Appendix B   Agua Mansa Commerce Park Specific Plan
Appendices

This page intentionally left blank.
This page left intentionally blank
## Contents

### Chapter 1 Introduction
1.1 Project Description .......................................................................... 1-3  
1.2 Planning Framework ........................................................................ 1-9  
1.3 Legal Authority, Application, and CEQA Compliance .................. 1-11  
1.4 Specific Plan Contents .................................................................. 1-13

### Chapter 2 Development Plan
2.1 Development Plan ........................................................................... 2-1  
2.2 Land Use Plan .................................................................................. 2-1  
2.3 Open Space Areas ........................................................................... 2-7  
2.4 Circulation Plan ................................................................................ 2-9  
2.5 Infrastructure and Utility Plan ......................................................... 2-20  
2.6 Grading Plan .................................................................................. 2-26

### Chapter 3 Land Use and Development Standards
3.1 Purpose ............................................................................................ 3-1  
3.2 General Provisions ........................................................................... 3-1  
3.3 Allowable Land Uses ....................................................................... 3-2  
3.4 Development Standards .................................................................. 3-7  
3.5 Off-Street Parking and Loading Standards ................................... 3-13  
3.6 Outdoor Storage Standards ............................................................. 3-18  
3.7 Lighting Requirements ..................................................................... 3-19  
3.8 Landscaping Requirements ............................................................. 3-20
3.9 Walls, Fences, and Screening ....................................................... 3-23
3.10 Signs ........................................................................................... 3-25

Chapter 4 Design Guidelines
4.1 Special Treatment Areas ................................................................. 4-2
4.2 Business and Industrial Park ............................................................ 4-3
4.3 Retail and Commercial ................................................................. 4-17
4.4 Sign Design ................................................................................... 4-23
4.5 Sustainable Design ........................................................................ 4-26
4.6 Landscape Design ........................................................................... 4-28

Chapter 5 Implementation and Administration
5.1 Applicability .................................................................................. 5-2
5.2 Interpretation .................................................................................. 5-2
5.3 Severability .................................................................................... 5-2
5.4 Entitlements .................................................................................... 5-3
5.5 Administration ................................................................................. 5-3
5.6 Subdivision Maps .......................................................................... 5-4
5.7 Development and Land Use Review Procedures ......................... 5-4
5.8 Specific Plan Phasing .................................................................... 5-5
5.9 Financing and Fees ........................................................................ 5-6
5.10 Maintenance .................................................................................. 5-7

Appendix
A General Plan Consistency ............................................................... A-1
Figures

1.1 Regional Context ................................................................. 1-5
1.2 Local Vicinity ................................................................. 1-6
1.3 Plan Boundary ................................................................. 1-8
2.1 Land Use Plan ................................................................. 2-3
2.2 Open Space Areas ........................................................... 2-8
2.3 Circulation Plan ............................................................... 2-10
2.4 Trails ............................................................................... 2-12
2.5 Rubidoux Boulevard (North) Cross Section ...................... 2-13
2.6 Rubidoux Boulevard (CalPortland North) Cross Section ...... 2-14
2.7 Rubidoux Boulevard (CalPortland South) Cross Section ...... 2-15
2.8 Agua Mansa Road Cross Section ...................................... 2-16
2.9 El Rivino Road Cross Section ........................................... 2-17
2.10 Hall Avenue Cross Section .............................................. 2-18
2.11 Water Plan ...................................................................... 2-22
2.12 Sewer Plan ...................................................................... 2-24
2.13 Conceptual Grading Plan .................................................. 2-27
3.1 Landscaping Along Electrical Line Easements .................... 3-10
3.2 Additional Building Setback (Industrial Park District) ........ 3-12
4.1 Landscape Concept Plan ..................................................... 4-29
4.2 El Rivino Road and Rubidoux Boulevard Conceptual Landscape Treatments ................................................. 4-37
4.3 El Rivino Road (Western Entry) Conceptual Landscape Treatments ................................................................. 4-38
4.4 El Rivino Road and Hall Avenue Conceptual Landscape Treatments ................................................................................. 4-40
4.5 El Rivino Road and Cactus Avenue Conceptual Landscape Treatments ............................................................................... 4-41
4.6 El Rivino Road Landscape Buffers – Overview ........................................ 4-43
4.7 El Rivino Road Landscape Buffers – Section A ..................................... 4-45
4.8 El Rivino Road Landscape Buffers – Section B ..................................... 4-45
4.9 El Rivino Road Landscape Buffers – Section C ..................................... 4-45

Tables

2.1 Land Use Summary ................................................................................ 2-4
3.1 Allowable Land Uses and Permit Requirements ....................................... 3-4
3.2 Development Standards ........................................................................ 3-11
3.3 Required Number of Off-Street Parking Spaces .................................... 3-14
3.4 Off-Street Parking and Loading Design Standards .................................. 3-16
3.5 Required Bicycle Spaces ....................................................................... 3-17
3.6 Outdoor Storage Standards .................................................................... 3-18
3.7 Lighting Requirements ........................................................................... 3-19
3.8 Landscaping Requirements .................................................................... 3-21
3.9 Walls, Fences, and Screening Requirements ......................................... 3-24
3.10 Signs .................................................................................................. 3-26
4.1 Plant Palette ......................................................................................... 4-33
5.1 Required Entitlements ............................................................................ 5-3
5.2 Maintenance Responsibilities ................................................................... 5-7
Introduction

Agua Mansa Commerce Park, located in northeastern Jurupa Valley, has a long history of industrial activity and resource extraction, primarily as the Riverside Cement Plant, a white and grey cement manufacturing plant and limestone quarry/mine. Now that the cement plant and quarry/mine have ceased operations, a new vision has emerged for Agua Mansa Commerce Park, one that will transform the site from a brownfield into a vibrant industrial park, business park with retail opportunities, and open space area. The Agua Mansa Commerce Park Specific Plan (referred to as the “Specific Plan”) provides the means to implement this vision.

Viridian Partners is an owner in and manager of Crestmore Redevelopment, LLC. A seasoned brownfield redeveloper, Viridian Partners has remediated and repositioned numerous sites throughout the United States.

In response to environmental issues resulting from over 100 years of mining and cement production, the Agua Mansa Commerce Park site will be remediated and redeveloped with compatible and economically viable land uses. This Specific Plan will build upon the successful remediation of the existing brownfield site to reduce blight and provide an opportunity for the development of an industrial park, a business park with retail opportunities, and open space area.

Brownfield Site Definition

The Riverside Cement Plant is designated as a brownfield site. According to the United States Environmental Protection Agency, a brownfield site refers to real property, the expansion, development, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands.
The Agua Mansa Commerce Park Specific Plan is a comprehensive policy and action-oriented plan that sets standards and guidelines for new building forms, land use, circulation, parking, and infrastructure for development within the Agua Mansa Commerce Park. The Specific Plan ensures that the industrial park, business park with retail opportunities, and open space area are developed in a coordinated manner and with consideration for public safety, infrastructure, and services. By providing the necessary regulatory and design guidance, this Specific Plan ensures implementation of the City of Jurupa Valley’s General Plan goals for land use, economic development, and open space.

Vision for the industrial park.
1.1 PROJECT DESCRIPTION

This Specific Plan is the regulatory document for the Agua Mansa Commerce Park, an industrial park, business park with retail opportunities, and open space located within the City of Jurupa Valley, at the crossroads of a multi-jurisdictional industrial corridor. The Specific Plan provides a long-term strategy to revitalize the Riverside Cement Plant site and create environmentally compatible land uses on the remediated site.

The Specific Plan area covers 302.8 gross acres and is divided into three land use districts – Industrial Park, Business Park with Retail Overlay, and Open Space.

The Industrial Park district is 189.7 acres that will allow for 4,216,000 square feet of industrial park uses, such as manufacturing; research and development; fulfillment centers; e-commerce centers; high-cube, general warehousing, and distribution; and cross-dock facilities.

The Business Park with Retail Overlay district is 33.8 acres that will support 200,000 square feet of business park uses along with an existing 23,000 square-foot research and development building (CalPortland area). The Specific Plan allows for an additional 41,000 square feet of business park use(s) in the CalPortland area – either through expansion of the existing building or new construction. The Business Park with Retail Overlay district includes an option to build up to 25,000 square feet of retail and/or food service uses along with 150,000 of business park square footage in lieu of the 200,000 square feet of business park uses.

The Open Space district is 70.9 acres that will be remediated in accordance with the Department of Toxic Substances Control requirements. The Open Space district will remain as open space or could be developed in accordance with the permitted uses identified in Chapter 3 Development Standards.
A Union Pacific Railroad right-of-way and North Riverside and Jurupa Canal (“canal”) areas account for 8.4 acres within the Specific Plan boundary.

Circulation is a key component of the Specific Plan. All development within the Specific Plan will be designed to incorporate a mix of activities to support and encourage efficient circulation patterns for people and goods movement. Interconnecting private streets, sidewalks, and ingress and egress points will provide for efficient circulation, safety, and accessibility.

Parking spaces for vehicles and trucks are planned to support the uses of the Specific Plan. Strategic locations along the site periphery will feature stormwater catch basins and bioswales to manage and clean stormwater runoff.

**Plan Boundary**

The Specific Plan area consists of approximately 302.8 gross acres comprising the following Assessor’s Parcel Numbers (APN): 175-170-005, portion of 006, 027, 028, 030, 036, 040, 042, 043, 045, and 046; 175-180-001; and 175-200-001 through 005 and 007-009. A portion of the canal (APN: 175-170-042) is included in the Specific Plan boundary near Rubidoux Boulevard. The boundary does not include the private canal (APN: 175-170-007 and 175-180-002) that borders the project site to the south along Agua Mansa Road.

The Specific Plan area is in the northeastern quadrant of the City of Jurupa Valley along a historical industrial corridor and is the site of the former Riverside Cement Plant site. It is located within Riverside County and adjacent to the City of Rialto and the unincorporated community of Bloomington in San Bernardino County (see Figure 1.1, **Regional Location** and Figure 1.2, **Local Vicinity**).
Figure 1.1 Regional Context

Specific Plan Area Boundary
Jurupa Valley
Other Cities
Specific Plan Area Boundary
County
Figure 1.2 Local Vicinity
The Specific Plan area is bound by El Rivino Road on the north, Rubidoux Boulevard on the west, Hall Avenue on the east, and the West Riverside Canal and the North Riverside & Jurupa Canal on the south. The Union Pacific Railroad right-of-way traverses the western portion of the site (see Figure 1.3, Plan Boundary). The area is located approximately 2.5 miles south of Interstate 10 (I-10), 1.4 miles north of State Route 60 (SR-60), and 2.5 miles west of Interstate 215 (I-215).
Figure 1.3 Plan Boundary
1.2 PLANNING FRAMEWORK

This document represents a cohesive vision for the site and provides solutions to protect human health, the environment, reduce blight, and create a vibrant economic areas. This Planning Framework defines how the Specific Plan area will develop and outlines the objectives for reuse of the properties.

Development activity will be stimulated and influenced by:

- Development plan, development standards, design guidelines, and regulatory tools and metrics
- A comprehensive and strategic set of administrative, policy, physical, and programmatic implementation actions

The Planning Framework builds upon the General Plan, Jurupa Valley Area Plan, and Agua Mansa Industrial Corridor Specific Plan.

Purpose

The Agua Mansa Commerce Park Specific Plan provides the framework to guide future private development for the site. Through concerted, strategic efforts, this Specific Plan has the potential to catalyze development of a vibrant industrial and business park for new businesses to flourish, accompanied by the opportunity add open space areas.

Agua Mansa Commerce Park has undergone significant changes since adoption of the Agua Mansa Industrial Corridor Specific Plan (AMICSP) in 1986. Overall demand for industrial and logistics space continues to climb due to the growing internet retail sales that require distribution facilities and accessibility for the shipment of goods. The region is attracting substantial investment.

This Specific Plan accommodates broad market and social forces with the intent to:

Good to Know

When the City of Jurupa Valley incorporated in 2011, it adopted the County of Riverside General Plan. The City adopted its first General Plan in 2017.
- Respond to the physical and market-driven aspects of future development opportunities;
- Remediate the affected properties and transform the area into a visually attractive 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;
- Facilitate job growth;
- Capitalize on predictable and marketable future development opportunities that provide the City with economic benefits through employment, tax revenues, and infrastructure improvements;
- Establish the southern portion of the site as open space, which may accommodate a recreation area dependent upon the feasible and successful completion of the site cleanup and remediation;
- Preserves the existing terrain and scenic resources;
- Creates a robust multimodal circulation network within the site to adequately service envisioned uses and activities and contain vehicular impacts;
- Provide flexible parking standards to encourage parking facilities that meet the parking demand for all users at all times, in order to avoid excess, unnecessary parking and ensuring no overflow parking into public streets;
- Create regulations for safe and efficient vehicular and pedestrian movement;
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.

1.3 LEGAL AUTHORITY, APPLICATION, AND CEQA COMPLIANCE

Definition of a Specific Plan
A specific plan is a zoning and development tool used to implement a city’s General Plan. It establishes a link between General Plan policies and individual development proposals in a defined area. State law requires that specific plans be consistent with the General Plan. The Specific Plan directly responds to the Jurupa Valley General Plan, which calls for creation of industrial/business-type clusters, reevaluation of non-viable uses, promotion of the development of focused employment centers, and stable and diverse employment uses.

California Government Code
The authority for preparation and adoption of specific plans is set forth in the California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457). The range of issues contained in a specific plan is left to the discretion of each jurisdiction. However, all specific plans must, at a minimum, address the following:

- The distribution, location, and extent of the uses of land, 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 in the plan.

- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the plan.

Scope

The Agua Mansa Commerce Park Specific Plan guides all new development within the Specific Plan area. All development projects will be required to adhere to the policies, standards, and guidelines set forth in this Specific Plan, and when not in conflict with this Specific Plan, the Jurupa Valley Municipal Code (JVMC).

As a regulatory plan (adopted by City ordinance), this document serves as zoning for the land within the Specific Plan area. Any Site Development Permit, Conditional Use Permit or subdivision map must be consistent with the Agua Mansa Commerce Park Specific Plan and the Jurupa Valley General Plan.

California Environmental Quality Act Compliance

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 Agua Mansa Commerce Park 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.

1.4 SPECIFIC PLAN CONTENTS

The following outlines the content of the Specific Plan.

Chapter 1 - Introduction
This chapter describes the intent and purpose, scope and authority, and relationship to the General Plan and other applicable land use regulations of the Specific Plan.

Chapter 2 - Development Plan
This chapter establishes the land use concept and identifies the necessary infrastructure plans, including circulation, water, sewer, and storm drain plans.

Chapter 3 - Development Standards
This chapter establishes development regulations and standards for each land use district, uses, and site improvements, including parking and landscaping.

Chapter 4 - Design Guidelines
This chapter define the desired quality of architecture and landscaping and overall development character.

Chapter 5 - Implementation and Administration
This chapter development review procedures, administration, and implementation programs of the Specific Plan.

Appendix A - General Plan Consistency
This appendix details the consistency of the Specific Plan with the applicable goals and policies of the Jurupa Valley General Plan.
This page left intentionally left blank.
2.1 DEVELOPMENT PLAN

The purpose of this Chapter is to outline the essential element of land use and infrastructure planning for the area. The Chapter contains the following components:

- Land Use Plan
- Open Space Plan
- Circulation Plan
- Infrastructure and Utility Plan
- Grading Plan

2.2 LAND USE PLAN

The Land Use Plan allows for a mix of land uses that are critical to providing a business environment where industries and creative uses can thrive. It provides for a dynamic mix of industrial and commercial businesses that can take advantage of regional access routes, site topographic features, a strong local labor force, and that can be unified through design approaches and on-site linkages.
Purpose and Concept

The Land Use Plan allows for a variety of non-residential uses incorporating employment-intensive uses through the Industrial Park and Business Park with Retail Overlay districts that generate customers for the services and retail businesses. In addition to economic development, the Open Space district bolsters the General Plan’s Environmental Justice Element contributing additional open space that would emerge from the completion of environmental remediation of the brownfield site.

Land Use Districts

Three land use districts are established: Industrial Park, Business Park with Retail Overlay, and Open Space. Figure 2.1 Land Use Plan identifies the location of each land use district. Table 2.1 Land Use Summary identifies the land use districts and total allowed building area, including areas for rail right-of-way and a canal. The Specific Plan allows for the development of up to 4,480,000 square feet of new high-cube warehouse, cross-dock facilities, business park and retail structures, including existing structures.

Railroad Right-of-Way and the Canal

The Specific Plan boundary includes the properties of Union Pacific Railroad and the West Riverside Canal as shown in the Land Use Plan. In the event that any portion of these properties that bisects the site is abandoned, vacated, or transferred by the respective owner and deeded to a property owner within the Specific Plan area, these properties would only be used for circulation, landscaping, or parking.
Figure 2.1 Land Use Plan

- **INDUSTRIAL PARK DISTRICT**
- **BUSINESS PARK DISTRICT WITH RETAIL OVERLAY**
- **OPEN SPACE DISTRICT**

Key:
- Specific Plan Boundary
- Industrial Park
- Business Park with Retail Overlay
- Open Space
- Railroad
- Canal

Note: The private canal outside the Specific Plan is for reference only.

Refer to Table 2.1 Land Use Summary
Table 2.1 Land Use Summary

<table>
<thead>
<tr>
<th>Map Area</th>
<th>Land Use District</th>
<th>Total Building Area (Square Feet)</th>
<th>Gross Site Area (Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Industrial Park</td>
<td>4,216,000 sf</td>
<td>189.7</td>
</tr>
<tr>
<td>2</td>
<td>Business Park with Retail Overlay</td>
<td>▪ Up to 25,000 sf of Retail with 150,000 sf of Business Park or ▪ 200,000 sf of industrial with no retail and ▪ Includes an existing research and development building approximately 23,000 sf in size; plus 41,000 sf potential expansion for a total of 64,000 sf</td>
<td>33.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>239,000 sf with Retail</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>264,000 sf with No Retail</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Open Space</td>
<td>N/A</td>
<td>70.9</td>
</tr>
<tr>
<td>4</td>
<td>Railroad Right-of-Way and Canal</td>
<td>N/A</td>
<td>8.4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total</td>
<td>302.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4,455,000 sf with Retail</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>4,480,000 sf with No Retail</td>
<td></td>
</tr>
</tbody>
</table>
Industrial Park

The purpose and intent of the Industrial Park district is to accommodate a wide range of light industrial, light manufacturing uses, storage, and warehousing uses in larger buildings on larger sites.

The Industrial Park district permits high-cube logistics warehouse uses, fulfillment centers, e-commerce centers, warehousing and distribution, cold storage, and cross-dock\(^1\) facilities. Facilities related to manufacturing, research and development, and warehousing and logistics activities consistent with the storage, assembly, and processing of manufactured goods and materials prior to their distribution to other facilities are allowed. Facilities for outdoor storage of trucks and trailers are also allowed. Ancillary office, employee welfare areas, and property management facilities are allowed in conjunction with primary uses. Evolving trends in logistic centers include multi-story facilities with mezzanine areas, or multi-story structures.

\(^1\) Cross docking is a logistics procedure where products from a supplier or manufacturing plant are distributed directly to a customer or retail chain with marginal to no handling or storage time. Cross docking takes place in a distribution docking terminal usually consisting of trucks and dock doors on two (inbound and outbound) sides. The term “cross docking” explains the process of receiving products through an inbound dock and then transferring them across the dock to the outbound transportation dock.
Business Park with Retail Overlay

The purpose and intent of the Business Park with Retail Overlay district is to accommodate business park and professional office uses, research and development, business sales and services and very light manufacturing uses under the Business Park district. The Retail Overlay is intended to allow commercial, retail, personal services, and food service. Developments within this district are intended to be multi-tenant; however, single-tenant buildings are not precluded.

An existing 23,000 square-foot research and development building (CalPortland) will remain in place and may be remodeled or expanded pursuant to this Specific Plan.

Open Space

The purpose and intent of the Open Space district is to help maintain the district’s existing unimproved, undeveloped state, and preserve the existing terrain and scenic resources. The district, currently a brownfield site, would accommodate environmental remediation activities. Should the Open Space district be redeveloped as a recreation park, a Park Feasibility Plan and Park Implementation Plan would be submitted prior to development of recreation facilities.
2.3 OPEN SPACE AREAS

Open Space areas implements the General Plan open space policy directives that address opportunities for added open space. The Open Space Areas figure (Figure 2.2) also shows landscape buffers and stormwater/bioswales in other land use districts. The Open Space district would expand the overall amount of open space in the City by 70.9 acres.

The Open Space district preserves natural character
Figure 2.2 Open Space Areas
2.4 CIRCULATION PLAN

The Circulation Plan describes the movement of vehicles and pedestrians within the site and the connections to major regional circulation routes. The purpose of the internal circulation is to facilitate vehicular access to surrounding streets as depicted on Figure 2.3 Circulation Plan. 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 beyond. Conceptual Street Improvements cross-sections illustrate proposed street improvements on street frontages. Under the Circulation Plan, truck restrictions of surrounding streets are observed and conceptual improvements to accommodate new traffic are identified. The Jurupa Valley General Plan allows commercial trucks on Rubidoux Boulevard, Agua Mansa Road, El Rivino Road (west of Hall Avenue), and Hall Avenue.

- Allowable vehicular access points are marked as T (Trucks and Automobiles) or A (Automobiles only). Specific truck restrictions are noted on Figure 2.3.

- Shared on-site circulation describes access points and driveways for all buildings within the Industrial Park district. Automobiles only circulation is consistent with the location of Automobiles only access.

- Internal circulation driveways and streets crossing railroad tracks will include special railroad safety features.

- The backbone circulation identifies the proposed location, 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.
Figure 2.3 Circulation Plan

Note: Private access only for existing R&D facility.
Access and Internal Circulation

Proposed are various access points connecting internal private streets to adjacent streets, see Figure 2.3. Four driveways are located along El Rivino Road, three along Rubidoux Boulevard, one along Hall Avenue, and one at Brown Avenue. Some of the access points restrict truck access. Access to the Open Space district will be from the shared driveway at El Rivino Road.

The internal site circulation is composed of interconnected shared driveways within each land use district leading to access points. Within the Industrial Park districts, internal driveways of varying widths lead to access points. The layout of the buildings, docks, driveways, and access points provides the most direct routes possible that minimize turns, idling, and congestion within the site.

Trails

Within the Specific Plan boundary, an on-site trail is proposed along the southern portion of Rubidoux Boulevard, between the CalPortland building and the intersection of Rubidoux Boulevard and Production Circle (see Figure 2.4). The northern portion of the Rubidoux Boulevard streetscape will include a sidewalk, connecting the proposed on-site trail to Rubidoux Boulevard and then north to its intersection with El Rivino Road. The installation of the on-site trail is dependent upon 1) redevelopment of the CalPortland property, and 2) successful acquisition of the required Union Pacific Railroad property.

Additionally, the City’s General Plan identifies an equestrian trail along Rubidoux Boulevard. However, due to significant physical constraints including the location of an existing building and granite hillside along the southwest portion of the Business Park district, the equestrian trail cannot be feasibly constructed along Rubidoux Boulevard. As an alternative and to provide future connectivity into the Jurupa Hills, the
Figure 2.4 Trails
equestrian trail is being planned to run along the eastside of Castellano Road between Rubidoux Boulevard and Andalusia Avenue (see Figure 2-4). Due to the existing slope on the eastside of Castellano this trail will not be developed as either a primary or secondary equestrian pursuant to the General Plan, but will be located within the existing right-of-way and consist of only an earthen path, ranging from 2-feet to 4-feet wide, to allow horses to be ridden single-file from Rubidoux to Andalusia enabling access to the Jurupa Hills.

**Conceptual Street Improvements**

**Rubidoux Boulevard - North**

Rubidoux Boulevard, located along the western boundary of the Specific Plan area, is designated in the General Plan with a 118-foot right of way, as a Major Highway. Rubidoux Boulevard (Cedar Avenue north of El Rivino Road) connects with both I-10 to the north and SR-60 to the south. Figure 2.5 Rubidoux Boulevard (North) Cross Section identifies a segment of Rubidoux Boulevard where proposed improvements include new sidewalks and parkways. Shared truck and automobile driveways will provide access from Rubidoux Boulevard to the northwestern portion of the Specific Plan area and to the research and development building parcel.

**Figure 2.5 Rubidoux Boulevard (North) Cross Section**

*Note: 1) Sidewalk from Rubidoux Boulevard entrance north to CalPortland-location to be coordinated with future Cal Portland sidewalk.*
Rubidoux Boulevard – CalPortland North

The midsection of Rubidoux Boulevard along the northern portion of the CalPortland property is constrained by existing landforms and the location of the CalPortland building. Figure 2.6 Rubidoux Boulevard (CalPortland North) Cross Section identifies this segment of Rubidoux Boulevard, consisting of four travel lanes and a painted median. Due to the topography and proximity of the CalPortland building, existing retaining walls will remain in place to support the street. Additionally, the on-site trail shown in Figure 2.4 is proposed to replace the sidewalk along this midsection of Rubidoux Boulevard.

Figure 2.6 Rubidoux Boulevard (CalPortland North) Cross Section
Rubidoux Boulevard – CalPortland South

The southernly portion of Rubidoux Boulevard along the lower section of the CalPortland property is also constrained by existing landforms. Figure 2.7 Rubidoux Boulevard (CalPortland South) Cross Section identifies the southern segment of Rubidoux Boulevard, consisting of four travel lanes and a painted median. Additionally, the on-site trail shown in Figure 2.4 is proposed to replace the sidewalk along this midsection of Rubidoux Boulevard.

Figure 2.7 Rubidoux Boulevard (CalPortland South) Cross Section
Agua Mansa Road

Agua Mansa Road runs parallel to and adjacent to an existing canal. The canal is adjacent to and located between the Specific Plan boundary and Agua Mansa Road. This roadway segment is designated in the General Plan as Major Highway of up to 90-foot right of way. The existing canal, however, limits the potential for future sidewalk improvements along the north side of Agua Mansa Road as shown in the General Plan. Figure 2.8 Agua Mansa Road Cross Section depicts an alternative design showing potential improvements to the north side of this street.

Figure 2.8 Agua Mansa Road Cross Section
El Rivino Road

El Rivino Road bounds the Specific Plan area to the north and runs east/west. El Rivino Road will be improved as a Modified Industrial Collector with a 100-foot right-of-way width. Existing truck restrictions prohibit trucks on El Rivino Road between Hall Avenue and Agua Mansa Road to the east of the site. Proposed improvements include a dedication and widening to the ultimate right-of-way width along the project area including two travel lanes, a median, and 18-foot wide parkway with curb adjacent landscaping. Other Improvements include installation of curb, gutters, sidewalk, parkway landscaping, and street trees. El Rivino Road will provide on-site access through two shared access driveways for trucks and automobiles to the Industrial Park district and one auto access to the eastern auto parking lot. El Rivino Road will also provide shared access to the northwestern Business Park. See Figure 2.9 El Rivino Road Cross Section.

Figure 2.9 El Rivino Road Cross Section
Hall Avenue

Hall Avenue bounds the Specific Plan area on the northeastern edge and is designated in the General Plan as an Industrial Collector. It will be constructed per the General Plan Section with curb adjacent landscaping. Hall Avenue will be dedicated and widened to provide a 100-foot wide right-of-way, with a 64-foot paved section that includes four travel lanes along the project area per General Plan and City engineering standards. See Figure 2.10 Hall Avenue Cross Section. Improvements include installation of curb, gutters, sidewalk, parkway landscaping, and street trees. Hall Avenue will provide on-site access through a shared driveway for trucks and automobiles.

Figure 2.10 Hall Avenue Cross Section
Brown Avenue
A shared truck and automobile access driveway to Brown Avenue is planned to be constructed. Brown Avenue is a two-lane local road serving industrial businesses along Hall Avenue and Agua Mansa Road. No dedication for Brown Avenue will be required, however, an access easement and driveway may be provided.

Regional and Emergency Access
Regional access is provided via several major roads and highways. Rubidoux Boulevard and Market Street provide access to SR-60. Cedar Avenue (Rubidoux Boulevard south of El Rivino) provides access to I-10. Agua Mansa Road provides access to Riverside Avenue and Rancho Avenue. Riverside Avenue to the east provides access to SR-60, I-10, and I-215 via Center Street. Rancho Avenue provides an alternate route to I-10 via Agua Mansa Road. The proposed connection to provide one additional shared truck and automobile driveway into the Specific Plan area. Emergency access to the Specific Plan area is provided around each proposed building, through private streets, parking areas, and truck courts.

Parking
Parking will be provided with at-grade surface parking lots within each land use district in the Specific Plan in accordance with Chapter 3.

Multipurpose Trails
Multipurpose trails and bike paths serve as a means of connecting community resources and activity centers in Jurupa Valley. As of 2018, no existing bike paths or trails serve the Specific Plan area, however, the City is in the process of preparing a Bicycle and Pedestrian Master Plan.

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.

2.5 INFRASSTRUCCTURE 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, etc.), communications, and public services and facilities (law enforcement, fire, and trash collection).

Water

Two water districts provide services to properties located in the immediate vicinity of the Specific Plan area: the Rubidoux Community Services District and the West Valley Water District. Properties in the Specific Plan will connect to and expand existing infrastructure operated by the Rubidoux Community Services District.

The Rubidoux Community Services District (RCSD) was formed in 1952 and provides water, wastewater, trash collection services, and fire protection to over 26,000 people. The RCSD provides eight million gallons of potable water a day to residents within its service area. The Specific Plan area is located adjacent to the RCSD boundary.

To receive water, fire, and trash collection services, the Specific Plan area will need to be annexed into RCSD’s boundary through the Riverside County Local Agency Formation Commission (LAFCO).

As reported in the RCSD 2010 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 by six potable and six non-potable (irrigation only) 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 2018). The RCSD expects that groundwater extracted from the Basin will continue to be its primary (and possibly only) source of water through the year 2035, and possibly beyond.

To supply water to the Specific Plan area, improvements will include a connection at the southwestern corner of the Specific Plan area to a 24-inch water main running north to south under Rubidoux Boulevard. The 24-inch main branches off into two eight-inch water mains underneath Production Circle and Container Circle. The 24-inch water main continues south and connects to the larger Rubidoux Community Services District water network. See Figure 2.11 Water Plan.

Each building will have a meter and two points of connection planned. Projected water demand will be analyzed at final engineering based on each individual project. To provide water for fire protection, a non-looped system will be acceptable if there is adequate pressure. However, if it is determined during the final design phase that pressure is not adequate, a looped system will be required. Fire hydrant locations will be coordinated with the RCSD and Cal Fire/Riverside County Fire Department.
Figure 2.11 Water Plan

- Existing RCSD Water
- Existing West Valley Water District Water
- Proposed Water
- Proposed Fire Water
- Specific Plan Boundary
- Backbone Circulation
- Railroad
- Canal

Chapters

Chapter 2
Solid Waste

The City of Jurupa Valley contracts solid waste collection services through Burrtec and Waste Management, Inc. under the Rubidoux Community Services District. 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.

Fire

The nearest operational fire station is Riverside County Fire Department Station 38, located at 5721 Mission Boulevard, approximately three miles to the south. Station 38 is operated by the Riverside County Fire Department (RCFD) through the Rubidoux Community Services District.

Sanitary Sewer

Wastewater treatment service for the Specific Plan area will also be provided by RCSD. As with water, fire, and solid waste for the project to receive RCSD sewer services, the Specific Plan area will need to be annexed into the RCSD boundary through Riverside County LAFCO.

As of 2018, RCSD sewer infrastructure in the area consists of an eight-inch main along Hall Avenue and Brown Avenue which feeds into an eight-inch main at Agua Mansa Road. This eight-inch main widens to a 10-inch main before it branches off to a 12-inch main along Wilson Street. Infrastructure also includes an eight-inch sewer main that runs north and south underneath Rubidoux Boulevard, connects to a 12-inch sewer main, and continues south to the greater RCSD sewer network.

The Specific Plan area will connect to sewer mains through new connections: one in the southwest corner of the Specific Plan area to a 12-inch sewer main near Rubidoux Boulevard and potentially an eight-inch sewer main at Brown Avenue on the Specific Plan area’s eastern edge. See Figure 2.12 Sewer Plan.
Figure 2.12 Sewer Plan
Each building will have two points of connection planned. Projected sewage flows will be analyzed at final engineering based on each individual project.

**Storm Water Drainage**

The Specific Plan area drains to off-site conveyances maintained by the Riverside County Flood Control and Water Conservation District (RCFCWCD). Development projects will connect to these facilities and will be required to comply with storm water permitting regulations of the RCFCWCD.

Storm water will be collected through a network of storm water basins and bioswales located throughout the Specific Plan area. Individual development projects will utilize a variety of low-impact development measures to manage storm water including bioswales, and retention basins.

**Electricity**

Southern California Edison (SCE) provides electricity to the Specific Plan area and maintains above ground power lines. SCE will serve electrical requirements for the project in accordance with the California Public Utilities Commission and Federal Energy Regulatory Commission tariffs.

**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.

**Natural Gas**

South California Gas Company provides natural gas 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.
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 operational station is Jurupa Valley Sheriff’s Station, located at 7477 Mission Boulevard, approximately 4.5 miles to the southwest.

2.6 GRADING PLAN

Topographic conditions on most of the Specific Plan site consist of a sloped rise in elevation from the southwestern corner to the northern edge. Varying extreme topography define the Open Space district. Figure 2.14, Conceptual Grading Plan identifies the grading concept for the development area of the Specific Plan.

Following the approval of a site remediation plan, the site will be graded, and remediation will occur in accordance with that 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 of Jurupa Valley 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.

The Open Space district will require minor grade changes in accordance with the remediation activities.

Wherever applicable, landscaped areas within the Specific Plan area will be graded as bioswales and designed to accept water from impervious surfaces. The precise size and location of water quality retention basins will be determined at the time of individual development projects.
Figure 2.14 Conceptual Grading Plan
chapter three
Land Use and Development Standards

3.1 PURPOSE
This chapter establishes essential zoning regulations to establish the desired physical form and identity of the built environment suitable for each land use district.

These regulations implement the Land Use Plan densities and ensure compatibility of land uses. Development standards address the physical features of each district such as buildings and lots, 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.

3.2 GENERAL PROVISIONS
This Chapter applies to any development. In reviewing individual projects requiring discretionary approval, additional conditions may be applied by the approving body to accomplish the goals and objectives of this Specific Plan.
3.3 ALLOWABLE LAND USES

Table 3.1 Allowable Land Uses and Permit Requirements shows the allowable primary land uses, activities, or facilities permitted within the Industrial Park, Business Park with Retail Overlay, and Open Space districts, and the types of permits required to establish the uses and activities. Permitted uses are subject to additional development standards and guidelines outlined in this chapter and Chapter 4. Chapter 5 Implementation Plan identifies other types of entitlements, permits, procedures, and actions related to land use and development standards.

Site Development Permit (SDP)

Developments regardless of land use is subject to JVMC Section 9.240.330 (Site Development Permit).

Conditionally Permitted (CUP)

A land use permitted upon issuance of a Conditional Use Permit (CUP) pursuant to JVMC Section 9.240.280 (Conditional Use Permits).

Prohibited Land Uses (--)

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

Accessory Uses

A 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. Certain accessory uses that serve the warehouse facility and its staff, such as day care, 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 Permit.
Land Uses Not Listed

A land use not specifically listed in Table 3.1 shall be considered a prohibited land use, unless an unlisted use, through the Site Development Permit or Conditional Use Permit process, meets the following findings: (1) is substantially the same in character and intensity as those listed under the respective land use district; and (2) meets the purpose and intent of the land use district, as determined by the Planning Director.

Land Uses Not Defined

If a land use is not defined in this Section or in other provisions of the JVMC, the Planning Director or designee shall determine the correct interpretation.

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.¹

Railroad Right-of-Way and the Canal

In the event that any portion of these properties within the Specific Plan are abandoned, vacated or transferred by the respective owner and deeded to a property owner within the Specific Plan area, review and approval of a Site Development Permit is required prior to converting these properties to the allowable uses of circulation, landscaping, or parking.

¹ High-Cube Warehouse Vehicle Trip Generation Analysis, Institute of Transportation Engineers Washington, DC, October 2016.
### Table 3.1 Allowable Land Uses and Permit Requirements

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Permits Required by District</th>
<th>Industrial Park</th>
<th>Business Park with Retail Overlay</th>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Key to Permit Requirements</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SDP = Site Development Permit</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CUP = Conditional Use Permit</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-- = Not Allowed</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Eating and Drinking Establishments</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alcoholic beverage sales and service</td>
<td>--</td>
<td>--</td>
<td>CUP</td>
<td>--</td>
</tr>
<tr>
<td>Sale of alcoholic beverage for off-site consumption</td>
<td>--</td>
<td>--</td>
<td>CUP</td>
<td>--</td>
</tr>
<tr>
<td>Live entertainment with on-site consumption</td>
<td>--</td>
<td>--</td>
<td>CUP</td>
<td>CUP</td>
</tr>
<tr>
<td>Special Events (licensed and authorized by the Department of Alcoholic Beverage Control)</td>
<td>SDP</td>
<td>SDP</td>
<td>SDP</td>
<td>SDP</td>
</tr>
<tr>
<td>Concession stand</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>SDP</td>
</tr>
<tr>
<td>Food markets, or food halls</td>
<td>--</td>
<td>--</td>
<td>SDP</td>
<td>--</td>
</tr>
<tr>
<td>Food preparation facilities, commercial and catering kitchens, and bakeries</td>
<td>SDP</td>
<td>SDP</td>
<td>SDP</td>
<td>--</td>
</tr>
<tr>
<td>Mobile food vending</td>
<td>SDP</td>
<td>SDP</td>
<td>SDP</td>
<td>SDP</td>
</tr>
<tr>
<td>Restaurants (with or without drive-thru)</td>
<td>--</td>
<td>--</td>
<td>SDP</td>
<td>SDP</td>
</tr>
<tr>
<td><strong>Professional Office</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Government administration offices</td>
<td>SDP</td>
<td>SDP</td>
<td>SDP</td>
<td>--</td>
</tr>
<tr>
<td>Medical and dental offices</td>
<td>--</td>
<td>--</td>
<td>SDP</td>
<td>--</td>
</tr>
<tr>
<td>Professional offices</td>
<td>SDP</td>
<td>SDP</td>
<td>SDP</td>
<td>--</td>
</tr>
<tr>
<td><strong>Open Space and Park Facilities</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public recreation facilities</td>
<td>--</td>
<td>--</td>
<td>CUP</td>
<td>CUP</td>
</tr>
<tr>
<td><strong>Retail and Services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Animal boarding and medical care</td>
<td>--</td>
<td>--</td>
<td>CUP</td>
<td>--</td>
</tr>
<tr>
<td>Financial institutions - banks and automated teller machines, credit unions, and remittance center</td>
<td>--</td>
<td>--</td>
<td>SDP</td>
<td>--</td>
</tr>
<tr>
<td>Fine art gallery, artist studios, and instructional studios</td>
<td>--</td>
<td>--</td>
<td>SDP</td>
<td>--</td>
</tr>
<tr>
<td>Health, fitness, gyms, and personal training studios</td>
<td>--</td>
<td>--</td>
<td>SDP</td>
<td>--</td>
</tr>
</tbody>
</table>
Table 3.1 Allowable Land Uses and Permit Requirements

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Permits Required by District</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Industrial Park</td>
</tr>
<tr>
<td>Key to Permit Requirements</td>
<td></td>
</tr>
<tr>
<td>SDP = Site Development Permit</td>
<td></td>
</tr>
<tr>
<td>CUP = Conditional Use Permit</td>
<td></td>
</tr>
<tr>
<td>-- = Not Allowed</td>
<td></td>
</tr>
<tr>
<td>Instructional services</td>
<td>--</td>
</tr>
<tr>
<td>Mailbox and post services</td>
<td>--</td>
</tr>
<tr>
<td>Medical clinics</td>
<td>--</td>
</tr>
<tr>
<td>Nurseries and garden stores</td>
<td>--</td>
</tr>
<tr>
<td>Personal grooming services such as beauty salons, nail salons, and barber shops</td>
<td>--</td>
</tr>
<tr>
<td>Product repair services</td>
<td>SDP</td>
</tr>
<tr>
<td>Professional and vocational schools</td>
<td>--</td>
</tr>
<tr>
<td>Retail stores</td>
<td>--</td>
</tr>
<tr>
<td>Shopping center and shopping malls</td>
<td>--</td>
</tr>
<tr>
<td>Social services facilities</td>
<td>--</td>
</tr>
<tr>
<td>Vehicle fueling station and convenience store with food service</td>
<td>CUP</td>
</tr>
</tbody>
</table>

**Limited Industrial**

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Permits Required by District</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Industrial Park</td>
</tr>
<tr>
<td>Apparel and industrial design</td>
<td>SDP</td>
</tr>
<tr>
<td>Artisan crafts (made by hand) such as glassworks, jewelry, and pottery</td>
<td>SDP</td>
</tr>
<tr>
<td>Beverage manufacturing – non-alcohol</td>
<td>CUP</td>
</tr>
<tr>
<td>Craft brewery, distillery, and winery</td>
<td>--</td>
</tr>
<tr>
<td>Electrical equipment, appliance and component manufacturing</td>
<td>SDP</td>
</tr>
<tr>
<td>Food manufacturing, limited (grain and bakery products, sugar and confectionary products, nonalcoholic beverages, bread, tortilla, snack foods, roasted nuts and peanut butter, coffee, tea, flavoring syrup, seasoning and dressing, spice extract)</td>
<td>SDP</td>
</tr>
<tr>
<td>Handicraft/custom manufacturing</td>
<td>SDP</td>
</tr>
</tbody>
</table>
Table 3.1 Allowable Land Uses and Permit Requirements

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Permits Required by District</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Industrial Park</td>
</tr>
<tr>
<td><strong>Key to Permit Requirements</strong></td>
<td></td>
</tr>
<tr>
<td>SDP = Site Development Permit</td>
<td></td>
</tr>
<tr>
<td>CUP = Conditional Use Permit</td>
<td></td>
</tr>
<tr>
<td>-- = Not Allowed</td>
<td></td>
</tr>
<tr>
<td>Furniture and related product manufacturing</td>
<td>SDP</td>
</tr>
<tr>
<td>Machinery manufacturing</td>
<td>SDP</td>
</tr>
<tr>
<td>Medical and dental equipment assembly and delivery</td>
<td>SDP</td>
</tr>
<tr>
<td>Studios, multi-media production</td>
<td>SDP</td>
</tr>
<tr>
<td>Research and development</td>
<td>SDP</td>
</tr>
<tr>
<td>Pharmaceutical and medicine manufacturing (excludes biological product manufacturing)</td>
<td>SDP</td>
</tr>
<tr>
<td>Printing and related support activities</td>
<td>--</td>
</tr>
<tr>
<td>Transportation equipment manufacturing</td>
<td>SDP</td>
</tr>
<tr>
<td><strong>Utilities and Transportation</strong></td>
<td></td>
</tr>
<tr>
<td>Automated garages; vehicle lifts</td>
<td>SDP</td>
</tr>
<tr>
<td>Transit stops and shelters</td>
<td>SDP</td>
</tr>
<tr>
<td>Concealed wireless telecommunications facilities pursuant to the requirements of the JVMC</td>
<td>SDP</td>
</tr>
<tr>
<td><strong>Trucking and Trailer Facilities</strong></td>
<td></td>
</tr>
<tr>
<td>Off-site trailer storage yard, vehicle or trailer parking lots and/or structures are permitted, provided the use is affiliated with and serves an existing approved principal use within the Industrial Park district.</td>
<td>SDP</td>
</tr>
<tr>
<td><strong>Warehousing</strong></td>
<td></td>
</tr>
<tr>
<td>Cold storage warehouse</td>
<td>SDP</td>
</tr>
<tr>
<td>Cross-dock facilities</td>
<td>SDP</td>
</tr>
<tr>
<td>E-commerce (Internet fulfillment)</td>
<td>SDP</td>
</tr>
</tbody>
</table>
Table 3.1 Allowable Land Uses and Permit Requirements

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Permits Required by District</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Industrial Park</td>
</tr>
<tr>
<td>Key to Permit Requirements</td>
<td></td>
</tr>
<tr>
<td>SDP = Site Development Permit</td>
<td></td>
</tr>
<tr>
<td>CUP = Conditional Use Permit</td>
<td></td>
</tr>
<tr>
<td>-- = Not Allowed</td>
<td></td>
</tr>
<tr>
<td>High-cube warehouse (see definition)</td>
<td>SDP</td>
</tr>
<tr>
<td>Logistics center</td>
<td>SDP</td>
</tr>
<tr>
<td>Shipping/parcel delivery</td>
<td>SDP</td>
</tr>
<tr>
<td>Warehousing and storage</td>
<td></td>
</tr>
<tr>
<td>Short-term storage</td>
<td>SDP</td>
</tr>
<tr>
<td>Storage completely within a building</td>
<td>SDP</td>
</tr>
<tr>
<td>Vehicle storage</td>
<td>SDP</td>
</tr>
</tbody>
</table>

3.4 DEVELOPMENT STANDARDS

Table 3.2 Development Standards apply to land uses, structures, and related improvements. Where specific development standards are not mentioned in this section, the provisions of the JVMC shall apply.

The standards of this section implement buffering strategies that controls the physical dimensions and locations of structures, and site improvements including walls and landscaping that minimizes impact of developments from sensitive uses, as well as improve the appearance of the project as seen from surrounding roadways.

**Floor-Area Ratio**

Pursuant to the General Plan non-residential land use intensity is typically measured by the amount of building floor area allowed per acre, also referred to as Floor-Area Ratio (FAR). Within this Specific Plan the FAR for each Land Use District shall meet the following:
• **Industrial Park District**
  Individual lots within the Industrial Park district are allowed to have a FAR up to 0.60 provided the FAR for the entire Industrial Park district does not exceed the maximum 0.52 FAR.

• **Business Park with Retail Overlay**
  Individual lots within the Business Park district are allowed to have a FAR up to 0.65 provided the FAR for the entire Business Park district does not exceed the maximum 0.60 FAR.

**Minimum Lot Width**

The minimum lot width shall be measured at the front setback line. The rear property line minimum lot width shall not be less than the front minimum lot width.

**Building Setback Line**

No building or structure shall be constructed within the Building Setback Line. All setbacks shall be free and clear to the sky relative to building or structure placement except for the following improvements:

- Architectural features, eaves, and steps or unenclosed staircases may extend into the Building Line Setback Line by a maximum of three (3) feet.

- 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.

- Stand-alone accessory mechanical equipment on the ground, backflow devices and transformers may be constructed at least five (5) feet from any property line.
- Walls with a maximum height of 14 feet provided that the first 6 feet of the wall is screened by landscape buffer/berm.

- Open parking areas or carports; Driveways and aisles; Parking lot lights

- Landscaping

**Setback Adjustments**

Setback adjustments may be granted to accommodate structures and other improvements pursuant to the requirements of JVMC Section 9.240.360 (Setback Adjustments and Temporary Use of Land).

**Undergrounding Utilities**

Utilities shall be installed underground except the existing electrical lines along Rubidoux and El Rivino. 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 in accordance with Figure 3-1, 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.
Figure 3.1. Landscaping Along Electrical Line Easements
Table 3.2 Development Standards

<table>
<thead>
<tr>
<th>Development Standards</th>
<th>Land Use District</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Industrial Park</td>
</tr>
<tr>
<td>Maximum lot coverage</td>
<td>55%</td>
</tr>
<tr>
<td><strong>Minimum Lot Dimensions</strong></td>
<td></td>
</tr>
<tr>
<td>Lot area</td>
<td>20,000 sq. ft.</td>
</tr>
<tr>
<td>Minimum lot width at front property line</td>
<td>100 ft.</td>
</tr>
<tr>
<td>Minimum lot width at rear property line</td>
<td>100 ft.</td>
</tr>
<tr>
<td><strong>Building Height</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum height</td>
<td>100 ft.</td>
</tr>
<tr>
<td><strong>Minimum Landscape Setback (see Section 3.8)</strong></td>
<td></td>
</tr>
<tr>
<td>Rubidoux Boulevard</td>
<td>N/A</td>
</tr>
<tr>
<td>El Rivino Road</td>
<td>20 ft.</td>
</tr>
<tr>
<td>Hall Avenue</td>
<td>20 ft.</td>
</tr>
<tr>
<td>Agua Mansa Road</td>
<td>N/A</td>
</tr>
<tr>
<td>Interior Side</td>
<td>0 ft.</td>
</tr>
<tr>
<td>Interior Rear</td>
<td>0 ft.</td>
</tr>
<tr>
<td><strong>Minimum Building Setbacks – Rights-of-Way</strong></td>
<td></td>
</tr>
<tr>
<td>Rubidoux Boulevard</td>
<td>N/A</td>
</tr>
<tr>
<td>El Rivino Road</td>
<td>90 ft.</td>
</tr>
<tr>
<td>Hall Avenue</td>
<td>90 ft.</td>
</tr>
<tr>
<td>Agua Mansa Road</td>
<td>N/A</td>
</tr>
</tbody>
</table>
### Table 3.2 Development Standards

<table>
<thead>
<tr>
<th>Development Standards</th>
<th>Land Use District</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Industrial Park</td>
<td>Business Park with Retail Overlay</td>
<td>Open Space</td>
</tr>
<tr>
<td>Additional building setback for building heights over 50 feet (see Figure 3.2).</td>
<td>Any portion of the building taller than 50 feet shall set back from the required setback a minimum horizontal distance of one foot for each one foot of building height taller than 50 feet</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

#### Minimum Building Setbacks – Interior Property Lines

<table>
<thead>
<tr>
<th></th>
<th>Industrial Park</th>
<th>Business Park with Retail Overlay</th>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interior side and rear</td>
<td>10 ft.</td>
<td>10 ft.</td>
<td>N/A</td>
</tr>
</tbody>
</table>

#### Figure 3.2. Additional Building Setback (Industrial Park District)
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 enough parking spaces to service the use, reduce traffic congestion, promote business, and enhance public safety.

**Off-Street Parking and Loading Requirements**

Tables 3.3 *Required Number of Off-Street Parking* identifies the minimum number of parking spaces for the uses listed under their respective categories in Table 3.1.

Table 3.4 *Off-Street Parking and Loading Design Standards* establishes the design standards for off-street parking.

Refer to JVMC Section 9.240.120. - Off-street vehicle parking for certain design standards and procedures, including accessible parking space requirements and alternative parking programs.
Table 3.3 Required Number of Off-Street Parking Spaces

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Required Number of Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Unlisted, unstated, or comparable use</strong></td>
<td>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 Planning Director based on the requirement for the most comparable listed use in this chapter, or a use listed in JVMC Section 9.240.120. The Planning Director may require a parking study to determine parking requirements for uses where no parking rates are available within existing regulations.</td>
</tr>
<tr>
<td><strong>Eating and Drinking Establishments</strong></td>
<td>1 space/ 100 sq. ft. of gross floor area</td>
</tr>
<tr>
<td><strong>Professional Office</strong></td>
<td>1 space/ 300 sq. ft. of gross floor area</td>
</tr>
<tr>
<td></td>
<td>Office Ancillary to a Primary Industrial/Warehouse Use</td>
</tr>
<tr>
<td></td>
<td>If ancillary office square footage is 10% or less of total industrial/warehouse square footage, then the warehouse parking standards apply.</td>
</tr>
<tr>
<td></td>
<td>If ancillary office square feet is greater than 10%, the office square feet parking requirements shall be 1 space/300 sq. ft.</td>
</tr>
<tr>
<td><strong>Retail and Services.</strong> Refer to JVMC Section 9.240.120. – (Off-street vehicle parking) for all other uses in this category.</td>
<td></td>
</tr>
<tr>
<td>Shopping center and shopping malls</td>
<td>5½ spaces/1,000 sq. ft. of net leasable floor area</td>
</tr>
<tr>
<td>All other retail</td>
<td>1 space/200 sq. ft. of gross floor area</td>
</tr>
<tr>
<td>Fine art gallery, artist studios, and instructional studios</td>
<td>1 space/300 sq. ft. of gross floor area</td>
</tr>
<tr>
<td>Health, fitness, gyms, and personal training studios and Instructional services</td>
<td>1 space/200 sq. ft. of gross floor area</td>
</tr>
<tr>
<td>Personal grooming services such as beauty salons, nail salons, and barbershops</td>
<td>1 space/150 sq. ft. gross floor area</td>
</tr>
<tr>
<td>Product repair services</td>
<td>2 spaces/3 employees on each of the two largest shifts</td>
</tr>
</tbody>
</table>
Table 3.3 Required Number of Off-Street Parking Spaces

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Required Number of Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Professional and vocational schools</td>
<td>1 space/employee, plus 1 space/2 students</td>
</tr>
<tr>
<td>Social services facilities</td>
<td>1/200 sq. ft. of gross floor area</td>
</tr>
<tr>
<td>Animal boarding and medical care</td>
<td>1 space/300 sq. ft. of gross floor area</td>
</tr>
<tr>
<td>Vehicle fueling station and convenience store with food service</td>
<td>Vehicle fueling station with any retail, food service, and air and water service (Standard):</td>
</tr>
<tr>
<td></td>
<td>- 1/200 sq. ft. gross floor area</td>
</tr>
<tr>
<td></td>
<td>- Two parking spaces adjacent to air and water service.</td>
</tr>
<tr>
<td></td>
<td>Reduction for EV</td>
</tr>
<tr>
<td></td>
<td>A reduction of one required parking space for each electric charging (EV) or alternative fueling station provided, up to a maximum of 4 spaces.</td>
</tr>
<tr>
<td>Limited Industrial, including manufacturing or repair plants maintaining more than one shift of workers</td>
<td>1 space/500 sq. ft. of gross floor area devoted to manufacturing, 1 space/300 sq. ft. for ancillary office, and 1 space/1,000 sq. ft. for ancillary storage.</td>
</tr>
<tr>
<td>Warehousing</td>
<td>1 space/1,000 sq. ft. of gross floor area up to 10,000 sq. ft.; 1 space/2,000 sq. ft. of gross floor area for the next 90,000 sq. ft.; 1 space/4,000 sq. ft. of gross floor area for the remaining square feet.</td>
</tr>
<tr>
<td>Park Facilities</td>
<td>The number of parking spaces required will be determined based on a traffic count study conducted for the recreation area.</td>
</tr>
</tbody>
</table>
### Table 3.4 Off-Street Parking and Loading Design Standards

<table>
<thead>
<tr>
<th>Category</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location of Off-Street Parking</td>
<td>Off-street parking facilities shall be located within 300 feet or on the same building site as uses they serve.</td>
</tr>
<tr>
<td>Markings</td>
<td>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.</td>
</tr>
<tr>
<td>Loading Activity</td>
<td>All loading 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. Drive aisles shall be sufficient in length so that no queuing of trucks or delivery vehicles will occur within the public right-of-way.</td>
</tr>
<tr>
<td>Safety</td>
<td>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.</td>
</tr>
<tr>
<td>Parking Space Dimensions</td>
<td></td>
</tr>
<tr>
<td>Standard Parking</td>
<td>9 feet wide by 18 feet long</td>
</tr>
<tr>
<td>End Stalls</td>
<td>9 feet wide by 18 feet long and provided with a 12-inch continuous curb concrete landing</td>
</tr>
<tr>
<td>Trailer Parking</td>
<td>11 feet wide by 45 feet long</td>
</tr>
</tbody>
</table>
| Minimum Aisle width for parking angle | 45 degrees: 14 feet  
60 degrees: 18 feet  
90 degrees: 24 feet                                                                                                                                      |
| 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                                                                                           |
Bicycle Parking

Table 3.5 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.

Table 3.5 Required Bicycle Spaces

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Short Term¹</th>
<th>Long Term²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial Park</td>
<td>N/A</td>
<td>One bicycle space for every 50 automobile parking spaces required. A minimum of two bicycle spaces required.</td>
</tr>
<tr>
<td>Business Park</td>
<td>N/A</td>
<td>One bicycle space for every 25 automobile parking spaces required. A minimum of two bicycle spaces required.</td>
</tr>
<tr>
<td>Commercial/Retail</td>
<td>One bicycle space for every 33 parking spaces required. A minimum of two bicycle spaces required.</td>
<td>One bicycle space for every 25 automobile parking spaces required. A minimum of two bicycle spaces required.</td>
</tr>
</tbody>
</table>

Notes:

1) Short-term bicycle parking 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) Long-term bicycle parking serves employees, commuters, and others who generally stay at a site for several hours or more. Bicycle parking facilities can consist of bike lockers and/or bicycle racks.
3.6 OUTDOOR STORAGE STANDARDS

Table 3.6 Outdoor Storage Standards establishes the standards for outdoor storage. Outdoor storage is permitted only as an accessory use (see Section 3.3 Accessory Use) in the Industrial Park and Business Park with Retail Overlay districts. The screening standard can be expanded to include other materials if it meets the intent of the standard.

Table 3.6 Outdoor Storage Standards

<table>
<thead>
<tr>
<th>Category</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>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.</td>
</tr>
<tr>
<td>Screening</td>
<td>Outdoor storage shall be completely screened from public streets and right-of-way, open space areas, and commercial retail areas by decorative walls, berms, or landscaping.</td>
</tr>
</tbody>
</table>
| Maximum Area (by Land Use Districts) | **Industrial Park**  
Maximum of 20,000 square feet per principal use. Outdoor storage over these limits may be approved with a Conditional Use Permit.  
**Business Park with Retail Overlay**  
Maximum of 5,000 square feet per principal use. |
### 3.7 LIGHTING REQUIREMENTS

Table 3.7 Lighting Requirements promote lighting standards that contribute to the building identity and provide enhanced safety and security for pedestrians and vehicles.

#### Table 3.7 Lighting Requirements

<table>
<thead>
<tr>
<th>Category</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Adequate lighting shall be provided for all parking areas, truck courts, vehicular and pedestrian circulation, building exteriors, service areas, courtyards, arcades, and seating areas.</td>
</tr>
<tr>
<td>Design</td>
<td>Design of the light fixtures must be compatible to the surrounding buildings’ architecture and character</td>
</tr>
<tr>
<td>Pedestrian Lighting</td>
<td>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.</td>
</tr>
<tr>
<td>Service Area Lighting</td>
<td>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.</td>
</tr>
<tr>
<td>Orientation</td>
<td>All exterior lighting fixtures shall be directed downward to illuminate pedestrian pathways and parking areas and avoid unnecessary glare and light pollution. However, uplighting 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.</td>
</tr>
<tr>
<td>Height</td>
<td>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.</td>
</tr>
<tr>
<td>Shielding</td>
<td>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 towards residences. Projects shall ensure zero light spill off site.</td>
</tr>
<tr>
<td>Light Fixtures</td>
<td>Building entries shall be lit with soffit, bollard, step, or comparable lighting.</td>
</tr>
</tbody>
</table>
3.8 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 Section 4.6 Landscape Design and with JVMC Chapter 9.238 (Water Efficient Landscape Design Requirements). All projects shall provide and maintain landscaping and irrigation in compliance with applicable sections of this Specific Plan.

General Requirements

Figure 4.1 Landscape Concept Plan in Chapter 4 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.

Landscaped Setbacks

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 Development Standards. This setback landscaping must be maintained and irrigated.
### Table 3.8 Landscaping Requirements

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Requirement</th>
</tr>
</thead>
</table>
| **Minimum Site Landscaping Requirements by District** | **Industrial Park District:**  
  - Overall District – 13%  
  - Exterior Lots (lots abutting public ROW or spine road adjacent to UPRR tracks): 12%  
  - Interior Lots - 9 percent  
  **Business Park District with Retail Overlay:**  
  - Overall District – 15%  
  - Individual Lots – 10% |
| **Landscaped Area Dimension** | Landscaeped areas shall have a minimum dimension of five feet, exclusive of curbs and excepting vine pockets. This requirement does not apply to diamond tree wells. |
| **Irrigation Plans** | All landscape plantings areas shall be adequately irrigated. 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. |
| **Tree Shading Requirement** | A parking lot shading plan shall be required, which includes a shading calculation table. Within 15 years after establishment of the automobile parking area, the following percentages of the automobile parking area to be shaded by shade trees shall apply:  
  - Industrial Park: minimum 50%  
  - Business Park with Retail Overlay: 50% minimum  
  - Open Space: 30% minimum if 5 – 24 uncovered parking spaces per lot are provided; 40% minimum if 25 – 49 uncovered parking spaces per lot are provided; and 50% minimum if 50 or more uncovered parking spaces per lot are provided.  
  Covered parking, truck and trailer parking within truck courts, storage areas, driveways and aisles, and loading areas are exempted from shading requirements. |

**Note:** 1) An exception to the Industrial Park district landscape coverage can be approved through the Site Development Permit process for any lot that does not abut a public right of way or the Open Space district.
Table 3.8 Landscaping Requirements

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Areas</td>
<td>Landscape planter islands shall be at least five feet in width (exclusive of curbs) and the length of the abutting parking space shall be placed evenly, every 10 to 15 parking spaces. 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 groundcover. Parking areas provided behind screen walls shall be subject to this provision. Parking lot trees cannot be removed to accommodate solar panel carports without an approved entitlement (for example: Substantial Conformance application or Revised Permit application). In addition to the net five feet minimum width finger islands, ‘diamond tree wells’ or other planting area configurations should be used to fulfill the minimum tree shade requirement.</td>
</tr>
<tr>
<td>Maintenance</td>
<td>Landscape maintenance shall be performed on a regular basis to ensure the quality of landscaped areas. Plantings that require unusual maintenance shall be avoided.</td>
</tr>
<tr>
<td>Buffer Areas:</td>
<td>Installation sizes shall be a 50 percent mix of 24-inch box and 15-gallon sizes to create a natural, staggered-in-height grove effect. The taller 24-inch box size will provide an immediate visual effect however, the younger, more adaptable, 15-gallon size will usually outgrow the 24-inch box size in a short time. Both the initial and long-term intent is to have a varied, natural grove appearance.</td>
</tr>
<tr>
<td>Geijera parviflora</td>
<td>Geijera parviflora (Australian Willow), and/or Rhus lancea (African Sumac), and Canary Island Pines</td>
</tr>
<tr>
<td>Special Entry/Landscape Features</td>
<td>Thirty percent of the trees must be a mixture of 15% - 36&quot; box, 10% - 48&quot; box, and 5% - 60&quot; box. The remaining seventy percent of trees must have a minimum size of 24&quot; box. Canary Island Pines must be a minimum of 36&quot; box. Refer to 4.1 (Landscape Concept Plan) for location of Special Entry/Landscape Feature. See also conceptual landscape treatments in Figure 4.2 to 4.5.</td>
</tr>
<tr>
<td>General Location</td>
<td>Trees that are not in the four identified as Entry / landscape Feature (Figure 4.1) location must have a mixture of 50% minimum sizes of 15 gallon, 40% 24&quot; box, and 10% 36&quot; box to create a staggered-in-height grove effect.</td>
</tr>
<tr>
<td>(not in Special Entry/Landscape Features)</td>
<td></td>
</tr>
</tbody>
</table>
Table 3.8 Landscaping Requirements

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way Plant List and Plantings</td>
<td>Right of way plant list and landscaping requirements will be per the JVMC, and right-of-way landscaping and irrigation standards and requirements. Plants not found on the approved list will not be permitted on the right-of-way. Plantings that would restrict sight distance at driveways or adjacent rights-of-way shall be avoided.</td>
</tr>
</tbody>
</table>

### 3.9 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 Wall, Fences, and Screening Requirements may be waived or modified as part of the Site Development Permit or Conditional Use Permit 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>
<thead>
<tr>
<th>Development Standard</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height</td>
<td>Screen walls shall not exceed the height necessary to screen trucks and dock doors from the public right-of-way. 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. Refuse enclosures shall be a minimum of six feet in height.</td>
</tr>
<tr>
<td>Material</td>
<td>Wall and fence materials shall be compatible with the overall design character of the building. Walls shall be poured-in-place concrete, concrete tilt-up, or decorative 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. Fences made out of coated wire or other similar materials are allowed for security purposes behind screen walls and to secure the site from the railroad right-of-way. Anti-graffiti coating 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. Chain-link fencing are appropriate In interior areas not visible from public streets.</td>
</tr>
<tr>
<td>Gates</td>
<td>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.</td>
</tr>
<tr>
<td>Landscaping</td>
<td>Landscape treatments shall be applied to spaces between a wall or fence and pedestrian pathways.</td>
</tr>
<tr>
<td>Loading Docks and Truck Parking Areas</td>
<td>All loading docks and truck parking areas shall be visually screened from the public right-of-way.</td>
</tr>
<tr>
<td>Screening Type</td>
<td>Screening may include landscaping, decorative walls, or any other appropriate screening material or combination of materials to achieve the required screening.</td>
</tr>
<tr>
<td>Refuse Enclosures</td>
<td>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.</td>
</tr>
</tbody>
</table>
Table 3.9 Wall, Fences, and Screening Requirements

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outdoor Storage</td>
<td>Storage areas shall be fully screened from view from public right-of-way by decorative walls or landscaping.</td>
</tr>
<tr>
<td>Utilities</td>
<td>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.</td>
</tr>
</tbody>
</table>

### 3.10 SIGNS

Well-crafted sign regulations are integral to the economic development and aesthetic appeal of the Specific Plan area. The sign standards and design guidelines are intended to encourage the creation and maintenance of well-designed signs that complement the structures and uses to which they relate.

**Comprehensive Master Sign Program**

A Comprehensive Master Sign Program shall be submitted with a Site Development Permit for review and approval by the Planning Director prior to the issuance of the first building permit of the Specific Plan. The Comprehensive Master Sign Program must incorporate the sign standards and requirements of this Chapter and Section 4.4 Sign Design. Minor modification to an approved Master Sign Program will require approval through a Substantial Conformance process and Major Modifications will require a Revised Permit.

Project signs are permitted with approval of a Site Development Permit, and shall be consistent with this Section, the adopted Comprehensive Master Sign Program, and Design Guidelines in Chapter 4. Temporary Signs shall be subject to JVMC Section 9.10.130 (Temporary Signs).
Table 3.10 Signs identifies requirements for certain signs.

<table>
<thead>
<tr>
<th>Sign Types</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Digital Signs</td>
<td>Digital signs are not permitted for off-site advertising.</td>
</tr>
<tr>
<td>Cabinet Signs</td>
<td>Cabinet or can-type box signs with translucent backlit panel are allowed as long as they are designed in a manner that is integrated into the building’s design such as mounted on a wall with a recessed façade or flush with the adjacent wall.</td>
</tr>
<tr>
<td>Prohibited Signs</td>
<td>Pole signs; billboards; moving signs (signs that move, rotate, or include parts or components that move), and raceway signs.</td>
</tr>
</tbody>
</table>
Within the Specific Plan area, decisions regarding building placement, architectural treatments, landscape plantings, lighting, and other design elements will shape the overall quality of the physical environment and how employees and visitors experience the places within the industrial areas, business park, retail area, and open space. The design guidelines in this chapter provide a framework for improvements. Design guidelines are not intended to be rigid or inflexible. The City requires that every project in the Specific Plan area 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.

- Maintain high-quality development in the Agua Mansa Commerce Park that complements and integrates into the community and adds value to the City.
- Create a functional and sustainable place that ensures the Agua Mansa Commerce Park is competitive regionally and is appropriate for Jurupa Valley.
- Illustrate through site planning the distinctive characteristics of each land use district.
- 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.

- Provide guidance to the public, City staff, Planning Commission, City Council, and other decision makers in the review and evaluation of development projects in the Agua Mansa Commerce Park.

- Incorporate construction and landscape standards and design guidelines that promote energy and water conservation strategies.

- Implement the goals and policies of the Jurupa Valley General Plan.

### 4.1 SPECIAL TREATMENT AREAS

**Facing the Streets and Open Space**

Require all structures, including high-cube warehouses and signs in the Industrial Park and Business Park with Retail Overlay districts that face Rubidoux Boulevard, El Rivino Road, and the Open Space district to adhere to the Specific Plan’s highest quality design standards consistent with their respective land use districts. Require that buildings and signs be able to demonstrate conformity to known high-quality existing designs found in the region while still exhibiting originality in execution. The standard for these elevations is necessarily qualitative and subjective in that they help achieve for the City outstanding and memorable gateway architecture and site design. This shall not to be interpreted that low-quality designs are acceptable at any other elevations or for any other buildings, but that special focus should be given to those elevations fronting the public views.
4.2 BUSINESS AND INDUSTRIAL PARK

The design guidelines apply to all new construction of and additions to business park and industrial buildings within the Business Park with Retail Overlay and Industrial Park districts. Commercial retail buildings design guidelines are provided under Section 4.3 Retail and Commercial. 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. Regardless of architectural style, development should exhibit attention to detail and quality architectural materials. These design recommendations affect building design, materials, colors, and textures, sign design, and lighting for each district. Maintaining consistency within architectural styles will visually

Contemporary design with breaks, variations, different materials, colors, and architectural forms creates lasting and distinctive building designs.
unify, define the character, and establish an appropriate, cohesive aesthetic for buildings.

- The arrangement of multiple buildings and associated circulation and parking areas should reflect a well-organized site plan that emphasizes vehicular and pedestrian connectivity.
- Orient buildings to create an inviting public perimeter.
- Design loading areas with consideration of adjacent uses.
- Design private streets to minimize impact to pedestrians.
- Locate visitor and short-term parking areas at the front and sides of buildings to be near primary building entrances.
- Design parking areas to include a landscape buffer with drought-tolerant screening plant materials.
- 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.
- Soften the building façades with trees and landscaping.
- Project design should consider the policies of the Good Neighbor Guidelines.
- 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.
- Exterior downspouts for commercial or retail buildings that are visible from public streets are prohibited.

**High-Cube Warehouse**

The architectural design of high-cube 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 high-cube warehouses located in the Industrial Park district. The criteria used to meet compliance with the standards should ensure the following:

- 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.

- 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 such in these areas are prohibited.

- 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.

In addition of the above, the design must conform to the requirements of Section 4.1 *Special Treatment Areas.*
Building Façade

Building façades should be designed to achieve the appropriate scale and character of buildings. Detailed and articulated building façade principles shall be applied.

High level of building articulation, architectural elements, and textured materials establish a building character.
- Feature the highest level of articulation on façades visible from public streets.

- Include a recognizable base, middle, and top in each façade. Typical base treatments include textured materials or change in materials or paint colors. Typical top treatments include cornice elements, roof overhangs, stepped parapets, textured materials, different materials or paint colors, and vertical expressions.

*Variation in color and effective placement of landscaping helps define a recognizable and distinctive building.*
Offset or architecturally treat long expanses of wall surfaces every 150 feet with material changes, color variation, pilasters and posts, staggered walls, or landscape treatments to prevent expansive blank walls.

Entries, Doors, and Windows

Entryways should be a distinctive design feature in buildings, guiding guests to the interior and providing opportunities for architectural definition. The use and location of windows and secondary entrances should be used to break up façades and unify building design.

- Portray a quality office appearance for primary entries and tie the entry into the overall mass and building composition. Entries should be distinctive but should not appear as an “add-on” or afterthought.
- Design entry features as a significant aspect of the building’s overall composition.
- Provide shade and visual relief through recessed or covered entrances.
- Highlight primary building entries through the massing of the building, special materials, colors, detailing landscaping, and/or other architectural treatment.

*Landscaping helps to emphasize a recessed building entry.*

*A variety of colors, materials, and unique architecture highlight the building entry.*
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.
- Ensure consistency of materials, colors, fenestration, scale, and massing with the intended architectural style or theme.

- Incorporate similar and complementary massing materials and details into rear and side elevations.

- 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.

- Roofing materials visible to public view may include metal standing seam and concrete tile.

*Alternating building materials and complementing colors enhance the architectural character of a building.*
- Use a minimum of four different colors, textures, or materials on each building.

- Materials such as decorative concrete, stucco, exterior plaster, tile, stone, metal, and glass are appropriate primary exterior materials for buildings.

- Unfinished exterior surfaces are not permitted on any building façade.
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.

- 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.
- Provide attractive, durable, and complementary wall and fencing materials consistent with the established design theme.
- Avoid long blank wall expanses.
- Soften wall or fence massing with landscaping.

Truck courts should be screened using quality materials on walls or fences.

Walls and fences should complement building colors and design. Adjacent plantings should be selected that will grow to soften the wall or fence at maturity.
Truck Courts

- Incorporate gated/screened entrances to loading areas into the overall architectural design of the development.
- Design walls and fencing used to screen loading areas high enough to hide the views of parked vehicles or trailers.
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.

- Choose lighting fixtures that enhance the Specific Plan design theme and provide consistency through clean, contemporary designs.

- 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.

- Pedestrian-scale lighting should be used along pedestrian walkways and at building entries.
• Install exterior lights to accent entrances, activity areas, steps, ramps, and special features.

• Pedestrian lighting should be subdued and warm-white in tone.

• Courtyards, arcades, and seating areas should be illuminated to promote pedestrian use and safety.

• Lighting should be used to create visual interest and special effects in coordination with the character and function of the area.
4.3 RETAIL AND COMMERCIAL

The Business Park with Retail Overlay district permits a variety of commercial retail and service uses identified in Chapter 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.

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.

- Create diversity by clustering buildings around courtyards and open areas where possible.
- Orient publicly accessible places to create vista points towards nearby hills of Crestmore and/or prominent geographical features.
- Attention should be paid to building at a “human scale” to perpetuate the user-friendly atmosphere of any commercial activity.
- Include in all site design inviting amenities such as rest and shade areas, patios, public art, landscaping, outdoor dining, and/or water features.
- Connect buildings, entrances, and parking areas with a seamless comfortable pedestrian pathway suitable for both abled and disabled persons to navigate.

Retail and commercial development should be inviting places to gather and shop.
- Ensure that the best practices of Crime Prevention Through Environmental Design (CPTED) are observed when designing the overall site plan and placement of buildings.

- Ensure that surface parking lots have adequate amounts of shading with trees, or other shading.

**Exterior Building Walls**

- 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.

> Exterior building facades should use a variation of materials and colors, articulation of building form, and architectural design elements such as projecting features or lighting to create visual interest and break up the mass of buildings.

- Add visual interest and reduce monotony through the articulation of building façades, towers, reveals, and pop-outs.

- Rooflines should be varied to create observable diversity of rooflines on every elevation.
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.

Establish a visual link in multi-building complexes by using architectural and site design elements to unify the project.

Architectural styles and details should be authentic. The design shall readily exhibit commitment to the purpose and intent of the chosen architectural style.

Design of the commercial development should create an inviting place to shop readily evident from the street.

Sign programs should be complementary to and be integrated into the exterior building design.

**Entries, Doors, and Windows**

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

- Elements such as massing or color change, variation in materials, and signage can prove effective in announcing entry.

- 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.

- Patios, porches, covered walkways, and awnings help make entryways add a sense of arrival, and should be encouraged on major entryways.
Install areas of decorative paving on walkways, pavement, and other pedestrian accessible pathways.

Windows and entryways should be large and transparent to allow for view penetration and should be enhanced by accents, trims, and other decorative features.

Use varying entry treatments within a multi-structure multi-tenant business park or shopping center to differentiate tenant and tenant types.

Door and window design should complement the entryway design.

Use of transparent glass is encouraged to lend an open design and allow natural light to provide interior illumination.

Discourage the use of reflective or opaque glass and reflective metal trims and mullions on doors and windows.

The size and number of doors and windows should observe proportionality to the building façade’s bulk and mass.

Areas around doors and windows are opportunities to provide accents, trims, and recessed areas.
**Buffering and Screening**

- 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.

- Avoid placing mechanical equipment, trash enclosures, and service and loading areas in such a concentrated manner that requires excessive screening.

- All screening walls should be of high-quality material, sufficiently decorative, and complementary with building façades.

**Materials and Finishes**

- Materials and finishes that are sustainably sourced and help achieve conformity to the sustainable guidelines are highly desired.
Building materials should express “earth tones.”

- Use colors in addition to other techniques to highlight certain exterior building areas and break up monotonous colors and façades.

- Roof styles and materials should be architecturally and aesthetically compatible, not uniformly consistent.

- 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.
4.4 SIGN DESIGN

Signs communicate information and their design can be used to reinforce the architecture of the building and contribute to the overall character of the area. Signs should identify the center and tenants within the center, direct vehicular traffic, and provide on-site wayfinding.

**Comprehensive Master Sign Program**

A Comprehensive Master Sign Program must be consistent with the requirements of Chapter 3 and shall incorporate the guidelines of this section. The sign programs should implement the following:

- Provide a unifying sign theme throughout the Industrial Park and Business Park with Retail Overlay districts.

- Signage should be constructed of high-quality materials such as wood, metal, stone, and plexiglass.

Use signage that will complement the project architecture.
• Avoid exposed wiring, ballasts, conduits, fasteners, and similar hardware.

• Coordinate signage with building design, materials, color, size, and placement.

• Wall signs should be located in areas of the façade specifically designed to serve this function and not block architectural details or ornamental elements. Ideally, signs should align horizontally, with major architectural features, and not obscure windows or other key parts of the building. Flush-mounted signs should be mounted within architectural features.

• Locate signs to give direction to loading and receiving, visitor parking, and other special uses.

• Place identification signs perpendicular to approaching vehicular traffic. If located within a landscaped planter, care should be
taken to ensure that plant materials do not block visibility or damage the signage.

- Careful consideration should be given to aspects of lighting design, such as the color and intensity of light, and overall visual impact of night lighting. Signs should not produce digital images or messages that would create distractions or safety concerns for motorists.

- Lighted signs, internally or externally illuminated, may be used.

- Cabinet or can-type box signs with translucent backlit panel can be allowed if they are located on a recessed panel mounted flushed with the wall.

- Signs with backlit or internally illuminated individual channel letters are strongly encouraged.

- 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.

- Signs should be designed as an integral design element of a building’s architecture, consistent in its architectural style, scale, articulation, proportions, materials, and color.

- To conserve energy, incorporate a standard shutoff time for illuminated signs for businesses that do not operate at night.
4.5 SUSTAINABLE DESIGN

Developments will incorporate sustainable design strategies that integrate principles of environmental stewardship into building/site design and construction.

Sustainable Construction and Technology Concepts

- 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.

- 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.

- 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 lightings), and paint colors.

- 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.

- Recycled and other environmentally friendly building materials should be used to the maximum extent practicable.

Water Quality

- In landscape areas, features such as bioswales should be designed and used to assist with bio-filtration and reduction of urban runoff.

- Native and drought-tolerant plants should be used to reduce water demand.
- Design irrigation systems to capture runoff and utilize the runoff to augment irrigation.

- Design irrigation systems to respond to changing weather conditions, address hydrozone requirement, use micro-irrigation techniques, and weather-based smart irrigation controllers.

- 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.

Bioswales capture, filter, and moderate stormwater runoff.
4.6 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. Figure 4.1 Landscape Concept Plan illustrates sites for key landscape features.

Landscaping should frame entryways and enhance a building’s character.
Figure 4.1 Landscape Concept Plan
Landscape Design Guidelines

Landscaping contributes to the identity of the specific plan by creating a pleasant, distinctive environment. Landscaping will be used to enhance internal cohesion and continuity, define public and private spaces, and provide shade.

- Landscaping should be used to accentuate building façades, soften building contours, complement architectural features, emphasize focal points (e.g., entryways), provide shade, and add visual interest.

- Landscaping will also be focused between buildings, building entries, along public right-of-way to screen storage areas, and in the parking areas.

- Thematic landscaping design—in terms of rhythms, patterns, heights, and accents—should be used to define project identity and sense of arrival.

- Landscaping shall consist of drought-tolerant plants, as feasible. Drought-tolerant plant selection palettes should include colorful shrubs and groundcovers, ornamental grasses and succulents, evergreen and deciduous trees, and species native to the area or naturalized to the area.

- Landscaping should be used to identify, define, and enhance pedestrian paths and public gathering spaces, and to provide variety, texture, color, and seasonal interest.

- Parking lot landscaping should be designed to reduce associated heat buildup, improve aesthetics, and integrate into onsite landscape design and adjacent streetscapes.

- Landscape planters shall be used at the ends of parking rows to break up the lengths of the parking lot.

- Tall trees should be used along building facades to soften tall buildings.
Landscaping should help define unique building character and enhance aesthetic quality.

- Shade trees should provide shade and visual comfort along pedestrian paths, streetscapes, and within public gathering spaces.

- Drought-tolerant landscaping shall be used to reduce water consumption.

- Trees and landscaping will be planted to help trap particulate matter and help filter pollutants, provide shade, and add oxygen to the atmosphere.
Coordinate landscaping treatments along the edge of the site and circulation routes to unify the general appearance, establish continuity, and provide a landscape buffer to adjacent land uses.

- Group trees to minimize the visual impact to surrounding neighborhoods, minimize noise, and improve air quality.

- Plantings should use a mix of different size trees consistent with Table 3.8 *Landscaping Requirements*

**Plant Palette**

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 Park and Business Park with Retail Overlay districts 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 Planning Director.
<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cassia leptophylla</td>
<td>Gold Medalion Tree</td>
<td>Tree</td>
</tr>
<tr>
<td>Cercis occidentalis</td>
<td>Western Redbud</td>
<td>Tree</td>
</tr>
<tr>
<td>Cercidium ‘Desert Museum’</td>
<td>Blue Palo Verde</td>
<td>Tree</td>
</tr>
<tr>
<td>Chilopsis linearis</td>
<td>Desert Willow</td>
<td>Tree</td>
</tr>
<tr>
<td>Chitalpa tashkentensis</td>
<td>Chitalpa</td>
<td>Tree</td>
</tr>
<tr>
<td>Cupressus sempervirens</td>
<td>Italian Cypress</td>
<td>Tree</td>
</tr>
<tr>
<td>Heteromeles arbutifolia</td>
<td>Toyon</td>
<td>Tree</td>
</tr>
<tr>
<td>Juniperus s. ‘Skyrocket’</td>
<td>Skyrocket Juniper</td>
<td>Tree</td>
</tr>
<tr>
<td>Koelreuteria bipinnata</td>
<td>Chinese Flame Tree</td>
<td>Tree</td>
</tr>
<tr>
<td>Lagerstroemia i ‘Muskogee’</td>
<td>Crape Myrtle</td>
<td>Tree</td>
</tr>
<tr>
<td>Pinus canariensis</td>
<td>Canary Island Pine</td>
<td>Tree</td>
</tr>
<tr>
<td>Pinus eldarica</td>
<td>Afghan Pine</td>
<td>Tree</td>
</tr>
<tr>
<td>Platanus acerifolia</td>
<td>London Plane</td>
<td>Tree</td>
</tr>
<tr>
<td>Platanus racemosa</td>
<td>California Sycamore</td>
<td>Tree</td>
</tr>
<tr>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td>Tree</td>
</tr>
<tr>
<td>Rhus lancea</td>
<td>African Sumac</td>
<td>Tree</td>
</tr>
<tr>
<td>Schinus molle</td>
<td>California Pepper</td>
<td>Tree</td>
</tr>
<tr>
<td>Tristania conferta</td>
<td>Brisbane Box</td>
<td>Tree</td>
</tr>
<tr>
<td>Acca sellowiana</td>
<td>Pineapple Guava</td>
<td>Shrub</td>
</tr>
<tr>
<td>Artemisia ‘Powis Castle’</td>
<td>Artemisia</td>
<td>Shrub</td>
</tr>
<tr>
<td>Callistemon ‘Little John’</td>
<td>Dwarf Bottle Brush</td>
<td>Shrub</td>
</tr>
<tr>
<td>Carissa macrocarpa ‘Tuttle’</td>
<td>Natal Plum</td>
<td>Shrub</td>
</tr>
<tr>
<td>Cistus ‘Sunset Pink’</td>
<td>Sunset Pink Rockrose</td>
<td>Shrub</td>
</tr>
<tr>
<td>Dianella ‘Little Rev’</td>
<td>Dwarf Dianella</td>
<td>Shrub</td>
</tr>
<tr>
<td>Dianella tasmanica</td>
<td>Dianella</td>
<td>Shrub</td>
</tr>
<tr>
<td>Dodonaea viscosa ‘Purpurea’</td>
<td>Hopseed Bush</td>
<td>Shrub</td>
</tr>
<tr>
<td>Eleagnus pungens</td>
<td>Silverberry</td>
<td>Shrub</td>
</tr>
<tr>
<td>Leucophyllum f. ‘Green Cloud’</td>
<td>Texas Ranger</td>
<td>Shrub</td>
</tr>
<tr>
<td>Ligustrum j. Texanum</td>
<td>Texas Privet</td>
<td>Shrub</td>
</tr>
<tr>
<td>Rhaphiolepis i. ‘Clara’</td>
<td>Indian Hawthorn</td>
<td>Hedge</td>
</tr>
<tr>
<td>Rhaphiolepis i. ‘Springtime’</td>
<td>Indian Hawthorn</td>
<td>Hedge</td>
</tr>
<tr>
<td>Rhamnus californica</td>
<td>Coffeeberry</td>
<td>Shrub</td>
</tr>
<tr>
<td>Salvia c. ‘Allen Chickering’</td>
<td>Allen Chickering Sage</td>
<td>Shrub</td>
</tr>
<tr>
<td>Salvia greggii</td>
<td>Autumn Sage</td>
<td>Shrub</td>
</tr>
<tr>
<td>Botanical Name</td>
<td>Common Name</td>
<td>Use</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>Salvia leucantha</td>
<td>Mexican Sage</td>
<td>Shrub</td>
</tr>
<tr>
<td>Rhamnus c. ‘Mound San Bruno’</td>
<td>Dwarf Coffeeberry</td>
<td>Shrub</td>
</tr>
<tr>
<td>Rosmarinus o. ‘Tuscan Blue’</td>
<td>Rosemary</td>
<td>Shrub</td>
</tr>
<tr>
<td>Senna artemisioides</td>
<td>Feathery Cassia</td>
<td>Shrub</td>
</tr>
<tr>
<td>Westringia fruticosa</td>
<td>Coast Rosemary</td>
<td>Shrub</td>
</tr>
<tr>
<td>Xylosma congestum</td>
<td>Shiny Xylosma</td>
<td>Hedge</td>
</tr>
<tr>
<td>Agave americana</td>
<td>Century Plant</td>
<td>Accent</td>
</tr>
<tr>
<td>Agave ‘Blue Flame’</td>
<td>Blue Flame Agave</td>
<td>Accent</td>
</tr>
<tr>
<td>Agave ‘Blue Glow’</td>
<td>Blue Glow Agave</td>
<td>Accent</td>
</tr>
<tr>
<td>Agave desmeniana</td>
<td>Smooth Agave</td>
<td>Accent</td>
</tr>
<tr>
<td>Agave kissho Kan Var.</td>
<td>Lucky Crown Agave</td>
<td>Accent</td>
</tr>
<tr>
<td>Agave victoria-reginae</td>
<td>Agave</td>
<td>Accent</td>
</tr>
<tr>
<td>Agave villmoriniana</td>
<td>Agave</td>
<td>Accent</td>
</tr>
<tr>
<td>Aloe maculata</td>
<td>Soap Aloe</td>
<td>Accent</td>
</tr>
<tr>
<td>Aloe petricola</td>
<td>Stone Aloe</td>
<td>Accent</td>
</tr>
<tr>
<td>Aloe polyphylla</td>
<td>Spiral Aloe</td>
<td>Accent</td>
</tr>
<tr>
<td>Aloe striata</td>
<td>Coral Aloe</td>
<td>Accent</td>
</tr>
<tr>
<td>Dasyleryon wheeleri</td>
<td>Desert Spoon</td>
<td>Accent</td>
</tr>
<tr>
<td>Echeveria ‘Ruffles’</td>
<td>Ruffles Echeveria</td>
<td>Accent</td>
</tr>
<tr>
<td>Hesperaloe parviflora</td>
<td>Red Yucca</td>
<td>Accent</td>
</tr>
<tr>
<td>Lantana ‘Gold Mound’</td>
<td>Yellow Lantana</td>
<td>Accent/Groundcover</td>
</tr>
<tr>
<td>Acacia redolens ‘Low Boy’</td>
<td>Dwarf Acacia</td>
<td>Groundcover</td>
</tr>
<tr>
<td>Baccharis p. ‘Pigeon Point’</td>
<td>Dwarf Coyote Bush</td>
<td>Groundcover</td>
</tr>
<tr>
<td>Baccharis p. ‘Centennial’</td>
<td>Coyote Bush</td>
<td>Groundcover</td>
</tr>
<tr>
<td>Carex pansa</td>
<td>California Meadow Sedge</td>
<td>Grass</td>
</tr>
<tr>
<td>Carex tumulicola</td>
<td>Foothill Sedge</td>
<td>Grass</td>
</tr>
<tr>
<td>Festuca mairei</td>
<td>Altas Fescue</td>
<td>Grass</td>
</tr>
<tr>
<td>Hemerocallis hybridus-Yellow</td>
<td>Yellow Day Lily</td>
<td>Groundcover</td>
</tr>
<tr>
<td>Juncus patens</td>
<td>California Rush</td>
<td>Grass</td>
</tr>
<tr>
<td>Lonicera j. ‘Halliana’</td>
<td>Hall’s Honeysuckle</td>
<td>Groundcover</td>
</tr>
<tr>
<td>Muhlenbergia capillaris</td>
<td>Pink Muhly</td>
<td>Grass</td>
</tr>
<tr>
<td>Myoporum parvifolium</td>
<td>Myoporum</td>
<td>Groundcover</td>
</tr>
<tr>
<td>Nassella tenuissima</td>
<td>Mexican Feather Grass</td>
<td>Grass</td>
</tr>
<tr>
<td>Pennisetum messiacum</td>
<td>Red Bunny Tails Fountain</td>
<td>Grass</td>
</tr>
</tbody>
</table>
Conceptual Landscape Intersection Treatments

Landscape treatments will be provided at key intersections through the application of design principles and will include landscaped berms (as needed for buffering as noted below), drought-tolerant ground cover, shrubs, and trees.

- El Rivino Road and Rubidoux Boulevard
- El Rivino Road and Western Entry
- El Rivino Road and Cactus Avenue/Hall Avenue
- El Rivino Road Landscape Buffers

Enhanced landscape treatments along El Rivino Road, across from existing residential development, are designed to provide a buffer from the truck entrances and loading docks. 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.

<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pennisetum orientale</td>
<td>Oriental Fountain Grass</td>
<td>Grass</td>
</tr>
<tr>
<td>Pennisetum rubrum</td>
<td>Purple Fountain Grass</td>
<td>Grass</td>
</tr>
<tr>
<td>Rosa ‘Flower Carpet’ - Red</td>
<td>Red Flower Carpet Rose</td>
<td>Groundcover</td>
</tr>
<tr>
<td>Rosmarinus o. ‘Huntington Carpet’</td>
<td>Prostrate Rosemary</td>
<td>Groundcover</td>
</tr>
<tr>
<td>Salvia ‘Bee’s Bliss’</td>
<td>Bee’s Bliss Sage</td>
<td>Groundcover</td>
</tr>
<tr>
<td>Senecio mandraliscae</td>
<td>Blue Fingers</td>
<td>Groundcover</td>
</tr>
<tr>
<td>Sesleria autumnali</td>
<td>Moor Gras</td>
<td>Grass</td>
</tr>
<tr>
<td>Trachelospermum jasminiodes</td>
<td>Star Jasmine</td>
<td>Groundcover</td>
</tr>
<tr>
<td>Distictus buccinatoria</td>
<td>Blood-red Trumpet Vine</td>
<td>Vine</td>
</tr>
</tbody>
</table>
El Rivino Road and Rubidoux Boulevard

To develop a pleasing landscape at the major intersections of the project—El Rivino Road and Rubidoux Boulevard—inviting gateway monument feature and landscaping will be provided, as shown in Figure 4.2. 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.

El Rivino Road (Western Entry)

Landscaping at each entry guides efficient vehicular circulation and reduces the impacts on nearby sensitive receptors. The western entryway at El Rivino Road features a driveway flanked by tree groves, drought-tolerant ground cover and shrubs, and a planting area along both corners of the entry. The improvements include sidewalks along El Rivino Road. See Figure 4.3.
In bermed planting areas, cobble or other decorative gravel/rock can be mixed in with decomposed granite (DG).
In bermed planting areas, cobble or other decorative gravel/rock can be mixed in with decomposed granite (DG).
El Rivino Road and Hall Avenue/Cactus Avenue

The landscaping at El Rivino Road and Cactus Avenue, and El Rivino Road and Hall Avenue, creates visual interest and sense of entry through the use of evergreen trees, drought-tolerant groundcover and shrubs, and a planting area. Trees and berms are needed to provide additional buffering along El Rivino for nearby residential uses. The mix of evergreen trees and berms will help create a buffer for visual, air quality, and noise aspects of the truck entrances and truck courts. (See Figures 4.4 and 4.5). Landscaping also defines the parking lots and private streets and softens walls that screen truck loading areas. Pedestrian improvements include sidewalks along El Rivino and Hall Avenue.
Figure 4.4 – El Rivino Road and Hall Avenue Conceptual Landscape Treatments

In bermed planting areas, cobble or other decorative gravel/rock can be mixed in with decomposed granite (DG).
In bermed planting areas, cobble or other decorative gravel/rock can be mixed in with decomposed granite (DG).
El Rivino Landscape Buffers

Figures 4.6 to 4.9 illustrate the landscape buffer planned for the El Rivino Road frontage along the northern boundary of the Industrial Park district. These landscape buffers are intended to increase the aesthetic appeal of the El Rivino Road streetscape, provide screening for the truck courts, improve the air quality of the surrounding area, and buffer the residential neighborhoods to the north. Landscape buffering improves the streetscape with a mix of drought-tolerant landscaping, trees, decorative berming, and bioswales. A minimum 20-foot setback of landscaping on El Rivino Road is provided by the Specific Plan, and as shown on Figure 4.9, approximately 82 to 166 feet of landscape buffering are proposed around the driveway entries on El Rivino Road.
Figure 4.6 El Rivino Road Landscape Buffers – Overview
*Note: Location of relocated SCE poles to be determined and coordinated with SCE and City.

*Note: See Figure 3.1 on page 3-10 for landscaping requirements along electrical line easements.
This page left intentionally left blank.
chapter five
Implementation and Administration

A coordinated and systematic implementation of the Agua Mansa Commerce Park Specific Plan is essential to achieve the vision. Implementation will require a collaborative effort between the public and private sectors to achieve the vision.

Chapters 1 through 4 identify the type of development planned for the Specific Plan area and outline the improvements needed to catalyze projects and create a distinct identity. This implementation chapter provides the set of tools needed to realize the Specific Plan vision and goals. In addition, this chapter 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.
5.1 APPLICABILITY

The provisions, guidelines, and regulations contained in this Specific Plan establish allowable land uses and standards for development within the Agua Mansa Commerce Park. The Specific Plan supersedes the development standards and regulations of the Jurupa Valley Municipal Code (JVMC) unless stated otherwise in this document. Whenever the provisions and developments standards of the Specific Plan conflict with those of the Jurupa Valley Municipal Code, the provisions of the Specific Plan shall take precedence. Where the Specific Plan is silent, the Jurupa Valley Municipal Code shall apply.

5.2 INTERPRETATION

If an issue, condition, or situation occurs that is not sufficiently covered or provided for in this Specific Plan, those 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 Planning Director in a manner consistent with the policies, regulations, and intent established in the Specific Plan.

5.3 SEVERABILITY

If any section, subsection, sentence, clause, phase, or portion of this 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 this Specific Plan or any future amendments or additions.
5.4 ENTITLEMENTS

Table 5.1 Required Entitlements

<table>
<thead>
<tr>
<th>Entitlement Applications</th>
<th>Description</th>
</tr>
</thead>
</table>
| General Plan Amendment   | 1. Change the project site Land Use Designation from BP-SP - Business Park – Specific Plan with Specific Plan Overlay to:  
   a. Heavy Industrial/Agua Mansa Warehouse and Distribution Center Overlay land use designation for the Industrial Park district*  
   b. Light Industrial/Agua Mansa Warehouse and Distribution Center Overlay land use designation for the Business Park with Retail Overlay district*  
   c. Open Space – for the Open Space district |
| Change of Zone           | 1. Change from M-H and M-SC zones to Specific Plan Zone.  
   2. Change from Agua Mansa Industrial Corridor Specific Plan No. 210 to Agua Mansa Commerce Park Specific Plan No. 16001 |

Note: * City will create Agua Mansa Warehouse and Distribution Center Overlay

5.5 ADMINISTRATION

Minor Modifications to the Specific Plan

Minor Modifications to the Agua Mansa Commerce Park Specific Plan shall be processed pursuant to JVMC Sec. 9.30.080 (Specific plans) and Sec. 9.30.110 (Determination of project conformance with adopted specific plan).

Specific Plan Amendments

Proposed changes to this Specific Plan that do not meet the criteria for a Minor Modification 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.

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.

5.6 SUBDIVISION MAPS

Development within the Agua Mansa Commerce Park may include the processing of tentative and final tract or parcel 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 this Specific Plan.

5.7 DEVELOPMENT AND LAND USE REVIEW PROCEDURES

Development and land use review procedures for development within the Agua Mansa Commerce Park shall be pursuant to the Jurupa Valley Municipal Code.

Land Use Review Procedures

The procedures and regulatory provisions necessary to administer development review procedures for proposed development and uses located within the Agua Mansa Commerce Park 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.

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 JVMC Section 9.240.280 (Conditional Use Permits). A CUP approved in accordance with the provisions of this section shall run with the land.
**Variances**

Any application for a Variance shall be processed in accordance with the procedures established herein and JVMC Section 9.240.270 (Variances).

**Site Development Permit**

Any application for a Site Development Permit shall be processed in accordance with the procedures established herein and JVMC Section 9.240.330 (Site Development Permit).

**Modifications to Approved Permits**

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

### 5.8 SPECIFIC PLAN PHASING

**Site Restoration**

Site restoration (demolition, remediation, grading, drainage and erosion control, and backbone utilities) would begin immediately after entitlements and related permits are approved. This will take approximately 14 months to complete and it is anticipated that at least one of the building pads would be ready for development within 8-12 months. Wet and dry utilities would be brought online concurrently.

**Off-Site Infrastructure Improvements**

Off-site infrastructure improvements would commence after all related design and permits are approved and construction would commence no later than the issuance of the first building permit. Completion of improvements would be no later than the issuance of a certificate of occupancy for a building that triggers the need to complete such work.

Development phasing will meet the following objectives:

- The orderly build-out of the project based upon market and economic conditions;
• The provision of adequate parking, infrastructure, and public facilities concurrent with the development of each phase; and

• The protection of the public health, safety, and welfare.

### 5.9 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 first Final Map.

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
5.10 MAINTENANCE

Final determination of maintenance responsibilities for the public and private improvements constructed within the Agua Mansa Commerce Park will be determined in future entitlement approvals 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

<table>
<thead>
<tr>
<th>Area of Responsibility¹</th>
<th>City</th>
<th>Developer, Property Owners Association, or Tenant</th>
<th>Special Maintenance District</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-site improvements</td>
<td>--</td>
<td>☐</td>
<td>--</td>
</tr>
<tr>
<td>Common area improvements</td>
<td>--</td>
<td>☐</td>
<td>--</td>
</tr>
<tr>
<td>Parkways (public right-of-way)</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Public streets (curb-to-curb)</td>
<td>☐</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Private Roads</td>
<td>--</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

Notes: 1) "☐": responsible; "--" not responsible
appendix a

General Plan Consistency

California Government Code allows local governments to adopt and administer specific plans as tools to implement their general plan; however, specific plans must demonstrate consistency with the goals and policies set forth within a jurisdiction’s local general plan.

The General Plan Consistency identifies components of the Specific Plan and the developments it allows that are consistent with the goals and policies of the Jurupa Valley General Plan. The Jurupa Valley General Plan contains the following elements:

- Land Use
- Mobility
- Conservation and Open Space
- Housing
- Air Quality
- Noise
- Community Safety, Services, and Facilities
- Environmental Justice
• Healthy Communities

• Economic Sustainability

The following demonstrates that the Agua Mansa Commerce Park Specific Plan and subsequent entitlement process implements and is consistent with the goals and policies of the Jurupa Valley General Plan.

**LAND USE ELEMENT**

**Consistency Statement:**

The Agua Mansa Specific Plan consists of land use and design standards, guidelines, and regulations, which implement the City’s General Plan Land Use policies. The Specific Plan is consistent with the uses permitted and within the maximum allowable intensities established in the General Plan. The Land Use Plan establishes the following land use districts: Industrial Park, Business Park with Retail Overlay, and Open Space. The overall concept of the plan encourages the development of several employment-rich areas within and adjacent to several disadvantaged communities as identified by the California CalEnviroScreen 3.0.

Essential to the project character are efforts of the Specific Plan to clean up the environmental damage caused by decades of site contamination and the clear intent to turnover 70.9 acres for open space.

The Specific Plan area is a brownfield site and defined almost entirely by the abandoned structures left over from the Riverside Cement Plant. It is adjacent to residential communities to the north, east, and west. No schools, parks, or natural open spaces abut the site. It is within an established community of heavy industrial, manufacturing, warehousing, and distribution uses that can be found primarily to the north, south and east of the site.

The permitting procedures institute future controls based on performance standard thresholds that balance economic development
with discretionary review of projects. Furthermore, allowable land uses and design guidelines are drafted with a keen awareness of advances in technology—from e-commerce, clean technology, sustainable practices, and automation—to help achieve multiple objectives identified in the Specific Plan and the General Plan. The land use regulations and development standards prohibit and discourage uses and activities that are generally incompatible for various reasons, such as heavy industry and manufacturing and storage of hazardous materials, unhealthy uses, and residential uses.

Vehicles used for the movement of goods such as the various trucks servicing the logistic center site are accommodated on-site, and the Circulation Plan provides additional details on truck routing that is compatible with the Mobility Element policies of the General Plan. Truck routing uses the established path already existing and used by established warehouse and distribution facilities; no new truck roads or routes are being proposed.

The Design Guidelines in conjunction with Land Use and Development Standards chapters apply to site design and building structures. Large setbacks, site design, and landscaping solidify buffers between public and residential areas and the project. The aesthetic portion of the design guidelines promotes high-quality design, landscaping, materials, and signage. These chapters also outline best practices for applying architectural elements to ensure that future development continues to retain Jurupa Valley’s own “gateway” look appropriate within its location at the border between counties and cities. Impactful but necessary supportive infrastructures such as trash enclosures, mechanical equipment, utilities, and other similar elements will all be properly screened from street view and located away from residential areas. Designs for security and lighting infrastructure are integrated into the land use development of the plan.
The Specific Plan’s Sustainable Design section call for elements that improve energy performance through passive energy efficient architecture such as skylights, LED lighting, cool roofs, drought-tolerant landscape, low-impact development (LID), and energy efficient light fixtures. All new construction, building additions, and alterations will conform with the State of California’s Green Building Code (CALGreen) or the Building Code in effect at the time of permit issuance.

Buffering techniques in the Specific Plan include building setback on all sides, screening parking areas, and orienting truck loading docks away from residents and berming and landscaping of setbacks along the El Rivino Road street frontage.

The Implementation and Administration chapter of the plan in conjunction with applicable City policies restates the existing processes that allow for the appropriate levels of mitigation and impact fees; easements and dedications; and community benefits. The companion Environmental Impact Report (EIR) of the Specific Plan prepared pursuant to the California Environmental Quality Act (CEQA) identifies the environmental impact and the appropriate mitigation measures.

Therefore, the Specific Plan implements the following Land Use Element Policies:

- **LUE 3.1 Commercial Development.** Accommodate the development of commercial uses in areas designated by the General Plan, specific plans, and community and village plan land use maps.

- **LUE 3.2 Accessibility.** Require commercial buildings and centers to be sited along or easily accessible from public sidewalks, pedestrian areas, neighborhoods, and bicycle routes, and include amenities that encourage walking and biking.

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

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

- **LUE 3.12 Industrial and Business Park Development.** Accommodate the continuation of existing and the development of new industrial, manufacturing, research and development, and professional offices in areas designated by the General Plan, specific plans, community and village plan land use maps.

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

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

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

- **LUE 3.17 Toxic Materials.** Prohibit the development of industrial and business park uses that use, store, produce, or transport toxic substances, or that generate unacceptable levels of noise or air pollution.
• LUE 3.18 Infrastructure. Require that new industrial and business park developers provide adequate parking, transportation facilities, including sidewalks and trails, street trees, water resources, sewer facilities, and other utilities to serve new industrial and business park businesses in addition to meeting the needs of existing residents and businesses.

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

• LUE 5.37 Specific Plan Content. Require that all specific plans must meet the requirements of state law and include four planning frameworks: Land Use, Design, Circulation, and Infrastructure/Public Facilities. Within each framework, the specific plan will provide the goals and policies that will guide future decisions on projects within the specific plan area. The plan will also include a detailed implementation plan that will identify responsibilities, financing requirements, and phasing/timing.

• LUE 8.4 Multimodal Orientation. Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, and public facilities uses and locate them to capitalize on multimodal transportation opportunities and to promote compatible land use patterns that reduce reliance on the automobile.

• LUE 8.6 Retail and Office Growth Areas. Locate retail commercial and professional office growth near or within existing and
planned village centers and commercial nodes to the greatest extent possible.

- LUE 9.2 High Quality Development. Require that all development be of high quality and enhance the positive characteristics and unique features of the project site, neighboring properties and the surrounding community.

- LUE 11.1 Land Use Balance. Encourage communities that provide a balanced mix of land uses, including open space, employment, recreation, shopping, and housing.

- LUE 11.2 Infill Development. Assist in and promote the development of infill and underutilized parcels, which are located in Opportunity and specific plan areas, as identified on the General Plan Land Use Map.

- LUE 11.4 Street and Trail Connectivity. Create street and trail networks that directly connect local destinations and that promote use by pedestrians, equestrians, and bicyclists.

- LUE 11.5 Residential/Commercial Connectivity. Maintain and/or provide connectivity between residential and commercial developments where appropriate.

- LUE 11.6 Complete Streets. Promote compact growth and complete streets that promote pedestrian, equestrian and bike trails, and that takes advantage of public transit routes and facilities.

- LUE 11.7 Community Linkages. Create opportunities to link communities through access to multimodal transportation systems.

- LUE 11.9 Promote Unique Community Character. Use community plans to promote the development and preservation of unique
communities in which each community exhibits a special sense of place and quality of design.

- LUE 12.2 Design Standards. Comply with the design standards of the appropriate General Plan and community plan land use category.

- LUE 12.3 Construction. Require that public and private structures be constructed in accordance with the requirements of the City’s zoning, building, and other pertinent codes and regulations.

- LUE 12.4 Landscape and Irrigation Plans. Require landscape and irrigation plans to be submitted and implemented for development projects subject to discretionary review, as required by City Landscape Standards.

- LUE 12.5 Water Conservation Techniques. Require water conservation techniques, such as groundwater recharge basins, use of porous pavement, cisterns for non-potable water uses, drought-tolerant landscaping, drought-conscious irrigation systems, water recycling, and other water conservation methods to be included in new public and private development, as appropriate.

- LUE 12.6 Energy Efficiency. Require development projects to use energy efficient design features in their site planning, building design and orientation, and landscape design that meet or exceed state energy standards.

- LUE 12.7 Public Art. Encourage property owners, developers, and designers to incorporate innovative and creative design and development concepts into new development, including provisions for public art.

- LUE 12.8 Signage. Require development projects to use high quality, well-designed signage that is architecturally integrated
with and complementary to the proposed building(s) and adjacent development.

- **LUE 12.10 Residential Compatibility.** Require non-residential uses to be designed so that site and building entries, drive-ways, parking and loading areas, trash and recycling areas, drive-through uses, and storage bays are located and designed to minimize conflicts with adjacent residential neighborhoods due to traffic, noise, vibration, odor, lighting, and other impacts on surrounding properties. Any potential impacts shall be mitigated to a level of non-significance, to the approval of the City.

- **LUE 12.11 Landscape Maintenance.** Require development projects to include landscaping in all site areas, including street trees, parking lots, setback areas, open spaces, and other exterior use areas. Landscaping shall include trees, shrubs and ground covers, and an automatic, water-conserving irrigation system, and shall be designed and maintained in accordance with City Landscape Standards.

- **LUE 12.12 Natural Features.** Require development projects, including public projects, utilities, and earthworks/grading, to protect and preserve natural features, such as unique natural terrain, rocky outcrops, ridgelines, drainage ways, mature trees, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.

- **LUE 12.14 Parking Lots.** Design parking lots and structures to be functionally and visually integrated and connected, with parking adequately screened from public streets by a 3-foot-tall landscape planting, earth berm or wall, and located behind or on the side of the building(s) served.

- **LUE 12.18 Crime Prevention.** Require that development projects consider public safety and “defensible space” in their design.
through the appropriate use of building windows, entries, landscaping, and site lighting that is designed for efficiency and to reduce glare and “light spillage” across property lines.

- **LUE 12.17 Screened Trash and Recycling Areas.** Require new development to provide clean, safe, secure, visually screened trash and recycling enclosures that are architecturally compatible with the development. Existing development and uses are encouraged to provide safe, secure, and visually screened trash and recycling enclosures.

- **LUE 14.1 Fair Share Infrastructure Funding.** Require that new development contribute its fair share to fund infrastructure and public facilities, such as police and fire facilities, parks, streets, and trail improvements.

### MOBILITY ELEMENT

**Consistency Statement:**

The Agua Mansa Specific Plan Development Plan consists of a Circulation Plan designed to facilitate the movement of vehicles and pedestrians and to connect the Specific Plan area with major regional circulation routes. 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 beyond. The Specific Plan buildout is expected to last several years involving separate development applications and environmental review, and it is the City’s discretion to determine the timing, appropriateness, and specific process when applying specific Mobility Element Goals and Policies.

The Specific Plan supports the type of intended community and street character visible from the adjacent public right-of-way and integrates
pedestrian-oriented ADA-responsive design in the form of connected walkways, pathways, and bikeways into the site plan design. As part of the environmental review for the project, study of traffic impacts is provided and certain traffic improvements are informed by the study.

The streets surrounding the Specific Plan Area are Rubidoux Boulevard to the west, El Rivino Road to the north, and Hall Avenue to the east. A spur of the Union Pacific Railroad for freight travel runs at length through the western portion of the site. The General Plan assigns Rubidoux Boulevard and Agua Mansa Road for mixed-modes including commercial goods vehicles, and designates a portion of El Rivino Road west of Hall Avenue for commercial/industrial truck traffic. The Specific Plan proposes multi-modal facility planning that implements the appropriate types of modes suitable for the respective street character and within the designated right-of-way widths. The Circulation Plan identifies street improvements to help the General Plan meets its desired roadway standards, while addressing the physical constraints surrounding the site.

Vehicles used for the movement of goods such as the various trucks servicing the logistic center site are accommodated on-site, and the Circulation Plan provides additional details on truck routing that is compatible with the Mobility Element policies of the General Plan. The Jurupa Valley General Plan allows trucks on Rubidoux Boulevard, Agua Mansa Road, El Rivino Road west of Hall Avenue, and Brown Avenue. Truck routing uses the established path already existing and used by established warehouse and distribution facilities; no new truck roads or routes are being proposed. Various strategies to minimize the impact of trucks are observed in the Specific Plan include use of the Business Park with Retail Overlay as a buffer for residents across from Rubidoux Boulevard, setbacks, berming, landscaping, and orienting truck courts away from immediate residents. Within the Industrial Park district, motorized and non-motorized vehicles such as golf carts and hostler
trucks could be utilized to efficiently carry out important service functions within a large area.

Within the site are substantial driveways for trucks and other vehicles, parking areas for trucks and other vehicles, loading areas, pedestrian paths and walkways, ADA-accessible pathways, and facilities for bicyclists.

The Specific Plan provides a conceptual right-of-way improvement plan both within and outside the site. These new right-of-way improvements may include new turning lanes, curb-cuts and driveways, new traffic signals, bikeways, road rehabilitation, new traffic signs, entryway signage, emergency vehicle access, curb, gutters, sidewalks, parkway landscaping, and street trees. The Specific Plan could accommodate bus stops and shelters provided by the responsible Riverside Transit Agency (RTA) consistent with its transportation plans.

To effectively manage on-site vehicular traffic and reduce emissions from vehicular traffic, the Specific Plan will adopt a wide-ranging Transportation Demand Management Plan per City policy embracing various methods to reduce single-occupancy vehicle usage when accessing the Specific Plan area. The employment-rich Specific Plan area with its multi-modal transportation facilities places jobs, open space, and goods and services in close proximity to each other and within the underserved and economically disadvantaged communities, which would have the expected impact of reducing vehicle miles-travelled (VMT) for the surrounding communities. It is at the City’s discretion to determine the appropriate level of Intelligent Transportation System (ITS) Management to be applied on the public right-of-way and to work with individual projects as the Specific Plan builds out.

Specifics of these improvements, from cost, location, design, and scale, are determined by the associated Environmental Impact Report (EIR),
and the policies of the City including the General Plan and the Specific Plan.

Therefore, the Specific Plan implements the following Mobility Element Goals and Policies:

**Goals**

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

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

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

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

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

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

- **ME 7** Accommodates continued, safe freight railroad operations in Jurupa Valley.
• ME 10 Develops implementation strategies and identifies funding sources to provide for the timely implementation of the Mobility Element’s goals, policies and program.

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

Policies

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

  a. Roadway designs shall maintain no more than two through travel lanes wherever possible and shall not exceed four through travel lanes except within Express Mobility Corridors, or where a transition is required for roadways that connect to roads in other jurisdictions at the City boundaries.

  b. Existing improvements and rights of way within mobility corridors may establish the general design criteria for the relevant segment in order to avoid replacing existing street improvements or right of way acquisitions for street widening.

  c. Where sidewalks are appropriate, they should be detached and separated from the roadway by landscaped parkways. Where sidewalks are adjacent to curb on an existing roadway within a mobility corridor, sidewalks on either side of the relevant segment may be continued to a reasonable transition point.

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

a. Mobility corridors shall include parkways, street trees and where appropriate, medians that include substantial landscape treatments and that separate pedestrians and equestrians from vehicle traffic and provide a pleasant and inviting traveling experience for non-vehicular travel.

b. Express and Primary Mobility Corridors shall include a landscaped raised median wherever possible and shall include substantial setbacks and landscape buffers to protect adjacent noise-sensitive uses.

- ME 2.1 Roadway system. Require that the City’s mobility corridors:


  b. Maintain at least a Level of Service (LOS) D or better at all intersections, except where flexibility is warranted based on a multi-modal LOS evaluation, or where LOS E is deemed appropriate to accommodate complete streets/multi-modal facilities.

  c. Be designed to meet the needs of the existing population and business activities, as designated by the Land Use Element and in accordance with the Mobility Corridor concept and to maintain consistency with the Master Plan of Streets and Trails (to be developed).

  d. Be designed so that new roadways, ramps, traffic control devices, bridges or similar facilities, and significant
changes to such facilities, are designed to accommodate multi-modal facilities in a balanced manner.

e. Be maintained in accordance with best practices and the City’s Street Improvement Program.

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

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

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

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

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

• ME 2.7 System Evaluation. Evaluate the planned circulation system as needed to enhance the street network to respond to anticipated growth and mobility needs.
• ME 2.8 Interagency Cooperation. Cooperate with local, regional, state, and federal agencies to establish an efficient circulation system.

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

• ME 2.13 Traffic Study Guidelines. Apply level of service and/or VMT standards to new development, consistent with State law, based on new Traffic Study Guideline, to be developed by City to evaluate traffic impacts and identify appropriate mitigation measures for new development.

• ME 2.14 Traffic Impact Evaluation. New developments shall be reviewed to identify project-related impacts to circulation facilities and shall provide site improvements necessary to mitigate such impacts. The Engineering Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.

• ME 2.15 Traffic Impacts. Traffic studies prepared for development entitlements (e.g., tracts, plot plans, public use permits, conditional use permits) shall identify project-related traffic impacts and determine the “significance” of such impacts in compliance with CEQA.

• ME 2.16 Impact Mitigation. Mitigate direct project related traffic impacts by requiring street improvements as a condition of approval, or for indirect and cumulative impacts, through the payment of mitigation fees to fund improvement of streets and other transportation facilities.
• ME 3.10 Accessible Pedestrian Facilities. All new streets shall have provisions for the adequate and safe movement of pedestrians, including improvements for the elderly and disabled.

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

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

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

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

• ME 3.24 Integration of Bicycle Planning. Integrate development of the bicycle facilities network into larger land use planning and development projects.
• ME 3.25 Bicycle-Friendly Infrastructure. Require bicycle-friendly infrastructure design using new technologies and innovative treatments, where necessary to improve bicyclists’ safety and convenience.

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

• ME 5.12 Bus Shelters. Coordinate with transit operators to ensure that bus shelters are provided along and/or near all transit routes, whenever feasible. New developments may be required to provide bus shelters due to existing or future planned transit routes, even if demand for pedestrian facilities are not immediately warranted.

• ME 5.13 Accessible Transit. Require bicycle, pedestrian and wheelchair access to all transit facilities and maintain bicycle, pedestrian and wheelchair facilities so that they are safe, attractive and well lit.

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

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

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

- ME 7.8. Landscape Buffers. Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping and/or other effective visual screens.

- ME 8.5 City Standards. Design, construct, and maintain streets as specified in the City Street Improvement Standards and Engineering Specifications.

- ME 8.6 Facilities Maintenance. Maintain the transportation network while providing for future expansion and improvement based on travel demand and the development of alternative travel modes.

- ME 8.10 Right-of-Way Improvements. Developers shall be responsible for right-of-way dedication and improvements that provide access to and enhance new developments. Improvements include street construction or widening, new paving, frontage improvements like curb, gutter, sidewalks, street trees, trails and parkways, installation of traffic signals, pavement markings and annunciators, and other facilities needed for the safe and efficient movement of pedestrians, bicyclists, equestrians, and motor vehicles.

- ME 8.11 Street Design for Heavy Trucks. Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.

- ME 8.13 Off-Street Loading Facilities. Design off-street loading facilities for new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods.
• ME 8.14 Driveway Access. Locate and design commercial and industrial land uses so that they take driveway access from streets with a General Plan classification of arterial or greater, and limit the number of such commercial access points by encouraging shared access.

• ME 8.22 Emergency Response Routes. Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radii and other factors as determined by the City Engineer in consultation with emergency responders.

• ME 8.29 TDM in Development Review. Encourage on-site features in all new non-residential developments that support Transportation Demand Management (TDM). Potential features may include preferred rideshare parking, car sharing vehicles, on-site food service and exercise facilities.

• ME 8.39 Impact Mitigation. Control dust and mitigate other environmental impacts during all stages of roadway maintenance, repair or construction.

• ME 8.43 Hazardous Materials Transport. Review and monitor proposals for expansion of pipelines for the transport of suitable products and materials, and require mitigation of environmental impacts. In particular, require mitigation of the potential for hazardous chemical or gas leakage and explosion.

• ME 8.44 Air Quality. Incorporate specific requirements of the General Plan Air Quality Element into transportation plans and development proposals where applicable.

• ME 8.45 Non-Motorized Transportation. Encourage the use of alternative non-motorized transportation and the use of non-polluting vehicles.
• ME 8.48 Traffic Signal Synchronization. Construct and improve traffic signals at appropriate intersections. Whenever possible, traffic signals should be spaced and operated as part of coordinated systems to optimize traffic operation.

• ME 8.49 Street Widening. Consider roadway widening or extension at public expense to relieve congestion only after the determination has been made that TSM measures will not be effective and that widening would be consistent with and contribute to the character of the community.

• ME 8.50 Turn Lanes. Install special turning lanes whenever necessary to relieve congestion and improve safety for all users.

• ME 8.51 Bus Turnouts. Encourage development of bus turnouts, bus stop signage and other features to improve traffic flow and safety, and to encourage use of public transit.

• ME 8.52 ITS. Encourage the integration of Intelligent Transportation Systems (ITS), consistent with the principles and recommendations referenced in the Inland Empire ITS Strategic Plan, as the transportation system is improved and maintained.

**HOUSING ELEMENT**

**Consistency Statement:**

The Specific Plan does not propose new housing, or remove existing ones.

**CONSERVATION AND OPEN SPACE ELEMENT**

**Consistency Statement:**

The Specific Plan removes mining and other extractive activities that used to occur on-site, and prohibits any new, additional extractive
activities. A stormwater basin is provided on-site, as well as other methods to implement Best Management Practices. The site is a brownfield site due to decades of environmental contamination. The Environmental Impact Report (EIR) identifies the impact on any other biological and cultural resources, and mitigation measures are drafted pursuant to determinations of potential significant impacts.

Essential to the project character are efforts of the Specific Plan to clean up the environmental damage caused by decades of site contamination and the clear intent to turnover 70.9 acres for open space.

No agricultural activities are occurring within the project site. The Specific Plan does encourage the provisions of healthy uses and activities such as farmer’s markets, produce shops, and various forms of eating places while discouraging unhealthy uses.

The Specific Plan’s Sustainable Design section call for elements that improve energy performance through passive energy efficient architecture such as skylights, LED lighting, cool roofs, drought-tolerant landscape, low-impact development (LID), and energy efficient light fixtures. All new construction, building additions, and alterations will conform with the State of California’s Green Building Code (CALGreen) or the Building Code in effect at the time of permit issuance.

Therefore, the Specific Plan implements the following Conservation and Open Space Element Goals and Policies:

**Goals**

- COS 5 Increasing use of sustainable energy sources such as solar, wind, and thermal energy, and reduce reliance on non-sustainable energy sources to the extent possible with available technology and resources.
• COS 6 Reducing consumption of non-renewable energy sources and ensuring efficient use, development, and conservation of sustainable, non-polluting energy sources.

• COS 7 Ensuring the preservation of cultural, historical, archaeological, and paleontological resources.

• COS 10 Minimizing light trespass and pollution caused by public and private structures, new development, and public facilities to ensure safety, protection of the natural environment, and preservation of dark nighttime skies.

Policies

• COS 3.5 Site Water Collection and Retention. Consider requiring design practices such as permeable parking bays and porous parking lots with bermed, landscaped storage areas for rainwater detention as a condition of development approval,

• COS 5.5 Energy Efficiency and Green Building. Encourage energy-efficient “green buildings” as certified by the U.S. Green Building Council’s LEED® (Leadership in Energy and Environmental Design) Program or equivalent certification.

• COS 5.6 Energy Efficiency Incentives. Support standards and incentives that encourage developers, designers, and property owners to design, build, and operate buildings to achieve energy savings that exceed Title 24 requirements of the California Building Code.

• COS 5.12 Solar Energy Use. Use solar energy in City facilities and operations, as budget resources allow, and encourage the use of active and passive solar energy by homeowners, business owners, developers, government, and public agencies.
• COS 5.13 Biomass Conversion. Encourage economic biomass conversion under sensible environmental controls, and where compatible with adjacent uses.

• COS 7.6 Non-Development Activities. Prohibit activities other than private development projects that could disturb or destroy cultural resource sites, such as off-road vehicle use, site excavation or fill, mining, or other activities on or adjacent to known sites, or the unauthorized collection of artifacts.

• COS 8.1 Environmental Resource Protection. Preserve and maintain open space that protects environmental resources and protects public health and safety.

• COS 13.1 Outdoor Lighting. Avoid outdoor lighting that:
  a. Operates at unnecessary locations, levels, and times
  b. Spills onto areas offsite or to areas not needing or wanting illumination
  c. Produces glare (intense line-of-site contrast)
  d. Includes lighting frequencies (colors) that interfere with astronomical viewing

**AIR QUALITY ELEMENT**

**Consistency Statement:**

Vehicles used for the movement of goods such as the various trucks servicing the logistic center site are accommodated on-site, and the Circulation Plan provides additional details on truck routing that is compatible with the Mobility Element policies of the General Plan. The Jurupa Valley General Plan allows trucks on Rubidoux Boulevard, Agua Mansa Road, El Rivino Road west of Hall Avenue, and Brown Avenue. Truck routing uses the established path already existing and used by established warehouse and distribution facilities; no new truck roads or
routes are being proposed. Various strategies to minimize the impact of trucks are observed in the Specific Plan include use of the Business Park with Retail Overlay district as a buffer for residents across from Rubidoux Boulevard, setbacks, berming, landscaping, and orienting truck courts away from immediate residents. Primarily within the Industrial Park district, motorized and non-motorized vehicles such as golf carts and hostlers could be utilized to efficiently carry out important service functions within a large area.

Efforts to control the impact on sensitive receptors are found in the Land Use Plan and the plan to remediate the brownfield site. The menu of land uses and activities permitted and prohibited minimizes the appearance of sensitive receptor facilities such as residential, lodging, hospitals, and others as identified.

Within the site are substantial driveways for trucks and other vehicles, parking areas for trucks and other vehicles, loading areas, pedestrian paths and walkways, ADA-accessible pathways, and facilities for bicyclists. Furthermore, allowable land uses and design guidelines are drafted with a keen awareness of advances in technology—from e-commerce, clean technology, sustainable practices, and automation—to help achieve multiple objectives identified in the Specific Plan and the General Plan, including facilities that will hopefully achieve near-zero emissions.

Essential to the project character are efforts of the Specific Plan to clean up the environmental damage caused by decades of site contamination and the clear intent to turnover 70.9 acres for open space.

The Specific Plan’s Sustainable Design section call for elements that improve energy performance through passive energy efficient architecture such as skylights, LED lighting, cool roofs, drought-tolerant landscape, low-impact development (LID), and energy efficient light fixtures. All new construction, building additions, and alterations will
conform with the State of California’s Green Building Code (CALGreen) or the Building Code in effect at the time of permit issuance.

To effectively manage on-site vehicular traffic and reduce emissions from vehicular traffic, the Specific Plan establishes the framework for a Transportation Demand Management (TDM) Plan to be developed per City policy embracing various methods to reduce single-occupancy vehicle usage when accessing the Specific Plan area. The employment-rich Specific Plan area with its multi-modal transportation facilities places jobs, open space, goods, and services much closer within the underserved and economically disadvantaged communities, and would have the expected impact of reducing vehicle miles-travelled (VMT) for the surrounding communities. It is at the City’s discretion to determine the appropriate level of Intelligent Transportation System (ITS) Management to be applied on the public right-of-way, and to work with individual projects as the Specific Plan builds out.

The Environmental Impact Report (EIR) of the Specific Plan drafted pursuant to the California Environmental Quality Act (CEQA) identifies the environmental impact on air quality, and identifies the appropriate mitigation measures. Through the implementation of these mitigation measures as well through the application of existing City policies including the General Plan and the Specific Plan affecting air quality, the Specific Plan allows for processes and appropriate review that actively tackle air quality for the foreseeable future.

Therefore, the Specific Plan implements the following Air Quality Element Goals and Policies:

**Goals**

- **AQ 2** Helps protect its residents, and especially senior citizens, youth and other sensitive receptors, from toxic air pollution.
- **AQ 3** Works to reduce emissions from stationary and mobile sources.
• AQ 4 Employs measures to improve the jobs/housing balance and reduce commuting time.

Policies

• AQ 2.1 Site Plan Designs. Require City land use planning efforts and site plan designs to protect people and land uses sensitive to air pollution, using barriers and/or distance from emissions sources, and protect sensitive receptors form polluting sources, wherever possible.

• AQ 2.2 Pollution Control Measures. Strongly encourage the use of pollution control measures such as landscaping, vegetation and other materials that trap particulate matter or control pollution.

• AQ 2.3 Tree Planting. Consider creating a citywide program to plant trees that help to filter pollutants from the air, provide shade, and add oxygen to the atmosphere.

• AQ 3.1 Efficient Building Materials/Equipment. Encourage the use of building materials/methods and heating equipment that are efficient and reduce emissions.

• AQ 3.2 Centrally-Heated Facilities. Encourage centrally heated facilities to utilize automated time clocks or occupant sensors to control heating.

• AQ 3.3 Stationary Pollution Reduction. Require stationary pollution sources to minimize the release of toxic pollutants through the following:
  a. Design features;
  b. Operating procedures;
  c. Preventive maintenance;
d. Operator training; and

e. Emergency response planning

- AQ 3.4 Emissions Mitigation. Require every project to mitigate any of its anticipated emissions that exceed allowable levels as established by the SCAQMD, the US EPA, and CARB, to the greatest extent possible.

- AQ 3.5 Fugitive Dust Reduction Measures. Apply, as appropriate, measures contained in the County’s Fugitive Dust Reduction to the entire City.

- AQ 3.6 Grading in High Winds. Suspend all grading when wind speeds exceed 25 miles per hour.

- AQ 4.1 State and Federal Legislation. Encourage stricter state and federal legislation on bias-belted tires, smoking vehicles, and vehicles that spill debris on streets and highways, to better control particulate matter.

- AQ 4.2 Particulate Matter. Reduce particulate matter from agriculture, construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights of way, and off-road vehicles to the maximum extent possible.

- AQ 4.3 Electric Service Units. Require the installation and use of electric service units at truck stops and distribution centers for heating and cooling truck cabs, and particularly for powering refrigeration trucks, in lieu of idling of engines for power.

- AQ 4.4 Natural Gas/Electric Vehicles. Support efforts to encourage the use of natural gas and electric vehicles in distribution centers.
- AQ 7.3 Trip-Reduction Programs. Encourage workplace trip-reduction programs and cooperate with surrounding jurisdictions to reduce vehicle trips.

NOISE ELEMENT

Consistency Statement:
The Jurupa Valley General Plan’s Noise Element identifies future noise contours along Rubidoux Boulevard at buildout consistent with the planned commercial and industrial land uses. The Agua Mansa Specific Plan Development Plan consists of a Land Use Plan and Circulation Plan implementing General Plan Goals and Policies. The Land Use Plan establishes the following land use districts: Industrial Park, Business Park with Retail Overlay, and Open Space. The Circulation Plan addresses the mobility infrastructure, multimodal planning, and transportation for the Specific Plan. The Specific Plan area is a brownfield site and defined almost entirely by the abandoned structures left over from the Riverside Cement Plant. No schools, parks, or natural open spaces abuts the site. It is within an established community of heavy industrial, manufacturing, warehousing and distribution uses that can be found primarily to the north, south and east of the site. The Specific Plan does not add to the population of sensitive receptors to the area, and the Land Use Plan discourages the proliferation of noise sensitive receptors such as schools, hospitals, and lodging.

Truck routing uses the established path already existing and used by established warehouse and distribution facilities; no new truck roads or routes are being proposed. Various strategies to minimize the impact of trucks are observed in the Specific Plan including use of the Business Park with Retail Overlay district as a buffer for residents across from Rubidoux Boulevard, setbacks, berming, landscaping, and orienting truck courts away from immediate residents. The Land Use Plan provides approximately 33.8 acres of commercial buffering between the
logistics centers and the residential communities across the street on Rubidoux Boulevard.

Buffering techniques in the Specific Plan include building setback on all sides, screening parking areas, and orienting truck loading docks away from residents and berming and landscaping of setbacks along the El Rivino Road street frontage.

The Environmental Impact Report (EIR) includes an assessment of noise impacts of the Specific Plan development buildouts, and mitigation measures consistent with the Noise Element Goals and Policies are drafted pursuant to determinations of potential significant impacts.

Therefore, the Specific Plan implements the following Noise Element Goals and Policies:

**Goals**

- **NE 1** Protect individual freedoms while preventing noise and vibration from degrading the safety and well-being of our community.
- **NE 2** Ensure adjacent land uses are compatible, and protect sensitive receptors from outside sources of noise and vibration.
- **NE 3** Minimize excessive noise levels and community health risks due to mobile noise sources.
- **NE 4** Minimize excessive noise levels and community health risks due to stationary noise sources.
- **NE 5** Minimize excessive noise levels and community health risks due to ground-borne vibration.

**Policies**

- **NE 1.1** Land Use/Noise Compatibility. Utilize the Land Use/Noise Compatibility Matrix, Figure 7-3, to determine the compatibility
of proposed development, including General Plan amendments, specific plan amendments, village plans, and rezonings, with existing land uses and/or noise exposure due to transportation sources.

- **NE 1.2 New Development and Stationary Noise Sources.** New development of noise-sensitive land uses near existing stationary noise sources may be permitted only where their location or design allows the development to meet the standards listed in Figure 7-3.

- **NE 1.7 Noise-Tolerant Uses.** Guide new or relocated noise-tolerant land uses into areas irrevocably committed to land uses that are noise producing, such as along major transportation corridors or within the projected noise contours of area airports.

- **NE 1.9 Acoustic Site Planning and Design.** Incorporate acoustic site planning into the design and placement of new development, particularly large scale, mixed-use, or master-planned development, including building orientation, berming, special noise-resistant walls, window and door assemblies, and other appropriate measures.

- **NE 2.1.1 Truck Routes.** Prepare and adopt truck routes to direct commercial trucks away from sensitive noise receptors.

- **NE 3.3 Noise Buffers.** Require major stationary noise-generating sources to install noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest level practical as a condition of the approval or renewal of project entitlements.

- **NE 3.6 Commercial Truck Idling.** Restrict truck idling near noise sensitive receptors.
• NE 4.1 Sensitive Land Uses. Avoid the placement of sensitive land uses adjacent to or within one-quarter mile of vibration-producing land uses.

• NE 4.2 Vibration Producing Land Uses. Avoid the placement of vibration-producing land uses adjacent to or within one-quarter mile of sensitive receptors.

• NE 4.3 Truck Idling. Restrict truck idling near sensitive vibration receptors.

COMMUNITY SAFETY, SERVICES, AND FACILITIES ELEMENT

Consistency Statement:
This Element sets out goals and policies to address public safety. The Jurupa Valley General Plan places the portions of the site within two mapped hazard areas—flood and fire. The Jurupa Valley General Plan and the Specific Plan Environmental Impact Report (EIR) provides a summary of hazards of the area, including fire, flood, geologic, and seismic hazards. Technical studies required by the section can be found in the companion EIR.

The Specific Plan’s infrastructure and utilities plan collectively allows for the implementation of the required processes to investigate and mitigate known hazards that exist on the site. The Land Use plan permits the construction of emergency facilities such as fire and police stations.

Essential to the project character are efforts of the Specific Plan to clean up the environmental damage caused by decades of site contamination and the clear intent to turnover 70.9 acres for open space.

Therefore, the Specific Plan implements the following Community Safety, Services, and Facilities Element Goals and Policies:
Goals

- CSSF 1 Minimize risks resulting from natural and manmade hazards to its residents and businesses.
- CSSF 2 Honor and support our public safety professionals.

Policies

- Geologic and Seismic CSSF 1.1-1.4
- Floods CSSF 1.6 – 1.22
- Fire CSSF 1.23 – 1.30
- Hazards CSSF 1.31 – 1.32

ENVIRONMENTAL JUSTICE ELEMENT

Consistency Statement

The overall concept of the Agua Mansa Specific Plan intertwines environmental remediation with the creation of a framework to develop several employment-rich areas within and adjacent to several disadvantaged communities as identified by the California CalEnviroScreen 3.0. The Development Plan of the Specific Plan weaves together the proposed land uses that encourage healthy active living made possible through its menu of permitted land uses and plans for infrastructure that integrates with the City’s mobility planning for active transportation.

The Agua Mansa Specific Plan Development Plan consists of a Land Use Plan and Circulation Plan implementing the City’s General Plan Goals and Policies. The Land Use Plan establishes the following land use districts: Industrial Park, Business Park with Retail Overlay, and Open Space. The Circulation Plan addresses the mobility infrastructure, multimodal planning, and transportation for the Specific Plan. The Specific Plan area is defined almost entirely by the abandoned
structures left over from the Riverside Cement Plant and the brownfield site. It is adjacent to residential communities to the north, east, and west. No schools, parks, or natural open spaces abut the site. It is within an established community of heavy industrial, heavy manufacturing, warehousing, and distribution centers of the Agua Mansa Industrial Corridor.

Essential to the project character are efforts of the Specific Plan to clean up the environmental damage caused by decades of site contamination and the clear intent to turnover 70.9 acres for open space.

The Agua Mansa Specific Plan Development Plan consists of a Circulation Plan designed to facilitate the movement of vehicles and pedestrians and to connect the Specific Plan area with major regional circulation routes. The development of the Specific Plan allows for transit facilities such as bus stops and shelters to access its planned employment and commercial centers, open spaces, and parks. Vehicles used for the movement of goods such as the various trucks servicing the logistic center site are accommodated on-site, and the Circulation Plan provides additional details on truck routing that are compatible with the Mobility Element of the General Plan. The General Plan does not have designated truck routes. The Specific Plan truck routing uses the established path already existing and used by Agua Mansa’s established warehouse and distribution facilities; no new truck roads or routes are being proposed. Various strategies to minimize the impact of trucks are observed in the Specific Plan include use of the Business Park with Retail Overlay district as a buffer for residents across from Rubidoux Boulevard, setbacks, berming, landscaping, and orienting truck courts away from immediate residents. Within the Industrial Park district, motorized and non-motorized vehicles such as golf carts and hostlers could be utilized to efficiently carry out important service functions within a large area.
Within the site are substantial driveways for trucks and other vehicles, parking areas for trucks and other vehicles, loading areas, pedestrian paths and walkways, ADA-accessible pathways, and facilities for bicyclists.

The Specific Plan land use plan encourages non-industrial community facilities in the area including offices, retail, and open space. Land use regulations and development standards identify land uses and buffering techniques appropriate for the site’s context.

To complement the effort of physical buffering, the permitted land uses promote healthy uses and discourage unhealthy ones, and prohibits heavy industry and hazardous materials. The permitting procedures institutes future controls based on performance standard thresholds that balance economic development with discretionary review of projects.

The Specific Plan allows for facilities and technologies that would provide non-diesel fueling sources, vehicles, and facilities. Overall, the Specific Plan reduces the demand for diesel-fueled vehicles as allowed by technological trends and consistent with diesel and non-stationary source regulations by state and federal authorities.

Allowable land uses and design guidelines are drafted with a keen awareness of advances in technology—from e-commerce, clean technology, sustainable practices, and automation—to help achieve multiple objectives identified in the Specific Plan and the General Plan. The land use plan prohibits and discourages uses and activities that are generally incompatible for various reasons, such as heavy industry and manufacturing and storage hazardous materials, unhealthy uses, residential uses, and others under the Land Use and Development Standards Chapter.

The drafting and adoption of the Agua Mansa Commerce Specific Plan incorporated an appropriate level of public participation and
community engagement utilizing the City’s available communication tools within the immediate vicinity. Public review of the contents of the draft versions of the specific plan was posted on the City website. Public hearing notices were made available pursuant to the City’s procedures.

Additional effort was made to allow participation of interested civic groups, and surrounding jurisdictions. Residents of unincorporated San Bernardino County and City of Rialto located across the street from the project were included in the notifications for the project. Spanish-language translation were made available. The City’s review and preparation of the Environmental Impact Report, including the preparation of its contents and tribal consultation, was observed pursuant to the processes outlined in the California Environmental Quality Act.

The Specific Plan’s Sustainable Design Guidelines call for elements that improve energy performance through passive energy efficient architecture such as skylights, LED lighting, cool roofs, drought-tolerant landscape, low-impact development (LID), and energy efficient light fixtures. All new construction, building additions, and alterations will conform with the State of California’s Green Building Code (CALGreen) or the Building Code in effect at the time of permit issuance.

- The Specific Plan’s commercial components provide the much needed retail-oriented services for this area while simultaneously further eliminating nuisance, and unhealthy uses that typically proliferate within disadvantaged communities.

- The Specific Plan provides additional employment potential in the middle of several disadvantaged residential communities.

Therefore, the Specific Plan implements the following Economic Justice Element Policies:

**Goals**
• EJ 1 An open and transparent public process that improves the quality of life relative to a cleaner and healthier environment.

• EJ 2 Meaningful participation in the public process by all members of the community.

• EJ 3 A reduction in disproportionate environmental burdens affecting low-income and minority populations.

Policies

• EJ 1.1 Public Participation. Ensure that affected residents have the opportunity to participate in decisions that affect their health.

• EJ 1.2 Facilitate Community Involvement. Facilitate the involvement of residents, businesses, and organizations in all aspects of the planning process.

• EJ 1.4 Public Meetings. Schedule public meetings on key issues affecting the public at times and locations most convenient to community members.

• EJ 1.5 Communication Techniques. Utilize a variety of communication techniques and social media tools to convey information to the public.

• EJ 1.6 Translation Services. Provide translation and interpretation services at public meetings on issues affecting populations whose primary language is not English. Translation time should not be taken from the person’s time limit for comments.

• EJ 1.7 Public Awareness. Support efforts to raise the public’s awareness of the importance of a healthy environment and physical activity.
• EJ 1.9 Tribal Consultation. Consult with Native American Tribes early in the process on issues that could affect culturally significant areas.

• EJ 1.10 Agency Collaboration. Collaborate with and among public agencies to leverage resources, avoid duplication of effort, and enhance the effectiveness of public participation.

• EJ 2.2 Sensitive Land UseBuffers. Require that proposals for new sensitive land uses incorporate adequate setbacks, barriers, landscaping, or other measures as necessary to minimize air quality impacts.

• EJ 2.4 Stationary Source Emissions. Require, wherever possible, existing sources of stationary emissions near sensitive land uses to relocate and/or incorporate measures to minimize emissions.

• EJ 2.5 Residential Buffers. Require that zoning regulations provide adequate separation and buffering of residential and industrial uses.

• EJ 2.7 Latest Technologies. Give preference in approving commercial and industrial development to those projects that incorporate the latest technologies to reduce diesel emissions.

• EJ 2.8 Separation of Uses. Build new sensitive land uses with sufficient buffering from industrial facilities and uses that pose a significant hazard to human health and safety. The California ARB recommends that sensitive land uses be located at least 1,000 feet from hazardous industrial facilities.

• EJ 2.9 Access to Decision-making Process. Ensure that low income and minority populations have equal access and influence in the land use decision-making process through such methods as bilingual notices, posting bilingual notices at
development sites, and conducting and conducting public information meetings with interpreters.

- **EJ 2.17 Brownfield Sites.** Promote the remediation and reuse of contaminated brownfield sites within the City, with priority given to those near environmental justice populations.

- **EJ 2.18 Energy Efficiency.** Support programs to promote the use of energy efficiency products and renewable energy systems.

- **EJ 2.19 Green Building Techniques.** Encourage public and private development to incorporate green building techniques, such as construction waste management practices, optimization of energy efficiency measures, and avoidance of toxic chemicals.

- **EJ 3.2 Access.** Increase access to shopping, jobs, and healthcare facilities for low-income and minority populations.

- **EJ 3.3 Balanced Transportation.** Balance walking, bicycling, and transit use with automobile use.

- **EJ 3.4 Facilities and Services.** Plan for the equitable distribution of public facilities and services, prioritizing new facilities in traditionally underserved areas.

- **EJ 3.7 Walking and Bicycling.** Explore measures to encourage walking and bicycling in the City as part of daily physical activities.

- **EJ 3.11 Bicycle Facilities.** Require new commercial and industrial development to provide bicycle facilities on-site.

- **EJ 3.12 Healthy Living.** Support the efforts of Healthy Jurupa Valley and others to promote active living and healthy choices.
HEALTHY COMMUNITIES ELEMENT

Consistency Statement

The overall concept of the Agua Mansa Specific Plan intertwines environmental remediation with the creation of a framework to develop several employment-rich areas within and adjacent to several disadvantaged communities as identified by the California CalEnviroScreen 3.0. The Specific Plan weaves together the proposed land uses that encourage healthy active living made possible through its menu of permitted land uses and plans for infrastructure that integrates with the City’s mobility planning for active transportation.

The Agua Mansa Specific Plan Development Plan consists of a Land Use Plan and Circulation Plan implementing the City’s General Plan Goals and Policies. The Specific Plan area is a brownfield site and defined almost entirely by the abandoned structures left over from the Riverside Cement Plant. It is adjacent to residential communities to the north, east, and west. No schools, parks, or natural open spaces abut the site. It is within an established community of heavy industrial, manufacturing, warehousing and distribution uses that can be found primarily to the north, south and east of the site.

Allowable land uses and design guidelines are drafted with a keen awareness of advances in technology—from e-commerce, clean technology, sustainable practices, and automation—to help achieve multiple objectives identified in the Specific Plan and the General Plan. The land use plan prohibits and discourages uses and activities that are generally incompatible for various reasons, such as heavy industry, heavy manufacturing, hazardous materials and storage, unhealthy uses, residential uses, and others under the Land Use and Development Standards Chapter.

The Specific Plan land use plan encourages non-industrial community facilities in the area including general offices, retail, and open space.
The Specific Plan land use plan and the development plan overall recommends a full menu of land uses and buffering techniques appropriate for the site’s context.

To complement the effort of physical buffering, the permitted land uses promote healthy uses and discourage unhealthy ones and prohibits heavy industry and hazardous materials. The permitting procedures institute future controls based on performance standard thresholds that balance economic development with city discretionary review of projects.

Essential to the project character are efforts of the Specific Plan to clean up the environmental damage caused by decades of site contamination and the clear intent to turnover 70.9 acres for open space.

The Agua Mansa Specific Plan Development Plan consists of a Circulation Plan designed to facilitate the movement of vehicles and pedestrians and to connect the Specific Plan area with major regional circulation routes. The development of the Specific Plan allows for transit facilities such as bus stops and shelters to access its planned employment and commercial centers.

The Specific Plan’s Sustainable Design Guidelines call for elements that improve energy performance through passive energy efficient architecture such as skylights, LED lighting, cool roofs, drought-tolerant landscape, low-impact development (LID), and energy efficient light fixtures. All new construction, building additions, and alterations will conform with the State of California’s Green Building Code (CALGreen) or the Building Code in effect at the time of permit issuance.

Therefore, the Specific Plan implements the following Healthy Communities Element Goals and Policies:

Goals

To be a City that:
• HC 1 Fosters physical activity, social interaction, and access to healthy food and medical care.

• HC 2 Is known for its healthy lifestyle and commitment to preserving and improving residents’ quality of life.

• HC 3 Has readily accessible high quality, fresh foods, and convenient health services.

• HC 4 Allows residents to easily choose to engage in healthy activities and lifestyles, and where health and wellness considerations help guide City decision-making.

Policies

• HC 1.1 Land Use Decisions. Give priority to the overall health and well-being of residents in City land use decisions and City actions, particularly in terms of their effects on the most vulnerable populations, such as children, persons living at or below poverty level, disabled persons.

• HC 2.1 More Grocery Store Options. Encourage the development of additional full-service grocery stores, especially in underserved areas.

• HC 2.2 Farmers’ Markets. Attract farmers’ markets offering fresh food options to operate in the City on a regular basis.

• HC 2.3 Food Cooperatives. Encourage the development and maintenance of community food cooperatives and community gardens.

• HC 2.4 Restaurant Options. Encourage full-service restaurants offering a variety of healthy food choices to locate within the City.

• HC 2.5 Education Programs. Encourage school and adult education programs that provide opportunities to learn about
healthy eating, cooking, gardening, composting, and selling locally grown produce.

- HC 2.6 Healthy Food Choices. Encourage the availability of healthy food choices in local schools, public buildings, facilities, and parks and at City-sponsored events.

- HC 3.2 Public Transit. Encourage public transit agencies to locate routes near health care facilities.

- HC 4.7 Neighborhood-Serving Development. Locate compact, neighborhood-serving development that provides healthy foods or essential services within walking or biking distance from residential neighborhoods, schools, and parks.

- HC 4.22 Safety Features. Address actual and perceived safety concerns that create barriers to physical activity by requiring adequate lighting, street visibility, and defensible space.

- HC 4.23 Easements. Coordinate with public entities to allow easements to be used as parks and trails.

- HC 4.24 Regional Trails. Ensure that regional trail plans are implemented at the development plan and Specific Plan level.

- HC 5.1 Community Centers. Support the development of public and private neighborhood centers with social, artistic, cultural, and educational facilities and services.

- HC 6.2 Low Water Requirements. Prioritize and strategically plant trees in the public right of way that have low water requirements and are well adapted to the City’s semi-arid climate, especially California native species.

- HC 6.3 Landscape Improvements. Strive to incorporate existing mature trees and native vegetation into existing and new development, particularly expansive parking lots.
ECONOMIC SUSTAINABILITY ELEMENT

Consistency Statement
The Agua Mansa Specific Plan area is identified in the Element as Special Economic Opportunity Area – 5 (OA-5), one of the six special opportunity areas in the City. OA – 5 (Northeast Industrial Opportunity Area) has been identified for industrial and commercial uses. These include the Specific Plan area. These areas are considered to have a low potential for fiscal revenue generation but a medium potential for job creation. The Specific Plan carries out the catalytic transformation of the envisioned opportunities for this strategic location in Jurupa Valley as it supports long-range implementation and phasing of infrastructure, land uses, and its planned remediation of the brownfield site would eliminate one of the largest barriers to economic development in the area. The Specific Plan implements ES 6.1.1. Fulfillment Center and Logistics, a program in the Element that gives high priority to attracting a new logistics industrial projects based on low market vacancies and growth in those sectors. Development of the project will also provide jobs in the area, helping to stabilize the local economy.

Therefore, the Specific Plan implements the following Economic Sustainability Element Goals and Policies:

Goals

- **ES 2** Achieve a sustainable industrial base that supports skilled and professional employment and contributes to the local economy, capitalizes on the City’s unique attributes, and has a positive effect on residents’ quality of life and environmental quality.

- **ES 3** Be a City with a diversity of commercial enterprises that meet local needs.
• ES 5 Be a City with a well-trained workforce with diverse opportunities for living wage jobs.

• ES 6 Attract high quality, economically sustainable commercial, professional, and industrial uses that are well suited to the City, particularly in the Special Economic Opportunity Areas.

• ES 7 Make land use decisions that result in sustainable increases in median income and property values.

• ES 8 Be a City whose citizens have pride in their community and that is well maintained and free of blight from conditions such as poorly maintained roads, graffiti, homeless encampments, and illegal dumping.

Policies

• ES 1.2 Economic Development Strategy. Seek out selective development opportunities that will bring private capital investment into the community, provide skilled and professional labor, and increase median income and property values. Ensure that land use, capital improvement, and fiscal management decisions are consistent with the City’s Economic Development Strategy, are guided by the General Plan, and emphasize mid- and long-term development of the local economy, rather than focus on short-term goals or individual projects.

• ES 1.4 Fair Share. Ensure that new development pays its fair share of facilities and infrastructure costs.

• ES 1.7 Long-Term Benefits. Consider long-term Community benefits, not just short-term returns, in our decision-making processes

• ES 1.9 Business Competitiveness. Assign high priority to City initiatives, investments, and the allocation of municipal resources that address the needs and challenges of conducting business in
Jurupa Valley, and improve the City’s attractiveness for new business and industry to locate here.

- **ES 2.1 Industrial Expansion.** Expand and diversify the City’s industrial base by encouraging clean industry, including job-rich manufacturing and assembly uses, research and development, and point-of-sale fulfillment centers.

- **ES 2.2 Job Growth.** Encourage industrial uses that provide well-paying skilled and professional jobs.

- **ES 3.1 Business Retention.** Support programs and activities that help retain high quality businesses that provide needed goods, services, and/or jobs for the community or regions.

- **ES 3.2 New Business Attraction.** Attract new commercial enterprises that balance and diversify the commercial base and provide needed goods and services. These could include the introduction of new commercial and institutional sectors such as medical, educational, and visitor-serving uses.

- **ES 4.1 Regional Location.** Capitalize on Jurupa Valley’s regional location to attract tourism.

- **ES 6.1 Opportunity Areas.** Ensure that City economic initiatives, budgeting, and land use actions for designated Opportunity Areas are consistent with the General Plan Land Use Element’s vision of these areas in terms of balancing the commercial/industrial base, attracting economically and environmentally sustainable development and meeting residents’ needs.

- **ES 6.2 Address Voids.** Ensure that City initiatives, budgeting, and capital improvement programs give high priority to attracting high quality retail and industrial businesses that fill identified

economic “voids” with businesses with growth potential in the Jurupa Valley trade area.

- ES 6.3 Infrastructure. Ensure that City initiatives, budgeting, and capital improvement programs give a high priority to improving the economic attractiveness and development feasibility of designated Opportunity Areas, consistent with the City’s vision for these areas, and encourage community service districts and other responsible agencies to do likewise.