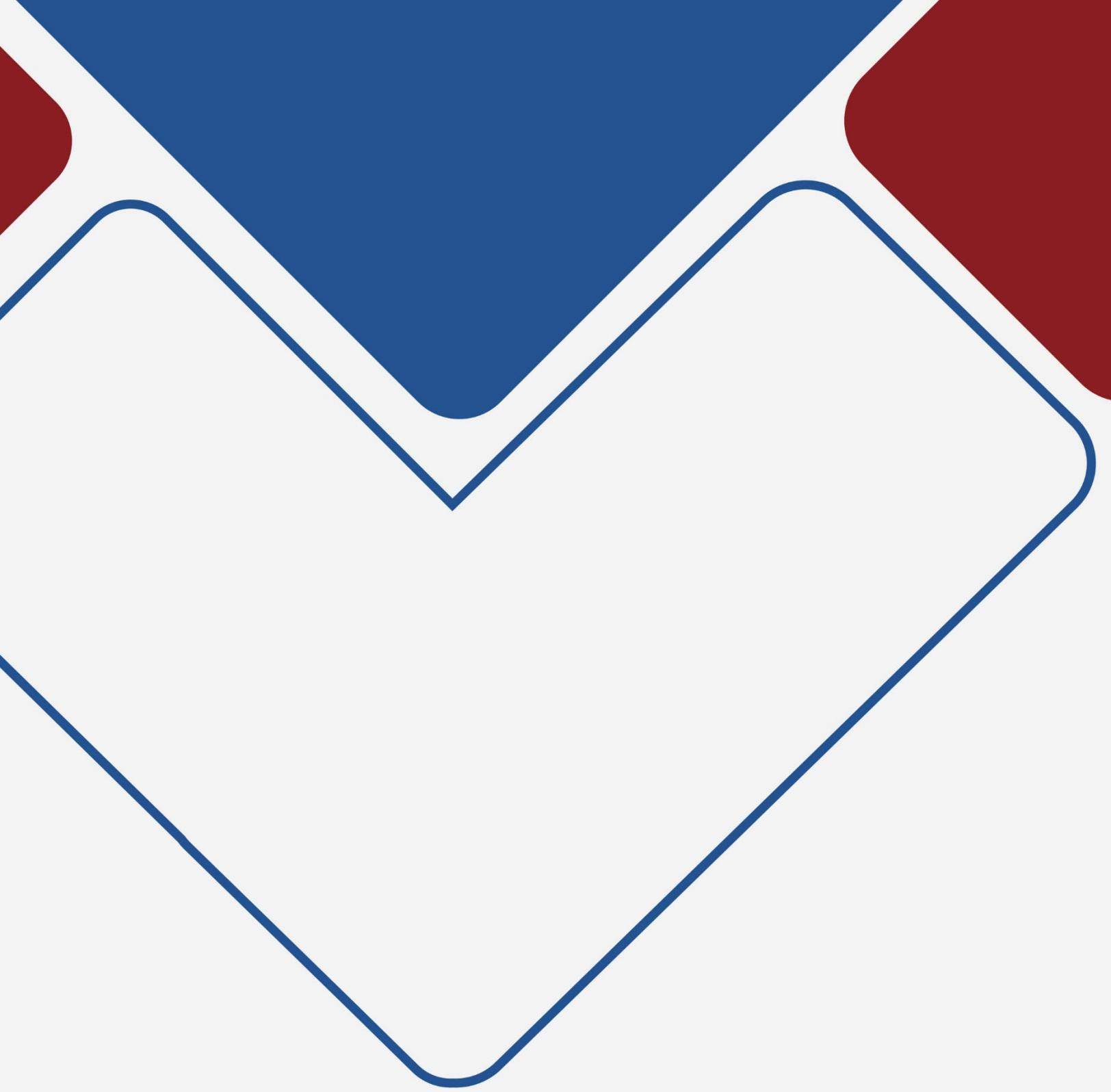
Typical grading activities will consist of clearing and grubbing, demolition of existing structures, and moving surface soils to construct building pads, driveways, and internal vehicular routes. Grading plans for each phase will be reviewed and approved by the City as part of the site development permit and prior to the

issuance of grading permits. All grading plans and activities will conform to the City's grading ordinance and dust and erosion control requirements. Conceptual grading plans are subject to final engineering.

- Grading shall conform to the current California Building Code.
- Grading shall conform to City of Jurupa Valley regulations.
- Grading shall conform to project specific geotechnical investigation reports, geotechnical engineer recommendations as approved by the City's Engineering Department, and specific studies.
- Prior to initial grading activities, a detailed soils report and geotechnical study shall be prepared to analyze on-site soil conditions and slope stability and shall include appropriate measures to control erosion and dust.

Figure 2-18: Conceptual Grading Plan





Section 3

Land Use and Development Standards



3.0 Land Use and Development Standards

This Section establishes the land use and development standards to establish the desired physical form and identity of the built environment suitable for each land use and shall constitute the zoning for the Specific Plan Area. These regulations implement the Specific Plan Land Use Plan densities and ensure compatibility of land uses. Development standards address the physical features of each land use such as buildings, lots, setbacks, parking, landscaping, walls and fencing, outdoor storage, and signs. These standards address buildings and site improvements and are essential to achieve the vision of the Specific Plan.

3.1 General Provisions

This Section applies to any development within the Specific Plan area. In reviewing individual projects requiring discretionary approval, additional conditions may be applied by the approving body to accomplish the goals and objectives of the Specific Plan and the General Plan.

3.2 Allowable Land Uses

Table 3-1, Allowable Land Uses and Permit Requirements, provides the allowable primary land uses, activities, or facilities permitted within the Industrial, Business Park, Commercial Retail, Commercial Neighborhood, Commercial Tourist, and Residential land uses; and the types of permits required to establish the uses and activities. Permitted uses are subject to all applicable development standards and guidelines outlined in this Section and Section 4 – Design Guidelines. Section 5-Implementation and Administration, identifies other types of entitlements, permits, procedures, and actions related to land use and development standards. The symbols shown in **Table 3-1** have the following meanings:

3.2.1 Site Development Permit (SDP)

A land use indicated with “SDP” means the land use is permitted, subject to the Development Standards applicable to that land use designation and any applicable standards of Section 4 – Design Guidelines, and subject to the filing and approval of a Site Development Permit. Any application for a Site Development Permit shall be processed in accordance with the procedures established in Section 5.5.1 (Land Use Review Procedures).

3.2.2 Permitted Land Uses (P)

A land use indicated with “P” means the land use is permitted by right of being in the proper land use area designation, subject to the Development Standards applicable to that land use designation and any applicable standards of Section 4 – Design Guidelines.

3.2.3 Conditionally Permit (CUP)

A land use indicated with “CUP” means the land use is conditionally permitted subject to the Development Standards applicable to that land use designation and any applicable standards of Section 4 – Design Guidelines, and subject to the filing of a Conditional Use Permit in accordance with the requirements of JVMC Section 9.240.280 (Conditional Use) and must be approved by the City of Jurupa Valley before the use can be established within a particular land use area.

3.2.4 Prohibited Land Uses (--)

A land use indicated with a “--” symbol is prohibited within the particular land use area.



3.2.5 Land Uses Not Listed

Any use not listed in **Table 3-1** shall be considered prohibited land use unless an unlisted use is deemed to be similar to an allowable use as interpreted by the Community Development Director or designee, requiring the following findings: (1) is substantially the same in character and intensity as those listed under the respective land use; and (2) meets the purpose and intent of the land use.

3.2.6 Accessory Uses (A)

A land use indicated with “A” means an accessory use that is customarily associated with, and is incidental and subordinate to, the primary use and located on the same parcel as the primary use. An accessory use is permitted by right of being in the proper land use area designation subject to the Development Standards applicable to that land use designation and any applicable standards of Section 4 – Design Guidelines, and provided the use is Ancillary to the Primary Permitted or Conditionally Permitted use of the property. Certain accessory uses that serve a facility and its staff, such as daycare, gym, food court, and outdoor storage, would be approved under the entitlements required for the principal uses listed in **Table 3-1** or subsequently approved under a Modification.

3.2.7 Existing Legal Non-Conforming

Any existing uses, buildings, structures, parking areas, landscaping and signage located in the Specific Pan Area that become non-conforming at the time of adoption of the Specific Plan will be permitted to remain. Until such time as building permits are issued for development, the existing uses and buildings may continue to be used for residential purposes.

Table 3-1: Allowable Land Uses and Permit Requirements

Land Uses	Permits Required by Land Use						Additional Regulations
	Industrial	Commercial Retail	Commercial Neighborhood	Commercial Tourist	Business Park	Residential	
Key to Permit Requirements SDP = Site Development Permit P = Permitted Use CUP = Conditional Use Permit A = Accessory Use (-) = Prohibited							
Eating and Drinking Establishments							
Alcoholic beverage sales and service							Subject to JVMC Section 9.240.490
Sale for off-site consumption	CUP	CUP	CUP	CUP	--	--	
Sale for on-site consumption	CUP	CUP	CUP	CUP			
Live entertainment w/on-site consumption	--	CUP	CUP	CUP	--	--	Subject to JVMC Section 9.250.030
Temporary Events w/on-site consumption	SDP	SDP	SDP	SDP	--	--	
Bars and Lounges	--	CUP	CUP	CUP	--	--	
Food Markets, Food Halls	P	P	P	P	--	--	
Ghost Kitchens Delivery and Pick Up Only Restaurants) Food prep facilities, commercial or catering services	SDP	SDP	SDP	SDP	--	--	See Note 1
Mobile food vending	SDP	SDP	SDP	SDP	SDP	SDP--	Subject to JVMC Section 6.20.120
Restaurants and other eating establishments.	--	P	P	P	P	--	
Food Kiosk	--	SDP	SDP	SDP	--	--	
Outdoor Dining		SDP	SDP	SDP	SDP		
Quick-Serve	P	P	P	P	P	--	
Quick-Serve, Drive-thru	--	CUP	CUP	CUP	CUP	--	



Land Uses	Permits Required by Land Use						Additional Regulations
	Industrial	Commercial Retail	Commercial Neighborhood	Commercial Tourist	Business Park	Residential	
Key to Permit Requirements SDP = Site Development Permit P = Permitted Use CUP = Conditional Use Permit A = Accessory Use (-) = Prohibited							
Retail and Services							
Animal boarding and Hospital	CUP	CUP	CUP	CUP	--	--	
Animal Grooming/daycare (no overnight boarding)	--	P	P	P	--	--	
Banks and Financial institutions	P	P	P	P	--	--	
Cultural Institutions (Gallery studio, Retail & Educational)	--	P	P	P	--	--	
Health/ Fitness Facility, Personal Training Studio	P	P	P	P	--	--	
Day Care Centers	--	CUP/A	CUP/A	--	CUP/A	--	See Note 2
Post Office	P	P	P	P	--	--	
Mailbox and post services	P	P	P	P	--	--	
Medical clinics	--	P	P	P	--	--	
Nurseries and Garden Supply Stores	--	SDP	SDP	--	--	--	See Note 1
Building Material Store	--	SDP	SDP	--	--	--	See Note 1
Personal Services (Nail and beauty salons, Tattoo, Skin Care, Dry Cleaning)	--	P	P	--	--	--	
Product Repair Services	P	P	P	--	--	--	
Integrated Retail	---	SDP	---	---	---	---	See Notes 1 and 3
Retail Stores	CUP	P	P	P	--	--	See Note 6
Hotels, resort hotels, and motels	--	SDP	SDP	SDP	SDP	--	See Note 1
Self-Storage	SDP	---	--	--	--	--	Subject to JVMC Section 9.240.470 See Note 1
Shopping Center	--	SDP	SDP	SDP	--	--	
Social Services Facilities	--	P	P	P	--	--	
Wireless Telecommunication Facilities	SDP	SDP	SDP	SDP	SDP	--	Subject to JVMC Chapter 9.275
Warehouse Retail Stores	--	SDP	--	--	--	--	See Note 1
Automobile Fueling Stations	--	CUP	--	--	--	--	Subject to JVMC Section 9.240.560
Furniture, drapery, plumbing, floor covering and appliances stores	--	P	P	--	--	--	
Professional Office							
Office—Administrative, corporate, & professional.	--	P	P	P	P	--	
Medical Office	--	P	P	P	--	--	
Data Processing Centers & Data Storage	SDP	--	--	--	SDP	--	See Note 1
Recreation, Education, Utilities, & Public Assembly							
Public Recreation Facilities, Outdoor	--	SDP	SDP	SDP	--	SDP	
Private Recreation Facilities, Outdoor	--	SDP	SDP	SDP	--	SDP	
Outdoor Entertainment (i.e., amphitheater)	--	CUP	CUP	CUP	--	CUP	



Land Uses	Permits Required by Land Use						Additional Regulations
	Industrial	Commercial Retail	Commercial Neighborhood	Commercial Tourist	Business Park	Residential	
Key to Permit Requirements SDP = Site Development Permit P = Permitted Use CUP = Conditional Use Permit A = Accessory Use (-) = Prohibited							
Indoor Entertainment	--	CUP	CUP	CUP	CUP	--	
Theaters, not including drive-ins/ Live Entertainment	---	CUP	CUP	CUP	---	---	
Public Schools	--	--	--	--	--	P	
Private Educational Services	--	CUP	CUP	CUP	CUP	--	
Religious Assembly Facility	--	CUP	CUP	CUP	CUP	--	
Professional and Vocational Schools	--	CUP	CUP	--	CUP	--	
Water Well Sites	SDP	SDP	SDP	SDP	SDP	SDP	
Water (Fresh) Treatment Facilities	SDP	SDP	SDP	SDP	SDP	SDP	
Residential							
Single Family Dwellings	--	--	--	--	--	SDP	Subject to JVMC Section 9.240.550
Accessory Dwelling Unit (ADU)	--	--	--	--	--	P	Subject to JVMC Section 9.240.290
Multiple Family and Single Family Attached Dwellings	--	--	--	--	--	SDP	See Note 1
Senior Housing	--	--	--	--	--	SDP	
Home Occupations	--	--	--	--	--	P	
Mobile Home Parks	--	--	--	--	--	--	
Industrial							
Limited Industrial Uses							
Apparel and industrial design	P	P	P	--	--	--	
Textile and leather products	P	--	--	--	--	--	
Artisan crafts (made by hand) such as glassworks, jewelry, and pottery	P	P	P	--	--	--	
Craft brewery, distillery, and winery - alcohol	CUP	CUP	CUP	CUP	CUP	--	
Laboratory – Medical, analytical, research, testing.	--	--	--	--	SDP	--	See Note 1
Manufacturing Uses							
Electrical Equipment, Appliance, and Component Manufacturing	SDP	--	--	--	--	--	See Note 1
Food manufacturing, limited (grain and bakery products, sugar & confectionery, nonalcoholic beverages, etc.)	SDP	--	--	--	--	--	See Note 1
Beverage manufacturing – non-alcohol	SDP	--	--	--	--	--	See Note 1
Manufacture of furniture and fixtures	SDP	SDP	--	--	--	--	See Note 1
Machinery manufacturing	SDP	--	--	--	--	--	See Note 1
Transportation and related industries	SDP	--	--	--	SDP	--	See Note 1
Manufacture of Medical, and dental instruments	SDP	--	--	--	SDP	--	See Note 1
Manufacture of drugs and pharmaceuticals	SDP	--	--	--	SDP	--	See Note 1
Plastics Fabrication & Molding	SDP	--	--	--	--	--	See Note 1
Manufacture of organic and inorganic compounds, not including those of a hazardous nature	CUP	--	--	--	CUP	--	See Note 1
Studios, Multi-Media Production	SDP	--	--	--	SDP	--	See Note 1
Research And Development	SDP	--	--	--	SDP	--	See Note 1



Land Uses	Permits Required by Land Use						Additional Regulations
	Industrial	Commercial Retail	Commercial Neighborhood	Commercial Tourist	Business Park	Residential	
Key to Permit Requirements SDP = Site Development Permit P = Permitted Use CUP = Conditional Use Permit A = Accessory Use (-) = Prohibited							
Recycling Facility	SDP	--	--	--	--	--	See Note 1
Copying, Printing, and Publishing Services	SDP	P	P	--	P	--	See Note 1
Transit Stops, Stations, Terminals	P/A	P/A	P/A	P/A	P/A	--	
Temporary Events/Uses							
Temporary Events	SDP	SDP	SDP	SDP	SDP	SDP	Subject to JVMC Section 9.250.030
Temporary Uses (Construction Related)							Subject to Specific Plan Section 3.9
Stockpile Associated with Construction	P	P	P	P	P	P	
On-site Concrete Batching Plant	P	P	P	P	P	P	
Construction Trailer and Facilities	P	P	P	P	P	P	
Trucking and Trailer Facilities							
On-site trailer storage yard, or trailer parking lots and/or structures are permitted, provided the use is affiliated with and serves a principal use.	SDP	SDP	--	--	--	--	See Note 3
Warehousing							
Cold storage warehouse	SDP	--	--	--	--	--	See Note 1
Cross-Dock Facilities	SDP	--	--	--	--	--	See Note 1
E-Commerce (Internet Fulfillment)	SDP	--	--	--	--	--	See Note 1
High-Cube Warehouse (See Note 4)	SDP	--	--	--	--	--	See Notes 1 and 4
Logistics Center	SDP	--	--	--	--	--	See Note 1
Parcel Delivery Services	SDP	--	--	--	--	--	See Note 1
Warehousing And Storage	SDP	--	--	--	--	--	See Note 1 and 5
Indoor Storage ancillary to a primary use	P	P	P	P	P	--	
Outdoor Storage	SDP	--	--	--	SDP		
Vehicle Storage (Indoor / Outdoor)	SDP	--	--	--	SDP	--	See Note 1

Notes:

- (1) SDP is only required for the construction of a new building or substantial changes made to an existing building or site to accommodate the use. If only minor building or site changes are needed, the use is permitted by right. Refer to Section 5.5.1 (Land Use Review Procedures) for processing procedures.
- (2) Child Care Centers are permitted as Accessory Use (A) if there are a part of a primary use within the Commercial Retail, Commercial Neighborhood and Business Park land uses.
- (3) Furniture related product manufacturing, trucking and trailer facilities on-site are only permitted as part of an integrated retail use within the Industrial and Commercial Retail land uses along with processing of a Site Development Permit. Refer to Section 2.5.2 for description of Integrated Retail.
- (4) High-Cube Warehouse Definition: A building that typically has at least 200,000 gross square feet of footprint, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses.
- (5) Warehousing and Storage shall be allowed as it relates to Commercial Retail – Integrated uses.
- (6) Retail Store only permitted as ancillary to a primary use in the industrial Land Use Area subject approval of a Conditional Use Permit



3.3 Development Standards

The standards of this section control the physical dimensions and location of structures, and site improvements amongst the various land use areas to implement the Specific Plan Guiding Principles and Project Objectives and establish well-designed development projects within the Specific Plan Area that work in harmony with each other and minimize potential impacts to residential uses within the Specific Plan Area as well as adjacent sensitive uses. Development Standards shall apply to all land uses, structures, and related improvements in the Specific Plan Area. Where specific development standards are not mentioned in this section, the applicable provisions of the JVMC shall apply.

3.3.1 Residential Development Standards

1. **Density:** Pursuant to the General Plan, residential land use intensity is typically measured by the number of units per acre. Within the Specific Plan Area, the density for Residential land use shall be up to 25 dwelling units per acre.

The development intensity provides a range of anticipated building intensity, allowing single family, and multi-family dwellings, including condominiums and apartments. Residential designations of less density as defined in the JVGP Table 2.4 are considered compatible and in conformance with the Specific Plan Residential Land Use Area.

2. **Development Standards** for Residential land uses are provided **Table 3-2**.

Table 3-2: Residential Development Standards

Development Standard	Single Family Detached	Multi-Family and Single Family Attached
Minimum Lot Dimensions		
Lot Area	4,000 sf	The size and shape of the site proposed for a multi-family land use shall be adequate to allow the full development of the proposed use in a manner consistent with the stated purpose and intent of the Specific Plan as determined through the Site Development Permit process. Adequate provisions shall be made for the safe and orderly circulation of both pedestrian and vehicular traffic between the proposed site and all streets and highways, and between access ways or parking areas on adjacent sites.
Lot Depth	80 ft.	
Lot Width	40 ft.	
Frontage on Knuckles or Cul-de-sacs	30 ft.	
Floor Area Ratio (FAR)		
One-Story Home	0.40	n/a
Two-Story Home	0.25 first floor (including garage) 0.15 second floor	n/a
Minimum Building Setbacks		
Front	20 ft.	10 ft.
Side-Street Facing (local streets internal to a single-family subdivision)	10 ft.	n/a
Side-Interior	6 ft.	10 ft.
Front Covered Porch	15 ft.	n/a
Rear	10 ft.	10 ft.



Minimum Street Building Setbacks		
Major Rubidoux Blvd	n/a	n/a
Arterial, Modified A & B Street	n/a	20 ft.
Industrial Collector B Street & 30th Street	n/a	15 ft.
Local Frontage Road, Hall Avenue, Wallace Street	n/a	10 ft.
Minimum Street Landscape Setbacks		
Major Rubidoux Blvd	n/a	n/a
Arterial, Modified A & B Street	n/a	15 ft.
Industrial Collector B Street & 30th Street	n/a	10 ft.
Local Frontage Road, Wallace Street	n/a	10 ft.
Collector Hall Avenue	n/a	10 ft.
Building Height (Maximum)	35 ft.	50 ft.
Setback Encroachments	<ul style="list-style-type: none"> - Support posts of patio covers, or trellis may extend into the Building Setback Line by a maximum of three (3) feet. The patio cover or beams may extend one (1) foot past the support posts toward the property lines. - Air conditioning (AC) units may encroach into the side yard setback, but must provide a flat, 3' clear area between the AC unit and the property line wall/fence. - Uninhabitable architectural features that extend beyond the building face including eaves, chimneys, bay windows, stairways, and other architectural detailing that do not provide additional floor space may extend into the Building Setback Line by a maximum of two (2) feet. 	

3. Other Single-family Development Standards

Single family detached dwelling projects shall be subject to the following standards:

a. Garages

- Garage attached. Street facing garages shall be a minimum ten (10) foot setback from the front building line of the dwelling.
- Garage detached. Zero (0) interior side and rear yard setbacks. Minimum five (5) foot rear yard setback for a garage that faces an alley.
- Garages attached or detached shall be a secondary feature of the home.

b. Parkway

- Minimum ten (10) foot parkway width for local streets internal to a single-family subdivision. The parkway shall include a five (5) foot wide sidewalk and the area between the sidewalk and the curb shall be landscaped.

4. Other Multi-family Development Standards

Multiple family and attached single family dwelling projects shall be subject to the following standards:

a. Private Open Space



- Private Open Space is the area improved for outdoor use by the residents of the dwelling unit of which it serves, such as balconies, ground floor yards, courtyards, or patios.
 - Private open space shall be located adjacent to, and be directly accessible by, the dwelling unit that it serves, and shall have no dimension less than five (5) feet.
 - Multiple family dwelling projects shall provide a minimum of seventy-five (75) square feet of private open space
 - Ground level open space shall provide a five (5) foot high privacy fence or wall.
- b. Common Open Space:
- Common Open Space are on-site areas that services the development site, providing passive and active recreation for the residential development. Common Open Space can include amenities such as par course, athletic field, athletic court, recreation center within a building, club rooms, gyms, pools, barbeques, and patio/seating areas.
 - Requirement: One hundred fifty (150) Square Feet per dwelling unit
 - Minimum Dimension: Not less than ten (10)
 - Up to a maximum of 60% of Common Open Space may be provided in a building.
- c. Laundry facilities.
- Multiple family dwelling projects of twelve (12) or more dwelling units shall provide washer and dryer hookups and a laundry space within each dwelling unit or the garage. The laundry facility shall not encroach into any minimum required garage parking area. If dwelling units have dedicated laundry space, then common facilities will not need to be constructed.
- d. Accessory storage.
- Each dwelling unit shall provide for a utility closet within the dwelling unit with a minimum area of thirty-five (35) cubic feet. Bedroom closets and designated laundry facility areas shall not be used to meet this requirement.
 - Each dwelling unit shall have access to a private, lockable utility storage area outside the dwelling unit and located in a garage, carport, or attached private open space with an inclusive space meeting the minimum area of sixty (60) cubic feet.
- e. Parking.
- A parking management plan shall be submitted in conjunction with any application for the construction of a multiple family dwelling development project. The Community Development Director, or his or her designee, may require that lease agreements, and any related documents, must include the parking management plan or other parking regulations or programs. The parking management plan shall:
 - (1) Identify the assigned resident and guest parking space(s) to each unit.
 - (2) Include a requirement that for project that include "for sale" units, the parking management plan shall be included, by reference, as part of applicable covenants, conditions and restrictions.
 - (3) Include methods of parking enforcement and provisions for penalties and/or violations; and



- (4) Include a provision that provides authority to the Community Development Director to approve or deny a modification to the parking management plan.
- f. Landscaping: Landscaping setbacks are defined in Table 3.2 and shall conform with the landscape design guidelines within Section 4 of the Specific Plan.
- g. Walls and fences.
- Walls located on property lines or project boundaries shall be constructed of decorative concrete block that includes split-face or slump stone walls.
 - A decorative concrete block wall a minimum of six (6) feet in height measured from outside finished grade shall be constructed on any property line that abuts property zoned for, or used for, commercial business activities or structures.
 - A decorative concrete block wall a minimum of eight (8) feet in height measured from outside finished grade shall be constructed on any property line that abuts property zoned for, or used for, industrial business activities or structures.
 - Walls and fences within twenty (20) feet of any street shall be constructed of decorative concrete block that shall not exceed forty-two (42) inches in height. A combination of matching decorative block pilasters and other forms of open fencing, such as wrought iron or tubular steel, may be added up to a maximum overall height of six (6) feet.

See **Table 3-9, Wall, Fences, and Screening Requirements** for additional details.

- h. Pedestrian access.
- Pedestrian access shall be provided for between the public sidewalk and the on-site walkways that provide access to the dwelling units.
 - Pedestrian paths of travel that are a minimum of four (4) feet wide and made of an impervious surface shall be provided for between each dwelling unit and its parking spaces,
 - Pedestrian paths of travel that are a minimum of four (4) feet wide and made of an impervious surface shall be provided between each dwelling unit and on-site recreational facilities,
- i. Lighting.
- Parking lot or athletic court lighting shall direct light only onto the project site and shield direct rays away from abutting properties. Ambient light levels shall not increase the level of any residential properties by one (1) foot candle at the property line.
- j. All roof mounted mechanical equipment shall be screened from view with architectural elements that match the same primary exterior materials and colors used for the building.
- k. All pad mounted mechanical equipment shall be sound attenuated with baffles or other elements that prevent audible sounds more than ten (10) feet from the equipment and shall be screened from view by a combination of walls, fences, and landscaping.
- l. Buffers from adjacent commercial, or institutional uses.
- Residential structures shall be set back a minimum of fifty (50) feet from any property line abutting property zoned for, or used for, commercial activities or structures. The fifty (50) foot setback shall only apply to the living areas within the buildings and not any detached accessory structures, recreation buildings, or structures, parking lots, or any portion of the residential structure not used for living and habitation. The living areas of the residential structures shall be setback a minimum of twenty (20) feet from any property line abutting property zoned for, or used for, institutional activities or structures.



3.3.2 Commercial and Industrial Development Standards

1. **Development Standards** for Commercial and Industrial land uses are provided in **Table 3-3**.

Table 3-3: Commercial and Industrial Development Standards

Standard	Development Standards by Land Use				
	Industrial	Commercial Retail	Commercial Neighborhood	Commercial Tourist	Business Park
Floor Area Ratio (FAR)	0.60	0.50	0.60	0.70	0.60
Minimum Lot Dimensions					
The size and shape of the site proposed for the land use shall be adequate to allow the full development of the proposed use in a manner consistent with the stated purpose and intent of the Specific Plan as determined through the Site Development Permit process. Adequate provisions shall be made for the safe and orderly circulation of both pedestrian and vehicular traffic between the proposed site and all streets and highways, and between access ways or parking areas on adjacent sites.					
Building Height					
Maximum Height	75 ft.	75 ft	45 ft	75 ft	60 ft
Minimum Street Landscape Setback					
Major Rubidoux Blvd.	n/a	n/a	25 ft	25 ft	n/a
Arterial, Modified A & B Street	n/a	n/a	10ft	10 ft	n/a
Industrial Collector B Street & 30th Street	10 ft	10 ft	10 ft	10 ft	10 ft
Local Frontage Road, Wallace Street	10 ft	10 ft	10 ft	10 ft	10 ft
Collector Hall Avenue	10 ft	10 ft	10 ft	10 ft	10 ft
Front	10 ft	10 ft	10 ft	10 ft	10 ft
Interior Side and Rear	10 ft	10 ft	10 ft	10 ft	10 ft
Minimum Street Building Setbacks					
Major Rubidoux Blvd.	n/a	n/a	25 ft	25 ft	n/a
Arterial, Modified A & B Street	n/a	n/a	20 ft	20 ft	n/a
Industrial Collector B Street & 30th Street	25 ft	20 ft	20 ft	20 ft	20 ft
Local Frontage Road, Wallace Street	25 ft	20 ft	n/a	20 ft	20 ft
Collector Hall Avenue	25 ft	20 ft	n/a	20 ft	20 ft
Front	25 ft	20 ft	20 ft	20 ft	20 ft
Interior Side and Rear	10 ft	10 ft	15 ft	10 ft	10 ft
Industrial to Residential	500 ft	n/a	n/a	n/a	n/a

2. **Land Use Buffer.**

Industrial: A 750-foot buffer shall be provided between any industrial building and any new or existing residential dwelling unit within a Residential Zone/district. The 750-foot buffer is to be measured from the truck dock door closest to the nearest dwelling unit.



Integrated Commercial: A 500-foot buffer shall be provided between any commercial retail - integrated building and any new or existing residential dwelling unit within a Residential Zone/district. The 500-foot buffer shall be measured from the truck dock door closest to the nearest dwelling unit.

The Land Use Buffer area can be used for automobile parking, landscaping, infrastructure improvements, public facilities and public parks/open space pursuant to Section 3.4, Public Park/Open Space Standards. There shall be no new residential dwelling units within the land use buffer area.

3. **Building Setback Encroachment.** No building or structure shall be constructed within a building setback area. All setbacks shall be free and clear to the sky relative to building or structure placement except for the following allowable encroachments:
 - Landscaping and sidewalks.
 - Perimeter Walls as may be permitted pursuant to Table 3-9 Wall, Fences, and Screening Requirements
 - Stand-alone accessory mechanical equipment on the ground, backflow devices and transformers must be constructed at least five (5) feet from any property line and shall be subject to landscape or other screening material subject to review and approval as part of any Site Development Permit.
 - Architectural features, eaves, and steps or unenclosed staircases may extend into the building setback area by a maximum of three (3) feet.
 - Open parking areas driveways and drive aisles; parking lot lights, and trash enclosures.
4. **Screening.** Loading docks and truck parking areas shall be visually screened from public streets and off-site land uses through utilization of walls, landscaping, and/or other screening features or barriers (such as berms) or an effective combination of these features subject to review and approval as part of any Site Development Permit.
5. **Service Areas.** Service, storage, maintenance, loading, refuse collection areas and similar facilities shall be located out of view of public roadways and buildings on adjacent sites or screened by a combination of landscaping and architectural barriers. Service areas may not extend into required landscape setback zones.
6. **Roof Mounted Mechanical Equipment.** Heating and ventilating, air conditioning, tanks, and other mechanical devices/equipment shall be screened from public streets and off-site land uses subject to review and approval as part of any Site Development Permit.
7. **Lighting.** Exterior lighting fixtures shall be downward directed. Pole-mounted lights shall be shielded with the light source oriented away from public streets and/or adjacent properties. All exterior lighting shall comply with Section 4.5.1 – (On-Site Lighting) and applicable JVMC outdoor lighting requirements.
8. **Indoor Activities.** All manufacturing and processing activities shall be conducted within a wholly enclosed building.



3.4 Public Park/Open Standards

The public park/open space standards apply to the designated public park/open space areas within the Specific Plan, as shown in **Figure 3-1, Public Park/Open Space**. The designated park areas (Park 1, 2 and 3) shall be dedicated for public use and maintained via a community facilities district or similar entity.

Park 1 and 2 shall be constructed with the new residential development in the first phase of the Specific Plan, and Park 3 with the new residential development of the second phase of the Specific Plan.

3.4.1 Permitted Uses

Recreational uses within the parks require the approval of Jurupa Area Recreation and Park District (JARPD). Such uses shall be incorporated consistent with the three park concepts described in the Design Guidelines, Section 4.9.1, *Park Concepts*, which uses can include the following:

- Typical recreational uses, including but not limited to, barbeque and picnic areas, seating areas, tot-lots, fitness courses, dog parks, disc golf, and other uses determined by the JARPD to be similar and compatible with the permitted uses.
- Restrooms, shade structures, storage/maintenance sheds
- Themed gardens, community gardens, botanic gardens, water features
- Amphitheaters
- Utilities, roads, driveways, parking, walls, and fencing
- Lighting for pedestrians, structures, parking, and other uses as determined by the JARPD
- Drainage features including water quality basins, bioswales, etc.

3.4.2 Temporary Uses

- Construction activities, including materials and equipment storage and construction offices.
- Seasonal sales such as boutiques, Christmas trees, pumpkins, vegetables, and related items subject to any required approvals by JARPD and the City of Jurupa Valley..

3.4.3 Building Height

No park building/structure may exceed one story and 16-feet in height except for the proposed Amphitheater, which shall not exceed 35-feet in height.

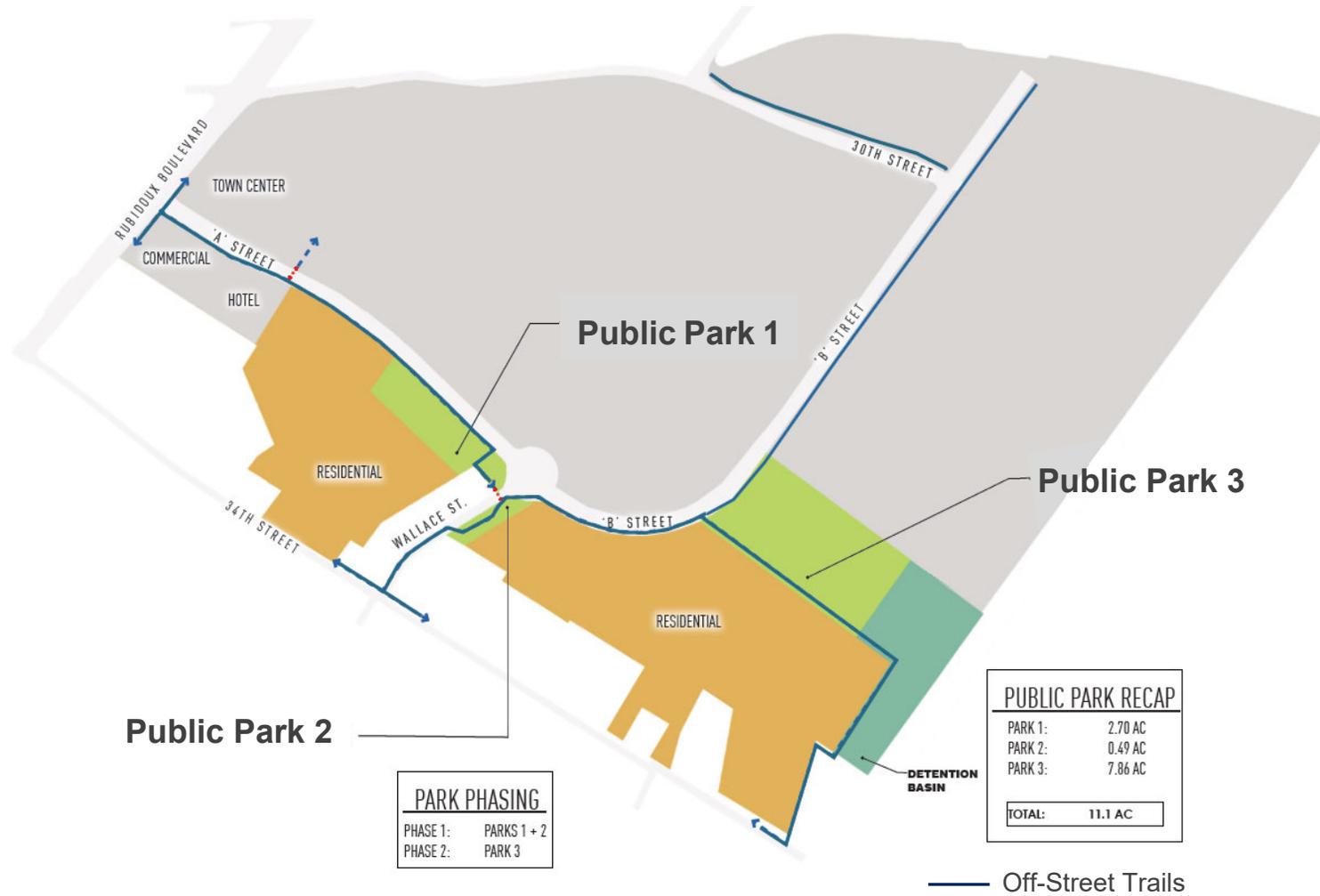


Figure 3-1: Open Space/ Park Plan



3.5 Off-Street Parking and Loading Standards

The following regulations establish minimum requirements and design standards for off-street parking of vehicles, trucks, and bicycles. The purpose of these regulations is to provide safe and convenient access, to ensure parking areas are properly designed, and to provide adequate parking spaces to service the use, reduce traffic congestion, promote business, and enhance public safety. Compliance with the California Green Building Standards Code (CalGreen) is required pertaining to specific parking requirements for bicycle parking, designated parking for clean air vehicles, EV charging stations, and other parking requirements regulated by CalGreen.

3.5.1 Required Off-Street Parking

Table 3-4, Required Off-Street Parking identifies the minimum number of parking spaces for the uses listed under their respective categories in Table 3-1.

For a use with no specific parking requirement in this Table, refer to the provisions of JVMC Section 9.240.120. – (Off-street Vehicle Parking). When parking requirements for a use are not specifically stated, the parking requirement for such use shall be determined by the Community Development Director based on the requirement for the most comparable listed use in this section, or a use listed in JVMC Section 9.240.120. The Community Development Director may require a parking study to determine parking requirements for uses where no parking rates are available within existing regulations, or the proposed use request alternative parking standards.

Table 3-4: Required Off-Street Parking

Required Off-Street Parking	
Use	Require Parking Ratio
Shopping Centers	
Shopping Center (Less than 400,000 SF)	1 space / 250 SF
Shopping Center (>400,000 SF)	1 space / 220 SF
Restaurants in a Shopping Center	Restaurants exceeding 35% of shopping center's floor area: 1 space / 100 SF
Stand Alone Eating and Drinking Establishments Not Included in Shopping Center	
Bars and Lounges	1 space/50 SF
Food Markets, Food Halls	1 space / 250 SF
Ghost Kitchens	1 space / 250 SF
Mobile food vending	---
Restaurants and other eating establishments	
Fine/Casual Dining sit down	1 space / 100 SF
Fast Casual/Fast Food with tables	1 space / 75 SF (minimum 8)
Outdoor Dining	No parking is required for first 250 square feet of outdoor dining area. Any outdoor dining area exceeding 250 square feet shall be included as restaurant floor area in determining the parking requirement.
Drive-through	Queuing analysis required as part of CUP
Stand Alone Retail and Services Not Included in Shopping Center	
Animal boarding and Hospital	1 space / 350 SF
Animal Grooming/daycare (no overnight boarding)	1 space / 350 SF
Banks and Financial institutions	1 space / 250 SF Stacking for 4 vehicles for drive-up window



Required Off-Street Parking	
Use	Require Parking Ratio
Cultural Institutions	1 space / 300 SF
Furniture, drapery, plumbing, floor covering and appliance stores	1 space/ 750 SF of sale or display area
Health/ Fitness Facility, Personal Training studio	1 space/ 200 SF
Day Care Centers (Non-ancillary)	1 space / 300 SF
Post Office	1 space / 200 SF
Medical clinics	1 space / 350 SF
Nurseries and Garden Supply Stores	1 space / 250 SF
Building Material Store	1 space / 250 SF
Personal Services (Nail and beauty salons, Tattoo, Skin Care, Dry Cleaning)	1 space / 200 SF
Product Repair Services	1 space / 250 SF
Integrated Retail	
Retail/Showroom	1 space / 250 SF
Assembly/Light Manufacturing, Warehouse and Distribution in a Single Building	1 space / 1,000 SF up to 10,000 SF 1 space / 2,000 SF for the next 90,000 SF 1 space / 4,000 SF for the remaining square feet
Office Area	1 space/250 SF
Storage Area uncommitted to any use	1 space/1,000 SF
Retail Stores	1 space / 200 SF
Theaters	
Theater/ Live Entertainment	1 space / 3 seats
Outdoor Amphitheater	1 space/50 square feet of assembly area
Self-Storage	1 space / 2,000 SF Ancillary Office: 1 space/350 SF Caretaker unit: 1 space
Social Services Facilities	1 space/ 200 SF
Warehouse Retail Stores	1 space / 200 SF
Automobile Fueling Stations	Subject to JVMC Section 9.240.560
Hospitality	
Hotels, resort hotels, and motels	1 space / per Room; plus 1 space per each 20 rooms; plus restaurant and conference uses 1 space per 100 SF
Professional Office	
Office—Administrative, corporate, & professional.	1 space / 350 SF
Medical Services	1 space / 350 SF
Open Space and Park Facilities	
Public Recreation Facilities, Outdoor	Determined by parking demand study as part of SDP
Private Recreation Facilities, Outdoor	--
Outdoor Entertainment (i.e., amphitheater)	Outdoor Amphitheater: 1 space/50 square feet of assembly area
Public Schools	--
Private Educational Services	Determined by parking demand study as part of CUP
Professional and Vocational Schools	Determined by parking demand study as part of CUP
Churches	1 space / 50 square feet of assembly area
Residential	
Single Family Detached Dwellings	2 garage spaces per unit
Single Family Attached Dwellings	2 garage spaces per unit



Required Off-Street Parking	
Use	Require Parking Ratio
	Tandem parking is permitted and shall be limited to a maximum of two cars in depth. 1 Guest Parking Space per unit.
Multiple Family Dwellings	1.25 spaces / Studio or 1-bedroom unit 2.25 spaces / 2-bedroom unit 2.75 spaces / 3-bedroom or more unit Residential parking rates are inclusive of guest parking. One space per unit to be covered either as garage parking or carport
Senior Housing	1 space / unit <i>Senior housing parking rate is inclusive of guest parking.</i>
Mobile Home Parks	2 spaces per unit
Limited Industrial	
Industrial Uses	
Textile and leather products	1 space/500 SF of floor are devoted to manufacturing; 1 space/350 SF for ancillary office; and 1 space/1,000 SF for storage
Artisan crafts (made by hand) such as glassworks, jewelry, and pottery	
Beverage manufacturing – non-alcohol	
Craft brewery, distillery, and winery - alcohol	
Electrical Equipment, Appliance, and Component Manufacturing	
Food manufacturing, limited (grain and bakery products, sugar & confectionery, nonalcoholic beverages, snack foods, coffee, tea, seasoning, and spices)	
Manufacturing Uses	
Manufacture of furniture and fixtures	1 space/500 SF of floor are devoted to manufacturing; 1 space/350 SF for ancillary office; and 1 space/1,000 SF for storage 1 tractor-trailer space is required per every four (4) dock high doors
Machinery manufacturing	
Transportation and related industries	
Medical, and dental instruments assembly and delivery	
Manufacture of drugs and pharmaceuticals	
Manufacture of organic and inorganic compounds, not including those of a hazardous nature	
Temporary Uses	
Stock Pile Associated with Construction	N/A
On-site Concrete Batching Plant	N/A
Construction Trailer and Facilities	N/A
Trucking and Trailer Facilities	
On-site trailer storage yard, or trailer parking lots and/or structures are permitted, provided the use is affiliated with and serves a principal use. ³	--
Warehousing	
Cold storage warehouse	1 space / 1,000 SF up to 10,000 SF 1 space / 2,000 SF for the next 90,000 SF 1 space / 4,000 SF for the remaining square feet
Cross-Dock Facilities	
E-Commerce (Internet Fulfillment)	
High-Cube Warehouse (See Note 1)	
Logistics Center	Ancillary Office: 1 space/350 SF
Shipping/Parcel Delivery Services	



Required Off-Street Parking	
Use	Require Parking Ratio
Warehousing And Storage	1 tractor-trailer space is required per every four (4) dock high doors
Short-Term Storage	
Storage Completely Within A Building	
Vehicle Storage (Indoor / Outdoor)	
Long-Term Storage	

3.5.2 Off-Street Parking and Loading Design Standards

The following provides general parking and loading standards for the Specific Plan Area. **Table 3-5, Off-Street Parking and Loading Standards** establishes the design standards for off-street parking and loading. Refer to JVMC Section 9.240.120. Off-street vehicle parking for certain standards and procedures, including accessible parking space requirements and alternative parking programs. Off-street parking shall be provided in accordance with the Municipal Code and all applicable City requirements and standards.

Table 3-5: Off-Street Parking Standards

Off-Street Parking Standards	
Category	Requirement
Location of Off-Street Parking	Unless otherwise specified, all parking must be within three hundred (300) feet of the use served (residential or non-residential), on the same parcel as the use, or on an adjoining appropriately zoned parcel.
Markings	All parking facilities, individual stalls, drive aisles, approach lanes, and maneuvering areas shall be clearly marked to expedite traffic movement. Once a parking facility has been marked in accordance with the approved site plan, the markings shall be maintained in good condition.
Loading Activity	All loading and service activity including turnaround and maneuvering shall be made on-site and contained within designated areas, such as loading zone, loading space, or loading docks. Loading activities should not block designated drive aisles/driveways, passenger vehicle areas, pedestrian paths, and emergency vehicle access. Buildings, structures, and loading facilities shall be designed and placed on the site so that vehicles, whether rear loading or side loading, may be loaded or unloaded without extending beyond the property line and/or into private or public street. Drive aisles shall be sufficient in length so that no queuing of trucks or delivery vehicles will occur within the public right-of-way.
Safety	Pedestrian circulation in parking lot areas shall be planned to provide safety and convenience. Off-street parking areas shall incorporate walkways and striped paving in conjunction with landscaping to ensure the visibility and separation of pedestrians from vehicular paths.
Parking Lot Screening	The view of parking areas from public streets shall be softened by means of grading berms and/or landscaping.
Parking Lot Shading	Vehicle parking areas are to be landscaped to provide a shade canopy (50% coverage at maturity) and pleasant appearance. Planters must be large enough to avoid crowding of plant material and damage by vehicles.
Parking Space Dimensions	
Residential Garage Parking	10-feet by 20-feet for single 20-feet by 20-feet for double 10 -feet by 18-feet for each tandem
Carport Parking	9-feet by 18-feet long <i>Carport columns shall be placed away from car door swing area</i>
Standard Parking	9-feet wide by 18-feet long



Off-Street Parking Standards	
Category	Requirement
End Stalls	9-feet wide by 18-feet long and provided with a 12-inch continuous curb concrete landing
Minimum Aisle width for parking angle	45 degrees: 14 feet 60 degrees: 18 feet 90 degrees: 24 feet <i>Reduced aisle widths can be permitted if approved by the Fire Department as part of a Site Development Permit review.</i>
Maximum gradient at parking space	5% measured in any direction; 2% maximum for accessible parking spaces
Dock-high Loading Facilities	
Loading door loading space	11-feet wide by 45-feet long with 14-foot minimum vertical clearance measured from finish service of loading dock
Truck maneuvering area	Designed to accommodate the minimum practical turning radius of a 53-foot semi-trailer and tractor combination

(---) parking is not required for the use.

3.5.3 Tandem Parking

Within the residential land use area tandem parking spaces may be provided for required parking spaces. Tandem parking spaces can only be assigned to a single unit and may count toward the requirement for covered or uncovered spaces, but may not count as guest space. Tandem parking may be arranged to be no more than 2 spaces in depth.

- i. Within non-residential land use areas, tandem parking may be provided for required parking spaces when authorized through a Site Development Permit. The use of the tandem parking for non-residential uses shall require that the operator of the parking facility provide a valet or attendant at all times that the parking is accessible to users, except where the Community Development Director determines that the nature of the use and its operation will not require attended parking. Tandem parking may be arranged to be no more than 3 spaces in depth.

3.5.4 Managed Parking

Managed or valet parking may be provided for all required on-site uses subject to Parking Plan approval by the Community Development Director which shall include: (a) the total parking spaces required; (b) the hours and method of parking operation; (c) number of parking attendants serving the parking facility; and (d) methods for management of the parking facility during non-operating hours.

3.5.5 Automated, Semi-Automated, and Stacked Parking.

Automated, semi-automated and stacked parking may be provided to meet the on-site parking requirements of uses within the Specific Plan, subject to approval of a Site Development Permit by the Community Development Director. The Site Plan shall address the number of required parking stalls, operations plan, permanent structure and/or screening, back-up power and service requirements to insure maintenance.

3.5.6 Electric Vehicle (EV) Parking

Each land use type shall be provided the required number of parking spaces equipped with electric vehicle (EV) charging infrastructure for installation of future EV charging stations and with full EV charging stations, as set forth in the California Green Building Code and this section. The standards set forth in this section shall be adjusted as Green Building Code is adjusted from time to time. All vehicle parking spaces equipped with EV charging infrastructure shall be counted towards the total required by **Table 3-4, Required Off-**



Street Parking. Property owners shall inform tenants of the availability of EV Ready and EV Capable spaces.

1. Definitions.
 - a. "EV Capable." Installation of raceway, conduit, and panel capacity to accommodate the future installation of a dedicated branch circuit and 208/240 volt (Level 2) chargers/charging stations.
 - b. "EV Ready." A complete circuit installation, including raceway, conduit, wiring, receptacle, circuit breakers, dedicated branch circuit, 208/240 volt 40 amp panel capacity, and any other necessary components to support the future installation of a Level 2 charger/charging station.
 - c. "Full EV Charger/Charging Station." All necessary components required for EV Ready, in addition to an already installed charger/charging station (208/240 volt, Level 2).
2. Multiple Family Residential Uses
 - a. Quantity of EV Capable. Twenty percent of the required amount of parking spaces.
 - b. Quantity of EV Ready. Ten percent of the required amount of parking spaces.
 - c. Quantity of Full EV Charger/Charging Station. Ten percent of the required amount of parking spaces.
 - d. Guest Parking. Twenty percent shall have EV Ready infrastructure and 10 percent of the required amount of guest parking spaces shall have Full EV Chargers/Charging Stations. A minimum of one guest space shall have Full EV Chargers/Charging Stations and one shall have EV Ready infrastructure for developments with less than 10 guest spaces.
 - e. Full EV Chargers/Charging Stations shall be in addition to the EV Ready infrastructure. Where the number of required guest parking spaces is less than the cumulative minimum number of required EV spaces, the EV Ready requirement shall be applied first; additional guest spaces shall not be required above the requirements of Table 3-4 in order to comply with the cumulative EV space requirements. Requirements for Full EV Chargers/Charging Stations shall not apply to parking spaces that are located within individual privately accessible garages that correspond to a specific dwelling unit.
3. Non-residential Uses.
 - a. Quantity of EV Capable. Twenty percent of the required amount of parking spaces; a minimum of two spaces. EV Truck stations can count towards the overall required twenty percent.
 - b. Quantity of EV Ready. Ten percent of the required amount of parking spaces; a minimum of two spaces.
 - c. Quantity of Full EV Charger/Charging Station. Ten percent of the required amount of parking spaces; a minimum of one space.
 - d. Full EV Chargers/Charging Stations shall be in addition to the EV Ready infrastructure. Where the number of required spaces is less than the cumulative minimum number of required EV spaces, the Full EV Chargers/Charging Stations requirement shall be applied first; additional spaces shall not be required above the requirements of Table 3-4, in order to comply with the cumulative EV space requirements.



3.5.7 Bicycle Parking

Table 3-6, Required Bicycle Spaces, establishes minimum bicycle parking spaces. Bicycle parking shall be provided in a convenient, highly visible, and well-lit area. Design of required bicycle parking facilities shall be consistent with the applicable provisions of JVMC Section 9.240.120 and California Green Building Code Section 5.106.4.1.

Table 3-6: Required Bicycle Spaces

Required Bicycle Spaces		
Land Use	Short Term	Long Term
Industrial	One bicycle space for every 50-automobile parking space. A minimum of 5 bicycle spaces required.	One bicycle space for every 50-automobile parking spaces. A minimum of 5 long term bicycle spaces required.
Commercial Retail Commercial Neighborhood Commercial Tourist	One bicycle space for every 50-automobile parking space. A minimum of 10 bicycle spaces required. If the new project or an addition or alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack. Exception: Additions or alterations which add nine or less visitor vehicular parking spaces.	One bicycle space for every 50-automobile parking space. A minimum of 5 long term bicycle spaces required. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.
Business Park	One bicycle space for every 50-automobile parking space. A minimum of 5 bicycle spaces required.	One bicycle space for every 50-automobile parking spaces. A minimum of 5 long term bicycle spaces required
Multi- Family Residential	0.15 space per unit	50% of required bicycle parking shall be long term bicycle parking spaces
Open Space, Recreation	10 spaces per acre of park area	N/A
Notes: 1. General Requirements are for short-term bicycle parking that serves shoppers, customers, messengers, and other visitors to a site who generally stay for a short time. Bicycle parking facilities can consist of bicycle racks. 2. Bicycle parking spaces shall be distributed throughout the site and located in safe well-lit areas 3. Long-term bicycle parking serves residents, employees, commuters, and others who generally stay at a site for several hours or more. Bicycle parking facilities can consist of Class 1 bike lockers and/or Class II bicycle racks.		

3.6 Outdoor Storage Standards

Table 3-7, Outdoor Storage Standards, establishes the standards for outdoor storage. Outdoor storage is permitted only as an accessory use in the Industrial and Business Park land use areas and only associated with an integrated retail use in the Commercial Retail land use area. The screening standard can be expanded to include other materials if it meets the intent of the standard as determined by the Community Development Director.



Table 3-7: Outdoor Storage Standards

Category	Requirement
Location	Outdoor storage shall be located on the same lot as its principal use. It shall not be located on steep slopes (15% or greater grade), landscaped area, required parking spaces, fire lanes, or where pedestrian or vehicle circulation may be obstructed or become unsafe. Truck courts are allowed areas for outdoor storage.
Screening	Within outdoor storage areas, materials or equipment shall be stored to a height no greater than fourteen feet (14') and screened from view of public streets, and off-site land uses through utilization of walls, landscaping, and/or other screening features or barriers (such as berms) or an effective combination of these features subject to review and approval as part of any Site Development Permit.
Maximum Area (by Land Use)	Industrial Park Maximum of 20,000 square feet per principal use. Outdoor storage over these limits may be approved with a Conditional Use Permit.

3.7 Landscaping Requirements

Standards for landscaping requirements, inclusive of applicable irrigation requirements are established in **Table 3-8, Landscaping Requirements**. These standards are to be used in conjunction with JVMC Chapter 9.282.050 (Water Efficient Landscape Design Requirements). All projects shall provide and maintain landscaping and irrigation in compliance with applicable sections of this Specific Plan.

3.7.1 General Requirements

Figure 4.9, Landscape Concept Plan in Section 4.8 illustrates the role of landscaping in defining the relationship of the project to the surrounding area, and general placement of landscaping within the site. Subsequent landscape and irrigation plans will implement the concept on individual project sites. Landscaping shall address conditions of the Specific Plan area such as controlling erosion, filtering storm water, screening of unsightly elements, creating shade, and softening the appearance of walls or structures.

Landscaping plans shall provide a plant schedule consistent with **Table 4-1, Plant Palette**, and the location of: a) all utilities b) walls, fences, and gates c) existing and proposed ground-mounted signage and d) proposed plantings.

3.7.2 Landscaped Standards

Wherever a setback is required on the portion of the property adjacent to the street right-of-way line, landscaping shall be provided consistent with the minimum landscape setback dimensions identified in **Table 3-2 Residential Development Standards and Table 3-3, Commercial and Industrial Development Standards**. This setback landscaping must be maintained and irrigated.

Table 3-8: Landscaping Standards

Landscaping Standards	
Development Standard	Requirement
General Requirements	<ul style="list-style-type: none"> The landscaping plan, landscaping grading plan, irrigation plan and shading plan shall be submitted under one application consistent with the provisions of JVMC, Section 9.240.330. All landscaping shall comply with water-efficient landscaping requirements contained in the JVMC or these guidelines, whichever imposes a higher design or performance standard. Until plant material achieves full coverage, a minimum of 3" of mulch will be maintained throughout planted areas.



Landscaping Standards	
Development Standard	Requirement
Minimum Site Landscaping	<ol style="list-style-type: none"> 1. Minimum landscape site coverage development area: <ol style="list-style-type: none"> a. Industrial: 15% b. Business Park: 15% c. Commercial Retail: 15% d. Commercial Neighborhood: 15% e. Commercial Tourist: 15% f. Residential: 15% 2. All setback and open space areas not occupied by driveways, parking areas, walkways, building projections and approved hardscape areas, shall be planted, except where a required setback is screened from public view, or it is determined by the Community Development Director that planting is not necessary to fulfill the purposes of this Section. 3. Minimum landscape site coverage can be less on a per lot basis, so long as the developable area meet the minimum site landscape requirement. 4. Vegetated detention basins and bioswales are included to meet the minimum site landscaping requirements. 5. Number of Trees: <ul style="list-style-type: none"> • Street Setback: 1 per 250 square feet of landscaped area • Balance of site: 1 per 500 square feet of landscaped area
Landscaped Area Dimension	<ol style="list-style-type: none"> 1. Landscaped areas shall have a minimum dimension of five feet, excepting vine pockets. This requirement does not apply to diamond tree wells.
Irrigation Plans	<ol style="list-style-type: none"> 2. All landscape plantings areas shall be irrigated and compliant with City Water Conservation Ordinance AB1881. Irrigation plans shall be prepared by a licensed landscape professional. Weather-based irrigation controllers, soil moisture-based controllers, or other self-adjusting irrigation controllers, shall be provided for all irrigation systems. Weather-based smart irrigation controllers are to be used for all landscaped areas.
Shading Plan Requirements	<ol style="list-style-type: none"> 3. A parking lot shading plan shall be required, which includes a shading calculation table. Within 20 years after establishment of the automobile parking area, the following percentages of the automobile parking area to be shaded by shade trees shall apply: <ul style="list-style-type: none"> • Industrial Park: 50% minimum • Commercial Retail, Integrated: 50% minimum • Commercial Retail, General and Neighborhood: 50% minimum • Commercial Tourist: 50% minimum • Residential: 50% minimum 4. Covered parking, truck and trailer parking within truck courts, storage areas, driveways, and aisles, and loading areas are exempted from shading requirements.
Landscaping Design Standards Off-street Parking	<ol style="list-style-type: none"> 1. Shade trees shall be provided in parking areas at a minimum rate of 1 for every 20 linear feet of landscaped area, and may include areas of clustered trees. 2. Landscaped areas shall be distributed throughout the entire off-street parking area as evenly as is appropriate in the design of the parking facility, with the exception of perimeter landscaping. 3. Perimeter landscaping within parking areas of five (5) spaces or more shall be required to provide additional landscaped areas, providing landscape planters every 15 parking spaces. 4. All landscaped areas shall be designed so that plant materials are protected from vehicle damage, encroachment, or overhang. 5. All landscaping shall be within planters bounded by a curb at least six (6) inches high. A six (6) inch high curb shall be constructed along planters on end stalls adjacent to vehicle parking spaces. Shrub and low ground cover is permitted within the overhang so long as it doesn't impede parking. 6. Landscaping shall be designed and maintained to screen cars from view from the street, and plant materials shall be selected to provide a minimum height of 36 inches at time of planting. The Community Development Director may approve screening of less than 36 inches, when deemed necessary to protect



Landscaping Standards	
Development Standard	Requirement
	<p>the public interest. Screening materials may include a combination of plant materials, earth berms, solid masonry walls, raised planters, or other screening devices to meet the intent of this requirement; however, screening materials may not use only solid masonry walls without plant cover.</p> <p>7. Off-street parking lots shall be designed so paved areas drain runoff to bioswales, basins or planting areas.</p>
Landscape Planters	<p>1. Landscape planter islands shall be at least five feet in width and the length of the abutting parking space shall be placed evenly, every 20 parking spaces or less, 6ft x 6ft diamond tree wells should be used throughout the parking areas so trees can be well distributed throughout. Planter islands shall include at least one tree, appropriate shrubs and/or groundcover. Parking areas provided behind screen walls shall be subject to this provision.</p>
Maintenance	<p>1. Landscape maintenance shall be performed on a regular basis to ensure the quality of landscaped areas. Plantings that require unusual maintenance shall be avoided.</p>
Special Entry/ Landscape Features	<p>1. Thirty percent of the trees must be a mixture of 25% - 36" box, 15% - 48" box. The remaining 60 percent of trees must have a minimum size of 15" box. Refer to 4.9 (Landscape Concept Plan) for location of Special Entry/Landscape Feature.</p>
General Location (not in Special Entry/ Landscape Features)	<ul style="list-style-type: none"> • 20% of all trees shall be a minimum -36-inch box size or larger. • At least 30% of the trees shall be 24-inch box size or larger. • The remaining 50% shall be 15-gallon size or larger. The Community Development • Director may modify the minimum tree container sizes required based on site conditions. • Shrubs shall be a minimum five (5) gallon size; however, the use of smaller plants may be approved for areas where growth habits make it suitable.
Streetscape Areas	<ul style="list-style-type: none"> • 25% of all trees shall be a minimum -36-inch box size or larger. • At least 30% of the trees shall be 24-inch box size or larger. • The remaining 45% shall be 15-gallon size or larger. The Community Development • Director may modify the minimum tree container sizes required based on site conditions. • Shrubs shall be a minimum five (5) gallon size; however, the use of smaller plants may be approved for areas where growth habits make it suitable.

3.7.3 Walls, Fences, and Screening

Standards for walls, fences, and screening are established in **Table 3-9, Walls, Fencing, and Screening Requirements**. Walls and fences shall be designed to complement the architecture and design found in the Specific Plan area. Requirements of Table 3-9 may be waived or modified as part of the SDP or CUP if it is determined that the requirement is inappropriate for the proposed use, and that the waiver or modification of the requirement will not be contrary to the public health and safety.

Table 3-9: Wall, Fences, and Screening Requirements

Development Standard	Requirement
Height	<ol style="list-style-type: none"> 1. Screen walls shall not exceed the height necessary to screen trucks and dock doors from the public right-of-way. Wall Heights shall be determined as part of the Site Development Permit review. 2. Pilasters and distinctive elements may exceed the maximum height. Walls or fences in the street side landscaping areas visible from the street and not intended for screening or security purposes shall be a maximum of three feet. 3. Refuse enclosures shall be a minimum of six feet in height and shall have an overhead trellis structure and self-closing gates.



Development Standard	Requirement
	4. Heights for residential walls shall be not less than six (6) feet in height from the finished grade; 5. Commercial and industrial screen walls shall be up to a maximum of twelve (12) feet. Wall Heights shall be determined as part of the Site Development Permit review.
Material	1. Wall and fence materials shall be compatible with the overall design character of the building. 2. Walls shall be poured-in-place concrete, concrete tilt-up, or decorative masonry walls. Fences shall be wrought iron or tubular steel. Electric, barbed wire, wire, integrated corrugated metal, electronically charged, or plain exposed plastic vinyl fencing are prohibited. 3. Chain-link fencing is permitted in interior areas not visible from public streets. 4. Anti-graffiti coating material and vine-type planting material shall be applied on screen walls at a maximum height of 10 feet when facing the public right-of-way and located outside of fenced and gates truck yards area. 5. For non-residential uses, fences made out of coated wire or other similar materials are allowed for security purposes behind screen walls.
Gates	Gates visible from the public right-of-way shall be decorative and constructed of a durable material such as tubular steel, vertical steel pickets, or high-density perforated metal screening painted to match or complement adjacent walls.
Landscaping	Landscape treatments shall be applied to spaces between a wall or fence and pedestrian pathways.
Loading Docks and Truck Parking Areas	All loading docks and truck parking areas shall be visually screened from the public right-of-way.
Screening Type	Screening may include landscaping, decorative walls, or any other appropriate screening material or combination of materials to achieve the required screening.
Refuse Enclosures	Refuse enclosures shall be easily accessed by service vehicles but screened from public view within the building’s façade or within a screened enclosure or screen wall. Planting areas for vines, shrubs, and trees shall be provided at the rear and sides of all enclosures, unless the refuse enclosure is located in a screened truck yard.
Utilities	Ground- or roof-mounted mechanical equipment shall be screened from public view. Ground mounted equipment shall be screened with decorative walls or landscaping or a combination thereof. Utilities such as backflow devices and transformers shall be screened to at least 75 percent of the equipment.

3.7.4 Undergrounding Utilities

Utilities shall be installed underground except for the existing electrical lines along Rubidoux Boulevard. As part of a Site Development Permit or Tentative Parcel Map application, the applicant can include an exception to the undergrounding of any existing electrical lines 12 kV or greater pursuant to JVMC Section 7.50.1010 (Electrical and Communication Facilities – Installation Requirements). Enhanced landscaping shall be incorporated into the Site Development Permit landscaping plan for approval by the City. The final tree placement and tree selection are subject to review and approval by the Southern California Edison Company and its criteria for placement of trees within their easements.

3.8 Lighting Requirements

Table 3-10, Lighting Requirements, promote lighting standards that contribute to the building identity and provide enhanced safety and security for pedestrians and vehicles.



Table 3-10: Lighting Requirements

Category	Requirements
Location	Adequate lighting shall be provided for all parking areas, truck courts, vehicular byways and be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.
Design	Design of the light fixtures must be compatible to the surrounding buildings' architecture and character.
Pedestrian Lighting	All pedestrian walkways, building entries, and pathways shall be illuminated to provide pedestrian orientation and clearly identify a safe and secure route between parking areas and points of entry to the building.
Service Area Lighting	Service area and security lighting shall be directed to those areas within the limits of the service area. Wall-mounted, security-type, service area lighting fixtures may be used only in screened service areas and only if direct light is kept within these areas. In all other areas, wall-mounted service lighting shall consist of cut-off type fixtures.
Orientation	All exterior lighting fixtures shall be directed downward to illuminate pedestrian pathways and parking areas and avoid unnecessary glare and light pollution. However, up lighting effects to promote nighttime identity and character are allowed provided such exterior lighting features utilize indirect or hidden lighting sources for wall washing, featuring of architectural elements, landscaping, entries, and pedestrian areas.
Height	Pole-mounted, building-mounted, or tree-mounted lighting fixtures shall be no more than 30 feet in height to minimize direct glare beyond the parking lot or service area. An exception to this maximum height requirement can be approved or modified as part of the Site Development Permit if it is determined that the proposed height will not be contrary to public health and safety.
Shielding	Pole-mounted lights shall be shielded, and the light directed away from the public streets. Pole-mounted lights shall utilize cut-off fixtures and shall not be directed toward residences. Projects shall ensure zero light spill off-site.
Light Fixtures	Building entries shall be lit with soffit, bollard, step, or comparable lighting.

3.9 Signage

The purpose of the following standards is to establish a coordinated approach for exterior signage to form the Project's identification while achieving a unified attractive appearance. Additionally, having uniform project identity and directional signage creates and preserves the design character of the overall project as established by the Specific Plan.

The sign standards are intended to provide guidelines that create and maintain well-designed and high quality signage that complement the structures and uses to which they relate, including identifying the individual commercial and industrial land use areas, residential neighborhoods along with vehicular entry points that direct vehicles to their on-site destinations. Signage shall enhance the pedestrian experience through the design of way-finding components, such as directories, directional signage and destination identifiers.

The regulating signage document for the Specific Plan will be a Master Sign Program (MSP). Project level signage will require a site-specific Sign Plan in conformance with the MSP and in accordance with Sections 3.9.1, 4.10 and 5.6.1 of the Specific Plan. In the event of conflict between the Jurupa Valley Municipal Code and the Specific Plan, the Specific Plan shall prevail.

3.9.1 Master Sign Program

The MSP is a separate stand-alone document that establishes the standards and guidelines for all signs within the Specific Plan. The MSP will also provide guidance for the general location and design of project-level signage. Processing of the MSP is outlined in Section 5.6.1 of the Specific Plan.



The MSP shall address, at a minimum, the following components:

- Permitted and prohibited signs.
- Sign locations and dimensions for freestanding and pylon freeway signs, gateway (primary and secondary), neighborhood identification signs, project monument signs, project tenant signs, and public facilities signs.
- Requirements for location and dimensions of on-site directional signage for both pedestrians and vehicles.
- Provisions for size, location, and duration of display of temporary signs.
- Establish sign types, styles, construction materials, illumination, colors, and lettering styles.

The MSP shall establish standards subject to the following criteria:

1. Signs shall have a consistent theme throughout the project so as to achieve a coordinated sense of identity by incorporation of common design elements including use of materials, letter style, colors illumination, sign type, and sign shape.
2. Allow commercial tenants to express their branding, while still incorporating common design elements so as to reinforce the project identity.
3. Signs shall be compatible with and complement the architectural design and colors of the buildings and/or tenants intended to be identified, through the use of materials, colors, sign layout, and sign placement.
4. Monument signs may be located in required setback areas provided that the following criteria are met:
 - a. The location is not within a required visual clearance area for traffic or other purposes as identified by the City Engineer; and
 - b. The location will not cause negative light and glare impacts on adjacent uses, if the sign is lighted.
5. Provide standards for Freeway Signs for both project tenant identification (on-premises) and non-tenant off-premises advertising (billboard) that reflect the following core review criteria.
 - a. *Freestanding Freeway Signs, Project Tenant "On-Premises"* These signs are advertising tenants within the project; thereby advertisement on-premises.
 - Not subject to Caltrans Review
 - Project assumes one (1) static Freestanding Freeway Sign, Project Tenant "On-Premises."
 - Location of signs are identified on **Figure 3-2, Project and Freeway Sign Locations**
 - Height Limit:
 - The Freestanding Freeway Project Tenant sign located at Rubidoux/SR-60 shall have a maximum height of 85-feet.
 - Display Size: Total display area up to 675 sf per side per pylon. The total display area can be combined into one (1) double sided display or multiple displays totaling 675 sf per side.



- Clearances: Signs projecting over a driveway or drive aisle shall have a minimum clearance of twenty (20) feet between the lowest point of the sign and the driveway grade.
 - Sign structures shall not cross onto an adjacent property; however, Project tenant's sign(s) are permitted to be located anywhere within the boundaries of the Specific Plan (i.e., the sign does not need to be located on that tenant's specific parcel) and are still considered an on-premises sign.
- b. *Freestanding Freeway Signs, Non-Tenant "Off-Premises" and Tenant "On-Premises"*
- These signs can include advertisement not related to the project tenants; thereby advertisement off-premises, also known as a "Billboard." They may also include advertisement for the various tenants within the Specific Plan area.
- Require Caltrans review if located within 660-feet of Caltrans right-of-way.
 - Project assumes three (3) Digital and/or combination Digital/Static Freeway Signs, that allow Non-Tenant "Off-Premises" and/or Tenant "On-Premises" Advertising.
 - Location of signs are identified on **Figure 3-2, Project and Freeway Sign Locations**
 - Height Limit of 65-feet.
 - Display Size: Total display area up to 675 sf per side per sign. The total display area can be combined into one (1) double sided display or multiple displays totaling 675 sf per side.
 - Clearances: Signs projecting over a driveway or drive aisle shall have a minimum clearance of twenty (20) feet between the lowest point of the sign and the driveway grade.
 - Signs shall not cross onto an adjacent property.
 - Any new freeway sign with off-premise advertising (billboard) shall be subject to approval of an agreement with the City for City public services announcements and shared revenue.

3.9.2 Sign Plans

A Project Sign Plan is required with Site Development Permits and shall be consistent with the adopted Master Sign Program from Section 3.9.1 and incorporate the guidelines of Section 4.10. A Project Sign Plan is required for single or multi-use tenant, or Freeway signs as defined below.

- Project Sign Plan – Shopping center or multi-use site, multi-tenant buildings.
- Project Sign Plan – Freestanding Freeway Signs
- Sign Plan – Single stand-alone user that is not part of a shopping center.

Project Sign Plans for shopping centers, multi-use sites, or multi-tenant buildings shall provide more detail that address on-site center identification, vehicular entry points, and direct vehicles to their on-site destinations. Signage shall address the pedestrian and vehicle movement through the design of way finding components, such as directories, directional signage and destination identifiers.

Project Sign Plans for shopping centers, multi-use sites, or multi-tenant buildings shall establish standards that reinforce the design criteria established in the Master Sign Program and the following:



1. Project Sign Plans shall be reviewed for conformance with the following criteria, in addition to the approved Master Sign Program for the Specific Plan:
 - a. Sign plan shall reflect a common theme through the use of materials, letter styles, colors, illumination, sign type, and sign shape.
 - b. Sign plan shall be compatible with and reflect the special qualities of the architecture of the buildings on the site in both daytime and nighttime conditions.
2. Signs shall be designed to direct/inform both pedestrians and motorists.
3. Signs shall not be placed in a manner that will obstruct or inhibit sight distance or visibility for the motorist, as determined by the City Engineer.
4. Project signs shall contain only that information which is necessary to identify the businesses or uses of the property on which the sign is located. Identification of product, trade and service information is permitted and considered supplemental provided it is subordinate to business identification. Supplemental signs shall be considered subordinate if no more than 25 percent of the total allowable sign area is used for this purpose.
5. New signs in existing developments shall be designed in accordance with the established Sign Plan or Project Sign Plan for the building or center where the sign is to be located.
6. Identify maintenance responsibility.

3.10 Temporary Construction Uses

Temporary Uses are anticipated as part of the construction of the development, such as stockpile, on-site concrete batching plant, construction trailers, yards and sheds for the storage of materials and equipment used as part of a construction project, provided a valid building permit has been issued and the materials and equipment are stored on the same site as the construction activity. Temporary uses will be reviewed and approved as part of grading permit or building permits, and shall comply with the following standards to encourage well maintained development site.

3.10.1 General Standards

The issuing permit shall include the following conditions:

1. Requirement for removal of the activity and site restoration, to ensure that no changes to the site would limit the range of possible future land uses otherwise allowed by this Specific Plan;
2. Limitation on the duration of approved temporary structures to a maximum of one year with two one-year extensions with an active permit, as approved by the Community Development Director, or his or her designee, so that the Temporary Use shall not become permanent or long-term structure or operation; and
3. Maintain a minimum of 50-foot distance from existing residential uses.
4. Other requirements as determined appropriate by the Building Official and Community Development Director or designee(s) to minimize any adverse impacts of the use.

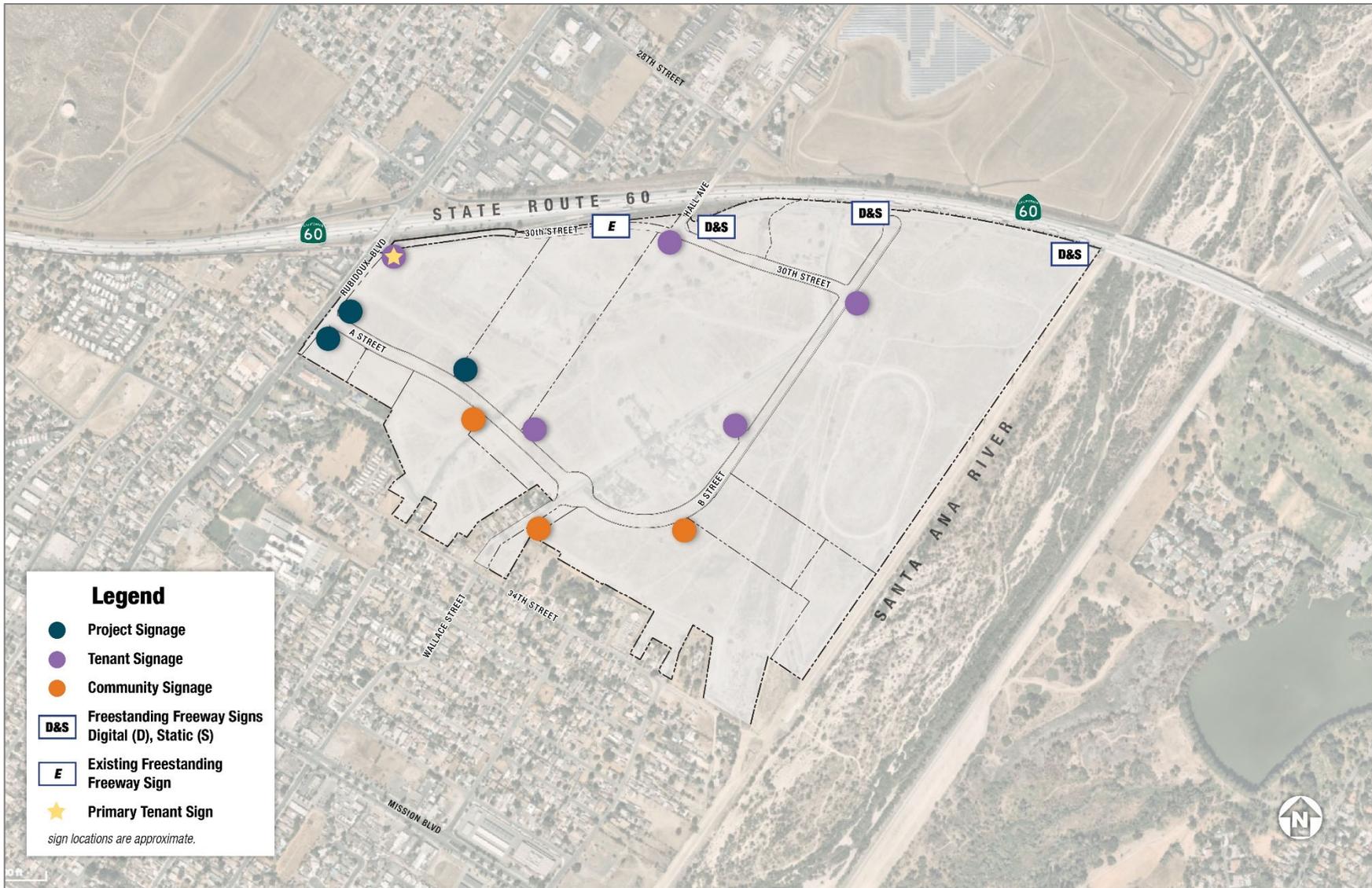
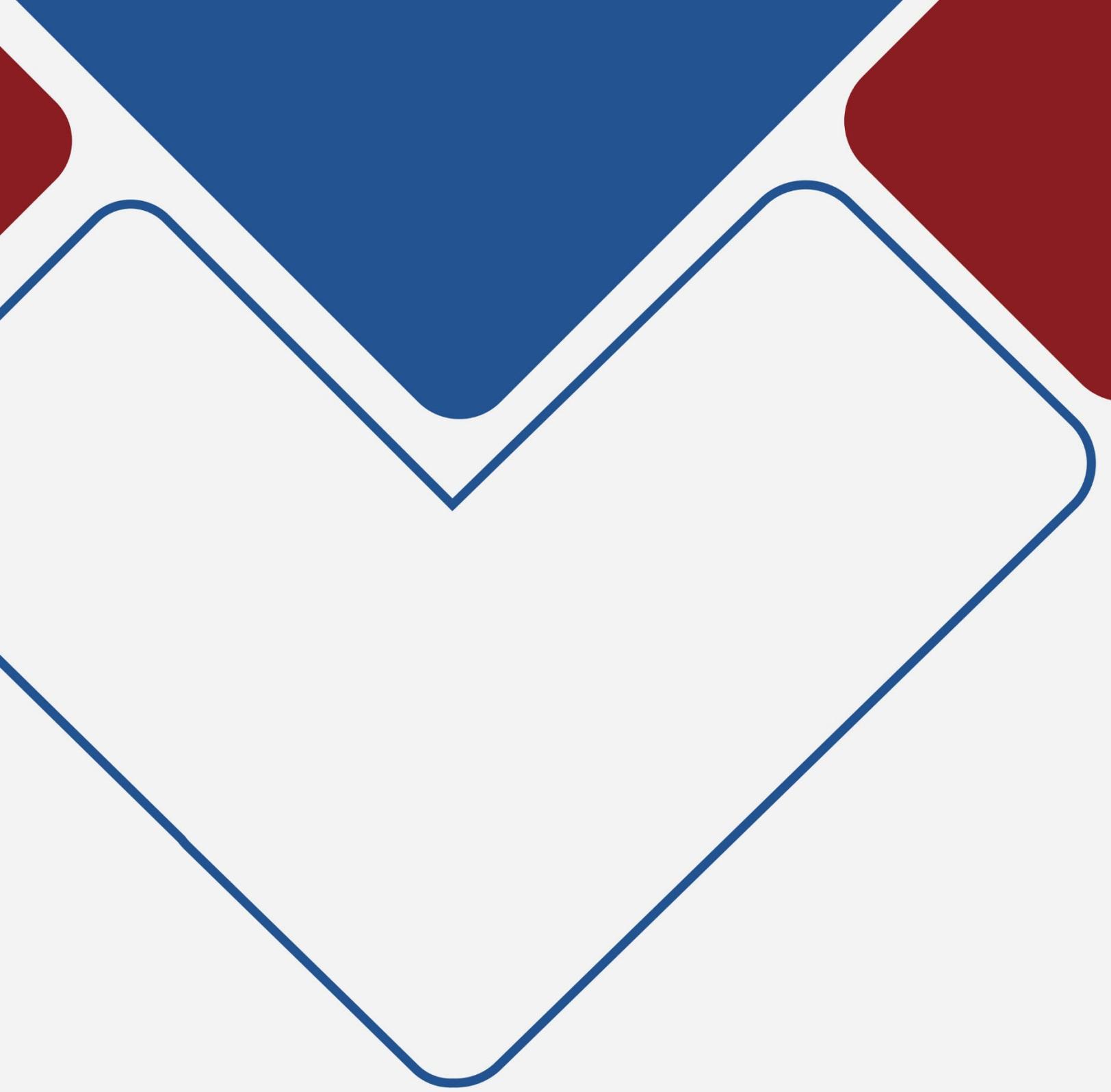


Figure 3-2: Project and Freeway Sign Locations



Section 4

Design Guidelines



4.0 Design Guidelines

Within The District at Jurupa Valley Specific Plan (“Specific Plan”), decisions regarding building placement, architectural treatments, landscape plantings, lighting, and other design elements will shape the overall quality of the physical environment and how residents, employees and visitors experience the places within the industrial, business park, retail, and open space areas. The design guidelines in this section provide a framework for the design of individual projects within the Specific Plan Area. The design guidelines are not intended to be rigid or inflexible. Every project in the Specific Plan Area shall follow these guidelines; however, creative solutions to design are encouraged if it meets the intent of the guidelines or requirements. There can be many ways to comply with a guideline and exceptions may be granted, such as in the case of a highly original design. The following overarching objectives represent the long-term urban design and architectural direction for the Specific Plan Area.

- a. Maintain high-quality development in the Specific Plan Area that complements and integrates into the community and adds value to the City.
- b. Create a functional and sustainable place that ensures the Specific Plan Area is competitive regionally and is appropriate for Jurupa Valley.
- c. Illustrate through site planning the distinctive characteristics of each land use area.
- d. Establish criteria for building design and materials, landscape design, and site design that provide guidance to developers, builders, architects, landscape architects, and other professionals preparing plans for construction.
- e. Provide clear direction to decision makers regarding the theming and intent of the Specific Plan, thus reducing the possibility of confusing interpretation and subjective decisions related to the Specific Plan’s implementation.
- f. Establish a consistent design expression among site planning, architectural and landscape components, while allowing reasonable flexibility in design and implementation approach.
- g. Incorporate construction and landscape standards and design guidelines that promote energy and water conservation strategies.
- h. Implement the goals and policies of the Jurupa Valley General Plan.

The Design Guidelines provided in this section of the Specific Plan may be subject to modification over time to allow for response to evolving development conditions, such as changes in housing trends, community desires, and the marketplace.

4.1 Special Treatment Areas

4.1.1 Gateway Treatment

The Specific Plan will provide enhanced streetscapes and parkways that will have incorporate prominent community and project gateway features at the following locations:

- Rubidoux Boulevard and A Street
- A Street and Wallace Street Roundabout
- B Street and 30th Street

A hierarchy of gateway treatments shall reinforce circulation patterns, with a large statement of trees at major intersections and entryways and a smaller statement at minor gateways. The Gateway Treatment should enhance parkways and identify distinctions between major and minor entries into the project area as illustrated within **Figure 4-1, Gateway Treatment Location Plan**.

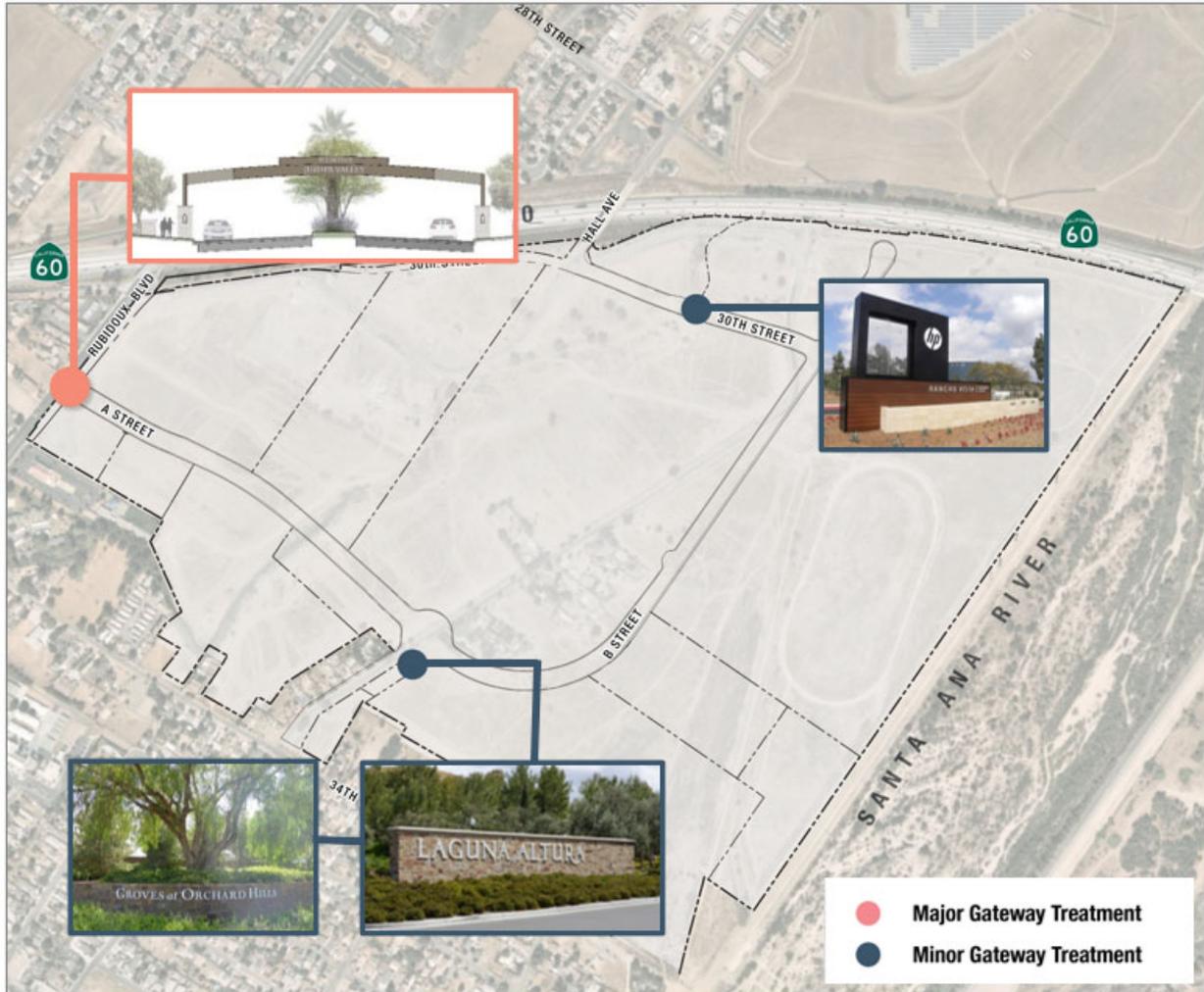


Figure 4-1: Gateway Treatment Location Plan

4.1.2 Gateway Features

These special community and entry treatments will include enhanced landscape areas, with monumentation or signage that reflects the level of exposure.

Rubidoux Gateway

'A' Street will be the primary entry for the residential and commercial areas and have pedestrian-scaled improvements and signage as a major gateway treatment. To develop a pleasing landscape at the major intersections of the project—Rubidoux Boulevard and 'A' Street— an example of the gateway monument feature and landscaping is shown in **Figure 4-2, Rubidoux Boulevard at A Street Gateway**.

The monument will highlight the identity of the development framed by a grove of various trees and drought-tolerant groundcover and shrubs located in a planting area. The gateway will be visible from a distance and shall represent the character of the community as designated in these design guidelines. The gateway at Rubidoux Boulevard and 'A' Street will be a major portal among a hierarchy of smaller gateways throughout the community. The ultimate design and implementation of the Rubidoux Gateway will be established as part of the site development and engineering subject to review and approval by the Community Development Director and the City Engineer.



Figure 4-2: Rubidoux Boulevard at A Street Gateway



Building Gateway Architecture at Corridors and Public Streets

All buildings, including those in Industrial, Commercial Retail, Commercial Neighborhood and Commercial Tourist areas that face SR-60, Rubidoux Boulevard, 30th/Frontage Street, 'A' Street, 'B' Street, and Wallace Street shall incorporate memorable gateway architecture and site design, with a special focus given to those elevations fronting the public views with examples shown in **Figure 4-3 - Gateway Features**.

The area along SR-60 will have greater enhancements for regional corridor community identification and signage. The main roundabout at 'A' Street and Wallace is planned to have project identity features, such as low walls and seating with an iconic art feature that reflects the future branding of the Specific Plan Area. Collectively, these enhanced entry features establish a sense of place unique to the Specific Plan Area.

Gateways will be celebrated by stone pilasters with engraved wayfinding and low decorative stone walls or concrete rail fencing. These stone pilasters shall be set within a grove of specimen trees and either perennial planting or decorative cobble. Enhanced streetscapes and parkways are described within Section 4.9 Landscape Design.



Gateway Treatments

Major Gateway

- Prominent focal point having a combination of pylons, arch and lighting
- Use of natural stone and stucco
- Incorporate specimen trees, decorative paving and perennial plantings

Minor Gateways

- Lower profile focal point having combination of complementary natural stone, wood and stucco and lighting
- Incorporate specimen trees, decorative paving and perennial plantings

Figure 4-3: Gateway Features



4.2 Industrial, Warehouse and Business Park

The design guidelines apply to all new construction of and additions to all buildings within the Business Park and Industrial Land Use areas. The intent is to emphasize the orientation of architecture to sidewalks and rights-of-way, inspire visually interesting buildings, and emphasize the incorporation and design of elements that provide opportunities for economic activity. These design guidelines affect building design, materials, and colors, and are depicted in **Figure 4-4, Industrial, Warehouse Architecture** and **Figure 4-5, Business Park Architecture**.

Site Development Permit applications shall include an annotation/narrative on how the proposed project meets the intent and/or address each specific applicable design guideline.

- a. The arrangement of multiple buildings and associated circulation and parking areas should reflect a well-organized site plan that emphasizes vehicular and pedestrian connectivity.
- b. Orient buildings to create an inviting public perimeter.
- c. Design and locate loading areas to be screened from the street and adjacent uses.
- d. Locate visitor and short-term parking areas at the front and sides of buildings to be near primary building entrances.
- e. Design landscaping and parking areas to include a buffer from warehouses and trail/pedestrian routes with drought-tolerant screening plant materials.
- f. Plan landscaped areas, drive entrances, and/or buildings to separate parking areas and to keep the parking lot from being the dominant visual element on the site.
- g. Soften the building façades with trees and landscaping.
- h. Guide pedestrian access to the buildings from the public right-of-way, parking areas, and perimeter sidewalks with building entrances marked by signage, enhanced paving, accent trees, architectural features, and landscaping features.
- i. Exterior downspouts for buildings that are visible from public streets are prohibited.



Architectural Features

Enhanced Corner Treatment

Architectural Entry Features

Off-set Roof Elevations



Combination of Materials and Accent Finishes.

Use of Materials and Accent Treatments to Break-up the Building Elevation

Use of Glazing and Awnings to Enhance Corner Treatments



Figure 4-4: Industrial and Warehouse Architecture

The District at Jurupa Valley Specific Plan

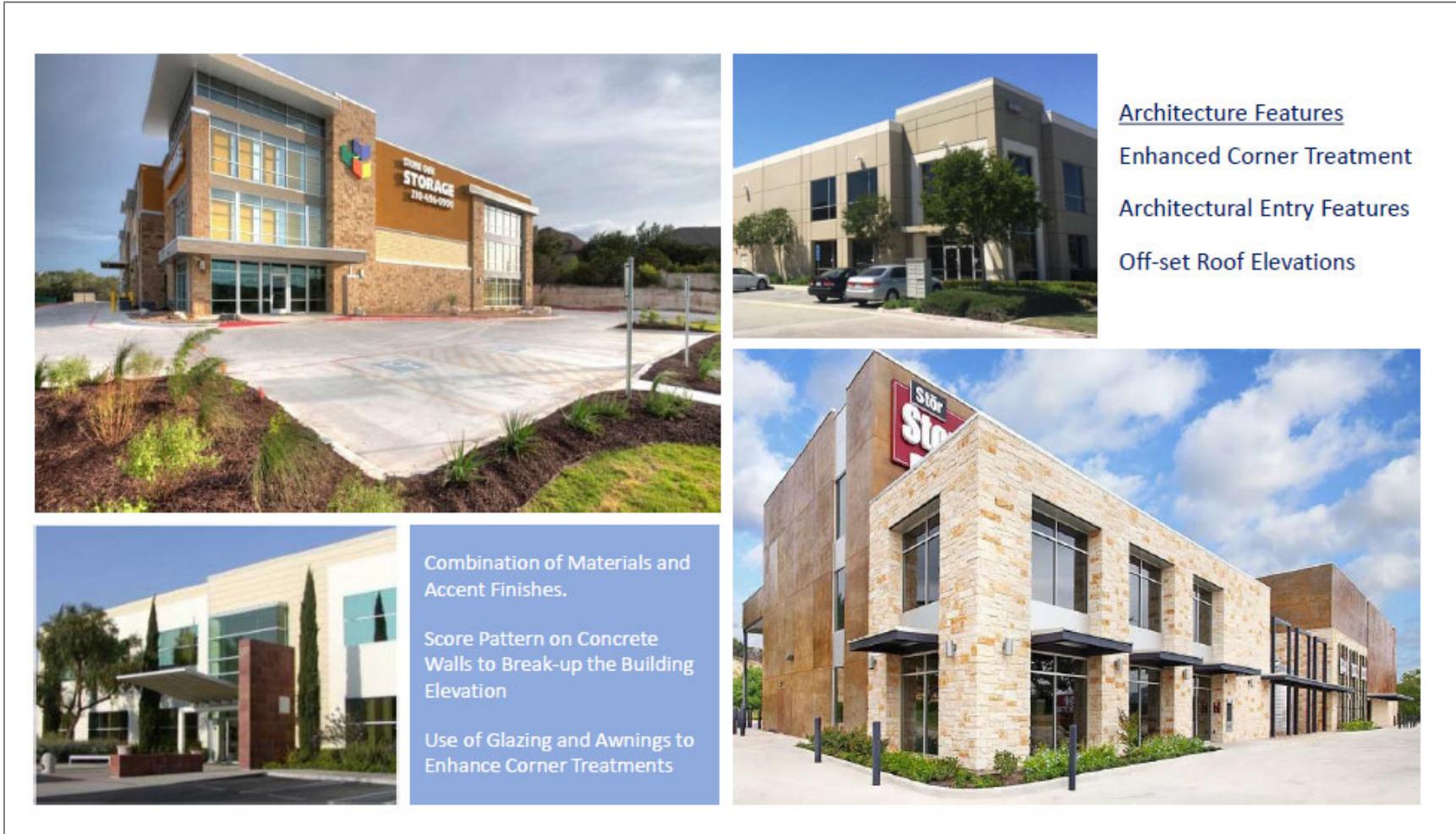


Figure 4-5: Business Park Architecture



4.2.1 Warehouse Design

The architectural design of warehouses is defined by its massing unique to its functions, primarily to house a variety of logistic operations within its building walls to move stored goods within the site and throughout the rest of the region, the country, and the world.

The design standards are applicable to warehouses located in the Industrial Area. The criteria used to meet compliance with the standards should ensure the following and depicted in **Figure 4-4, Industrial and Warehouse Architecture**:

- a. Exterior building modulation does not interfere with floor plans geared to the efficient travel and movement of goods, persons, and automated machines within the building. Use of techniques to vary exterior elements without affecting floor plans are highly desirable, such as change of plane, rooflines, color, texture, and materials. Murals and wall-mounted signage can also have the same effect.
- b. Large areas such as the truck loading docks are for the movement and docking of trucks to receive and transport goods. Requiring placement of pedestrian and bicycling amenities to meet design standards in these areas are prohibited.
- c. Exterior lighting, particularly light standards, within the site are high-powered, although shielded from above and tall to guarantee security and visibility as nightly operations warrant.
- d. Buildings are to be located on each site in a manner that is efficient, appropriate to site conditions, supportive of the overall architectural composition and compatible with nearby projects throughout the Specific Plan.
- e. Buildings shall be located to enhance project visibility and identity, while maintaining compatible relationships with adjacent projects and street views.
- f. Building orientation to SR-60 shall optimize views into the project site and orient corner features for marketing from SR-60.
- g. Buildings shall be oriented so that loading, and service areas are screened from view with walls and landscaping from streets and public areas.
- h. Buildings shall be arranged to provide convenient access to entrances and efficient on-site circulation for vehicles and pedestrians.
- i. Buildings shall be arranged to provide landscape outdoor plazas or entries.
- j. Visitor parking shall be convenient to public building entries, as shown below.
- k. Indoor and outdoor break areas shall be provided convenient to major office areas.
- l. Buildings shall be designed with warehouse office uses located on the southern end of the building.



4.2.2 Building Form

Industrial and business park buildings are characterized by simple and distinct cubic masses with interlocking volumes of wall planes, colors, materials and glazing to create visual appeal. Additionally, architectural designs may mix colors, materials, and textures to articulate facades and create visual appeal.

Building form is one of the primary elements of architecture. Numerous design aspects, including shape, mass (size), scale, proportion and articulation are elements of the building' form. Building forms are especially important for building facades that are visible from public streets and public view corridors. Buildings that orient inward to truck courts or service areas and that are not visible from the public roads or publicly accessible viewing areas, are not required to adhere to the below building form guidelines:

- a. Use simple geometric shapes as the overall building form. Rectangular forms are encouraged to promote balance and visual interest. Avoid arbitrary, complicated building forms.
- b. Long horizontal wall planes visible from a public street should include periodic changes in exterior building materials, color, decorative accents and/or articulate features.
- c. Modulation and variation of building masses between adjacent buildings visible from the public streets are encouraged.
- d. Feature the highest level of articulation on façades visible from public view corridors.
- e. Include a recognizable base in the building form. Typical base treatments include textured materials or change in materials or paint colors.
- f. Architectural design should express the character of a corporate logistic center in a manner that is progressive and enduring. Individual creativity and identity are encouraged, but care must be taken to maintain design integrity and compatibility among all projects to establish a clear and unified image.
- g. Architectural character should portray a high-quality image in a manner that is both progressive and timeless.
- h. Building design should employ clean, simple, geometric forms and coordinated massing that produce overall unity, scale, and interest.
- i. Facades should reflect a coordinated design concept, including expression of building function, structure, and scale. Buildings can be designed with consistent, uniform facade; with the center of the facade emphasized; or with the corners of the facade emphasized.
- j. Fenestration should be defined by function and structure, and should be consistent in form, pattern, and color.

4.2.3 Materials and Finishes

The choice of materials is one of the most important contributors to defining the character of a building. Materials should be of high quality and detail to provide visual interest.

- a. Ensure consistency of materials, colors, fenestration, scale, and massing with the intended architectural style or theme.
- b. Incorporate similar and complementary massing materials and details into rear and side elevations.



- c. Terminate changes in material or color around the corner of the building or element to a logical termination point in relation to the architectural features or massing to avoid a “pasted-on” look.
- d. Appropriate primary exterior building materials include concrete and similar materials, as well as concrete tilt-up panels.
- e. The primary materials should be accentuated by secondary materials including, but not limited to, metal, natural or fabricated stone, and/or fire-resistant wood siding (horizontal or vertical).
- f. Trim details may include metal finished in a consistent color, plaster or concrete elements finished consistently with the building treatment.
- g. Use of overly extraneous “themed” detailing like oversized or excessive foam cornice caps, form molding or attached roofs is discouraged.
- h. Exterior building colors should be within a range of warm and cool colors, such as beige, grey or blue tones with glass or steel materials at focal points.
- i. Unfinished exterior surfaces are not permitted on any building façade.
- j. Exterior building materials should be smooth, clean, and efficient, with an appearance that is contemporary and technical. Detailing should be clean, clear, and straightforward. Details should reinforce overall design unity, interest, and scale.

4.2.4 Entries and Windows

The patterns of the window and door opening shall correspond with a uniform design characteristic of the building and should be consistent in form, pattern, and color.

- a. Portray a quality office appearance for primary entries and tie the entry into the overall architecture of the building. Entries should be distinctive but should not appear as an “add-on” or afterthought
- b. Window styles and trims shall be consistent in form and color with the architecture of the buildings.
- c. Glass shall be clear or colored with subtle reflectiveness. Silver/Bronze reflective glass is prohibited.
- d. Provide shade and visual relief through recessed or covered entrances.

4.2.5 Buffering and Screening

Buffering and screening design features should be used to screen truck courts and loading and service areas, and to enhance the overall development.

- a. Walls and fences should be designed as an integral part of the development, be of high quality, and complement the building. Decorative block walls with cap or articulated concrete tilt-up walls are encouraged.
- b. Provide attractive, durable, and complementary wall and fencing materials consistent with the established design theme.
- c. Avoid long blank wall expanses.
- d. Soften wall or fence massing with landscaping.
- e. All exterior ground-mounted equipment—including, but not limited to, mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas



lines, cellular telephone facilities, and satellite dishes must be screened from on-site and off-site view. Wall-mounted equipment is not allowed.

- f. All loading dock doors and truck courts shall be screened from any residential uses by landscaping, berms, and our walls.

4.2.6 Roof-Mounted Equipment

All roof-mounted equipment including, but not limited to, mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, skylights, vents, exhaust fans, smoke hatches, and ducts--must be below the top of the parapet (not to be greater than eight (8) feet) or equipment screen and consideration shall be given to conceal view from adjacent public streets. Roof access shall be through roof hatches, not exterior ladders. Roof hatches shall be located so that guardrails at parapets are not required. On a case-by-case basis, additional buildings may be required to house functions for the proper operation of the facility. The design guidelines found herein apply to all structures regardless of the time of construction, location on-site, or use they contain.

4.2.7 Truck Courts

- a. Incorporate gated/screened entrances to loading areas into the overall architectural design of the development.
- b. Truck parking, idling, or stacking shall not be allowed on public right-of-way
- c. Design walls and fencing used to screen loading areas high enough to hide the views of parked vehicles or trailers.
- d. All truck courts/yards shall be screened from public view from adjacent streets. Service, storage, maintenance, loading, refuse collection areas and similar facilities are to be located out of view of public roadways and buildings on adjacent sites or screened by architectural barriers.

4.2.8 Ground or Wall-Mounted Equipment

- a. Ground-mounted equipment, including but not limited to mechanical or electrical equipment, emergency generators, boilers, storage tanks, risers, and electrical conduits, should be screened when feasible from public viewing areas including adjacent public roads. Screening may be accomplished with solid walls, fences, or landscaping.
- b. Electrical equipment rooms should be located within the building envelope. Pop-outs or shed-like additions are discouraged.
- c. Wall-mounted items, such as roof ladders or electrical panels, should not be located on the building façade facing adjacent public roads. Wall-mounted items should be screened or incorporated into the architectural elements of the building so as not to be visually apparent from the street or other public areas.

4.2.9 Trash Enclosures

- a. All outdoor refuse containers shall be screened within a permanent, durable enclosure and shall be fully screened from public roads, residential areas, publicly accessible parking lots, or other public viewing areas. The enclosure's design shall reflect the architectural style of adjacent buildings and use similar, high-quality materials.



- b. All outdoor trash enclosures shall be constructed with solid roofs to prevent exposure of dumpster contents to rainfall and prevent polluted storm water runoff from these structures.
- c. Refuse collection areas shall be located behind or to the side of buildings, away from the building's main entrance.

4.2.10 Outdoor Employee Amenities

- a. Industrial and Business Park buildings should include an outdoor employee amenity area, including tables, shade trees and/or shade structures, and chairs.

4.3 Commercial

The Commercial Retail, Commercial Neighborhood and Commercial Tourists areas permit a variety of retail and service uses identified in Section 3. The primary objective of these design guidelines is to facilitate economic development that serves the needs of the immediate community and the development through high quality design. These design guidelines affect building design, materials, and colors, and are depicted in **Figure 4-6, Commercial Architecture** and **Figure 4-7, Commercial Integrated Architecture**.

Site Development Permit applications shall include an annotation/narrative on how the proposed project meets the intent and/or address each specific applicable design guideline.

4.3.1 Site Design and Orientation

Basic principles of site design and orientation encourage the creation of an environment dedicated to the comfort and enjoyment of individuals, families, employees, and residents of surrounding areas. Implementation of this principle supports the "third space," functional community gathering places that motivate people to become regular shoppers. Buildings are to be organized on each site in a manner that is efficient, appropriate to site conditions, supportive of the overall architectural composition and compatible with nearby projects throughout the Specific Plan.

- a. Create diversity by clustering buildings around courtyards and open areas where possible.
- b. Orient publicly accessible places to create vista points or focal points of interest.
- c. Attention should be paid to building at a "human scale" to perpetuate the user-friendly atmosphere of any commercial activity, which focuses the "human scale" at building entrances, exits and service areas.
- d. Include in all site design inviting amenities such as rest and shade areas, patios, public art, landscaping, outdoor dining, and/or water features.
- e. Connect buildings, entrances, and parking areas with a seamless, comfortable decorative paved pedestrian pathways suitable for both abled and disabled persons to navigate.
- f. Ensure that the best practices of Crime Prevention Through Environmental Design (CPTED) are observed when designing the overall site plan and placement of buildings.
- g. Ensure that surface parking lots have adequate amounts of shading with trees, or other shading.
- h. Customer parking fields shall be convenient to building entries.
- i. Buildings shall be located to enhance project visibility and identity, while maintaining compatible relationships with adjacent projects and street views.



- j. Buildings shall be oriented so that loading, and service areas are screened from view from streets and public areas and adjacent uses with screen walls and enhanced landscaping.
- k. Buildings shall be arranged to provide convenient access to entrances and efficient on-site circulation for vehicles and pedestrians.
- l. Buildings shall be arranged to provide landscape outdoor plazas or entries with opportunities for gathering areas with seating for visitors and employees. Active or passive open space areas shall be integrated into the commercial, industrial, commercial tourist, or business park land use areas where feasible. Examples are provided in **Figure 4. 8- Commercial Amenities**.

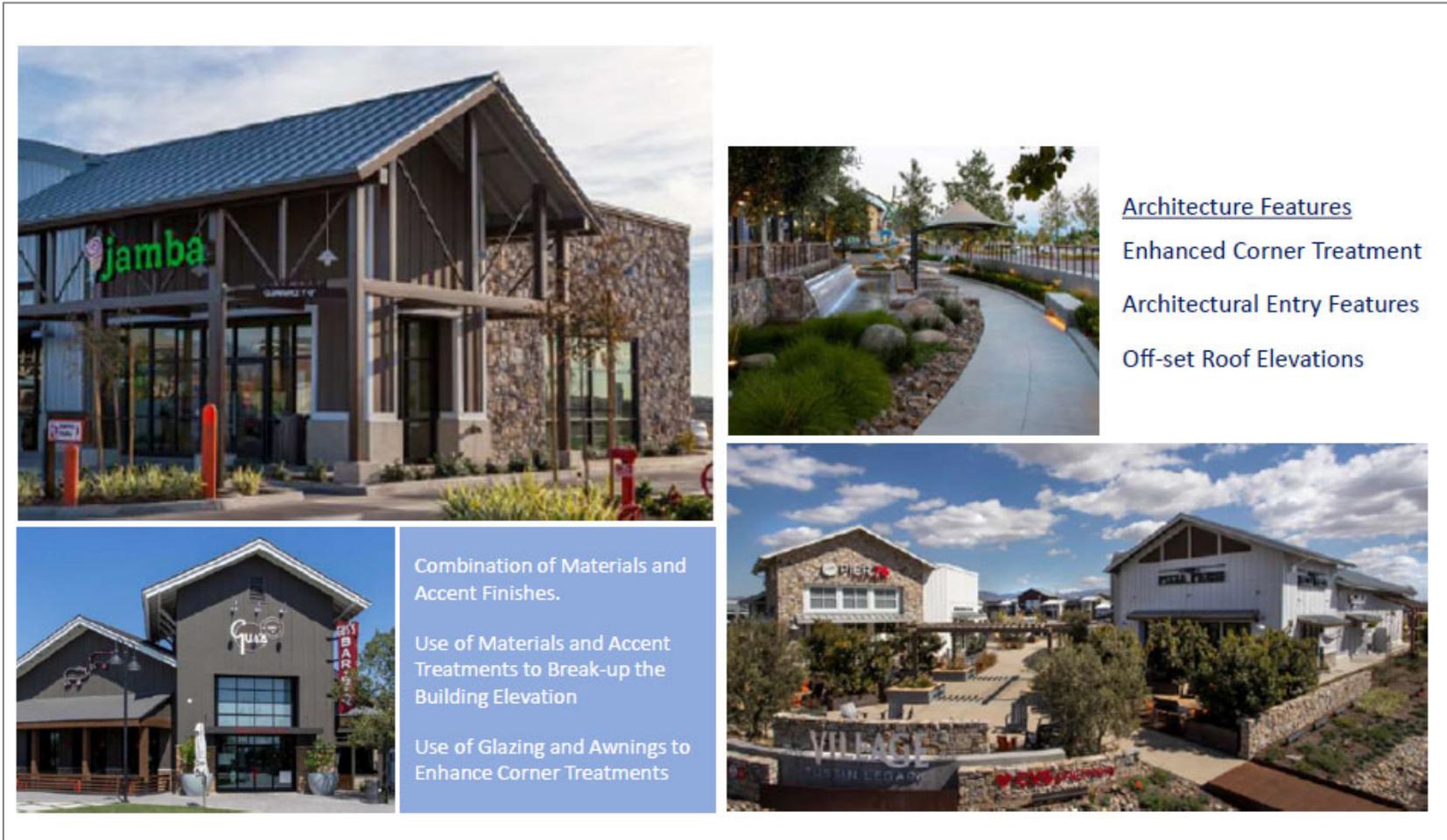


Figure 4-6: Commercial Architecture

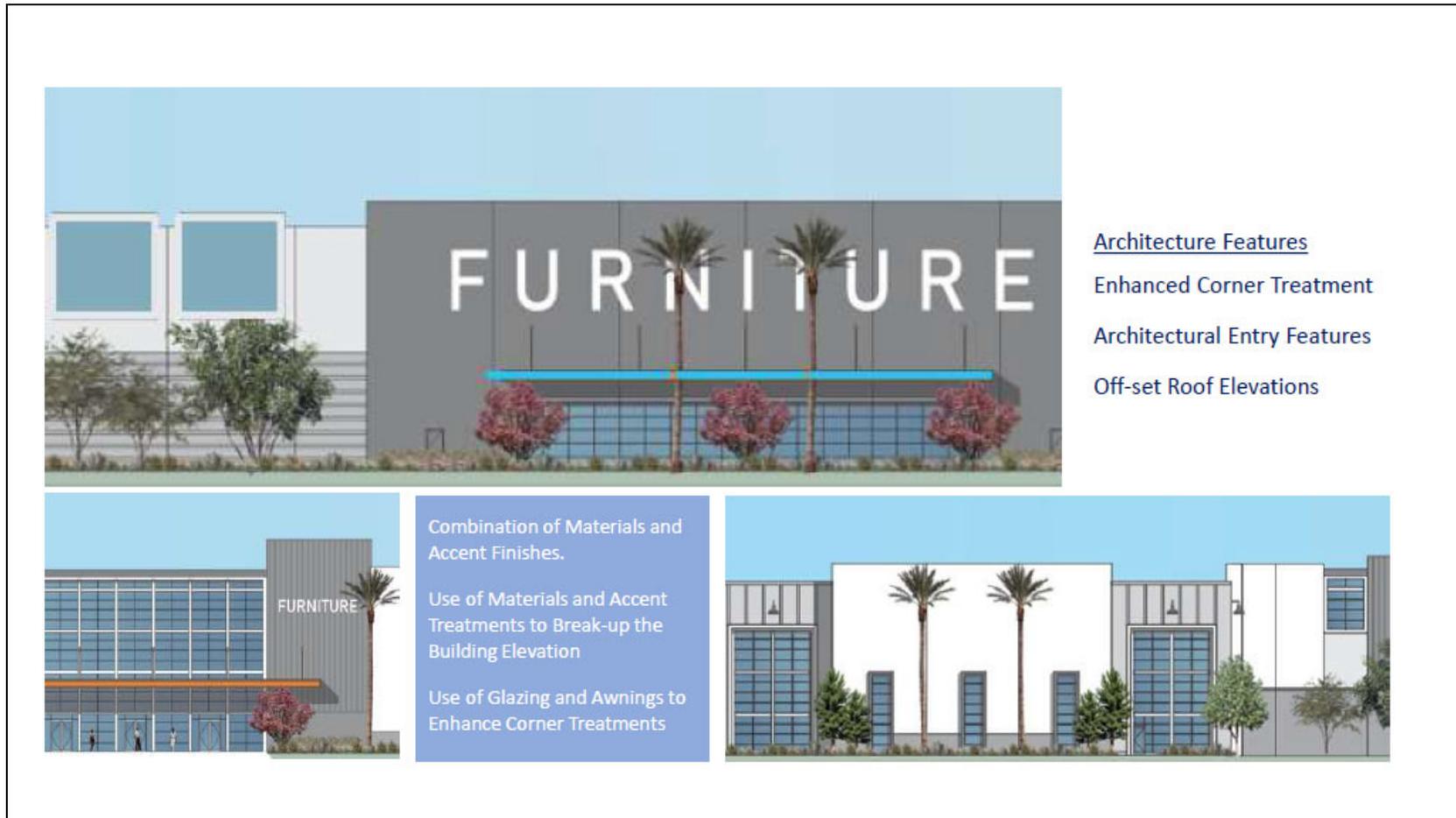
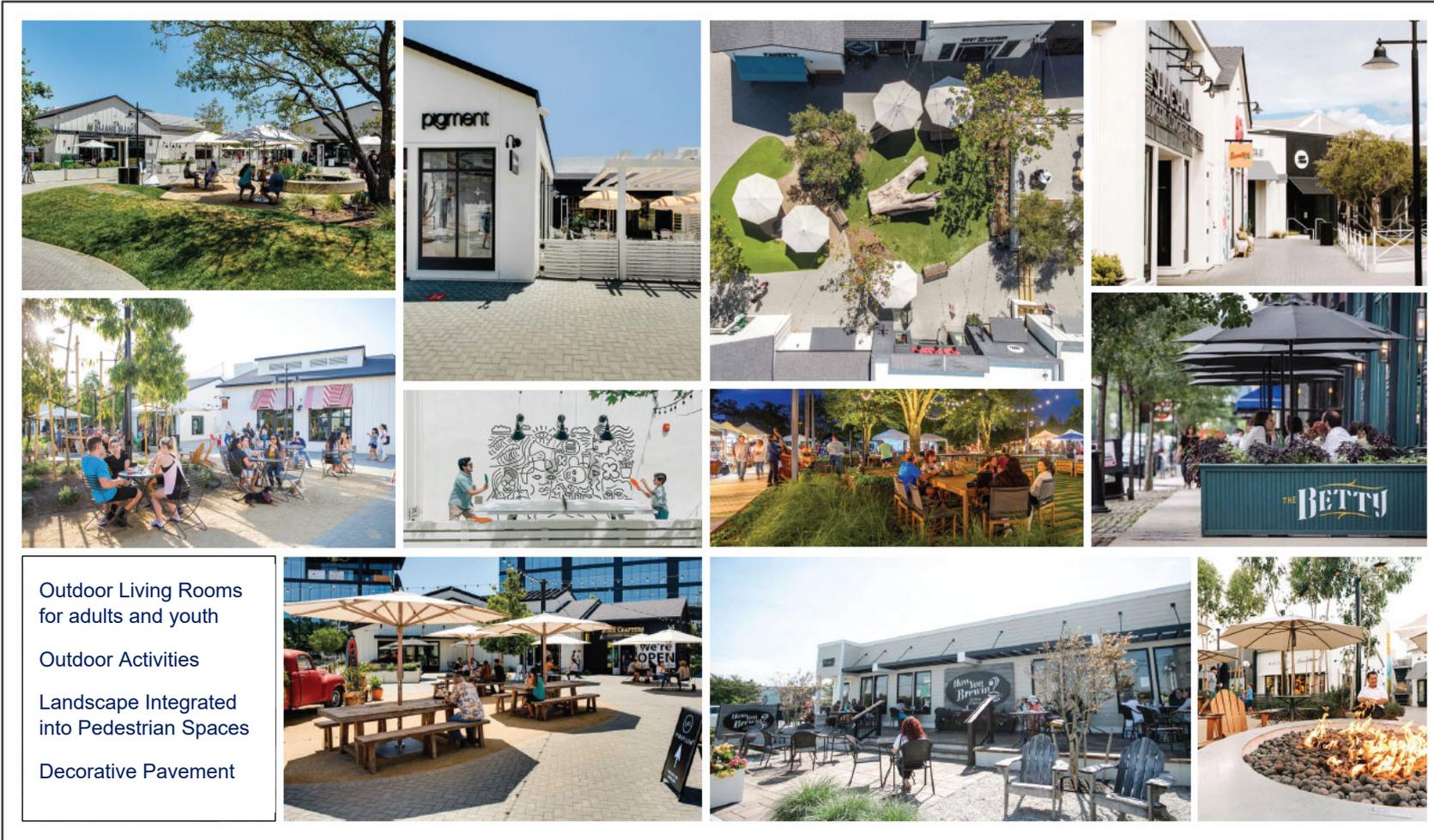


Figure 4-7: Commercial Integrated Architecture



Outdoor Living Rooms
for adults and youth

Outdoor Activities

Landscape Integrated
into Pedestrian Spaces

Decorative Pavement

Figure 4-8: Commercial Amenities



4.3.2 Exterior Building Walls

- a. Avoid long, monotonous building façades. Building upper-floor setbacks, cutouts, modulation, and other techniques to reduce the building massing and bulk are encouraged. Balconies, porches, and patios in character with the retail and commercial buildings and enclosed with decorative railings should be strategically employed to fill in these modulated areas.
- b. Add visual interest and reduce monotony through the articulation of building façades, towers, reveals, and pop-outs.
- c. Rooflines should be varied to create observable diversity of rooflines on every elevation.
- d. The arrangement of exterior architectural elements such as fenestration, awnings, cornices, base, stairs, mullions, porches, roofs, eaves, and others should be in proportion to the building's size and massing.
- e. Establish a visual link in multi-building complexes by using architectural and site design elements to unify the project.
- f. Architectural styles and details should be authentic. The design shall readily exhibit a commitment to the purpose and intent of the chosen architectural style.
- g. Design of the commercial development should create an inviting place to shop readily evident from the street.
- h. Sign programs should be complementary to and be integrated into the exterior building design.

4.3.3 Building Form

- a. Architectural design should express the character of a commercial center in a manner that is progressive and enduring. Individual creativity and identity are encouraged, but care must be taken to maintain design integrity and compatibility among all projects to establish a clear, unified image throughout the Specific Plan Area.
- b. "Agrarian" Architectural character should portray a high-quality image in a manner that is both progressive and timeless while referencing the historical agricultural heritage of the Inland Empire. The exterior style should incorporate farmhouse elements that are rustic in feel.
- c. Building design should employ articulated agrarian forms and coordinated massing that produce overall unity, scale, and interest.
- d. Facades should reflect coordinated agrarian design concepts, including expression of building function, structure, and scale. Buildings can be designed with a consistent, uniform facade; with the center of the facade emphasized; or with the large tenant entrances facades emphasized.
- e. Fenestration should be defined by function and structure, and should be consistent in form, pattern, and color.

4.3.4 Entries and Windows

- a. Entrances should be clearly defined and inviting.
- b. Entries should be visually appealing and identifiable to users. Each commercial building shall provide a well-articulated, identifiable path of entry.



- c. Elements such as massing or color change, variation in materials, and signage can prove effective in announcing entry.
- d. Articulation of major tenant entries for pedestrian identification should be achieved through the use of enriched materials, architectural detailing, and color schemes that offset the entry from the rest of the building.
- e. Patios, porches, covered walkways, and awnings help make entryways add a sense of arrival and should be encouraged on major entryways.
- f. Install areas of decorative paving on walkways, pavement, and other pedestrian-accessible pathways.
- g. Use varying entry treatments within a multi-structure multi-tenant business park or shopping center to differentiate tenant and tenant types.
- h. Door and window design should complement the entryway design.
- i. Use of transparent glass is encouraged to lend an open design and allow natural light to provide interior illumination.
- j. Discourage the use of reflective or opaque glass and reflective metal trims and mullions on doors and windows.
- k. The size and number of doors and windows should observe proportionality to the building façade's bulk and mass.
- l. Areas around doors and windows are opportunities to provide accents, trims, and recessed areas.

4.3.5 Materials and Finishes

- a. Materials and finishes that are sustainably sourced and help achieve conformity to the sustainable guidelines are highly desired.
- b. Use colors in addition to other techniques to highlight certain exterior building areas and break up monotonous colors and façades.
- c. Roof styles and materials should be architecturally and aesthetically compatible, not uniformly consistent.
- d. Materials and finishes should be appropriate to the chosen style of exterior building design and reflective of accomplished examples of contemporary or traditionally inspired architecture.
- e. Exterior building materials should be referencing a "Agrarian" architectural style references below:
 - i. Exterior building colors are to be selected from the palettes below to maintain compatibility within the Specific Plan. Colors for primary exterior walls are to be within the range of colors represented by the following list:
 - ii. Detailing should be clear and straightforward. Details should reinforce overall design unity, interest,
 - iii. Exterior building materials should be smooth, clean, and efficient, with an appearance that is Agrarian in style and detail.



- iv. Exterior building colors are to be selected from the palettes below to maintain compatibility within the Specific Plan. Colors for primary exterior walls are to be within the range of colors represented by the following list:
- v. Detailing should be clean, clear, and straightforward. Details should reinforce overall Agrarian design character, interest, and scale.

4.3.6 Buffering and Screening

- a. Plan for the development of commercial areas that would allow for, and screen from view, mechanical equipment, trash enclosures, service and loading areas. Well-thought-out site design allows for passive screening and buffering using the main buildings, landscaping, and topographical features that minimize the use of screening wall as interventions.
- b. Avoid placing mechanical equipment, trash enclosures, and service and loading areas in such a concentrated manner that requires excessive screening.
- c. All screening walls should be of high-quality material, sufficiently decorative, and complementary with building façades.
- d. All exterior ground-mounted equipment—including, but not limited to, mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas lines, cellular telephone facilities, and satellite dishes must be screened from on-site and off-site view. Wall-mounted equipment is not allowed.
- e. All truck-dock doors and truck courts shall be screened from the residential and a Commercial Retail-Integrated Use.
- f. All trucks shall only access the building from the north off of 30th Street and B-Streets and shall not use A Street.
- g. All lighting shall use downlighting so as to avoid spill over lighting to the residential neighborhoods.
- h. All loading dock doors and truck courts shall be screened from any residential uses by landscaping, berms, and or walls.

4.3.7 Roof-Mounted Equipment

All roof-mounted equipment—including, but not limited to, mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, skylights, vents, exhaust fans, smoke hatches, and ducts—must be below the top of the parapet (not to be greater than eight (8) feet) or equipment screen and cannot viewed from public right-of-way. Roof access shall be through roof hatches, not exterior ladders. Roof hatches shall be located so that guardrails at parapets are not required. On a case-by-case basis, additional buildings may be required to house functions for the proper operation of the facility. The design guidelines found herein apply to all structures regardless of the time of construction, location on-site, or use they contain.

4.3.8 Loading Areas

All loading areas shall be screened from public view from adjacent streets per the Specific Plan. Service, storage, maintenance, loading, refuse collection areas and similar facilities are to be located out of view of public roadways and buildings on adjacent sites or screened by architectural barriers.



4.3.9 Ground or Wall-Mounted Equipment

- a. Ground-mounted equipment, including but not limited to mechanical or electrical equipment, emergency generators, boilers, storage tanks, risers, and electrical conduits, should be screened when feasible from public viewing areas including adjacent public roads. Screening may be accomplished with solid walls, fences, or landscaping.
- b. Electrical equipment rooms should be located within the building envelope. Pop-outs or shed-like additions are discouraged.
- c. Wall-mounted items, such as roof ladders or electrical panels, should not be located on the building façade facing adjacent public roads. Wall-mounted items should be screened or incorporated into the architectural elements of the building so as not to be visually apparent from the street or other public areas.

4.3.10 Trash Enclosures

- a. All outdoor refuse containers shall be screened within a permanent, durable enclosure and shall be fully screened from public roads, residential areas, publicly accessible parking lots, or other public viewing areas. The enclosure's design shall reflect the architectural style of adjacent buildings and use similar, high-quality materials.
- b. All outdoor trash enclosures shall be constructed with solid roofs to prevent exposure of dumpster contents to rainfall and prevent polluted storm water runoff from these structures.
- c. Refuse collection areas shall be located behind or to the side of buildings, away from the building's main entrance.

4.4 Residential Design Standards

This section establishes the key architectural styles associated with each residential product type, whether attached or detached and the architectural and site design “elements” that shall be considered in all residential development. The primary objective of these standards is to provide a variety of housing opportunities that exhibit excellent design across an array of architectural themes and styles consistent with the overall Specific Plan objectives. In addition to architectural style, architectural variety is created by combining building materials, colors, and textures in conjunction with architectural features (e.g., roofs, windows, doors, façades, trim). Each residential neighborhood shall provide diversity in design through considerate attention to architectural character and floor plan livability. Residential developments shall provide a minimum of three different elevations and three different color schemes to encourage diversity within neighborhoods.

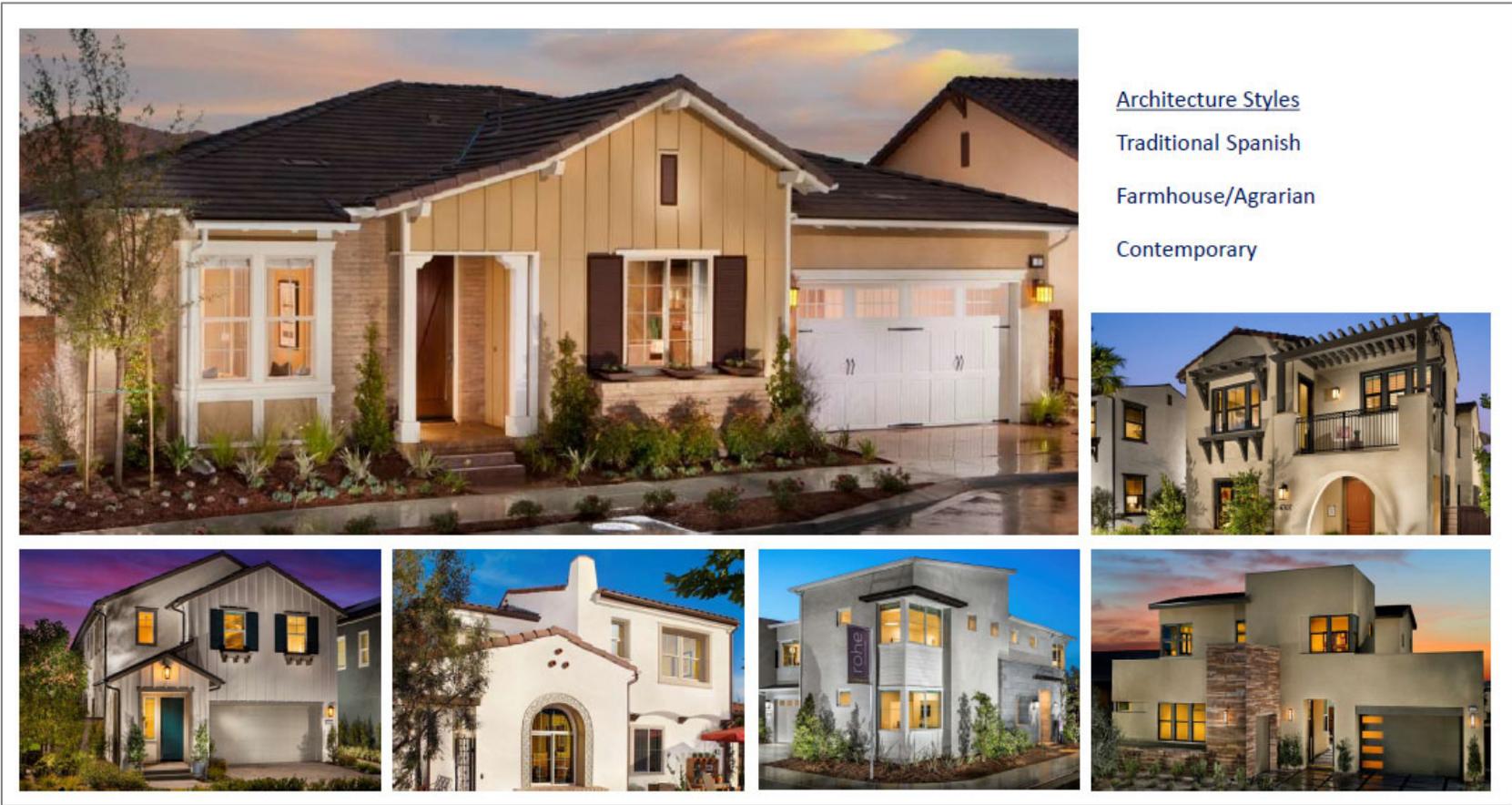
These design standards affect building design, materials, colors, and are depicted in **Figure 4-9, Residential Architecture- Detached** and **Figure 4-10 Residential Architecture- Attached**. Residential Site Development Permit applications shall include an annotation/narrative on how the proposed project meets the intent and/or address each specific applicable design standard.

4.4.1 Site Design and Orientation

Although the design and mix of residential types may vary by neighborhood and by location, all future neighborhoods shall be required to have the following common characteristics:



- a. A diversity of architectural styles. Each neighborhood/development shall provide at least 3 architectural styles.
- b. Buildings shall be arranged to provide room for common open space areas, courtyards and/or other residential amenities consistent with Section 3.3.1 Residential Development Standards.
- c. Walking and biking access shall be provided within the residential development to the adjacent commercial areas.
- d. Parking courts shall be screened from view from streets and public areas. Parking courts shall have decorative paving elements and landscaping.



Architecture Styles

Traditional Spanish

Farmhouse/Agrarian

Contemporary

Figure 4-9: Residential Architecture - Detached

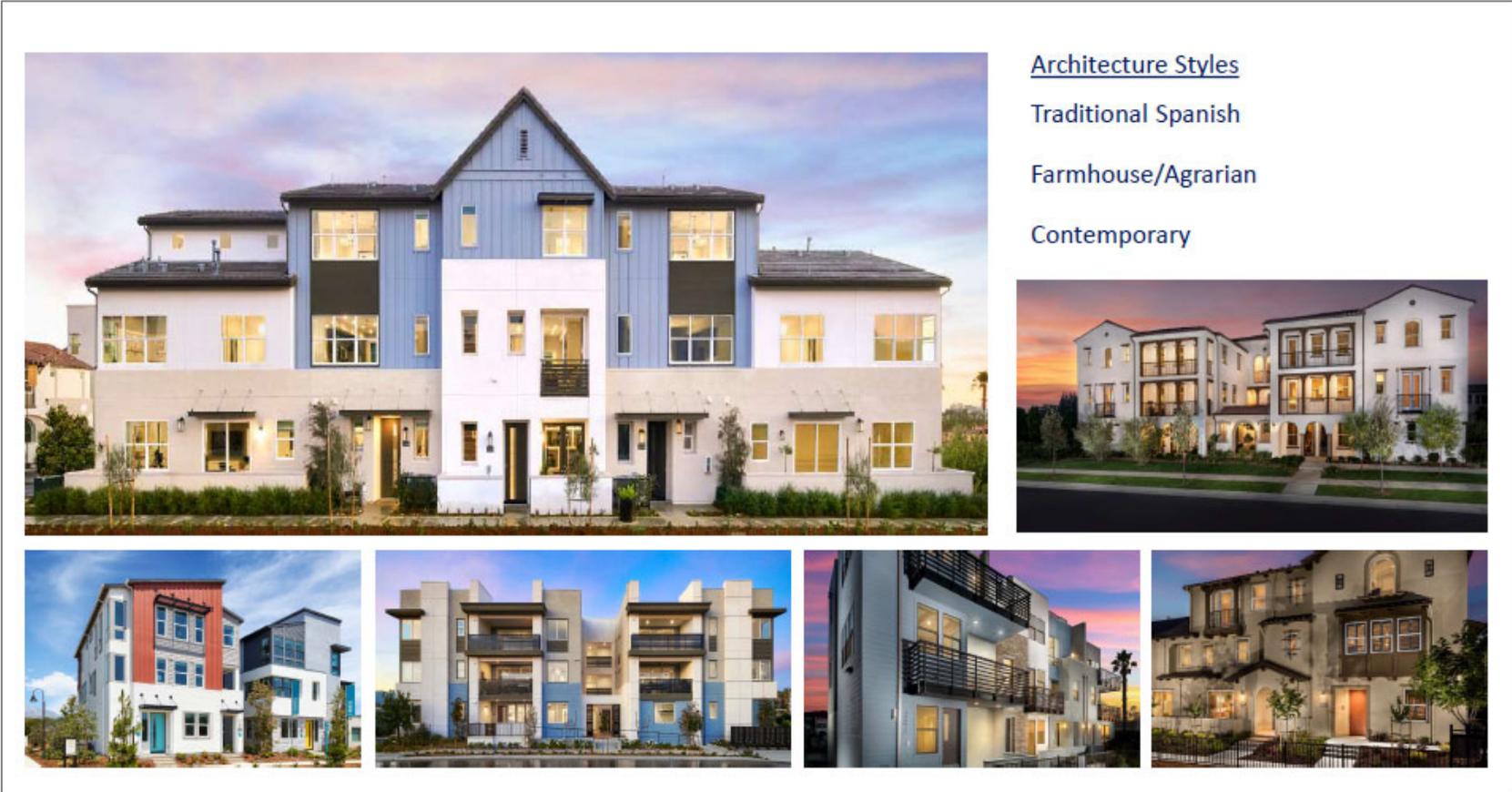


Figure 4-10: Residential Architecture - Attached



4.4.2 Exterior Buffers and Walls

The edges of the Residential Land Use Area shall be landscaped with generous parkway buffers as required by Section 3.3.1 Residential Development Standards that are framed with trees. The sense will be that this new community is established over time. The other key feature is a network of trails highlighted with attractive landscaping that carries a clear sense of rural outdoor lifestyle and connectivity to surrounding trails and river corridor resources. Community walls and fences shall be located adjacent to all streets and commercial uses and shall have the following common characteristics:

- a. Where they are visible and adjacent to the public right of way, low maintenance masonry walls shall be constructed with a split-face finish for portions facing public areas.
- b. Stone pilasters shall be constructed at key areas such as at residential neighborhood entries and shall be the same color and material as the stone on the Community Entry.
- c. Wall height shall not exceed six (6) feet.
- d. When residential lots are adjacent to common open space or reverse frontage areas, a Community Wall shall be required.
- e. For corner lots, a solid masonry wall shall be required similar to community walls along the street side of the home.
- f. Tubular fencing shall be located adjacent to major portions of interiors and paseos.
- g. Community masonry walls, which are not visible from the public right of way, shall be required between existing and future commercial uses.

4.4.3 Building Facades

It is intended that architectural design shall express the character of residential development in a manner that is progressive and enduring. Individual creativity and identity are encouraged, but care must be taken to maintain “Agrarian” architectural design integrity and compatibility among all projects to establish a clear, unified image throughout the Specific Plan.

- a. Architectural character shall portray a high-quality image in a manner that is both progressive and timeless while referencing the historical agricultural heritage of the Inland Empire. The residential development shall also include Contemporary and Spanish style homes to encourage distinction as defined above.
- b. Buildings shall be designed with a consistent, uniform facade; with the center of the facade emphasized; or with the corners of the facade emphasized.
- c. Consistent architectural elements shall be provided on all sides of the building – “360-degree architecture”.
- d. Garage doors shall have windows to allow light into the garage space.

4.4.4 Building Mass and Scale

Building mass and scale are two of the primary design components used to establish appealing communities and personable neighborhoods. Controlling the mass of a building through design articulation of the building facades, rooflines, and vertical and horizontal planes effectively reduces the visual mass of a building. Mass and scale are important design considerations during the development of street-friendly



and pedestrian-scale architecture, which will be used throughout Residential Plan Area. Attention to front yard setbacks, building types, and architectural styles will help to provide variation in the mass and scale of buildings. Every opportunity shall be considered to improve the visual relationship between adjacent buildings.

- a. The use of multiple architectural elements (wood siding, stucco, stone, etc) within a two-story and three-story building shall be used to lessen the appearance of the building mass.
- b. To avoid a "canyon effect" appearance, architectural articulation shall be provided or a second-story setback of a minimum of one-foot shall be used to create visual interest between the buildings.

4.4.5 Materials and Finishes

Building materials and colors play an important role enhancing each neighborhood and the community in general. While earth tones shall be used to blend into the surrounding area, an assortment of color palettes shall be provided in order to avoid a monotonous or continuous appearance of buildings with the same color and tones. For example, the contrasting colors add visual interest and articulate the building setbacks. White trim adds further definition and further enhances the elevation. Stone detailing enriches the elevation and de-emphasizes the importance of the garage. The garage also recedes due to its deeper color.

- a. Materials and colors shall include:
 - i. Earth-toned colors.
 - ii. Materials shall also be indigenous in appearance to the environment, such as stone, wood, or stucco.
- b. Material breaks, transitions, and termination shall be provide to produce complementary and clear definitions of separation, while maintaining the prescribed color and materials theme. This is especially important in changing from stucco and/or siding to masonry veneers.
- c. On contiguous lots, structures with identical colors shall not be permitted. This will avoid a monotonous appearance of multiple buildings of the same colors and tones.
- d. Exterior building materials shall consistent with the Farmhouse/Agrarian, Spanish or Contemporary style and detail.

4.4.6 External Equipment

No mechanical equipment (i.e., air conditioning/heating units) excluding solar equipment, shall be mounted on, or attached to, any sloped roof. Mechanical equipment, when mounted on flat roofs, shall be completely screened by parapet walls at least as tall as the equipment screened. Additionally, all external equipment shall comply with the following requirements.

- a. Ground-mounted air conditioning units shall be screened by fencing or landscaping to help shield units.
- b. Mechanical devices such as exhaust fans, vents, and pipes shall be painted to match adjacent roof surfaces.
- c. Natural gas meters shall be grouped. Builders shall contact the gas company for minimum clearances. Meter locations are subject to utility company requirements.
- d. Electrical meters shall be ganged and located behind doors. Screen walls and electrical enclosures shall be designed integral to the project's architecture.



- e. All antenna and satellite dishes shall only be located on building roofs and shall be screened by a parapet or other measure from any public or private street, sidewalk, open space or adjacent lot.
- f. Solar panels, when used, shall be mounted directly to a roof and shall be integral to the roof design.
- g. Non-camouflaged solar panel equipment shall be located behind parapet walls of equal height to the equipment.

4.4.7 Entries and Windows

Windows details differentiate architectural styles and can provide a high level of architectural enrichment. The selection and proportion of the windows to the facade should be responsive to the architectural style of the building. Size and shape should be considered to assure a balanced relationship with the surrounding roof and walls. In general, windows should enhance rather than dominate the overall architectural character.

- a. Entrances shall be clearly defined.
- b. Window glass shall be inset from the exterior wall surface and/or provided with dimensional trim to provide a sense of depth.
- c. The placement of windows is especially important on higher-density residences. Windows shall be staggered on adjacent homes to create a greater sense of privacy.
- d. Window frames, mullions, awnings, and door frames shall be required and shall be finished in a color that matches the primary building colors. Architectural projections and recesses, such as pop-out windows and doors, shutters, and pot shelves, shall be used to achieve articulation and shadowing effects.
- e. Front entries shall be articulated through the use of roof elements, porches, columns, arches, or other architectural features.
- f. Window details shall provide contrasting trim colors. Multi-lite windows, clerestories, paned/side-lite doors, and shutters shall be used where appropriate to the architectural style of the home.
- g. The use of front porches shall have a minimum usable width of five to six feet when located along local and residential streets. This is an important design feature that is appropriate and shall be in proportion to the particular architectural style utilized.
- h. Garage doors design shall have a minimum four-inch recessed door and shall have windows. Individual bays shall be provided, and shall be offset and separated from one another. This will eliminate visually extensive garage door facades.
- i. Three and two car garage configurations can be divided into two/one and one/one configurations to allow for entry courts and auto arrival courts.
- j. Accent colors shall be used to complement the architecture and provide visual variety along the streetscape.
- k. Garage door windows shall match to the window forms of the house.



4.4.8 Community Facilities and Accessory Structures

Clubhouses, recreation buildings, and other support buildings shall match the architectural style and detailing of the residential buildings.

Trash enclosures shall be constructed of concrete masonry units finished similar to buildings in the development. Trellis or arbor elements shall be included on all trash enclosures for screening. All trash enclosures shall have opaque metal gates. Each trash enclosure shall have a lighted access that meets federal accessibility standards. Trash enclosures shall be screened with landscaping.

4.5 Lighting

Lighting is intended to create a nighttime character that contributes to the identity and unity of the Specific Plan as a quality business and residential location. To reinforce identity and unity, all exterior lighting is to be consistent in height, spacing, color and type of fixture throughout the building site. All lighting in the vicinity of the Specific Plan Area shall be designed to confine all direct light rays to the project site and avoid the visibility of direct light rays from adjacent freeway, residential and wildlife areas. Examples are illustrated in **Figure 4-11, Concept Lighting**.

4.5.1 On-Site Lighting

Exterior building lighting is important for providing visibility and safety, as well as creating ambiance. Lighting can be used to enhance architectural details and landscape features, and to illuminate sidewalks, pedestrian paths, parking lots, loading dock areas, building entrances, and signage.

- a. Choose lighting fixtures that enhance Specific Plan design theme and provide consistency through clean, contemporary designs.
- b. Pedestrian walkways and building entries should be illuminated to provide pedestrian orientation and to clearly identify a secure route between parking areas and points of entry to the building.
- c. Pedestrian-scale lighting should be used along pedestrian walkways and at building entries.
- d. Install exterior lights to accent entrances, activity areas, steps, ramps, and special features.
- e. Pedestrian lighting should be subdued and warm-white in tone.
- f. Courtyards, arcades, and seating areas should be illuminated to promote pedestrian use and safety.
- g. Lighting should be used to create visual interest and special effects in coordination with the character and function of the area.
- h. On-site lighting includes lighting for parking areas, vehicular and pedestrian circulation, building exteriors, service areas, landscaping, security and special effects.
- i. All exterior on-site lighting must be shielded and confined within site boundaries. No direct rays or glare are permitted to shine onto public streets or adjacent lots.
- j. Lighting fixtures are to be of clean, contemporary design.
- k. Lighting must meet all requirements of the City of Jurupa Valley.
- l. Tilted wall fixtures (i.e., light fixtures which are not 90 degrees from vertical) are not permitted. Lights mounted to the roof parapet are not permitted.



- m. Wall-mounted light fixtures used to illuminate vehicular parking lots are not permitted.
- n. Wall-mounted utility lights that cause off-site glare are not permitted. "Shoobox" lights are preferred.

4.5.2 Driveway Lighting

All driveways and parking lot lighting shall utilize cut-off fixtures (i.e., the lens is not visible from an angle). Pole height for typical lots shall be 10-feet.

4.5.3 Accent Lighting

Unique lighting may be used to feature architectural elements, landscaping, entries, and pedestrian areas, provided it is compatible with all other lighting. Accent lighting used in landscaping and pedestrian areas shall employ light sources such as Metal Halide, Quartz, or L.E.D in order to accurately render plants, vegetation, and buildings.

4.5.4 Parking Areas

- a. Pole bases in paved areas shall be above grade. They may be round or square. Pole bases in planting areas may be no higher than 6 inches above grade.
- b. Both luminaires and pole lighting are to be white in color.
- c. All luminaires shall be metal halide or L.E.D.
- d. Pedestrian walkways and building entries will be illuminated to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry to the building.
- e. Walkway lighting must have cut-off fixtures mounted at a uniform height no more than eight (8) feet above the walkway.
- f. Building entries may be lit with soffit, bollard, step, or comparable lighting.
- g. Step or bollard lighting shall be used to clearly illuminate level changes and handrails for stairs and ramps.
- h. Bollards may be used to supplement and enhance other pedestrian area lighting. Bollard height shall not exceed forty-two (42) inches.
- i. Courtyards, arcades and seating areas shall be illuminated to promote pedestrian use and safety. A variety of lighting may be used to create interest and special effects in coordination with the character and function of the area.
- j. Pedestrian lighting shall be subdued warm-white Mercury or incandescent lamps.

4.5.5 Circulation

Exterior lighting along public streets is to be provided to enhance the safety and security of motorists, pedestrians, and cyclists.

The District at Jurupa Valley Specific Plan

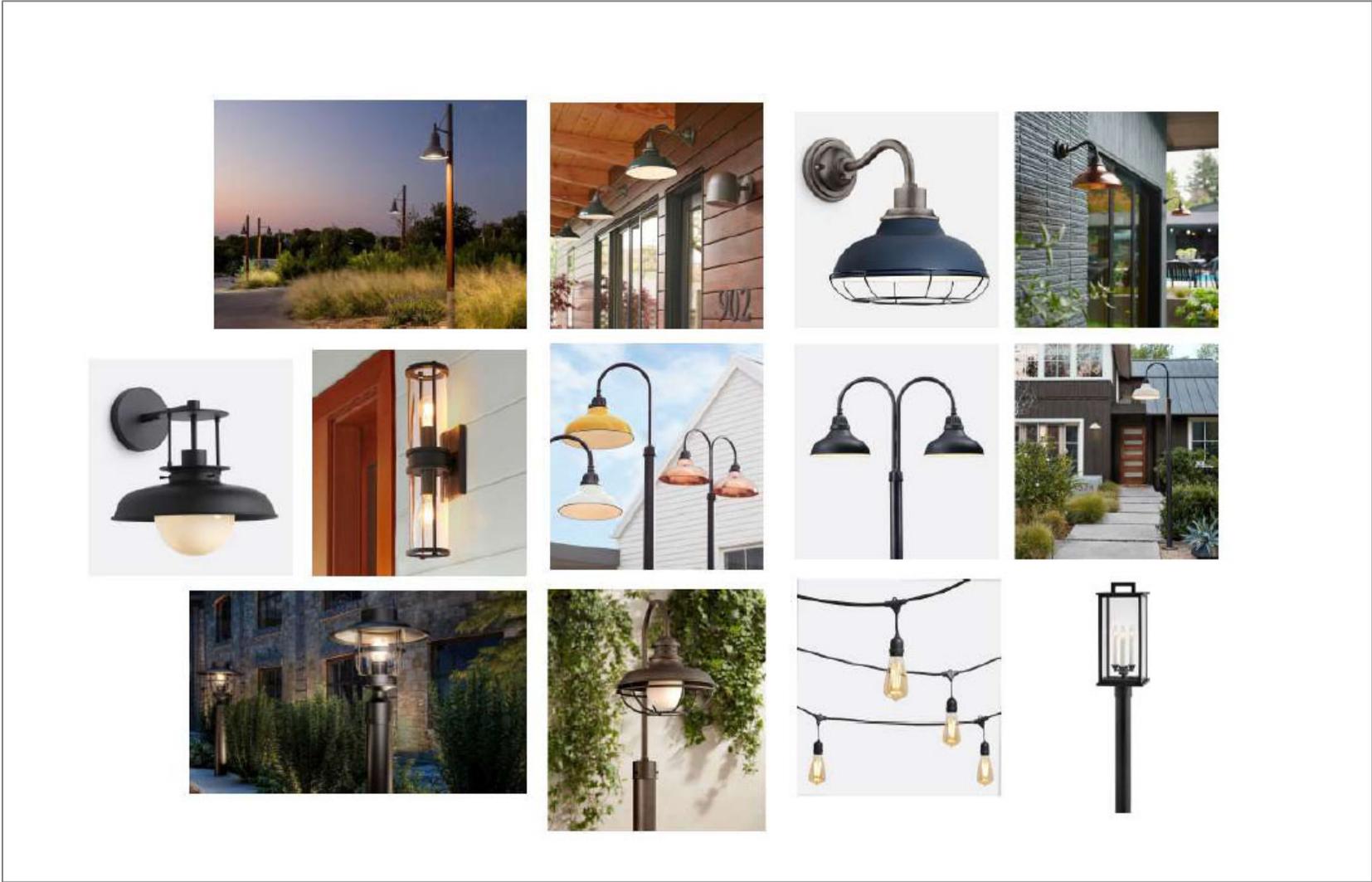


Figure 4-11: Concept Lighting



4.6 Site Furnishings

Site Furnishings

Street Furniture (e.g., benches, trash and recycle receptacles, rest stop areas, etc.) can be intermittently located at strategic points along the street, in parks, and in commercial areas. Selection of these features should reflect the style and character of the buildings, lighting, and other street details.

Furnishings will be made of durable high-quality materials and should be selected for functional compatibilities, resistance to vandals, and ease of maintenance. They should be low maintenance and major components should not be exposed to metal or other unprotected surfaces that may be harmful in direct sun.

Site Furnishings and other pedestrian amenities should be integral elements of site design, and placed in pedestrian-friendly locations as illustrated in **Figure 4-12, Site Furnishings**.

Final selections will be determined with site development permits or improvement plans, as applicable.

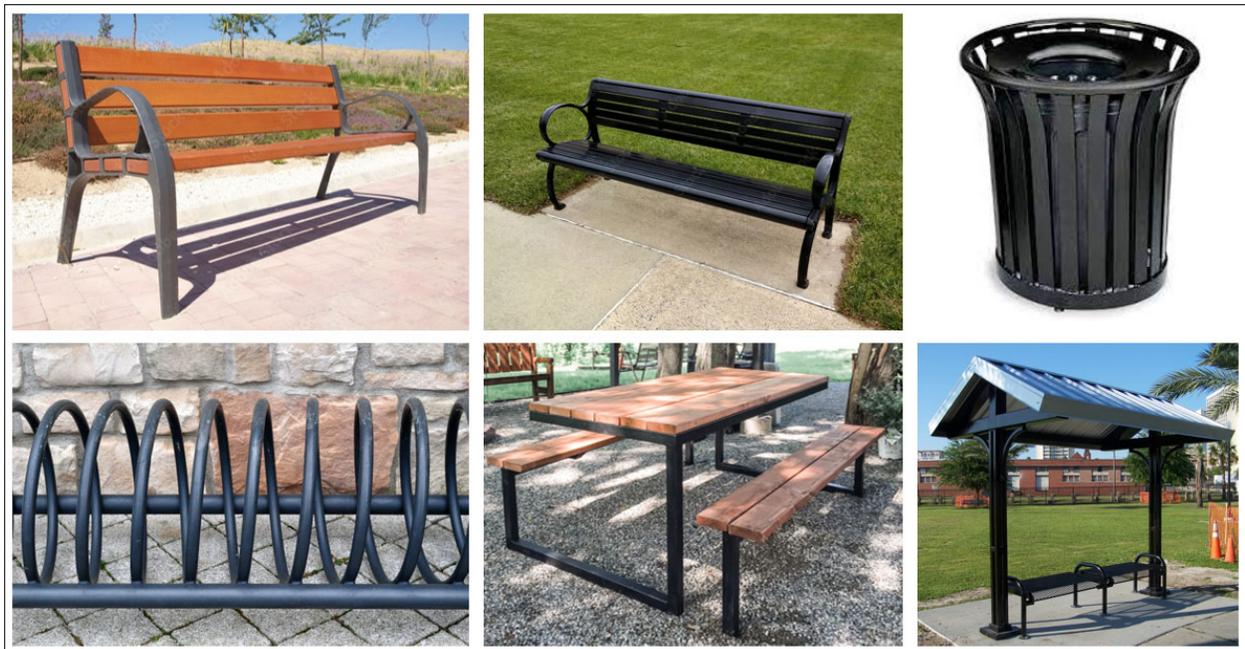


Figure 4-12: Site Furnishings

4.7 Walls and Fencing Details

Examples of walls and fencing are detailed within **Figure 4-13, Wall and Fencing Details** and described below.

4.7.1 Split-Face Block Wall

- a. Split-Face Block Walls are provided for exterior walls and returns visible from public. Split-Face Block Walls are only provided on the exterior side, however, both sides may be Split-Face Block Walls if visible from public on both sides.



- b. Split-Face Block Walls are subject to wall height requirements in Table 3-9 and shall be constructed with a precision masonry cap.
- c. Pilasters shall be situated at wall terminus points and be uniformly spaced along the length of the wall to create visual interest. Pilasters should be at least 2" above wall height.

4.7.2 Precision Block Wall

- a. Precision Block Walls or split-face block walls may be provided on the interior side of the wall that is not visible from the public street.
- b. Precision Blocks Walls shall be constructed with 6x8x16 precision blocks and precast concrete wall caps.

4.7.3 Tubular Steel Fence

- a. Tubular steel fencing may be used within individual building sites around loading and dock areas, truck yards, surface detention basins, and to separate visitor parking lots from employee parking lots.
- b. Tubular Steel Fencing shall be decorative, powder coated, and constructed from tubular steel pickets with tubular steel posts, with split face block pilasters to match the Split-Face Block Wall located at the fence corners.

4.7.4 Concrete Screen Wall

- a. Concrete screen walls may be provided along the boundaries of the Light Industrial and Business Park uses and within individual building sites around loading and dock areas, truck yards, and parking lots.
- b. A solid wall is preferred over fencing when complete visual screening is necessary, or for noise attenuation. Concrete screen walls consist of painted concrete tilt-up screen walls, with the top of the walls painted.
- c. In addition, concrete screen walls may provide tubular steel fencing rolling gates made of tubular steel fencing for additional security. The final details of the locations and heights of concrete screen walls will be determined when buildings are designed and oriented during the site development permit review.



Figure 4-13: Walls and Fencing Details



4.8 Sustainable Design

Developments will incorporate sustainable design strategies that integrate principles of environmental stewardship into building/site design and construction. All development within the Specific Plan Area shall be subject to applicable laws of the State of California regarding water quality.

The developments within the Specific Plan Area shall be designed in consideration of water efficiency and conservation measures. LID Best Management Practices (BMPs) should be used to infiltrate, or treat runoff from impervious surfaces, in accordance with the Design Handbook for Low Impact Development Practices.

4.8.1 Sustainable Construction and Technology Concepts

- a. It is the intent of this development to be a model of sustainability. While this goal is measured in many ways and the elements of sustainability is constantly evolving; it remains the intent of the Specific Plan to be on the forefront of environmentally sensitive development.
- b. All new construction, building additions, and alterations must conform with the State of California's Green Building Code (CALGreen) or the Building Code in effect at the time of permit issuance.
- c. Development projects should be designed and constructed to consist of energy-efficient buildings to reduce air, water, and land pollution and the environmental impacts associated with energy production and consumption.
- d. Passive design techniques should be used to improve building energy performance through use of skylights, building orientation, landscaping, natural ventilation, natural daylighting, energy-efficient light fixtures (e.g., fluorescent and LED lighting), energy-efficient appliances and paint colors.
- e. Shade structures and trees that produce large canopies should be used to reduce heat island effects. In addition, roof and paving materials should be utilized that possess a high level of solar reflectivity.
- f. Recycled and other environmentally friendly building materials should be used to the maximum extent practicable.

The following are some ways individual projects can incorporate elements of sustainability:

- a. Accommodate alternate forms of transportation including, public transportation (bus), charging stations for electric cars, carpooling, and bicycles.
- b. Promote the riding of bicycles, through the provision of bike racks /storage, showers and changing rooms.
- c. Meet the most current storm water management programs, including on-site water capture methodologies.
- d. Reduce the 'heat-island' effect by incorporating lighter paving materials where possible and light roofing materials on all structures.
- e. Employ adequate shielding features to ensure zero light spill off-site.
- f. Incorporate drought-tolerant plant materials throughout.
- g. Minimize water use in restrooms.
- h. Incorporate on-site renewable energy.



- i. Employ a recycling program.
- j. Divert construction waste from landfills.
- k. Incorporate recycled materials where feasible.
- l. Ensure high indoor air quality standards.
- m. Incorporate low-emitting adhesives, paints, coatings, and flooring systems.
- n. Increase the amount of daylight into the interior spaces.
- o. Increase the amount of interior space with exterior views.
- p. Incorporate the best available technologies or best management practices where feasible.
- q. Utilize on-site electric power sources as much as possible to minimize the use of portable, mobile power generators.

4.8.2 Green Building – Sustainable Development

Construction of the Specific Plan will be in conformance with California’s “Cal-Green” building regulations, the most stringent, environmentally friendly building code in the United States. Cal-Green is a comprehensive, far-reaching set of regulations that mandate environmentally advanced building practices and regulations designed to conserve natural resources and reduce greenhouse gas emissions, energy consumption and water use. Water Quality Development in the Specific Plan Area will be required to implement a Water Quality Management Plan (WQMP) in accordance with the NPDES Permit Board Order R8-2010-0033. The WQMP for the Santa Ana Region of Riverside County was approved by the Santa Ana Region Water Quality Control Board on October 22, 2012.

- a. Projects identified as a ‘Priority Development project’ are required to prepare a Project-Specific WQMP.
- b. The MS4 Permit mandates a Low Impact Development (LID) approach to stormwater treatment and management of runoff discharges.
- c. The project site should be designed to minimize imperviousness, detain runoff, and infiltrate, reuse, or evapotranspiration runoff where feasible.
- d. LID Best Management Practices (BMPs) should be used to infiltrate, evapotranspiration, harvest, and use, or treat runoff from impervious surfaces, in accordance with the Design Handbook for Low Impact Development Practices.
- e. The project should also ensure that runoff does not create a hydrologic condition of concern.
- f. The Regional Water Quality Control Board continuously updates impairments as studies are completed.
- g. The most current version of impairment data should be reviewed prior to the preparation of the Preliminary and Final Project-
- h. In landscape areas, features such as bioswales should be designed and used to assist with bio-filtration and reduction of urban runoff.
- i. Native and drought-tolerant plants should be used to reduce water demand.
- j. Design irrigation systems to capture runoff and utilize the runoff to augment irrigation.



- k. Design irrigation systems to respond to changing weather conditions, address hydrozone requirements, use micro-irrigation techniques, and weather-based smart irrigation controllers.
- l. Permeable paving surfaces such as permeable concrete, concrete pavers, stabilized decomposed granite or other materials as appropriate shall be used as much as practical to reduce runoff and promote water infiltration.
- m. All landscaped areas should be watered with a permanent underground irrigation system, designed in a manner to ensure complete 100% water coverage.
- n. The combined summer elements of heat and wind should be taken into account to assure proper irrigation design and equipment selection.
- o. Irrigation controllers should have a minimum time setting of one minute and be capable of providing multiple repeat start times. All irrigation heads adjacent to walks, drives, and curbs (car overhangs) shall be of the pop-up type.

Irrigation backflow prevention devices and controllers shall be located with minimum public visibility or shall be screened with appropriate plant materials.

4.9 Landscape Design

The landscape design guidelines aim to enhance the built environment with aesthetically pleasing and drought-tolerant landscaping. Landscaping will be focused along public roadways and used to promote water conservation and water retention, improve air quality, and provide a buffer to adjacent areas. Landscaping will also soften hardscapes and buildings, create continuity among individual development sites, define entryways, and create a distinct visual identity. Landscaping is an integral component to establishing identity of place as well as reinforcing street hierarchy. **Figure 4-14, Landscape Concept Plan** illustrates sites for key landscape features. The landscape design for the Specific Plan Area shall achieve measures such as: a) instilling community pride and stewardship in the natural environment, b) promoting water efficiency and conservation, c) creating a cohesive and unified design throughout the community. Enhanced streetscapes and parkways are depicted in the examples provided within **Figure 4-15, Enhanced Parkway**, that will have incorporate prominent community and project gateway features.



Figure 4-14: Landscape Concept Plan



Enhanced Streetscapes

- Emphasis of outdoor accents through enhanced paving, signage elements with integration of landscape.
- Incorporate specimen trees, decorative paving and perennial plantings



Figure 4-15: Enhanced Parkways



4.9.1 Park Concepts

Parks are important elements that help to establish the overall sense of community. These open spaces will enhance opportunities for different levels of social functions. The parks are strategically located within walking distance of nearby residential areas for ease of pedestrian connectivity. The following objectives shall apply to the design of the parks:

- Provide a combination of recreation opportunities that meets the needs of residents and guests.
- Design parks and open space system to create and reinforce a sense of community identity and character.
- Create a network of accessible connections via streets, sidewalks, bike paths, promenades, paseos, and natural systems to provide greater opportunities for convenient non-vehicular circulation.
- All parks shall meet ADA requirements in terms of accessibility, as determined applicable.
- Shall be irrigated with reclaimed water, if available.

All parks are intended to be developed for and dedicated to the Jurupa Area Recreation and Park District (“JARPD”) and developer will coordinate the final park programming in an effort to achieve the Project’s Quimby requirements on-site. All Park and landscape plans required by the JARPD shall be prepared by a licensed landscape architect and shall substantially conform to the Development standards, Park Concept Plan, Design Guidelines included in this Specific Plan and the JARPD park planning procedures. See **Figure 4-16, Park Features**.

Public Park 1

Public Park 1 at approximately 2.7 acres will be the hub and heart of The District. This park is located central to the community, adjacent to residential and across from the Commercial uses. Access to the park will be off A Street, with pedestrian access connecting the adjoining residential communities and parks. Public Park 1 will be a convenient place to gather with its central location, off-street parking lot and permanent electric pedestals.

The concept for Park 1 will include a village green, which is envisioned as a large multi-purpose lawn space that offers a venue to host concerts and events such as “art in the park” or other artisan markets. A heritage tree will be incorporated, along with sculptural planting to make the park appealing to both pedestrians and those passing by. This park will also include community amenities, such as, walking paths, picnic shelters and barbecues, play areas, gardens with interpretive signage, restroom building and large inclusive playground

Public Park 2

Public Park 2 is an approximately .50 acre Linear Park that offers shaded respites, such as benches or picnic tables beneath large canopy trees or shade structures and play areas. This park is located at the southeast corner of Wallace Street and B Street. Meandering paths connect this park as part of the greater multi-use trail within the community, as they lace through pollinator gardens and sculptural planting areas.

Where Public Park 2 is located adjacent to a public street, the linear park meandering multi-use trail could replace the typical sidewalk and parkway normally included within the right-of-way. The remaining green



4.9.2 Landscape Intersection Treatments and Buffers

Landscape treatments will be provided at key intersections through the application of design principles and will include drought-tolerant ground cover, decorative cobble, shrubs and trees. Landscaped berms, large shrubs and trees and walls will be used to create buffers and screening. See **Figure 4-14, Landscape Concept Plan**.

A Street, B Street and Wallace Street

Enhanced landscape treatments along A Street, B Street and Wallace Street, across from existing residential development, are designed to provide a buffer from the commercial and industrial uses. Trees planned for the landscape intersection treatment areas and buffers will be planted using different tree sizes (15-gallon, 24-inch, 36-inch, 48-inch, and 60-inch box size trees) to create a staggered-in-height grove effect, as well as add visual contrast and interest. Refer to the provisions of Section 3.8 Landscaping Requirements for tree requirements for special entry and landscape features. Additionally, minor gateway treatments should be completed along 30th Street and Wallace as described above and include in **Figure 4-1, Gateway Treatment Location Plan**.

Rubidoux Boulevard and A Street

To develop a pleasing landscape at the major intersections of the project—Rubidoux Boulevard and A Street shall have— commercial gateway monument feature and landscaping will be provided. As described above major gateway treatment will be completed at the intersection of Rubidoux and A Street as shown in Figure 4.1. The monument will highlight the identity of the development framed by a grove of various trees and drought-tolerant groundcover and shrubs located in a planting area. Landscape Palette described within **Table 4-1, Plant Palette**, identifies the acceptable types of plantings that include a variety of groundcovers, shrubs, ornamental grasses, and evergreen and deciduous trees. The selection complements the design theme of the Industrial, Business Park and Commercial areas and features water-efficient, drought-tolerant species native to the region. Similar plant materials which exhibit very low or low water demand may be substituted for the species listed in Table 4.1 if the alternative plants are climate appropriate and enhance the thematic setting. Requests to substitute plant material not listed in Table 4.1 shall require the approval of the Community Development Director.

Community Trees

Community trees should be provided within the Specific Plan area to create a consistent landscape theme that will connect people to the various land use areas as well as create an visual identity and sense of place. Community trees will enhance the visual beauty of spaces and provide environmental, recreational, and communal benefits. Locations of community trees will be throughout the Specific Plan area with focused areas including:

- Rubidoux Boulevard: Platanus Acerifolia (London Plane Tree) at 35' on center average, equidistant spacing.
- A Street: Robinia pseudoacacia 'Purple Robe' (Purple Robe Locust) in parkways between the curb and sidewalk at 30' on center average, equidistant spacing, with Pinus Canaviensis (Afgan Pine) and Pinus Elderica in informal groupings behind sidewalk adjacent to residential and service areas in the commercial site. Rhus lancea (African sumac) along planted median.



Table 4-1: Plant Palette

Table 4.1 Plant Palette for Streetscapes

Tree Palette for Streetscapes	
Botanical Name	Common Name
EVERGREEN	
Cupressus sempervirens	Italian Cypress
Ebenopsis ebano	Texas Ebony
Olea europaea 'Manzanillo'	Olive Tree
Phoenix dactylifera	Date Palm
Pinus canariensis	Canary Island Pine
Pinus eldarica	Afghan Pine
Pinus halepensis	Aleppo Pine
Quercus agrifolia	Coast Live Oak
Quercus virginiana	Southern Live Oak
Rhus lancea	African Sumac
Schinus molle	California Pepper
Tristania conferta	Brisbane box
Washingtonia filifera	California Fan Palm
Washingtonia robusta	Mexican Fan Palm
FLOWERING	
Cercis occidentalis	Western Redbud
Chilopsis linearis	Desert willow
Chitalpa tashkentensis 'Pink Dawn'	Pink Dawn Chitalpa
Lagerstroemia 'Hybrids'	Crape myrtle
Parkinsonia 'Desert Museum'	Desert Museum Palo Verde
Robinia pseudoacacia 'Purple Robe'	Purple Robe Locust
DECIDUOUS	
Platanus acerifolia	London Plane Tree
Platanus racemosa	California Sycamore
Prosopis chilensis	Chilean Mesquite
Prosopis glandulosa 'Maverick'	Thornless Texas Honey Mesquite



Table 4-1: Plant Palette (Continued)

Table 4.1 Plant Palette for Streetscapes

Shrub Palette for Streetscapes	
Botanical Name	Common Name
EVERGREEN	
Agave americana	Century Plant
Agave 'blue glow'	Blue Glow Agave
Agave victoria-reginae	Queen Victoria Agave
Artemisia 'Powis Castle'	Artemisia
Dasyliiron wheeleri	Desert Spoon
Elaeagnus pungens 'Fruitlandii'	Fruitland Silverberry
Rhamnus californica	Coffeeberry
Rhus ovata	Sugar Bush
DECIDUOUS	
Atriplex lentiformis	Quail Brush
Baccharis sarothroides	Desert Broom
Celtis pallida	Desert Hackberry
Eriogonum fasciculatum	Common Buckwheat
Fallugia paradoxa	Apache Plume
Simmondsia chinensis	Jojoba
FLOWERING	
Cordia boissieri	Texas Olive
Hesperaloe parviflora	Red Yucca
Leucophyllum f. 'Green Cloud'	Texas Ranger
Rosmarinus o. 'Tuscan Blue'	Rosemary
Salvia c. 'Allen Chickering'	Allen Chickering Sage
Salvia greggii	Autumn sage
Westringia fruticosa	Coast Rosemary
GRASSES	
Festuca mairei	Atlas Fescue
Juncus patens	California Rush
Lomandra longifolia 'Breeze'	Dwarf Mat Rush
Muhlenbergia capillaris	Pink Muhly
Muhlenbergia rigens	Deergrass
Sesleria autumnalis	Moor Grass



Table 4-1: Plant Palette (Continued)

Table 4.1 Plant Palette for Streetscapes

Ground Cover Palette for Streetscapes	
Botanical Name	Common Name
Acacia redolens 'Low Boy'	Dwarf Acacia
Lonicera j. 'Halliana'	Hall's Honeysuckle
Myoporum parvifolium	Myoporum
Salvia 'Bee's Bliss'	Bee's Bliss Sage

Imagery - Plant Palette for Streetscapes

Tree Palette for Streetscapes



Cercis occidentalis
Western Redbud



Chilopsis linearis
Desert Willow



Chitalpa 'Pink Dawn'
Pink Dawn Chitalpa



Cupressus sempervirens
Italian Cypress



Lagerstroemia 'Hybrids'
Crape Myrtle



Olea 'manzanillo'
Olive Tree



Parkinsonia 'Desert Museum'
Desert Museum Palo Verde



Phoenix dactylifera
Date Palm



Pinus canariensis
Afghan Pine



Pinus eldarica
Aleppo Pine



Platanus acerifolia
London Plane Tree



Prosopis chilensis
Chilean Mesquite



Quercus virginiana
Southern Live Oak



Rhus lancea
African Sumac



Robinia 'Purple Robe'
Purple Robe Locust



Schinus molle
California Pepper



Table 4-1: Plant Palette (Continued)

Table 4.1 Plant Palette for Buffer Areas

Tree Palette for Buffer Areas	
Botanical Name	Common Name
EVERGREEN	
Cupressus sempervirens	Italian Cypress
Ebenopsis ebano	Texas Ebony
Olea europaea 'Manzanillo'	Olive Tree
Phoenix dactylifera	Date Palm
Pinus canariensis	Canary Island Pine
Pinus eldarica	Afghan Pine
Pinus halepensis	Aleppo Pine
Quercus agrifolia	Coast Live Oak
Quercus virginiana	Southern Live Oak
Rhus lancea	African Sumac
Schinus molle	California Pepper
Tristania conferta	Brisbane box
Washingtonia filifera	California Fan Palm
Washingtonia robusta	Mexican Fan Palm
FLOWERING	
Cercis occidentalis	Western Redbud
Chilopsis linearis	Desert willow
Chitalpa tashkentensis 'Pink Dawn'	Pink Dawn Chitalpa
Lagerstroemia 'Hybrids'	Crape myrtle
Parkinsonia 'Desert Museum'	Desert Museum Palo Verde
Robinia pseudoacacia 'Purple Robe'	Purple Robe Locust
DECIDUOUS	
Platanus acerifolia	London Plane Tree
Platanus racemosa	California Sycamore
Populus fremontii	Cottonwood
Prosopis chilensis	Chilean Mesquite
Prosopis glandulosa 'Maverick'	Thornless Texas Honey Mesquite



Table 4-1: Plant Palette (Continued)

Table 4.1 Plant Palette for Buffer Areas

Shrub Palette for Buffer Areas	
Botanical Name	Common Name
EVERGREEN	
Agave americana	Century Plant
Agave 'blue glow'	Blue Glow Agave
Agave victoria-reginae	Queen Victoria Agave
Artemisia 'Powis Castle'	Artemisia
Dasyliiron wheeleri	Desert Spoon
Elaeagnus pungens 'Fruitlandii'	Fruitland Silverberry
Rhamnus californica	Coffeeberry
Rhus ovata	Sugar Bush
DECIDUOUS	
Atriplex canescens	Four Wing Saltbush
Atriplex lentiformis	Quail Brush
Baccharis sarothroides	Desert Broom
Celtis pallida	Desert Hackberry
Eriogonum fasciculatum	Common Buckwheat
Fallugia paradoxa	Apache Plume
Simmondsia chinensis	Jojoba
FLOWERING	
Cordia boissieri	Texas Olive
Hesperaloe parviflora	Red Yucca
Leucophyllum f. 'Green Cloud'	Texas Ranger
Rosmarinus o. 'Tuscan Blue'	Rosemary
Salvia c. 'Allen Chickering'	Allen Chickering Sage
Salvia greggii	Autumn sage
Westringia fruticosa	Coast Rosemary
GRASSES	
Festuca mairei	Atlas Fescue
Juncus patens	California Rush
Lomandra longifolia 'Breeze'	Dwarf Mat Rush
Muhlenbergia capillaris	Pink Muhly
Muhlenbergia rigens	Deergrass
Sesleria autumnalis	Moor Grass



Table 4-1: Plant Palette (Continued)

Table 4.1 Plant Palette for Landscape Buffer Areas

Shrub Palette for Buffer Areas	
Botanical Name	Common Name
Artemisia 'Powis Castle'	Artemisia
Atriplex canescens	Four Wing Saltbush
Atriplex lentiformis	Quail Brush
Baccharis sarothroides	Desert Broom
Celtis pallida	Desert Hackberry
Cordia boissieri	Texas Olive
Dasyliirion wheeleri	Desert Spoon
Elaeagnus pungens 'Fruitlandii'	Fruitland Silverberry
Eriogonum fasciculatum	Common Buckwheat
Fallugia paradoxa	Apache Plume
Festuca mairei	Atlas Fescue
Juncus patens	California Rush
Leucophyllum f. 'Green Cloud'	Texas Ranger
Lomandra longifolia 'Breeze'	Dwarf Mat Rush
Muhlenbergia capillaris	Pink Muhly
Muhlenbergia rigens	Deergrass
Rhamnus californica	Coffeeberry
Rhus ovata	Sugar Bush
Salvia c. 'Allen Chickering'	Allen Chickering Sage
Salvia greggii	Autumn Sage
Sesleria autumnalis	Moor Grass
Simmondsia chinensis	Jojoba
Westringia fruticosa	Coast Rosemary

Ground Cover Palette for Buffer Areas	
Botanical Name	Common Name
Acacia redolens 'Low Boy'	Dwarf Acacia
Lonicera j. 'Halliana'	Hall's Honeysuckle
Myoporum parvifolium	Myoporum
Salvia 'Bee's Bliss'	Bee's Bliss Sage



Table 4-1: Plant Palette (Continued)

Imagery - Plant Palette for Buffer Areas

Tree Palette for Buffer Areas



Cercis occidentalis
Western Redbud



Chilopsis linearis
Desert Willow



Chitalpa 'Pink Dawn'
Pink Dawn Chitalpa



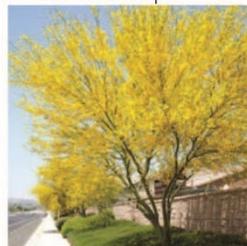
Cupressus sempervirens
Italian Cypress



Lagerstroemia 'Hybrids'
Crape Myrtle



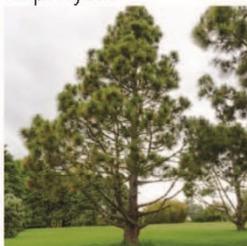
Olea 'manzanillo'
Olive Tree



Parkinsonia 'Desert Museum'
Desert Museum Palo Verde



Phoenix dactylifera
Date Palm



Pinus canariensis
Afghan Pine



Pinus eldarica
Aleppo Pine



Platanus acerifolia
London Plane Tree



Prosopis chilensis
Chilean Mesquite



Quercus virginiana
Southern Live Oak



Rhus lancea
African Sumac



Robinia 'Purple Robe'
Purple Robe Locust



Schinus molle
California Pepper

Table 4-1: Plant Palette (Continued)

Imagery - Plant Palette for Buffer Areas

Shrub Palette for Buffer Areas



Artemisia 'Powis Castle'
Artemisia



Atriplex lentiformis
Big Saltbush



Baccharis sarothroides
Desert Broom



Dasylirion wheeleri
Desert Spoon



Eriogonum fasciculatum
Common Buckwheat



Festuca mairei
Atlas Fescue



Juncus patens
California Rush



Leucophyllum 'Green Cloud'
Green Cloud Texas Ranger



Lomandra l. 'Breeze'
Dwarf Mat Rush



Muhlenbergia rigens
Deer grass



Rhamnus californica
Coffeeberry



Rhus ovata
Sugar Bush



Rosmarinus o. 'Tuscan Blue'
Rosemary



Salvia greggii
Autumn Sage



Sesleria autumnalis
Moor Grass



Westringia fruticosa
Coast Rosemary



4.10 Signage Design

All project Sign Plans submitted with a site development permit or individually, shall demonstrate compliance with the Master Sign Program required by Section 3.8.1, and incorporate the guidelines of this section.

General design requirements for signage are as follows:

1. Sign message should be simple, clear, and easily legible. Signs should have enough contrast between content and background to optimize legibility while still maintaining compatibility with building colors.
2. The design of the signage shall reflect the type of business and/or uses through its design, material, shape and graphic form.
3. Building occupant identification signage shall be in keeping with the character established for the Specific Plan with variations allowed to accommodate individual user identities and branding standards.
4. Freestanding signs and pylon signs are permitted only as outlined in Section 3.9.1 under "Freestanding Freeway Signs." All other freestanding signs within the Specific Plan area shall be monument signs and may consist of the project's name, project's logo, tenant logos, and/or tenant text.
5. The method of attaching the signage to the building should be integrated into the Sign Plan.
6. Signs should not cover up windows or important architectural features.
7. All conductors, conduits, tubing, crossovers, transformers, and other equipment for the illumination of signs shall be concealed and/or incorporated into the building architecture.
8. Exposed wiring, raceways, cords, plugs, or the like shall not be permitted.
9. Directional Signage.
 - a. Direction signs may be located at any vehicular or pedestrian decision point.
 - b. Vehicular direction signs shall clearly direct to destination anchors, on-site parking areas, and truck routes.
 - c. Typography on vehicular direction signs should be legible and have enough contrast to be read from an appropriate windshield viewing distance.
 - d. Vehicular direction signs shall incorporate reflective vinyl copy for night-time illumination.
10. Lighting
 - a. Signs with backlit, halo lit or internally illuminated individual channel letters are strongly encouraged.
 - b. To conserve energy, incorporate a standard shutoff time for illuminated signs for businesses that do not operate at night.



4.10.1 General Design Requirements for Freestanding Freeway Signs:

1. All ground-mounted equipment shall be screened from view at street level. The entire site occupied by the freestanding freeway sign shall be appropriately landscaped with groundcover and shrubs to the satisfaction of the Community Development Director. **Figure 4-17, Freeway Signs** depicts examples of freeway sign components.
2. Each freestanding freeway sign must be oriented primarily for viewing from the freeway and shall be oriented, and adequately shielded if necessary, to prevent the trespass of light and glare upon any residential land use (within 500 feet of the sign), as exists on the date of building permit issuance.
3. Freeway signs shall plainly display, and be visible from no less than fifty (50) feet, the name of the person or company owning or maintaining such billboard, and the billboard's identification number.
4. Lighting and Display Requirements
 - a. All freestanding freeway signs where determined applicable must comply with all applicable laws and regulations concerning brightness, including, without limitation, California Vehicle Code Section 21466.5, and as amended.
 - b. Signs shall establish a maximum foot-candle over ambient light levels as determined appropriate by the Community Development Director to confirm compliance with 4a above.
 - c. The display brightness shall be controlled by a photocell or light sensor that adjusts the brightness to the required level based on ambient light conditions without the need for human input. Use of other brightness adjustment methods, such as timer- or calendar-based systems, shall only be used as a backup system.
 - d. The display shall be factory-certified as capable of complying with the above brightness standards. Such certification shall be provided to the satisfaction of the Director of the Planning and Building Agency, or his/her designee.
 - e. The sign owner shall provide to the City, upon request, certification by or compensation for an independent contractor to verify that the brightness levels of the digital billboard follow industry standards.
 - f. All signs shall be equipped with a control system that, in the event of a display or control malfunction, "freezes" the display on either a single, unchanging message, or a blank screen. An emergency shutoff switch shall be provided.
 - g. Any sign area not comprising the digital display panel is prohibited, except for identification of the "City of Jurupa Valley" as determined by the Master Sign Program. This area includes, but is not limited to, static sign area, appendages, cutout letters, and figures. A frame surrounding the display panel up to twelve (12) inches in width shall be permitted; it shall not contain any sign copy or graphics and shall not count toward the sign area.
 - h. Where screen transitions are used, such transitions shall not give the appearance of moving text or images. The sign copy shall not use flashing, intermittent or moving lights or produce the optical illusion of movement or use animation.

- i. Each sign copy shall be displayed for a minimum of four (4) seconds. The still images may not move or present the appearance of motion and may not use flashing, scintillating, blinking, or traveling lights or any other means not providing constant illumination. Transition or blank screen time between one (1) still image and the next may not exceed one (1) second.
 - j. Signage shall have dimming capabilities during flex alert to cut back or shift electricity during peak hours.
5. Maintenance and Monitoring
- a. No person shall allow any freestanding freeway sign located on property owned, occupied or controlled by such person to remain in a condition of disrepair for a period of more than thirty (30) days. For purposes of this article, a billboard shall be deemed to be in a condition of disrepair if it needs replacement of defective or missing parts, has a broken or damaged sign face, or is in need of repainting or cleaning in order to be brought into a reasonably slightly and legible condition.
6. Prohibited Features
- Freeway oriented billboards shall not contain any of the following features:
- a. Moving parts.
 - b. Lights that flash, shimmer, glitter or give the appearance of flashing, shimmering or glittering. Exceptions to this restriction include time, temperature and smog index units.
 - c. Walls or screens at the base of the sign which create a hazard to public safety or provide an attractive nuisance.
 - d. Copy which simulates any traffic sign in a manner which confuses the public.
 - e. Devices which emit audible sound, or odor or particulate matter

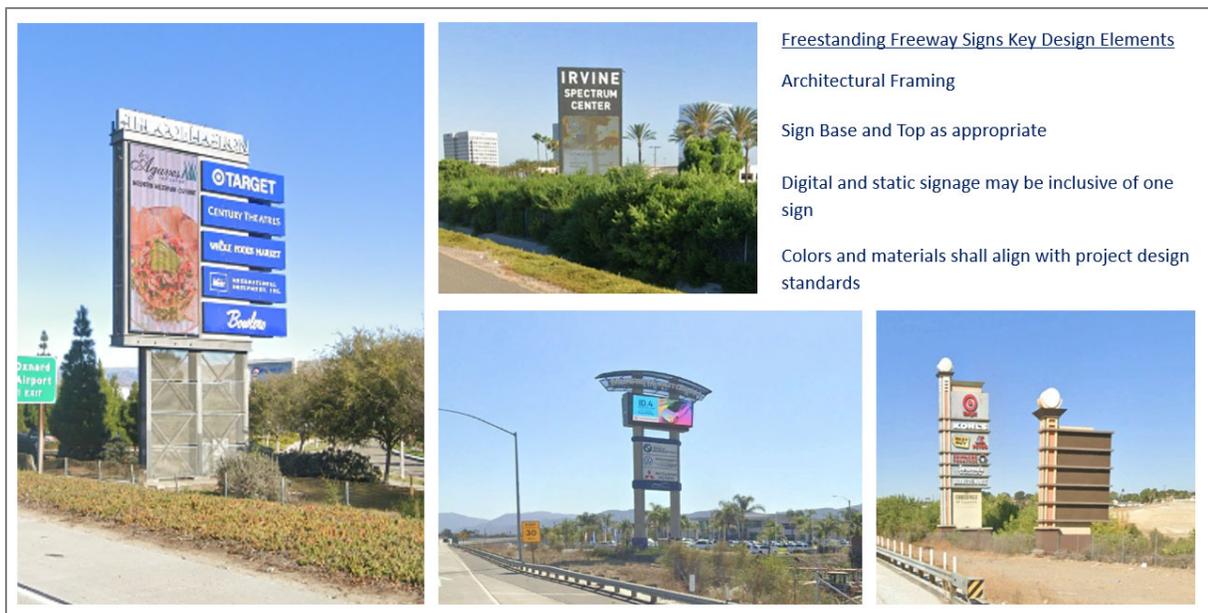
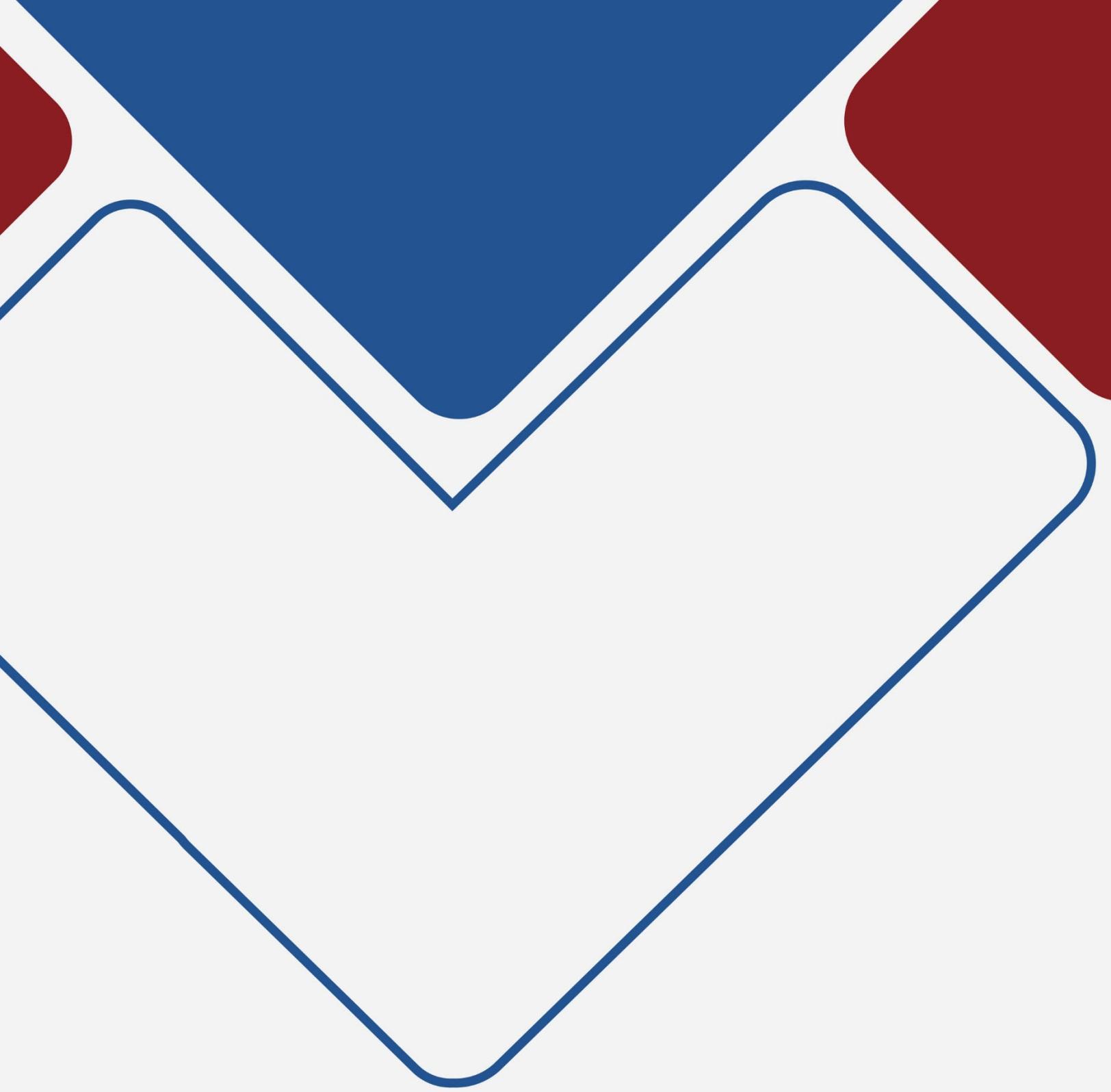


Figure 4-17: Freeway Signs



Section 5

Implementation and Administration



5.0 Implementation and Administration

5.1 Implementation Action Plan

The District at Jurupa Valley Specific Plan (“Specific Plan”) has been prepared pursuant to the provisions of California Government Code § 65451, Article 8, authorizing local government agencies the authority to prepare specific plans of development for any area covered by a General Plan, for the purpose of establishing systematic methods of implementation of the agency’s General Plan. California Government Code §§ 65450 through 65456 establish the authority to adopt a specific plan, identify the required contents of a specific plan, and mandate consistency with the City’s General Plan. According to § 65451, a specific plan shall include text and a diagram or diagrams that specify all the following details:

- The distribution, location, and extent of the land uses, including open space, within the area covered by the plan (refer to Section 2, Development Plan).
- The distribution, location, extent, and intensity of major components of the transportation, sewage, water, drainage, and other essential facilities located within the area covered by the plan and are necessary to support the land uses described in the plan (refer to Section 2, Development Plan).
- The standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable (refer to Section 2, Development Plan, Section 3, Land Uses and Development Standards, and Section IV, Design Guidelines).
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the items listed above (refer to Section 5, Implementation and Administration).

In response to government requirements, this Specific Plan has been prepared to provide the essential link between the policies and objectives of the City of Jurupa Valley General Plan and the development plan for The District at Jurupa Valley. By functioning as a regulatory document, the Specific Plan provides a means to implement the City of Jurupa Valley’s General Plan within the boundaries of the Specific Plan. In this regard, development plans and entitlements for The District at Jurupa Valley shall substantially conform to the regulations and guidelines set forth in this document, as well as applicable City regulations. Where the Specific Plan is silent on a regulation defined elsewhere by the City, the City regulation shall be in force. This Specific Plan identifies site-specific design requirements applicable within District at Jurupa Valley and, as such, adherence to this Specific Plan ensures that the community meets or exceeds City standards for environmental safety, infrastructure, and site planning, while providing provisions for maintenance of aesthetic quality and community identity.

A coordinated and systematic implementation of The District of Jurupa Valley Specific Plan is essential to achieve the vision. Implementation will require a collaborative effort between the public and private sectors to achieve the vision. Sections 1 through 4 identify the type of development planned for the Specific Plan area and outline the improvements needed to facilitate projects and create a distinct identity. This implementation section provides the set of tools needed realize the Specific Plan vision and goals. In addition, this section describes the administrative processes that the City will use to review proposed development projects and infrastructure improvements.

Due to constant changes in economic conditions and trends, the City may wish to periodically revisit and reprioritize the implementation steps. These tools and implementation measures are created with the



understanding that market shifts and varying economic conditions require flexibility to accommodate new development and facilitate additional investment.

5.2 Responsibility and Enforcement

The City of Jurupa Valley Community Development Director, or his or her designee shall be responsible for administering the Specific Plan in accordance with the provisions of this document, all governing and applicable State and federal laws, the City of Jurupa Valley General Plan, and the City of Jurupa Valley Municipal Code.

The Specific Plan serves as the implementation tool for the zoning, and establishes regulations, standards, guidelines, and processes for the proposed development within the Specific Plan Area. The Specific Plan shall constitute the zoning for development. The City will review all development within the Specific Plan area to ensure compliance with the provisions of the Specific Plan. The City shall enforce the provisions of the Specific Plan in the same manner that the City enforces the provisions of the General Plan, Jurupa Valley Municipal Code and Zoning Code.

Commercial Truck Enforcement

Effective enforcement of the City's truck route and weight ordinances is essential to the success of the Specific Plan and the owners and lessees of non-residential properties in the Specific Plan must take responsibility to ensure trucks servicing their non-residential buildings comply with the City's Truck Ordinances.

As used in this section, "Truck Ordinances" shall mean those provisions of the Jurupa Valley Municipal Code regulating parking of and use of trucks on City streets, including but not limited to, Chapter 12.25, Parking Restrictions, and Section 12.35.020, Permissible Vehicle Weight on Streets, Roads, Highways, and Bridges; Truck Routes, as those provisions now exist or may hereafter be amended or modified.

With respect to trucking companies and truck drivers providing transportation services to their respective properties, owners and lessees of non-residential properties shall: 1) Notifying all truck companies and truck drivers that they must comply with City's Truck Ordinances through means and text approved by the Director of Community Development; 2) be jointly liable with trucking companies and truck drivers for violations of the City's Truck Ordinances; and 3) be subject to administrative citations pursuant to Jurupa Valley Municipal Code Chapter 1.20, Administrative Penalties, and other applicable City remedies for violation of these provisions.

With respect to trucking companies and truck drivers providing transportation services to their respective properties, owners and lessees of non-residential properties consents to the City's use of cameras and other technologies on public streets to identify truck or other vehicles originating from or traveling to commercial or industrial properties within the Specific Plan Area that are in violation of the City's Truck Ordinances.

5.3 Applicability & Interpretation

All development within the Specific Plan area shall comply with the requirements and standards set forth in the Specific Plan document. If conflicts exist between the standards contained in the Specific Plan, Jurupa Valley Municipal Code and Zoning Code, the regulations, and standards in the Specific Plan shall take precedence.



Any area of development standards, administration, review procedures, landscaping requirements, sign requirements, parking requirements, and regulations not expressly addressed by the Specific Plan shall be subject to the provisions of the Jurupa Valley Municipal Code and Zoning Code, using the context and objectives of the Specific Plan as a guide.

All land uses established within the Specific Plan shall be consistent with the General Plan and the Specific Plan. The Community Development Director, or his or her designee, shall be responsible for consistency determinations.

If an issue, condition, or situation occurs that is not sufficiently covered or provided for in the Specific Plan, those standards, procedures, implementation requirements that are applicable for the most similar issue, condition, or situation shall be used. Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the Community Development Director in a manner consistent with the policies, regulations, and intent established in the Specific Plan.

5.4 Severability

If any section, subsection, sentence, clause, phrase, or portion of the Specific Plan, or any future amendments or additions, is for any reason held to be invalid or unconstitutional by the decision of any court or competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Specific Plan or any future amendments or additions.

5.5 Administration

5.5.1 Minor Modifications to the Specific Plan

Minor Modifications to the Specific Plan shall be processed pursuant to Chapter 9.30.110 (*Determination of Project Conformance with Adopted Specific Plan*) of the City of Jurupa Valley Municipal Code and further defined herein, as part of the Substantial Conformance Review. All proposed subdivisions within the Specific Plan area shall be processed in accordance with provisions of the State of California Subdivision Map Act and the Jurupa Valley Municipal Code.

5.5.2 Substantial Conformance Review

Substantial Conformance Review may be warranted due to changes with final design and engineering that cause adjustments in driveway alignments, location of utilities or other infrastructure, development of innovative product design, distribution of permitted uses within the Specific Plan, development of builder-level design guidelines, density transfers or other similar modifications deemed to be minor. The following minor modifications to the Specific Plan, and other minor modifications that the Community Development Director may determine, shall be subject to review of a Substantial Conformance review. Such Substantial Conformance application shall be considered by the City of Jurupa Valley Planning Commission as a “Consent Item” and not as a “Public Hearing Item,” provided that the Substantial Conformance does not include concurrent applications that require other discretionary actions (i.e., Change of Zone, Tentative Tract Map, etc.):

- Modification, deletions, and additions to the list of permitted and conditional uses provided that such modification, deletions, and additions do not change the intent or the intensity of Specific Plan.
- Modifications necessary to comply with final Conditions of Approval or mitigation measures when adopted under subsequent actions.



- Modifications to performance standards included in the Specific Plan provided any such modifications provide substantially equivalent protection as the original standard.
- Addition of information to the Specific Plan (including maps or text) for purposes of clarification that does not change the intent of any plan or regulation, as well as correction of any clerical or grammatical errors.
- Adjustments to the alignment, location and sizing of utilities and facilities or a change in utility and/or public service provider may be approved by the City's Engineering or Public Works Department, so long as the adjustments or changes are found to follow applicable plans and standards of the agency responsible for such utilities and facilities and do not result in significant environmental impacts.
- Change in roadway alignment, width, or improvements through the final engineering improvement plan process so long as minimum rights-of-way meet the standards outlined in the Specific Plan.
- Minor adjustments of any planning area boundary to implement a development plan (including lot line adjustments).
- Minor adjustments to any of the development standards or regulations such as modification of wall heights for noise attenuation purposes, modification of allowable encroachments into setbacks, etc. that are specifically allowed under the Development Regulations of the Specific Plan.
- Modification of design criteria such as paving treatments, architectural details, landscape treatments, fencing, lighting, streetscape, and entry treatments.
- Modifications to landscape, wall material, wall alignment, and streetscape which are determined by the Planning Community Development Department to be consistent with the Design Guidelines contained in this Specific Plan. Modification of any design element in the Specific Plan that improves circulation, reduces grading, improves drainage, improves infrastructure, or provides similar utility and reduces operations and maintenance costs or improves the level of sustainability.
- Modifications of a similar nature to those listed above, which are deemed minor by the Community Development Director because they are consistent with the Goals and intent of this Specific Plan and in conformance with the City of Jurupa Valley General Plan.
- Any other proposed changes that are determined by the Community Development Director to be minor modifications.

The documentation of Specific Plan Compliance Review may include text and/or maps which describe the nature of all proposed modifications or adjustments to the Specific Plan. This application of substantial conformance with the adopted Specific Plan shall undergo any necessary technical review by City agencies.

5.5.3 ALUC Compliance

Building envelopes and the airport compatibility zones should be indicated on the Tentative Tract Map and subsequent development plans for projects located within Zone D, as defined in the Airport Land Use Compatibility Plan. Identifying this information is intended to assure that development projects greater than 10-acres provide the Open Land areas identified in the Specific Plan and in accordance with the Airport Land Use Compatibility Plan. Zone D requires 10-percent of the gross area to qualify as Open Land as defined in the Airport Land Use Compatibility Plan, Countywide Policies, Chapter 2, Section 4.2.4. Open land requirements are intended to be applied with respect to an entire Zone D. Once the Open Land compliance is met within Zone D, no further review is required by the County of Riverside ALUC.



5.5.4 Specific Plan Amendments

Proposed changes to the Specific Plan which do not meet the criteria for a Minor Modification or as determined by the Community Development Director shall be subject to a Specific Plan Amendment application process pursuant to Chapter 9.30 (Jurupa Valley General Plan and Specific Plans) of the Jurupa Valley Municipal Code and California Government Code Section 65450, et seq. Specific Plan Amendments may change any or all portions of the Specific Plan document.

If the proposed amendment requires supplemental environmental analysis pursuant to the California Environmental Quality Act (CEQA), the applicant will adhere to the City's adopted procedures and CEQA Guidelines.

In considering approval or disapproval of Specific Plan Amendments, the City Council shall find that the proposed Amendment is in compliance with each of the following:

1. The proposed Amendment is consistent with the General Plan and its Elements in effect at the time of submission; and,
2. The proposed Amendment does not result in an incompatibility with surrounding land uses with respect to use, development standards, density, or issues of health, public safety, or general welfare; and,
3. The proposed Amendment is consistent with the overall design character and general community structure of the Specific Plan; and,
4. The proposed Amendment is not likely to increase environmental impacts beyond those identified and mitigated in the Specific Plan EIR.

5.5.5 Subdivision Maps

Development within the Specific Plan Area may include the processing of tentative and final parcel or tract maps and/or lot line adjustments or mergers. All subdivision maps and lot mergers shall be reviewed and approved pursuant to Title 7 (Subdivisions) of the Jurupa Valley Municipal Code and all other applicable City codes and regulations, California Government Code Section 66410 et seq. (Subdivision Map Act) as well as the provisions of the Specific Plan.

5.6 Development and Land Use Review Procedures

Development of the Specific Plan will occur through the processing of a variety of implementing projects, including, but not limited to tract maps, parcel maps, grading plans, site development permits, conditional use permits, tenant improvements, and sign permits. All implementing projects shall be submitted to the Community Development Department for review and processing. The Community Development Department shall review all plans for consistency with the City of Jurupa Valley General Plan, the Specific Plan, and with the Jurupa Valley Municipal Code.

The Community Development Director or his/her designee shall have the authority to approve Site Development Permit applications, and other development applications with minor adjustments or modifications, as defined herein, which substantially conform to the Specific Plan pursuant to the Site Development Permit process in accordance with the procedures established herein and Jurupa Valley Municipal Code Section 9.240.330 (Site Development Permit). If the Community Development Director determines that the application for a new Site Development Permit conforms with the Specific Plan, City General Plan and the Jurupa Valley Municipal Code, then the Community Development Director shall issue



the Site Development Permit administratively. Site Development Plans do not require a public hearing, or the need to complete further review under CEQA and are ministerial in nature.

5.6.1 Land Use Review Procedures

The procedures and regulatory provisions necessary to administer development review procedures for proposed development and uses located within the Specific Plan Area shall be subject to the requirements as set forth herein and in accordance with Title 9 (Zoning) of the Jurupa Valley Municipal Code.

A. Conditional Use Permits

Any application for a Conditional Use Permit (CUP) within the Specific Plan area shall be processed in accordance with the procedures established herein and Jurupa Valley Municipal Code Section 9.240.280 (Conditional Use Permits). A CUP approved in accordance with the provisions of this section shall run with the land.

B. Variances

Any application for a Variance within the Specific Plan area shall be processed in accordance with the procedures established herein and Jurupa Valley Municipal Code Section 9.240.270 (Variances).

C. Site Development Permit

Any application for a Site Development Permit shall be processed in accordance with the procedures established herein. A Site Development Permit is required for any new residential or non-residential building or addition to an existing residential or non-residential building; or a specific use identified in Table 3-1 as requiring a Site Development Permit. If the Community Development Director determines that the application for a new Site Development Permit conforms with the Specific Plan inclusive of Table 3-1 (Allowable Land Uses and Permit Requirements), the City General Plan, and the JVMC, then the Community Development Director shall issue the Site Development Permit administratively. Site Development Permits do not require a public hearing, or the need to complete further review under CEQA and are ministerial in nature.

D. Modifications to Approved Permits

Any application for a Modification to an Approved Permit shall be processed in accordance with the procedures established in Jurupa Valley Municipal Code Section 9.240.440 (Applications for Modifications to Approved Permits).

E. Tenant Improvements

Projects which constitute tenant improvements within the Specific Plan Area will follow the normal building permit process subject to review of the Specific Plan for confirmation that a use is permitted.

F. Master Sign Program

A Master Sign Program shall be submitted by the developer(s) and approved by the Community Development Director as a Site Development Permit. Changes to the Master Sign Program following approval are deemed “Administrative Changes” and shall be reviewed and approved by the Community Development Director. The Community Development Director at his/her discretion may refer the Site Development Permit to the Planning Commission for review and approval.



G. Sign Plan

All project level Sign Plans shall be in conformance with the approved Master Sign Program, and subject to the approval of the Community Development Director for a project level Site Development Permit or individual sign Site Development Permit, whichever is determined appropriate. The project level Sign Plan shall include project level sign detail, demonstrating implementation of the standards identified in Section 3.8 and general guidelines in Section 4.8.

Freestanding Freeway Signs shall require a Site Development Permit, and subject to the approval of the Community Development Director. The Freestanding Freeway Sign Plans shall include project level sign detail, demonstrating implementation of the standards identified in Section 3.8 and general guidelines in Section 4.8.

A project level Sign Plan may establish more restrictive sign standards than those contained in the Comprehensive Master Sign Program. A project level Sign Plan may deviate from the standards upon submittal and approval with the site development plan, provided the deviations are in substantial conformance with the Specific Plan and preserve the review criteria identified in section 3.8.1.

H. Additional Approvals

It is anticipated that the following subsequent approvals, among others, may be processed as part of implementation of the Specific Plan:

- Demolition, Rough Grading/Grading, and Excavation Permits
- Temporary uses associated with construction (i.e., trailer office, batching plant)
- On- and Off-Site Utilities Permits
- Final Parcel, Condominium or Subdivision Maps
- Building Permits
- Encroachment Permit(s)
- New and Modified Easements, and Other Related Agreements

5.6.2 Transfers between Parcels

The Specific Plan and **Table 2-1, Land Use Summary**, set forth the land use designations, and total target residential units and square footage for each land use category. As used throughout this document, the term “Transfer” means that land uses within Specific Plan Area can be transferred to another parcel within Specific Plan Area. A transfer request will be reviewed by the Community Development Director, or designee, as part of the related development application. In addition to transfers of land use between planning areas, land uses may be converted to another use permitted within the Specific Plan using a conversion factor based on daily trips. The land use conversion mechanism is outlined below.



Table 5-1: Land Use Equivalency Conversion

	Land Use (Unit)	Equivalency Ratios to Convert to these Land Use Types			
		Residential (DU)	Retail ¹ (1,000 SF)	Hotel (Rooms)	Business Park (1,000 SF)
From These Land Use Types	Residential (DU)	----	0.186	0.843	0.461
	Retail (1,000 SF)	5.38	----	4.54	2.48
	Hotel (room)	1.18	0.220	----	0.546
	Business Park (1,000 SF)	2.17	0.404	1.83	----

Notes:

1. The maximum new retail is limited to 1,200,000 SF.
2. The conversion of residential uses to retail and/or Hotel uses is limited to Parcels 1, 17,18 and 19.
3. Conversion rates are based on the Traffic Impact Assessment, dated November 2022, and assume net trips after pass-by reduction for retail.
4. Conversion rates are based on generic shopping center rates (LUC 820). Specific uses (i.e., fast-food with drive-through, supermarket, etc.) would have higher rates.

5.6.3 Land Use Conversion

The amount and type of land uses within the Specific Plan is programmatic and is intended to be flexible, responding to market demand and opportunities for unique or in-demand land uses. The mix of uses outlined in **Table 2-1, Land Use Summary** of this document is based upon anticipated demand for these uses at the time of writing.

Changes to total target residential units and square footage for each land use category permitted within the Specific Plan may be proposed at any time by the project developer, based on the conversion factors outlined in **Table 5-1, Land Use Equivalency Conversion**. These conversion factors are based on trip generation, which allows a conversion program while keeping traffic generation stable. The Community Development Director or his/her designee shall have the authority to approve a land use conversion as part of the related development application subject to approval of a Site Development Permit. Conversions are subject to all applicable development and design standards contained in the Specific Plan.

5.6.4 Phasing

The project is anticipated to be built in multiple phases with sub-phasing. Changes to phasing shall not require an amendment to the Specific Plan. Ultimate project design will vary as individual projects are proposed, reviewed, and constructed over a period of years.

Development within Specific Plan Area shall be supported by the necessary infrastructure as needed, subject to federal, state, and local codes. Subsequent subdivision approvals will include proposals for infrastructure improvements needed to support each proposed implementing project. These improvements shall be consistent with the overall infrastructure plans and build out described within both the Traffic Impact Analysis (TIA) dated July 2022 and TIA Supplemental Memo dated May 2023 for the Specific Plan.

Construction Phasing:

The topography and layout of the Project requires the mass grading of the entire site prior to the construction of any infrastructure or buildings. After mass grading, the construction of the primary streets through the site must also be installed to provide for proper access and circulation, which includes the installation of backbone water, sewer, telecommunication, electrical and storm drain facilities. In order to ensure that



construction phasing results in balanced development within the Project, the developer shall be under substantial construction on a minimum 60,000 square feet of building that is located in the Project's Commercial Neighborhood Planning Area prior to the issuance of the first Certificate of Occupancy for a building within the "Industrial/Logistics (I-L)" Planning Area. Substantial construction means the foundation for all buildings have been completed and the vertical construction of buildings have commenced. The Community Development Director shall make the final determination of substantial construction.

The project will be phased to:

- Provide for the orderly build-out of the community based upon market demand
- Protect the public health, safety, and welfare
- Provide adequate infrastructure, parking, and public facilities to service each phase of the project

5.7 Financing and Fees

The financing of the construction, operation, and maintenance of public infrastructure improvements, facilities, and services within and in support of the Specific Plan Area may be provided through a combination of mechanisms. Final determination of the scope of improvements, maintenance responsibilities, and funding sources may be identified prior to recordation of the Final Map(s).

Financing options may include, but are not limited to, the following:

- Private capital investment by the project developer, the property owner(s), or a Property Owners Association
- Private capital investment by a consortium of property owners and/or developers of the project and/or surrounding area
- Community Facilities District (CFD) established pursuant to the Mello-Roos Community Facilities District Act of 1982, or other special district, to provide funding for the construction of public facilities or the provision of public services. City Council approval is a prerequisite for use of special district financing mechanisms
- Development Impact Fee (DIF) credits to be applied for infrastructure completed by the project developer
- Enhanced Infrastructure Financing District (EIFD) to fund infrastructure development through tax increment financing pursuant to Senate Bill 628
- Community Revitalization and Investment Authorities (CRIA) to fund infrastructure development through tax increment financing pursuant to Assembly Bill 2
- Enhanced Infrastructure Financing Districts (EIFDs)
- Public-private partnerships (P3) project delivery methods
- Development and Disposition Agreements (DDAs)
- Special districts (Business Improvement Districts BIDs)
- Property Assessed Clean Energy Finance Program (PACE)
- Greenhouse Gas Reduction Funds (GGRF)
- Grants/State/Federal Funding Sources (U.S. Economic Development Administration "EDA" Grants, Community Development Block Grants "CDBG," Cap and Trade Funds)



Community Benefit Contributions

1. *Facilities Benefit Contribution.* Owners of properties within the Specific Plan shall pay to the City an annual Facilities Benefit Contribution in the initial amount of one hundred ten dollars (\$110) for each multi-family residential unit in the Project and one hundred eighty three dollars (\$183) for each single family residential home in the Project, subject to annual increase as described below.

- A. The Facilities Benefit Contribution shall be used for the design and construction of public facilities for the City, including, but not limited, to those public facilities described on the City's Capital Improvement Plan, as currently adopted or hereafter amended. The parties shall meet and confer in good faith quarterly to discuss potential projects to be funded with the Facilities Benefit Contribution and how those projects will benefit the Rubidoux community.
- B. The first Facilities Benefit Contribution payment shall be paid thirty (30) calendar days after City issues the first building permit for vertical construction for a building on a per-building basis based on the number of multi-family units in the building, or the single family home, for which a building permit for vertical construction was issued and on a pro rata basis for the portion of the year remaining. Thereafter, the Facilities Benefit Contribution shall be paid annually on July 1 based on the number of building permits issued for vertical construction during the prior year.
- C. Commencing July 1st of City's second fiscal year in which payment of the Facilities Benefit Contribution, and annually thereafter, the Facilities Benefit Contribution rate shall automatically increase by two percent (2%)
- D. The term of the Facilities Benefit Contribution described in this Section shall, for any Assessor Parcel or Lot, be fifty (50) years from the date the first building permit is issued for vertical construction.

2. *Maintenance of Infrastructure Benefit Contribution.* Owners of properties within the Specific Plan shall pay to the City an annual Maintenance of Infrastructure Benefit Contribution in the initial amounts of thirty seven dollars (\$37.00) per multi-family residential unit, sixty one dollars and 60 cents (\$61.60) per single family unit, three hundred eight dollars (\$308) per acre for properties designated retail, business park, hotel in the Project Approvals, and one hundred twenty three dollars (\$123) per acre for properties designated light industrial in the Project Approvals.

- A. Maintenance of Infrastructure Benefit funds shall be used for operation, maintenance and repair of City infrastructure that are required by the Project Approvals, including, but not limited to, flood and storm protection services, sidewalks, roads, road medians, street lighting, traffic signals and similar City facilities as determined by the City. Nothing herein shall limit the OWNER'S obligations pursuant to the Project Approvals for operation, maintenance and repair of City infrastructure.
- B. The first Maintenance of Infrastructure Benefit Contribution payment shall be paid thirty (30) calendar days after City issues the first building permit for vertical construction on a per-building based on the number of multi-family units in the building, or the single family home, for which a certificate of occupancy was issued and on a pro rata basis for the portion of the year remaining. Thereafter, the Maintenance of Infrastructure Benefit



Contribution shall be paid annually on July 1 based on building permits for vertical construction issued during the prior year.

- C. Commencing July 1st of City's second fiscal year in which payment of the Maintenance of Infrastructure Benefit Contribution, and annually thereafter, the Maintenance of Infrastructure Benefit Contribution rate shall automatically increase by the percentage change in the Consumer Price Index (All Urban Consumers; Riverside-San Bernardino-Ontario), provided however, that the increase shall not be less than two percent (2%) nor more than six percent (6%). The calculation of the percentage change in the Consumer Price index shall be made using the month of April over the month of April in the prior year.

3. Annual Public Safety Benefit Contribution. Owners of properties within the Specific Plan shall pay to the City an annual Public Safety Benefit Contribution in the initial amount of: 1) Two hundred six dollars (\$206) per multi-family residential unit; 2) two hundred six dollars (\$206) per single family residential unit; 3) twelve and six tenths cents (\$.126) per square foot for properties designated Commercial Retail in the Project Specific Plan; 4) nine and four tenth cents (\$.094) per square foot for properties designated Commercial Other in the Specific Plan; 5) eight and four tenth cents (\$.084) per square foot for properties designated Business Park in the Specific Plan; and 6) four and four tenths cents (\$.044) per square foot for properties designated Light Industrial in the Specific Plan.

- A. The annual Public Safety Benefit Contribution shall be used to supplement police, fire, emergency medical and other public safety services for the area of the Specific Plan in addition to those services currently provided.
- B. The first Public Safety Benefit Contribution payment shall be paid thirty (30) calendar days after City issues the first building permit for vertical construction for a building on a per-building basis based on the number of multi-family units in the building, or the single family home, for which a building permit for vertical construction was issued and on a pro rata basis for the portion of the year remaining. Thereafter, the Public Safety Benefit Contribution shall be paid annually on July 1 based on building permits for vertical construction issued during the prior year.
- C. Commencing July 1st of City's second fiscal year after which payment of the Public Safety Benefit Contribution commenced, and annually thereafter, the Public Safety Benefit Contribution rate shall automatically increase by the percentage change in the Consumer Price Index (All Urban Consumers; Riverside-San Bernardino-Ontario), provided however, that the increase shall not be less than two percent (2%) nor more than six percent (6%) as determined by the City. The calculation of the percentage change in the Consumer Price index shall be made using the month of April over the month of April in the prior year.

4. Permanent Supportive Housing Contribution. Owners of properties within the Specific Plan shall pay to the City a one-time Community Benefit Contribution in the amount of one-dollar (\$1.00) per square foot of building constructed in the Light Industrial District to be used by the City towards the construction of Permanent Supportive Housing. The payment of this Community Benefit Contribution shall be made prior to the issuance of a Certificate of Occupancy for each building constructed in the Light Industrial District.



5. *General Fund Special Assessment.* Owners of properties within the Light Industrial District of the Specific Plan shall be subject to an annual per square foot Special Assessment on all buildings in the Light Industrial District. Each building constructed in the Light Industrial District shall be subject to a General Fund Special Assessment that will be paid upon occurrence of both of the following: (a) issuance of a final certificate of occupancy and (b) commencement of the business operations of the first tenant within such building. The Light Industrial General Fund Special Assessment shall be prorated for the first fiscal year of City in which both conditions are satisfied and is intended for purposes of offsetting impacts to streets, police services, forfeiture of potential sales tax, and other maintenance associated with development and operation of the Property. The Light Industrial General Fund Special Assessment shall be an amount of money equal to five cents (\$.05) per square foot of each building constructed in the Light Industrial District, as such square footage is reflected in the applicable building permit issued by City. Commencing July 1st of City's second fiscal year in which payment of the General Fund Special Assessment will be due, and annually thereafter, the Light Industrial General Fund Special Assessment rate of five cents (\$.05) per square foot of each building constructed in the Light Industrial District shall automatically increase by the percentage change in the Consumer Price Index (All Urban Consumers; Riverside-San Bernardino-Ontario) provided however, that the increase shall not be less than two percent (2%) nor more than six percent (6%). The calculation of the percentage change in the Consumer Price Index shall be made using the month of April over the month of April in the prior year. As certificates of occupancy are issued for each new tenant, the General Fund Special Assessment shall adjust upward or downward, to the square footage stated in the building permit issued by the City for the applicable building.

5.8 Maintenance

Final determination of maintenance responsibilities for the public and private improvements constructed within the Specific Plan Area will be determined in conjunction with approval of implementing projects and/or the Development Agreement. Public streets (curb-to-curb) and sidewalks will be maintained by the City. If the City is responsible for maintaining medians and/or curb separated parkways, funding of the maintenance may require a special financing district. These details are to be established with each site-specific Site Development Plan application or Tentative Map. Parkways, slopes, drainage facilities, and common areas will be maintained by the developer or through a property owners' association. It is anticipated maintenance shall be generally conducted as described in **Table 5-2, Maintenance Responsibilities.**

Table 5-2: Maintenance Responsibilities

Facility or Area of Responsibility ₁	City	Developer, Property Owners Association, or Tenant	Special Maintenance District	Public Utility
Master Plan Roadways				
Public streets (curb-to-curb)	X		X	
Parkways (public right-of-way) (ROW)	X		X	
Neighborhood edges, Master Plan Trails and Medians	X		X	
Private Roads		X	X	
Landscape buffer outside of public ROW		X		



Facility or Area of Responsibility ₁	City	Developer, Property Owners Association, or Tenant	Special Maintenance District	Public Utility
Private Parks		X	X	
Public Parks			X	
Common area improvements		X	X	
Common open space		X		
Off-street parking areas		X		
Traffic Signals	X		X	
Traffic Control Signs – in public ROW	X			
Traffic Control Signs – outside of public ROW		X		
Streetlights – in public ROW	X		X	
Streetlights – outside of public ROW		X		
Off-street lighting		X		
Public water, sewer, and storm drain improvements within public ROW (excluding laterals)	X		X	X
Stormwater drainage/ Water Quality Facilities – within the curb-to-curb area of a public street	X		X	
Permanent Storm Water Drainage / Water Quality Facilities (RCSD)				X