



**The Shops at Jurupa Valley  
Traffic Impact Analysis  
City of Jurupa Valley, California**

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***Updated***

**July 30, 2020**

## 1.0 EXECUTIVE SUMMARY

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This traffic impact analysis (TIA) analyzes the projected traffic operations associated with the proposed Shop at Jurupa Valley shopping center located at the northeast corner of Mission Boulevard and Pyrite in the City of Jurupa Valley. The purpose of this TIA is to evaluate potential circulation system deficiencies that may result from development of the proposed project, and to recommend improvements to achieve acceptable operations, if applicable. This analysis has been prepared in coordination with the City of Jurupa Valley via a scoping agreement (See **Appendix A**) and is pursuant to applicable City of Jurupa Valley traffic impact analysis guidelines.

The proposed project will be constructed in a single phase and will consist of the following land uses:

- 12 pump gas station with 3,500 square feet convenience store
- 4,800 square foot single-tunnel car automated car wash
- 151,300 square feet general retail
- 18,400 square feet fast food with drive thru
- 46,000 square feet general office
- 26,000 square foot 60 room hotel

The site is currently zoned as General Commercial Transitional and classified as Commercial in the City of Jurupa Valley General Plan Land Use and Zoning Map. The project site is currently vacant. The proposed project land use is permitted in the zone and does not require a zone change or General Plan amendment.

Site access is planned via two driveways on Pyrite Street Avenue and three driveways on Mission Boulevard: one right-in right-out driveway and one full access driveway on Pyrite Street, two right-in and right-out driveway and one full access driveway on Mission Boulevard.

The proposed project is projected to generate 745 net total AM peak hour trips, 996 net total PM peak hour trips and 13,228 net total daily trips after City of Jurupa Valley approved pass-by reductions.

The following fifteen (15) intersections in the vicinity of the project site have been included in the intersection level of service (LOS) analysis:

1. Pyrite Street / SR-60 WB Ramps
2. Pyrite Street / SR-60 EB Ramps
3. Pyrite Street / Mission Boulevard
4. Pyrite Street / Galena Street
5. Pyrite Street / Jurupa Road
6. Pedley Road / Mission Boulevard
7. Tyrolite Street / Mission Boulevard
8. Camino Real / Mission Boulevard
9. Valley View / Mission Boulevard
10. Camino Real / Jurupa Road
11. Pyrite Street / Project Driveway 1
12. Pyrite Street / Project Driveway 2

13. Driveway 3 / Mission Boulevard
14. Driveway 4 / Mission Boulevard
15. Driveway 5 / Mission Boulevard

Additionally, the following roadway segments have been analyzed:

1. Pyrite Street between SR-60 Ramps and Mission Boulevard
2. Pyrite Street between Mission Boulevard and Jurupa Road
3. Mission Boulevard between Pyrite Street and Camino Real

The study intersections and roadway segments are analyzed for the following study scenarios:

- Existing Conditions (Existing);
- Existing plus Project (EP);
- Existing Plus Ambient Plus Cumulative (EAC); and
- Existing Plus Ambient Plus Cumulative Plus Project (EACP).

The Vehicle Miles Traveled (VMT) analysis looked at the project’s impact to the regional levels as required for CEQA Compliance. This analysis followed the City of Jurupa Valley’s draft Traffic Impact Analysis Preparation Guidelines 2020.

## 1.1 SUMMARY OF ANALYSIS RESULTS

### 1.1.1 Level of Service Analysis

**Table ES-1** summarizes the results of the intersection level of service analysis based on the City of Jurupa Valley thresholds of significance for analyzing transportation deficiencies.

**Table ES-1: Summary of deficiencies at Study Intersections**

Intersection	EP	OYWP (2021)
#1 – Pyrite St / SR-60 WB Ramps	Cumulative	Cumulative
#2 – Pyrite St / SR-60 EB Ramps	Cumulative	Cumulative
#3 – Pyrite St / Mission Blvd	No Deficiency	No Deficiency
#4 – Pyrite St / Galena St	No Deficiency	No Deficiency
#5 – Pyrite St / Jurupa Rd	No Deficiency	No Deficiency
#6 – Pedley Rd / Mission Blvd	No Deficiency	No Deficiency
#7 – Tyrolite St / Mission Blvd	No Deficiency	No Deficiency
#8 – Camino Real / Mission Blvd	No Deficiency	No Deficiency
#9 – Valley View / Mission Blvd	No Deficiency	No Deficiency
#10 – Camino Real / Jurupa Road	No Deficiency	No Deficiency
#11 – Pyrite St / Driveway 1	No Deficiency	No Deficiency
#12 – Pyrite St / Driveway 2	No Deficiency	No Deficiency
#13 – Driveway 3 / Mission Blvd	No Deficiency	No Deficiency
#14 – Driveway 4 / Mission Blvd	No Deficiency	No Deficiency
#15 – Driveway 5 / Mission Blvd	No Deficiency	No Deficiency

According to case law such as *Los Angeles Unified Sch. Dist. V City of Los Angeles* (1997) 58 Cal. App. 4th 1019 and *Communities for A Better Env't V California Resource Agency* (2002) 103 Cal. App. 4th 98, a project that results in an increase to an impact that already exceeds the established thresholds contributes to a cumulative impact as opposed to a direct impact. Therefore, as shown in **Table ES-1** some impacts at study intersections are projected to be cumulative impacts.

The proposed project will participate in the cost of off-site improvements through payments to the City and/or County adopted traffic impact fee program. The project's contribution to the aforementioned transportation improvement funding mechanisms or as a fair share contribution towards a cumulatively impacted facility should be considered sufficient to address the project's fair share towards mitigation measure(s) designed to alleviate cumulative project impacts.

#### Existing Conditions

The study intersections are currently not operating at an acceptable LOS during the AM and PM peak hours for *existing* conditions with the exception of the following intersections:

- #1 – Pyrite St/SR-60 WB Ramps (LOS F AM Peak Hour)

#### Existing Plus Project (EP) Conditions

The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for *EP* conditions with the exception of the following intersections:

- #1 – Pyrite St/SR-60 WB Ramps (LOS F AM and PM Peak Hours)
- #2 – Pyrite St/SR-60 EB Ramps (LOS F PM Peak Hour)

#### Opening Year (OYNP) Conditions

The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for *OYNP* conditions with the exception of the following intersections:

- #1 – Pyrite St/SR-60 WB Ramps (LOS F AM Peak Hour)

#### Opening Year With Project (OYWP) Conditions

The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for *OYWP* conditions with the exception of the following intersections:

- #1 – Pyrite St/SR-60 WB Ramps (LOS F AM and PM Peak Hours)
- #2 – Pyrite St/SR-60 EB Ramps (LOS F PM Peak Hour)

### 1.1.2 Vehicle Miles Traveled Analysis

**Table ES-2** summarizes the results of the VMT analysis based on the City of Jurupa Valley draft Traffic Impact Analysis Preparation Guidelines 2020. Based on the City’s threshold, the project will increase the City’s VMT by less than 1 percent (0.37%) over baseline VMT and therefore results in an impact.

**Table ES-2: Citywide VMT**

2020 VMT Without Project	3,479,404
2020 VMT With Project	3,492,437

Sources: WRCOG RIVTAM

Multi-modal transportation options can assist in reducing the project’s VMT and overall impact to the City’s VMT. The proposed project will provide on-site features such as bicycle parking. Additionally, the adjacent area includes an existing Class II bicycle facility along Pyrite Street between Mission Boulevard and Galena Street; class II and class III bicycle facilities are also proposed along the frontage of the proposed project along Pyrite Street and Mission Boulevard. The on-site bicycle features will assist in providing bicycle connectivity and will complement the proposed bicycle facilities.

Taking into consideration the existing and proposed multi-modal bicycle features, both at the on-site project level and adjacent roadways, it is recommended a Statement of Overriding Considerations be submitted.

### 1.2 ON-SITE ROADWAY AND SITE ACCESS IMPROVEMENTS

Wherever necessary, roadways adjacent to the proposed project site and site access points will be constructed in compliance with recommended roadway classifications and respective cross-sections in the City of Jurupa Valley General Plan or as directed by the City Engineer.

Sight distance at each project access point should be reviewed with respect to standard Caltrans and City sight distance standards at the time of final grading, landscaping and street improvement plans.

Signing/stripping should be implemented in conjunction with detailed construction plans for the project site.

### 1.3 SUMMARY OF DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

The following improvements are recommended at the deficient study intersections for corresponding conditions to reduce peak hour delay and improve intersection LOS:

**EP Recommended Improvement (EP-1): Pyrite St/SR-60 WB Ramps** - Signalize intersection. This improvement is consistent with the General Plan.

**EP Recommended Improvement (EP-2): Pyrite St/SR-60 EB Ramps** - Signalize intersection. This improvement is consistent with the General Plan.

**OYWP Recommended Improvement (OYWP-1): Pyrite St/SR-60 WB Ramps** - Signalize intersection. This improvement is consistent with the General Plan.

**OYWP Recommended Improvement (OYWP-2): Pyrite St/SR-60 EB Ramps** - Signalize intersection. This improvement is consistent with the General Plan.

#### 1.4 SUMMARY OF LOCAL AND REGIONAL FUNDING MECHANISMS

The proposed project will participate in the cost of off-site improvements through payment of City DIF fees based on the current fees at the time of construction of the proposed project. The project’s contribution to the aforementioned transportation impact fee programs or as a fair share contribution towards a cumulatively deficient facility not found to be covered by a pre-existing fee program should be considered sufficient to address the project’s fair share towards mitigation measure(s) designed to alleviate cumulative project deficiencies. **Table ES-3** calculates the proposed project’s fair share percentage at deficient intersections.

**Table ES-3: Fair Share Calculations**

Intersection	Existing AM&PM Peak Hour Volume (A)	OYWP AM&PM Peak Hour Volume (B)	Project AM&PM Peak Hour Volume (C)	Fair Share (C) / (B-A)
#1 – Pyrite St/SR-60 WB Ramps	1,905	2,551	610	94.43%
#2 – Pyrite St/SR-60 EB Ramps	2,047	3,307	1,220	96.83%

## 8.0 VEHICLE MILES TRAVELED (VMT) ANALYSIS

This section summarizes the project’s Vehicle Miles Traveled (VMT) and its impact to regional levels as required for CEQA compliance.

### 8.1 PROJECT VMT IMPACTS

As outlined in section 2, a VMT analysis was conducted to determine the proposed project’s regional impact to citywide VMT. VMT was calculated using WRCOG’s RIVTAM model for base year 2012 and future year 2040. Per the City’s Traffic Impact Guidelines, the analysis year (2020) used for determination of CEQA impacts is the year in which the Notice of Preparation was published. The VMT results for analysis year 2020 are shown below in **Table 17**.

**Table 16:**  
*Citywide VMT*

2020 VMT Without Project	3,479,404
2020 VMT With Project	3,492,437

Sources: WRCOG RIVTAM

As shown above, the project increases the City’s overall VMT by less than 1 percent (0.37%) over baseline VMT. Based on the City’s threshold, the project will increase the City’s VMT and therefore will result in an impact.

Multi-modal transportation options can assist in reducing the project’s VMT and overall impact to the City’s VMT. The proposed project will provide on-site features such as bicycle parking. Additionally, the adjacent area includes an existing Class II bicycle facility along Pyrite Street between Mission Boulevard and Galena Street; class II and class III bicycle facilities are also proposed along the frontage of the proposed project along Pyrite Street and Mission Boulevard.<sup>2</sup> The on-site bicycle features will assist in providing bicycle connectivity and will complement the proposed bicycle facilities.

Taking into consideration the existing and proposed multi-modal bicycle features, both at the on-site project level and adjacent roadways, it is recommended a Statement of Overriding Considerations be submitted.

### 8.2 CUMULATIVE VMT IMPACTS

Outlined in the City’s VMT criteria threshold, the proposed project is consistent with the RTP/SCS and is therefore considered to have a less than significant impact for cumulative VMT impacts.

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<sup>2</sup> City of Jurupa Valley Circulation Plan for Bicyclist and Pedestrians (June 2018)