Appendix D Transportation Analysis

Appendix

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TRAFFIC AND PARKING IMPACT ANALYSIS

FOR THE PROPOSED

PATRIOT HIGH SCHOOL STADIUM IMPROVEMENTS PROJECT

Prepared for

JURUPA UNIFIED SCHOOL DISTRICT
&
PLACEWORKS

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I.
INTRODUCTION AND STUDY METHODOLOGY

This report summarizes the results of a traffic and parking impact analysis that was conducted for the stadium improvements proposed at Patriot High School, located at 4355 Camino Real in Jurupa Valley. The high school campus is bounded by Mission Boulevard on the north, Camino Real on the east, Jurupa Road on the south, and Bethel Road and Garth Street on the west. The school's stadium and the adjacent baseball and softball fields are located on the south end of the campus adjacent to Jurupa Road.

The proposed project involves the construction of new home and visitor bleachers at the stadium with an overall capacity of 3,530 seats. The existing stadium has 585 seats. The project also includes new stadium lighting at the football field and at the adjacent baseball field as well as a new concessions/restroom building. The site plan for the proposed project is shown in Figure 1. The proposed project would not result in a change in the number of students attending the high school. The stadium would provide the opportunity for Patriot High School to hold home games and other major events at its own campus.

An analysis has been prepared to evaluate the traffic and parking impacts of the proposed project. The methodology for the traffic study, in general, was to 1) establish the existing baseline traffic conditions on the streets that provide access to the school site, 2) project the future baseline traffic conditions for the target year of completion for the proposed project (year 2026), 3) estimate the levels of traffic that would be generated by the stadium for a capacity-level event as well as events with fewer spectators, 4) conduct a comparative analysis of traffic conditions with and without the project, 5) evaluate the parking supply and demand during a stadium event, and 6) present recommended improvement/mitigation measures for any significant impacts that are identified. The stadium analysis is based on Friday evening traffic conditions on the streets and intersections in the proposed project vicinity.

The traffic analysis addresses the impacts at eight intersections in the vicinity of the school site, as shown in Figure 2. The study area intersections and the type of traffic control at each intersection are listed below in Table 1. All of the intersections are in the jurisdiction of the City of Jurupa Valley.

TABLE 1
STUDY AREA INTERSECTIONS

Intersection	**Traffic Control**
Camino Real/Mission Boulevard	Traffic Signal
Camino Real/School Driveway	3-Way Stop Signs
Camino Real/Jurupa Road	Traffic Signal
Mission Boulevard/Pyrite Street	Traffic Signal
Mission Boulevard/Tyrolite Street	Stop Sign on Tyrolite Street
Mission Boulevard/School Access Road	No Traffic Control
Jurupa Road/Tyrolite Street	4-Way Stop Signs
Jurupa Road/School Access Road	No Traffic Control

The traffic impact analysis is based on an evaluation of the levels of service at the affected study area intersections. Level of service (LOS) is an industry standard by which the operating conditions of a roadway segment or an intersection are measured. LOS is defined on a scale of A through F with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS A is characterized as having free flowing traffic conditions with no restrictions on maneuvering or operation speeds, where traffic volumes are low and travel speeds are high. LOS F is characterized as having forced flow with many stoppages and low operating speeds. According to the City of Jurupa Valley standards, LOS A through D represents acceptable conditions, while LOS E and F represent congested, over-capacity conditions. The levels of service at the study area intersections were determined by using the Highway Capacity Manual methodology, which is consistent with the guidelines for traffic impact studies from the "City of Jurupa Valley Traffic Impact Analysis Guidelines."

The levels of service for the intersections in the vicinity of the proposed project were analyzed for the following scenarios: existing conditions (2023), existing conditions plus the proposed project, future baseline conditions without the proposed project for the target year of 2026, and future conditions with the proposed project. The year 2026 was used for the future target year as that is anticipated to be the year of completion for the proposed project.

In addition to the intersection level of service analysis, the study addresses the transportation issue areas of the CEQA environmental checklist, which includes an evaluation of the project's impacts on 1) transit, roadway, bicycle, and pedestrian facilities, 2) vehicle miles traveled (VMT), 3) safety hazards, and 4) emergency access.

II.
EXISTING AND FUTURE BASELINE TRAFFIC CONDITIONS

The roadway network in the vicinity of the school, the existing traffic volumes, and the levels of service at the affected study area intersections are described below.

Street Network

The streets that provide access to the proposed project area include Camino Real, Mission Boulevard, Jurupa Road, Tyrolite Street, and Pyrite Street. The following paragraphs provide a brief description of the characteristics of these streets. A figure showing the study area street network and the roadway characteristics is provided as Figure 2.

Camino Real

Camino Real is a two to four lane north-south street that abuts the east side of the school campus. It has two lanes north of Mission Boulevard, four lanes between Mission Boulevard and Jurupa Road along the frontage of the school campus, and two lanes south of Jurupa Road. There are two driveways on the west side of Camino Real that provide access to school parking lots. The speed limit on Camino Real is 40 miles per hour (mph), but with a reduced school speed limit of 25 mph when children are present.

Mission Boulevard

Mission Boulevard is a four lane east-west street that abuts the north side of the school campus. There is a driveway on the south side of Mission Boulevard that provides access to an on-site private road that runs along the west side of the school campus. The speed limit on Mission Boulevard is 45 mph, but with a reduced school speed limit of 25 mph when children are present.

Jurupa Road

Jurupa Road is a two lane east-west street that abuts the south side of the school campus and runs adjacent to the project site. There is a driveway on the north side of Jurupa Road that accommodates egress from the private school access road. There is also a gated driveway that accommodates emergency and maintenance access to the school site. The speed limit on Jurupa Road is 45 mph, but with a reduced school speed limit of 25 mph when children are present.

Tyrolite Street

Tyrolite Street is a two lane north-south street located approximately one-third of a mile west of the school campus. The speed limit on Tyrolite Street is 25 mph.

Pyrite Street

Pyrite Street is a two lane north-south street that intersects with Mission Boulevard approximately two-thirds of a mile west of the school campus. The speed limit on Pyrite Street is 40 mph.

Existing Traffic Volumes

Manual traffic counts were taken at the eight study area intersections during the Friday evening peak period on March 10, 2023. The peak hour for this analysis refers to the one-hour time period prior to the beginning of an event at the stadium (e.g., a football game) when patrons are traveling to the stadium. The traffic analysis addresses the pre-event time period because the ambient traffic volumes are substantially higher during the pre-event period (generally between 6:00 and 7:00 p.m.) as compared to the post-event period (after 9:00 p.m.). Most high school football games in this district begin at 7:00 p.m. The existing peak hour traffic volumes and turning movements are shown on Figure 3.

Existing Intersection Levels of Service

To quantify the existing baseline traffic conditions, the eight study area intersections were analyzed to determine their operating conditions during the Friday evening peak hour. Based on the hourly traffic volumes, the turning movement counts, and the existing number of lanes at each intersection, the average vehicle delay values and corresponding levels of service have been determined for each intersection, as summarized in Table 2.

TABLE 2
EXISTING AND FUTURE INTERSECTION LEVELS OF SERVICE

	Delay Value (seconds/vehicle) & Level of Service Friday Evening Pre-Event Peak Hour	
Intersection	***Existing Conditions***	***2026 Without Project***
Camino Real/Mission Boulevard	13.1 – B	13.2 – B
Camino Real/School Driveway	8.4 – A	8.5 – A
Camino Real/Jurupa Road	12.9 – B	13.2 – B
Mission Boulevard/Pyrite Street	14.9 – B	15.3 – B
Mission Boulevard/Tyrolite Street	12.8 – B	13.3 – B
Mission Boulevard/School Access Road	9.8 – A	9.9 – A
Jurupa Road/Tyrolite Street	9.7 – A	10.0 – B
Jurupa Road/School Access Road	11.1 – B	11.3 – B

The levels of service shown in Table 2 are based on the average vehicle delay values that were calculated for each intersection using the Highway Capacity Software. The relationship between the average delay values and levels of service is shown in Table 3.

TABLE 3
RELATIONSHIP BETWEEN DELAY VALUES & LEVELS OF SERVICE

Level of Service	***Delay Value (seconds) Signalized Intersections***	***Delay Value (seconds) Unsignalized Intersections***
A	0.0 to 10.0	0.0 to 10.0
B	> 10.0 to 20.0	> 10.0 to 15.0
C	> 20.0 to 35.0	> 15.0 to 25.0
D	> 35.0 to 55.0	> 25.0 to 35.0
E	> 55.0 to 80.0	> 35.0 to 50.0
F	> 80.0	> 50.0

As shown in Table 2, all eight of the study area intersections currently operate at acceptable levels of service (LOS A through D) during the Friday evening peak hour. Three intersections operate at LOS A and five intersections operate at LOS B. It should be noted that the delay and LOS values for the intersections with traffic signals and 3-way or 4-way stop signs represent the average for the entire intersection while the delay and LOS values for the intersections with stop signs only on the side street represent the intersection approach that has the highest level of delay at the stop sign. Although the school access road does not have a stop sign at its intersections with Mission Boulevard and Jurupa Road, it was assumed for the level of service analysis that the motorists would stop at these driveway locations before entering the street.

Future Baseline Traffic Conditions

As the proposed project is expected to be fully completed in the year 2026, the existing (2023) traffic volumes were expanded by a growth factor of 6.1 percent to account for general regional growth and the cumulative impacts of traffic associated with other development projects in the area. This growth factor represents a two percent annual growth rate for three years (compounded annually). The projected traffic volumes for the year 2026 without the proposed project are shown on Figure 4.

Based on the projected peak hour traffic volumes, the turning movement counts, and the existing lane configuration, the future baseline levels of service were calculated for each study area intersection, as summarized in Table 2.

For the target year of 2026, all eight of the study area intersections are projected to operate at acceptable levels of service (LOS A through D) as two of the intersections would operate at LOS A and six intersections would operate at LOS B. These traffic conditions represent a Friday evening pre-event peak hour.

III.
TRAFFIC IMPACT ANALYSIS

This section summarizes the analysis of the proposed project's impacts on study area traffic conditions. First is a discussion of project generated traffic volumes. This is followed by an analysis of the impacts of the proposed project on traffic volumes and intersection levels of service. Then the impacts associated with non-motorized transportation (pedestrians and bicycles), public transit, vehicle miles traveled (VMT), parking, safety, and emergency access are presented.

Standards of Significance

According to the City of Jurupa Valley standards, a signalized intersection would be significantly impacted if a project would result in a change in the level of service from an acceptable LOS A, B, C, or D to an unacceptable LOS E or F. If a signalized intersection is operating at LOS E or F without project traffic, the intersection would be significantly impacted if the project would increase the delay value by 3.0 or more seconds.

An unsignalized intersection would be significantly impacted if the project would change the level of service from an acceptable LOS D or better to LOS E or F or if the project would add 5.0 or more seconds of delay to an intersection that is operating at LOS E or F without project traffic. The guidelines state that improvements would be required if the intersection meets the peak hour traffic signal warrant after the addition of project traffic.

With regard to the CEQA thresholds of significance, Appendix G of the CEQA Guidelines state that a project would normally have a significant effect on the environment if the project could:

T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities,

T-2 Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), which addresses vehicle miles traveled (VMT),

T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or

T-4 Result in inadequate emergency access.

Project Generated Traffic

The volumes of traffic that would be generated by the stadium for soccer matches (up to 350 spectators), an average-sized football game (1,000 spectators), and a capacity-level event (3,530 spectators) were determined in order to estimate the impacts of the proposed project on the study area streets and intersections. The trip generation rates and the anticipated volumes of traffic that would be generated by the stadium are shown in Table 4 for a soccer match, Table 5 for an average-sized football game, and Table 6 for a capacity-level event.

The trip generation rates shown in Tables 4, 5, and 6 reflect the assumption that the stadium would generate a demand of one vehicle for every four occupied seats (for vehicles that remain parked at the site) and that an additional ten percent of the vehicles arriving at the stadium would drop

passengers off then leave. The rate of one vehicle for every four occupied seats is based on the parking requirements in the City of Jurupa Valley Municipal Code. The Municipal Code indicates that the parking requirement for stadiums and sport arenas is one space per 30 square feet of net assembly area. As the bleachers have a total area of 18,728 square feet, the parking requirement would be 624 spaces. This equates to a parking requirement of one space per 5.66 seats. However, the Municipal Code also has a parking requirement of one space per three seats for auditoriums, exhibition halls, theaters, and similar places with fixed seats. As the average of these two parking requirements is one space per 4.33 seats, it was assumed for the trip generation calculations that a more conservative rate of one space for every four seats would be appropriate.

TABLE 4
PROJECT GENERATED TRAFFIC – SOCCER MATCH AT STADIUM

Facility	***Afternoon/Evening Hour – Pre-Event***			***Daily Traffic***
	Inbound	***Outbound***	***Total***	
TRIP GENERATION RATES				
Stadium (vehicle trips per spectator)	0.275	0.025	0.30	0.60
GENERATED TRAFFIC VOLUMES				
Existing (200-250 spectators) *	55-69	5-6	60-75	120-150
Proposed (300-350 spectators) *	82-96	8-9	90-105	180-210
Net Increase (100 spectators)	27	3	30	60

*Note: The range in the number of spectators represents typical levels for girls and boys soccer matches, respectively.

TABLE 5
PROJECT GENERATED TRAFFIC – AVERAGE FOOTBALL GAME AT STADIUM

Facility	***Evening Hour – Pre-Event***			***Daily Traffic***
	Inbound	***Outbound***	***Total***	
TRIP GENERATION RATES				
Stadium (vehicle trips per spectator)	0.275	0.025	0.30	0.60
GENERATED TRAFFIC VOLUMES				
Stadium (1,000 spectators)	275	25	300	600

TABLE 6
PROJECT GENERATED TRAFFIC – CAPACITY EVENT AT STADIUM

Facility	***Evening Hour – Pre-Event***			***Daily Traffic***
	Inbound	***Outbound***	***Total***	
TRIP GENERATION RATES				
Stadium (vehicle trips per spectator)	0.275	0.025	0.30	0.60
GENERATED TRAFFIC VOLUMES				
Stadium (3,530 spectators)	971	88	1,059	2,120

Table 4 indicates that the project would add an estimated 30 vehicle trips during the peak hour (27 inbound and 3 outbound) and 60 trips per day for a soccer match. Table 5 indicates that an average football game with 1,000 spectators would generate an estimated 300 vehicle trips during the peak hour (275 inbound and 25 outbound) and 600 daily trips. The peak hour for this analysis represents the one-hour time period prior to the beginning of an event when patrons are traveling to the stadium. Approximately the same level of traffic would be generated at the end of an event when patrons are exiting (with the inbound and outbound traffic volumes reversed). Table 6 indicates that a capacity-level event with 3,530 spectators would generate an estimated 1,059 vehicle trips during the peak hour (971 inbound and 88 outbound) and 2,120 daily trips. A capacity-level event would occur only a few times each year for football games and special events, such as a homecoming football game, a graduation ceremony, and a band/color guard annual competition.

The project would also generate traffic at other times of the day and days of the week, such as baseball games. Based on information provided by District staff, the project would result in an estimated increase of 100 spectators for baseball games, which would result in an increase in traffic volumes similar to that of a soccer match as shown in Table 4. Other activities such as cross country, track, band, and color guard are not projected to have an increase in activity levels or traffic volumes on a daily basis as a result of the project. The times of usage would shift into the evening hours as a result of the new lights, but overall traffic volumes would remain unchanged on a typical day for these activities. It is anticipated that the project would provide the opportunity for the school to host annual band/color guard events, which would attract up to 30 schools to the site. The trip generation characteristics for these events would be similar to a capacity-level event shown in Table 6, however the events would typically occur on a Saturday and would most likely have fewer peak hour trips because the participants would have varying performance times throughout the day.

To quantify the increase in traffic at each intersection resulting from a capacity-level event at the project site, the project generated traffic shown in Table 6 was geographically distributed onto the street network using the directional percentages shown on Figure 5. This distribution assumption is based on the layout of the existing street network, the school attendance boundaries, and the anticipated geographical distribution of the event patrons. The volumes of site generated traffic that would be added to each study area intersection by a capacity-level event at the 3,530-seat stadium are shown on Figure 5.

The volumes of traffic for the existing conditions scenario plus the project generated traffic are shown on Figure 6 and the total volumes of traffic projected for the year 2026 scenario with the proposed stadium are shown on Figure 7. These projected traffic volumes are for the Friday evening pre-event peak hour.

Intersection Impact Analysis

The impact analysis for the eight study area intersections was conducted by comparing the delay values and levels of service (LOS) for the “without project” and “with project” scenarios. For the existing conditions scenario, the analysis compares the existing conditions to the conditions with the proposed project. Similarly, for the year 2026 scenario, the analysis compares the year 2026 baseline conditions without the proposed project to the year 2026 scenario with the proposed project. The year 2026 was used as the target year for future conditions as that is anticipated to be

the year that the proposed project would be completed. The peak hour for the analysis represents the time period during which the project site would generate the heaviest volumes of traffic (typically between 6:00 and 7:00 p.m.), which does not coincide with the peak period for the ambient traffic volumes, which generally occurs between 4:00 and 6:00 p.m.

The comparative levels of service at the study area intersections for the existing conditions scenario are summarized in Table 7 for the Friday evening peak hour. The table shows the before and after delay values and the levels of service that would occur at each study area intersection. Also shown are the increases in the delay values that would occur as a result of the proposed project. The last column in Table 7 indicates if the intersections would be significantly impacted by the project generated traffic.

The intersection of Camino Real and Mission Boulevard, for example, would operate with an average delay value of 13.1 seconds per vehicle and LOS B for existing conditions and with an average delay value of 14.5 seconds and LOS B for the existing plus project scenario, which represents an increase in average delay of 1.4 seconds per vehicle. This impact would be less than significant according to the criteria outlined above because the intersection would continue to operate at an acceptable LOS B. Table 7 indicates that none of the study area intersections would be significantly impacted by the traffic that would be generated by the proposed project for a capacity-level event for the existing conditions baseline scenario.

TABLE 7
PROJECT IMPACT ON INTERSECTION LEVELS OF SERVICE
EXISTING CONDITIONS AS BASELINE

Intersection	***Delay Value & Level of Service***		***Increase In Delay Value***	***Significant Impact***
	Existing Conditions	***Existing plus Project***		
Camino Real/Mission Boulevard	13.1 – B	14.5 – B	1.4	No
Camino Real/School Driveway	8.4 – A	20.5 – C	12.1	No
Camino Real/Jurupa Road	12.9 – B	20.9 – C	8.0	No
Mission Boulevard/Pyrite Street	14.9 – B	15.5 – B	0.6	No
Mission Boulevard/Tyrolite Street	12.8 – B	16.1 – C	3.3	No
Mission Boulevard/School Access Road	9.8 – A	10.9 – B	1.1	No
Jurupa Road/Tyrolite Street	9.7 – A	12.9 – B	3.2	No
Jurupa Road/School Access Road	11.1 – B	12.5 – B	1.4	No

The comparative levels of service for the year 2026 analysis scenario are shown in Table 8. Table 8 indicates that none of the study area intersections would be significantly impacted by the traffic that would be generated by the proposed project for a capacity-level event for the year 2026 baseline scenario.

TABLE 8
PROJECT IMPACT ON INTERSECTION LEVELS OF SERVICE
YEAR 2026 AS BASELINE

Intersection	Delay Value & Level of Service		Increase In Delay Value	Significant Impact
	2026 Without Project	2026 With Project		
Camino Real/Mission Boulevard	13.2 – B	14.7 – B	1.5	No
Camino Real/School Driveway	8.5 – A	20.7 – C	12.2	No
Camino Real/Jurupa Road	13.2 – B	22.3 – C	9.1	No
Mission Boulevard/Pyrite Street	15.3 – B	15.9 – B	0.6	No
Mission Boulevard/Tyrolite Street	13.3 – B	16.9 – C	3.6	No
Mission Boulevard/School Access Road	9.9 – A	11.1 – B	1.2	No
Jurupa Road/Tyrolite Street	10.0 – B	13.7 – B	3.7	No
Jurupa Road/School Access Road	11.3 – B	12.8 – B	1.5	No

Tables 7 and 8 indicate that the proposed project would not have a significant impact at any of the study area intersections during the evening peak hour based on the significance criteria presented previously because the intersections would continue to operate at LOS D or better during a capacity-level event such as a homecoming football game. As the analysis indicates that a capacity-level event with 3,530 spectators would not result in a significant traffic impact, it is concluded that a football game with an average attendance of 1,000 spectators and a soccer match or baseball game with an increase of 100 spectators would likewise not result in a significant traffic impact.

The traffic impacts associated with the project would not occur on a daily basis but would occur only when a major event were to be held at the facility, which is typically a high school football game. Such events would occur on a Thursday or Friday evening or on a Saturday afternoon on approximately 10 occasions throughout the year. The analysis addresses the Friday evening scenario because the ambient traffic volumes would typically be higher on Friday as compared to Thursday evening or Saturday afternoon.

In addition to the capacity-level high school events that would be held at the project site in the fall (primarily football games), the project site would also be used for track and field events, cross country events, soccer matches and practice, band/color guard activities, and baseball. As the attendance at these activities would be substantially lower than the capacity-level events that were addressed in the traffic analysis above, it is concluded that such activities would result in a less than significant traffic impact.

Construction Traffic Impacts

The construction of the proposed project would occur over three phases. Construction of the proposed project would generate various levels of truck and automobile traffic throughout the duration of the construction period. The construction-related traffic includes construction workers traveling to and from the project site as well as trucks hauling construction materials to the project site and demolition/excavation material away from the project site. The construction activities would generate an estimated 50 to 60 workers' trips per day (25 to 30 vehicles inbound and outbound) and approximately 20 to 30 truck trips per day (10 to 15 trucks inbound and outbound) on a peak day of construction activities. The truck trips would be spread out throughout the workday and would generally occur during non-peak traffic periods. This level of construction-

related traffic would not result in a significant traffic impact on the study area roadway network as it would be negligible compared to the volumes of traffic currently generated by the existing high school.

Non-Motorized Transportation and Transit

The proposed project would generate a demand for non-motorized travel as some event spectators and participants would travel to and from the school as pedestrians or on bicycles. The streets adjacent to the school have sidewalks along one or both sides of the street and the intersections along Camino Real are equipped with painted crosswalks and traffic signals with pedestrian crossing phases (at Mission Boulevard and Jurupa Road) or three-way stop signs (at the school driveway). Bike racks are provided at the school, but the nearest bike lanes are on Pyrite Street approximately two-thirds of a mile west of the school campus.

With regard to public transit, the Riverside Transit Agency (RTA) operates Route 49 adjacent to the school site on Mission Boulevard. Bus stops for this route are located on both sides of Mission Boulevard at Camino Real and at the school's driveway for the internal access road. The proposed project would not adversely affect the performance of these transit or non-motorized transportation facilities.

The proposed project would be consistent with policies supporting alternative transportation because busing would typically be provided from the opposing schools during football games and bike racks are currently provided at the school. The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Mobility Element of the City of Jurupa Valley General Plan includes various goals, policies, and programs that outline the objective of establishing and maintaining a balanced, multi-modal mobility network including transit, bicyclists, pedestrians, and motor vehicles. The proposed project is consistent with the objectives presented in the Mobility Element and would not conflict with any goals, policies, or programs of the General Plan.

Vehicle Miles Traveled (VMT)

As stated in the "Technical Advisory on Evaluating Transportation Impacts in CEQA" (California Office of Planning and Research, December 2018) and the "Vehicle Miles Traveled – Focused Transportation Impact Study Guide" (Caltrans, May 20, 2020), projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact and can be screened from a CEQA VMT analysis because they fall into the small project category. As the proposed project would result in an increase of approximately 60 vehicle trips per day for the soccer matches and baseball games, these activities would have a less-than-significant impact on VMT.

Although football games with average attendance levels and capacity-level events at the stadium would generate substantially higher trip levels than the CEQA threshold of 110 trips per day, they can also be screened from a VMT analysis because they would result in a decrease in the distance traveled to the events. The CEQA Guidelines state that projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact. The major events and activities that would occur at the proposed

project site are currently held at Rubidoux High School, which is approximately two miles away from the project site and outside the attendance area of Patriot High School.

The proposed project at Patriot High School is located within the attendance area of the school. As such, the proposed project would result in shorter travel distances for most of the people who would be attending games, practices, events, and other activities at the stadium. Major events at the proposed project would, therefore, result in a reduction in total vehicle miles traveled and would have no adverse impacts relative to VMT.

In addition to the State of California screening methodology outlined above, the County of Riverside "Transportation Analysis Guidelines" state that a project can be screened from requiring a CEQA VMT analysis if the project is a local-serving type of land use. As this project falls into that category, it can be screened from a quantitative VMT analysis.

The conclusion relative to VMT impacts is that the project can be screened from any further CEQA VMT analysis and would not result in a significant impact relative to VMT.

Traffic Hazards and Incompatible Uses

Access to the project site would be provided by existing driveways at Patriot High School, which includes two driveways on Camino Real, one driveway on Mission Boulevard, and two driveways on Jurupa Road, one of which is a gated driveway that can be used by emergency and maintenance vehicles. The increased levels of traffic, number of pedestrians, and number of vehicular turning movements at the school entrances and at the nearby intersections would result in an increased number of traffic conflicts and a corresponding increase in the probability of an accident occurring. These impacts would not be significant, however, because the streets, intersections, and driveways are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating school-related traffic on a daily basis. The proposed project's expanded stadium capacity and lighting would be compatible with the design and operation of a high school, and the proposed project would not result in any major modifications to the existing access or circulation features at the school.

Most of the streets in the vicinity of the school site have sidewalks on one or both sides of the street and the intersections along the Camino Real have painted crosswalks and either a traffic signal with pedestrian crossing phases or three-way stop signs. These features enhance pedestrian safety and facilitate pedestrian access to the school. The proposed project would not, therefore, substantially increase hazards due to a geometric design feature or incompatible uses.

Emergency Access

The existing access and circulation features at the school, including the on-site roadways, parking lots, and fire lanes, would continue to accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles, and the proposed project would be designed to accommodate emergency access to the stadium. Any modifications to the access features are subject to and must satisfy the District design requirements and would be subject to approval by the Fire Department and the California Division of the State Architect. Emergency vehicles could easily access the stadium and all other areas of the school via on-site travel corridors. The proposed project would not, therefore, result in inadequate emergency access.

Parking Impacts

There are two issue areas relative to the proposed project's parking impacts: 1) parking during construction and 2) parking during events at the stadium. These issue areas are presented below.

Parking during Construction

The primary parking impact that would occur during construction is that there would be parking demands associated with the construction vehicles, including workers' vehicles, trucks, and equipment. These parking demands could result in a significant parking impact if the vehicles and equipment were to be parked and stored along the public streets in the proposed project vicinity. The contractor will be required, therefore, to park all construction-related vehicles and equipment on-site at the school. This condition will minimize the potential off-site parking impacts during construction.

Parking during Stadium Events

According to the City of Jurupa Valley Municipal Code, the parking requirement for stadiums and sport arenas is one space per 30 square feet of net assembly area. As the bleachers have a total area of 18,728 square feet, the parking requirement would be 624 spaces. This equates to a parking requirement of one space per 5.66 seats for the 3,530-seat stadium. According to staff at Jurupa Unified School District, it is anticipated that the average attendance at a football game would be 1,000 spectators. Based on the parking requirement of one space for every 5.66 occupied seats, an average-sized event would require 177 parking spaces.

Patriot High School currently has 558 parking spaces within the school campus. So the parking demand for an average event could be accommodated by using the on-site parking lots. A capacity-level event would, however, result in a surplus of parking demand that could not be accommodated in the on-site parking lots; i.e., 624 spaces required and 558 spaces provided, which is a deficiency of 66 parking spaces. It is anticipated that this situation would occur several times each year for events such as a homecoming football game or a graduation ceremony.

The anticipated parking deficiency during capacity-level events can be mitigated by providing off-site parking at nearby elementary schools. Camino Real Elementary School, which has 75 parking spaces, is located on the west side of Camino Real approximately 800 feet south of Jurupa Road. Glen Avon Elementary School, which has 103 parking spaces, is located on the east side of Pyrite Street approximately two-thirds of a mile west of Patriot High School. These schools are both administered by Jurupa Unified School District.

Recommendation:

T-1. Arrange for the use of the parking lots at Camino Real Elementary School and Glen Avon Elementary School for overflow parking during capacity-level events at the stadium.

IV.
SUMMARY OF IMPACTS AND CONCLUSIONS

The key findings of the traffic impact analysis are presented below.

- The proposed 3,530-seat stadium would generate an estimated 1,059 vehicle trips during the peak hour (971 inbound and 88 outbound) for a capacity-level event. The peak hour for this analysis represents the one-hour time period prior to the beginning of an event at the project site when patrons are traveling to the stadium, which would typically occur on a Friday evening between 6:00 and 7:00 p.m. Approximately the same level of traffic would be generated at the end of an event when patrons are exiting (with the inbound and outbound traffic volumes reversed).
- An average-sized football game with 1,000 spectators would generate an estimated 300 vehicle trips during the peak hour (275 inbound and 25 outbound). A typical soccer match and baseball game would result in an estimated increase of 100 spectators, which would generate 30 trips during the peak hour (27 inbound and 3 outbound).
- An analysis of eight intersections in the vicinity of the school indicates that the traffic generated by the proposed project during a capacity-level event would not result in a significant impact at any of the intersections according to the City of Jurupa Valley significance criteria. Similarly, an average-sized football game and other activities at the project site would not result in a significant traffic impact.
- It is projected that the stadium and lighted ball fields would accommodate numerous events throughout the year, including football practice, soccer practice and games, track and field practice and events, baseball and softball practice and games, and band/color guard events. Most of these events would generate an estimated 30 additional vehicle trips during the peak hour, which would have a negligible impact on traffic conditions. A major band/color guard event, which would most likely occur once each year, could potentially attract up to 30 schools and would have traffic generation characteristics similar to a capacity-level event.
- CEQA threshold of significance T-1 asks if the proposed project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The analysis indicates that the impact would be less than significant because:

  - The proposed project would not adversely affect the performance or safety of any transit or non-motorized transportation facilities (pedestrians and bicycles) and would not conflict with any adopted plans, policies, or programs relative to these alternative transportation modes.

  - The Mobility Element of the City of Jurupa Valley General Plan includes various goals, policies, and programs that outline the objective of establishing and maintaining a balanced, multi-modal mobility network including transit, bicyclists, pedestrians, and motor vehicles. The proposed project is consistent with the objectives presented in the Mobility Element and would not conflict with any goals, policies, or programs of the General Plan.

- CEQA threshold of significance T-2 asks if the proposed project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), which addresses vehicle miles traveled (VMT). The analysis indicates that the impact would be less than significant because the typical activities at the proposed project site would generate up to 60 additional vehicle trips per day, which is less than the CEQA threshold of 110 trips per day to require a VMT analysis. Also, major events at the stadium would result in a reduction in total vehicle miles traveled because the proposed project would be closer to most of the homes in the attendance area as compared to the field at Rubidoux High School where the major activities currently take place. So the project can be screened from any further VMT analysis requirements and would have a less-than-significant impact relative to VMT.
- CEQA threshold of significance T-3 asks if the proposed project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The analysis indicates that the streets, intersections, and driveways are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating school-related traffic. The proposed project would be compatible with the design and operation of a high school and the proposed project would not result in any major modifications to the existing access or circulation features at the school. The proposed project would not, therefore, substantially increase hazards due to a geometric design feature or incompatible uses.
- CEQA threshold of significance T-4 asks if the proposed project would result in inadequate emergency access. The existing access and circulation features at the school, including the on-site roadways, parking lots, and fire lanes, would continue to accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles, and the proposed stadium would be designed to accommodate emergency access to the facility. The proposed project would not result in inadequate emergency access.
- Construction activities associated with the proposed project would generate parking demands for workers' vehicles, trucks, and equipment. These parking demands could result in a significant parking impact if the vehicles and equipment were to be parked and stored along the public streets in the proposed project vicinity. The contractor will be required, therefore, to park all construction-related vehicles and equipment on-site at the school. This condition will minimize the potential off-site parking impacts during construction.
- Patriot High School currently has 558 parking spaces. Based on the City of Jurupa Valley Municipal Code parking requirements, a capacity-level event for the 3,530-seat stadium would generate a parking demand of 624 spaces. As this parking demand is greater than the number of on-site parking spaces, arrangements should be made to provide off-site parking spaces to accommodate the excess demand. It is recommended that arrangements be made to use the parking lots at Camino Real Elementary School (75 spaces) and Glen Avon Elementary School (103 spaces) for overflow parking during capacity-level events at the stadium; i.e., events with an anticipated patronage of greater than 3,100 spectators.
- The parking demand for average-level football games (1,000 spectators) and non-football events and activities at the stadium (up to 350 spectators) can be accommodated in the on-site parking lots and would not result in a significant parking impact.

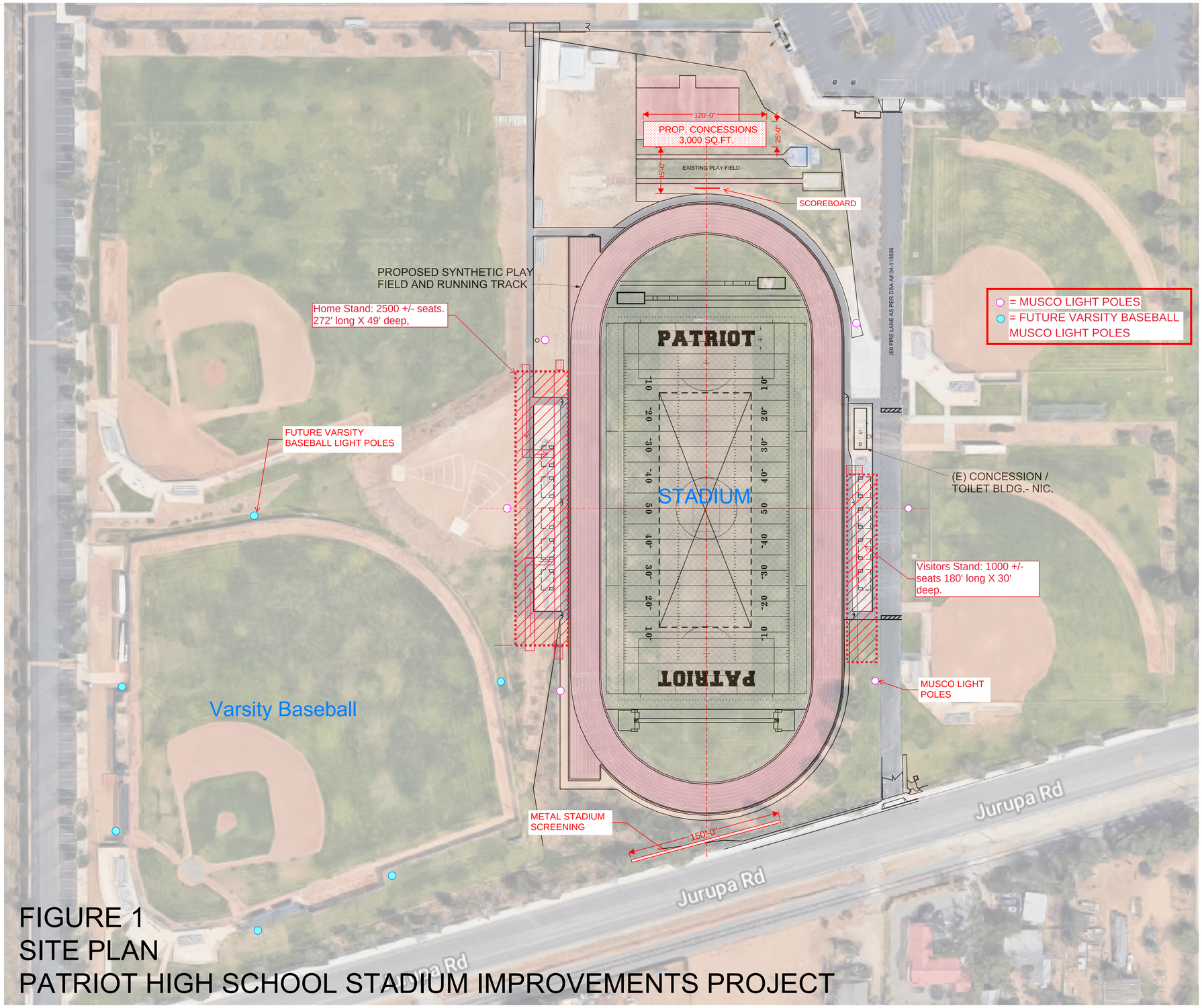

FIGURE 1
SITE PLAN
PATRIOT HIGH SCHOOL STADIUM IMPROVEMENTS PROJECT

N

EXHIBIT II - OVERALL MASTER PLAN - CEQA | 1 | 1" = 40'-0"

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JURUPA UNIFIED SCHOOL DISTRICT

HMC Architects

3161-024-000

3546 Concours Street / Ontario, CA 91764
T 909 989 9979 / www.hmcarchitects.com

[redacted]

NO.	Note - Detail

Keynotes:

File No.:

Facility:

JURUPA UNIFIED SCHOOL DISTRICT
4355 CAMINO REAL
JURUPA VALLEY, CA 92509

Project:
PATRIOT HIGH SCHOOL TRACK AND FIELD PHASE II - LIGHTING AND ELECTRICAL

Sheet:

EXHIBIT II - OVERALL MASTER PLAN - CEQA

Date: 03.09.23 | Client Project No.: 3161-024-000

Sheet:

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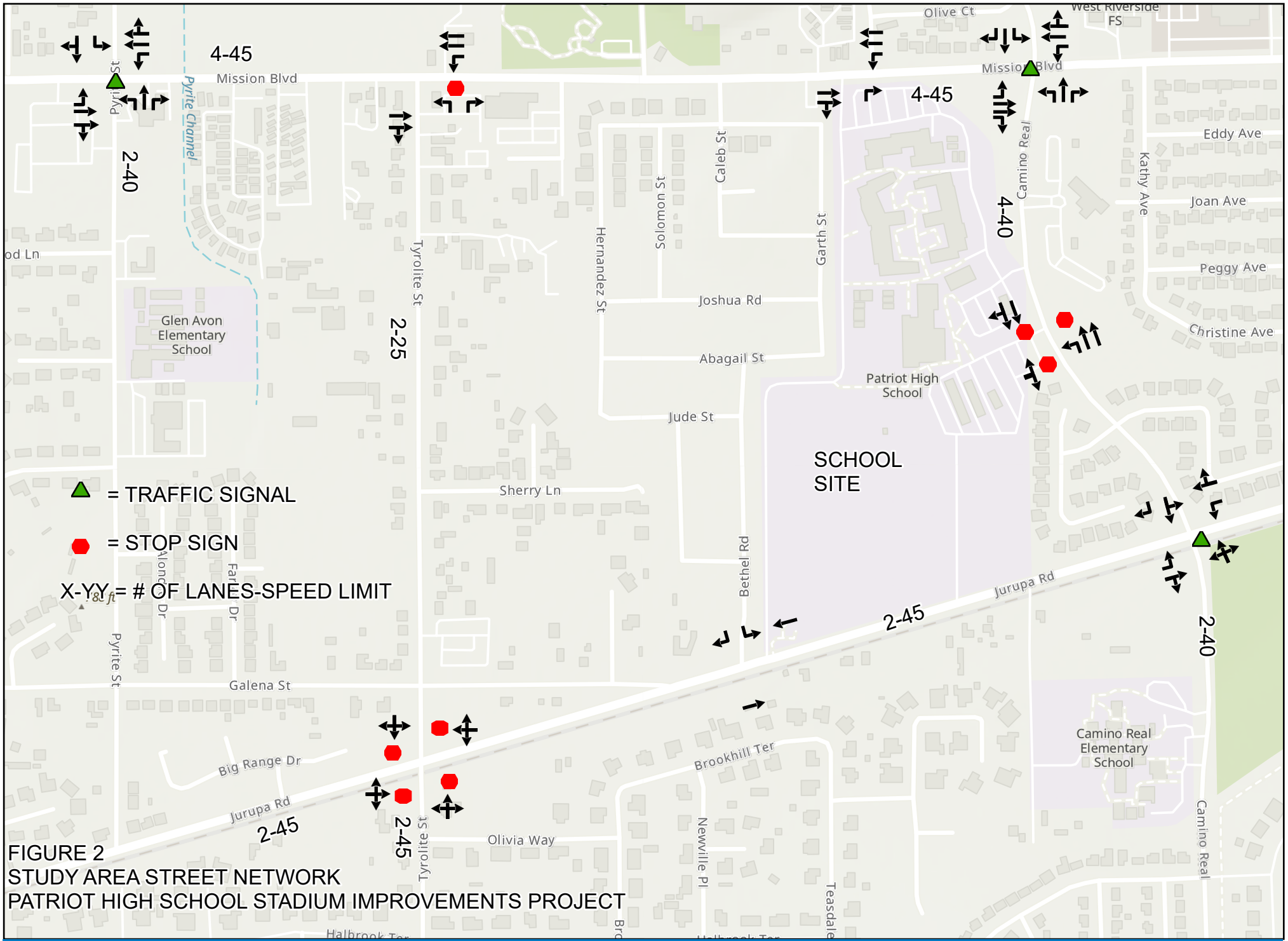

FIGURE 2
STUDY AREA STREET NETWORK
PATRIOT HIGH SCHOOL STADIUM IMPROVEMENTS PROJECT

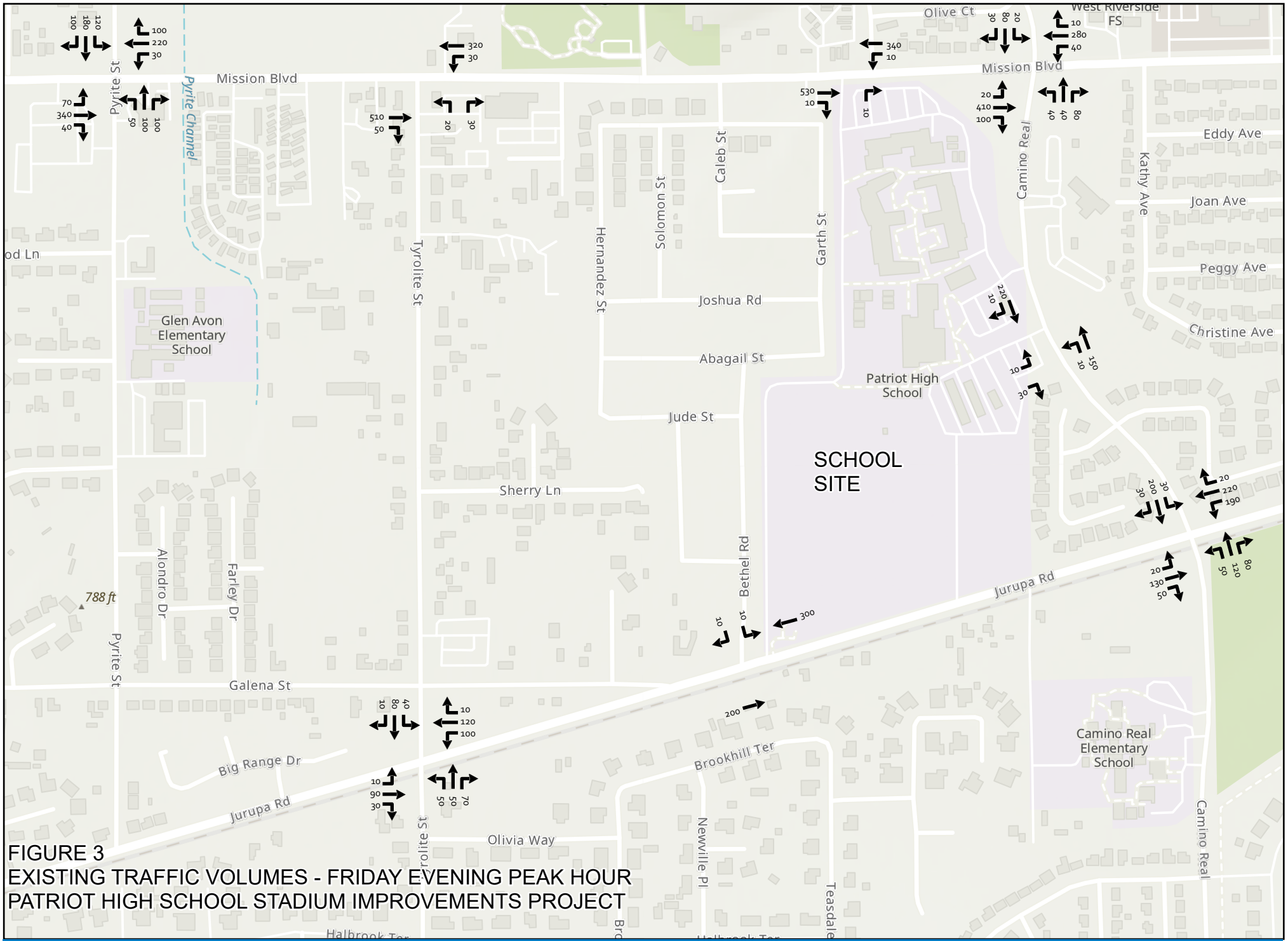

FIGURE 3
EXISTING TRAFFIC VOLUMES - FRIDAY EVENING PEAK HOUR
PATRIOT HIGH SCHOOL STADIUM IMPROVEMENTS PROJECT

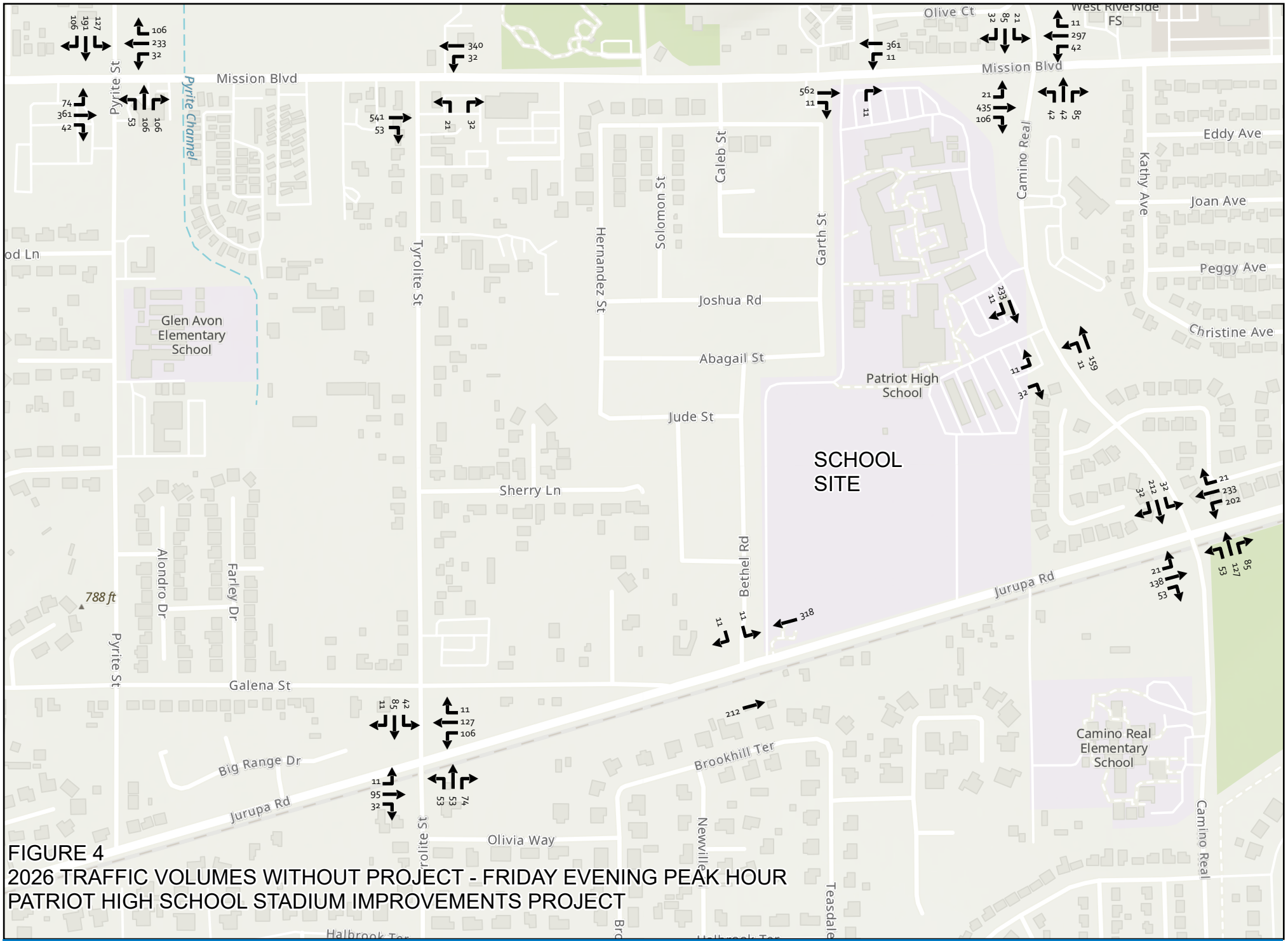

FIGURE 4
2026 TRAFFIC VOLUMES WITHOUT PROJECT - FRIDAY EVENING PEAK HOUR
PATRIOT HIGH SCHOOL STADIUM IMPROVEMENTS PROJECT

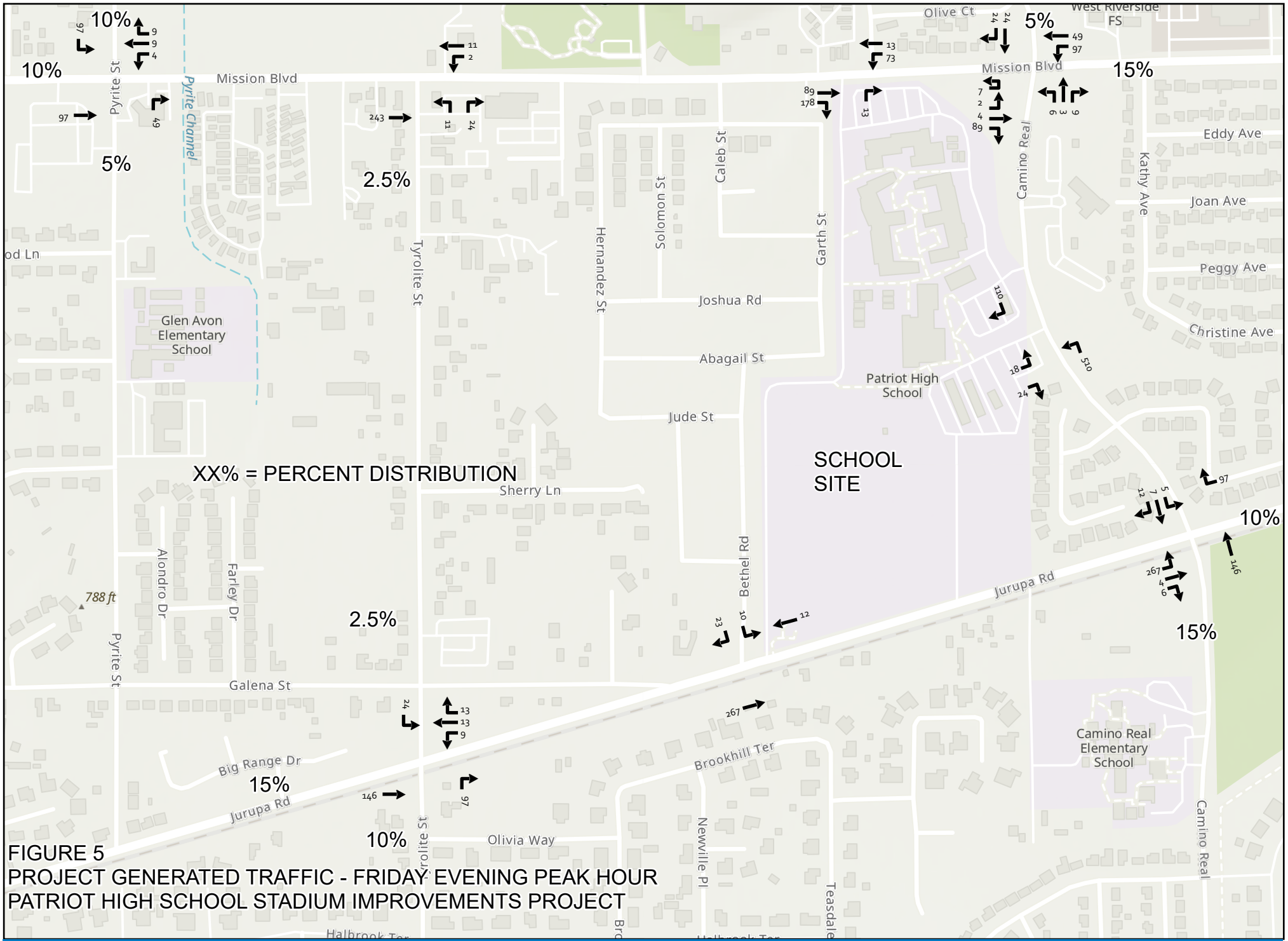

FIGURE 5
PROJECT GENERATED TRAFFIC - FRIDAY EVENING PEAK HOUR
PATRIOT HIGH SCHOOL STADIUM IMPROVEMENTS PROJECT

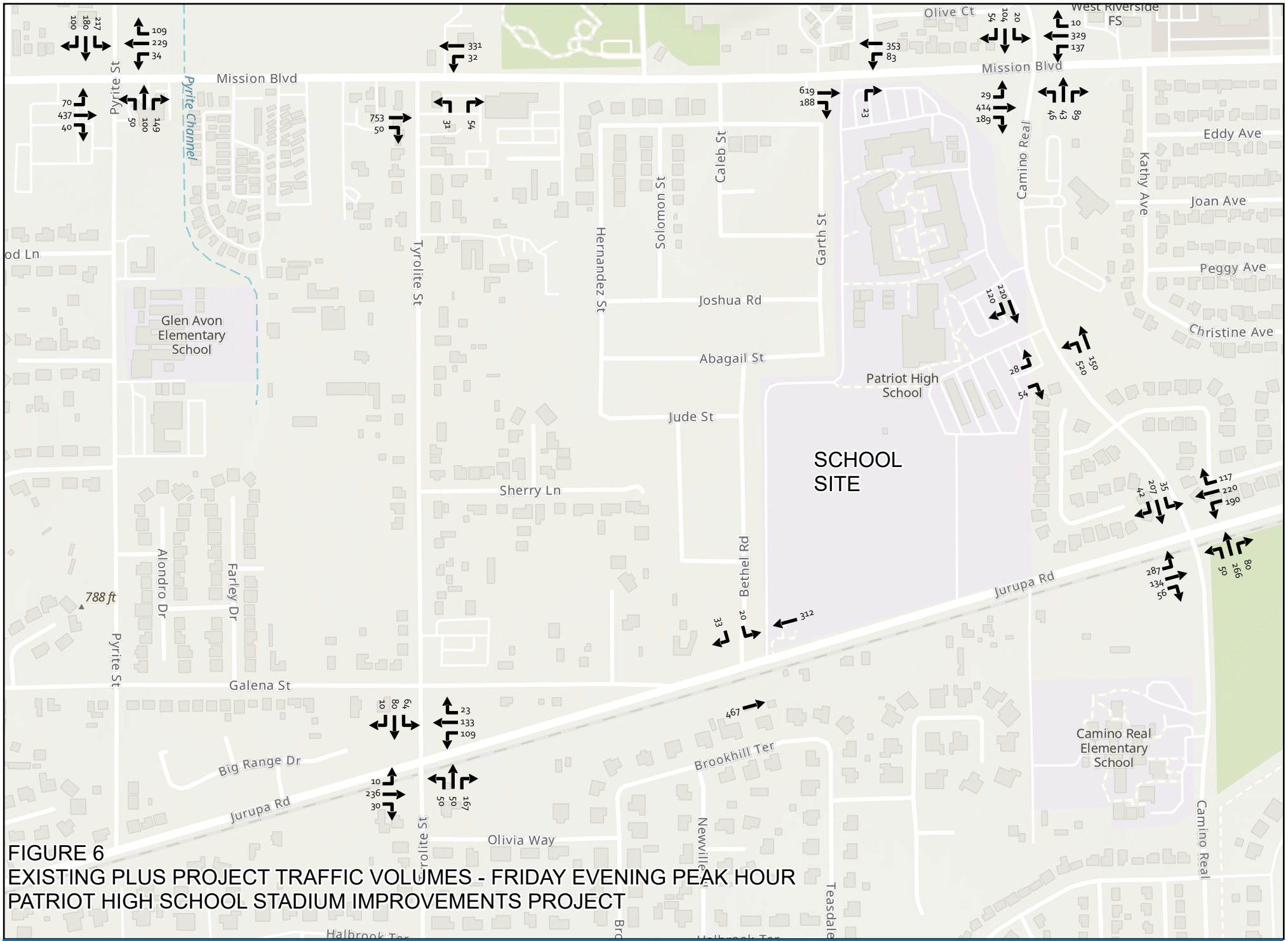

FIGURE 6
EXISTING PLUS PROJECT TRAFFIC VOLUMES - FRIDAY EVENING PEAK HOUR
PATRIOT HIGH SCHOOL STADIUM IMPROVEMENTS PROJECT

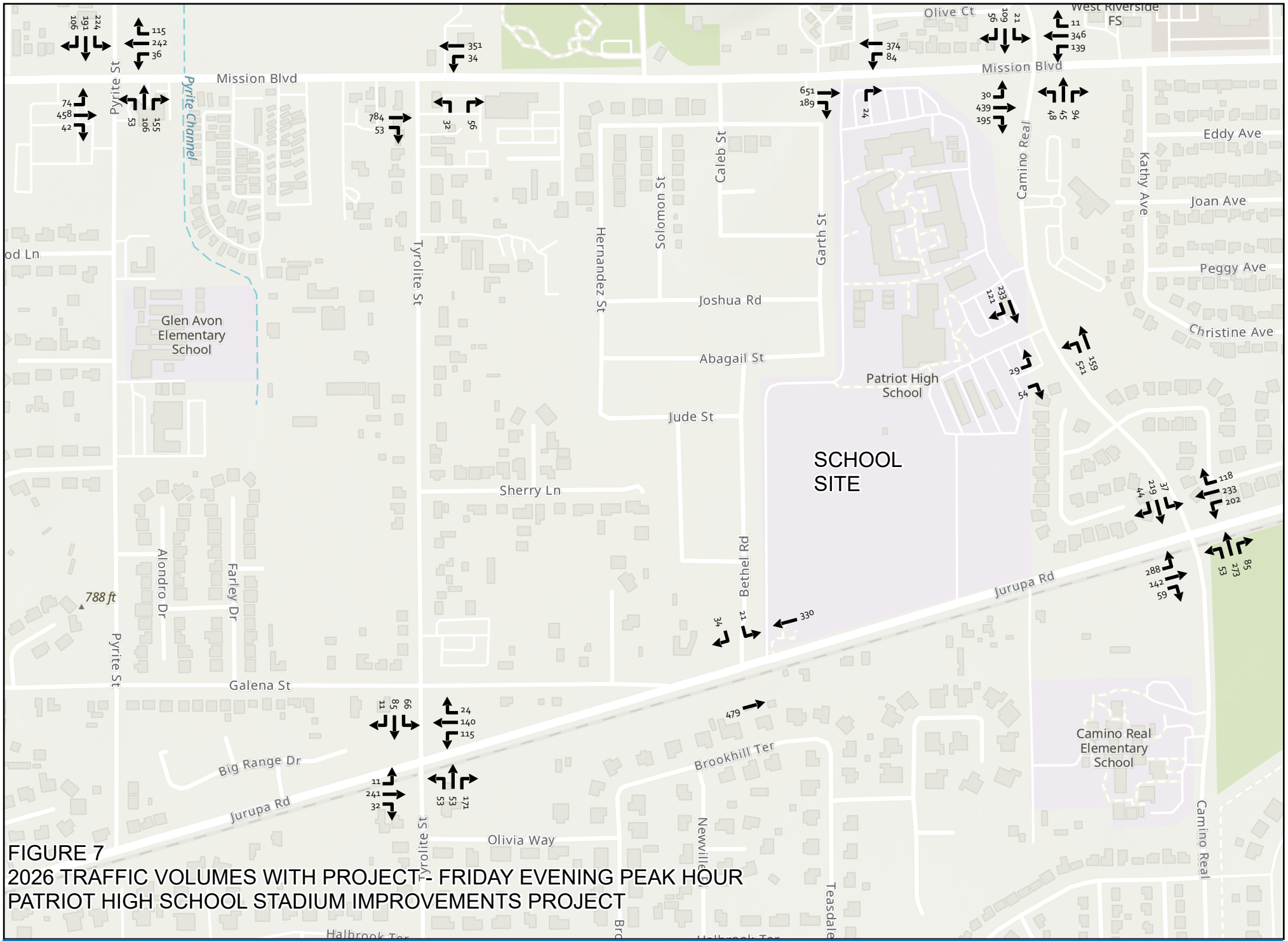

FIGURE 7
2026 TRAFFIC VOLUMES WITH PROJECT - FRIDAY EVENING PEAK HOUR
PATRIOT HIGH SCHOOL STADIUM IMPROVEMENTS PROJECT