City of Jurupa Valley

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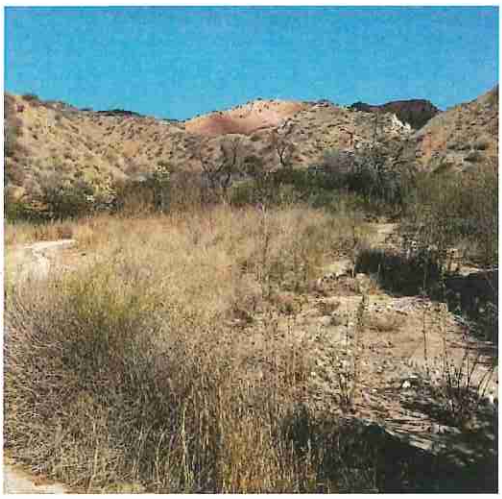

CITY OF JURUPA VALLEY
DEPARTMENT OF PLANNING

APR 27 2020

APPROVED BY: CITY COUNCIL

AGUAMANSA
COMMERCE PARK
Specific Plan

ORD # 2020-04
ORD # 2020-05
ORD # 2020-18
ORD # 2020-19
COA & MMRPs

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Draft

Agua Mansa Commerce Park
Specific Plan

March 2020

City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509

Case Number: MA16170

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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 Unites 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 shall be maintained as open space and may be developed with recreational uses in accordance with

the allowed uses identified in Chapter 3 Development Standards subject to the following:

> Prior to acceptance of an application for a Site Development Permit or Conditional Use Permit for a recreation use or facility, pursuant to Table 3.1, Allowable Land Uses and Permit Requirements,
>
> (1) An item shall be placed on the Planning Commission agenda for a recommendation to the City Council to approve or disapprove the proposed recreational use within the Open Space district, and
>
> (2) City Council must approve that a portion of the Open Space district may be used for recreational purposes rather than open space prior to acceptance of an application for a Site Development Permit or Conditional Use Permit for such use.

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 Context* and Figure 1.2, *Local Vicinity*).

Figure 1.1 Regional Context

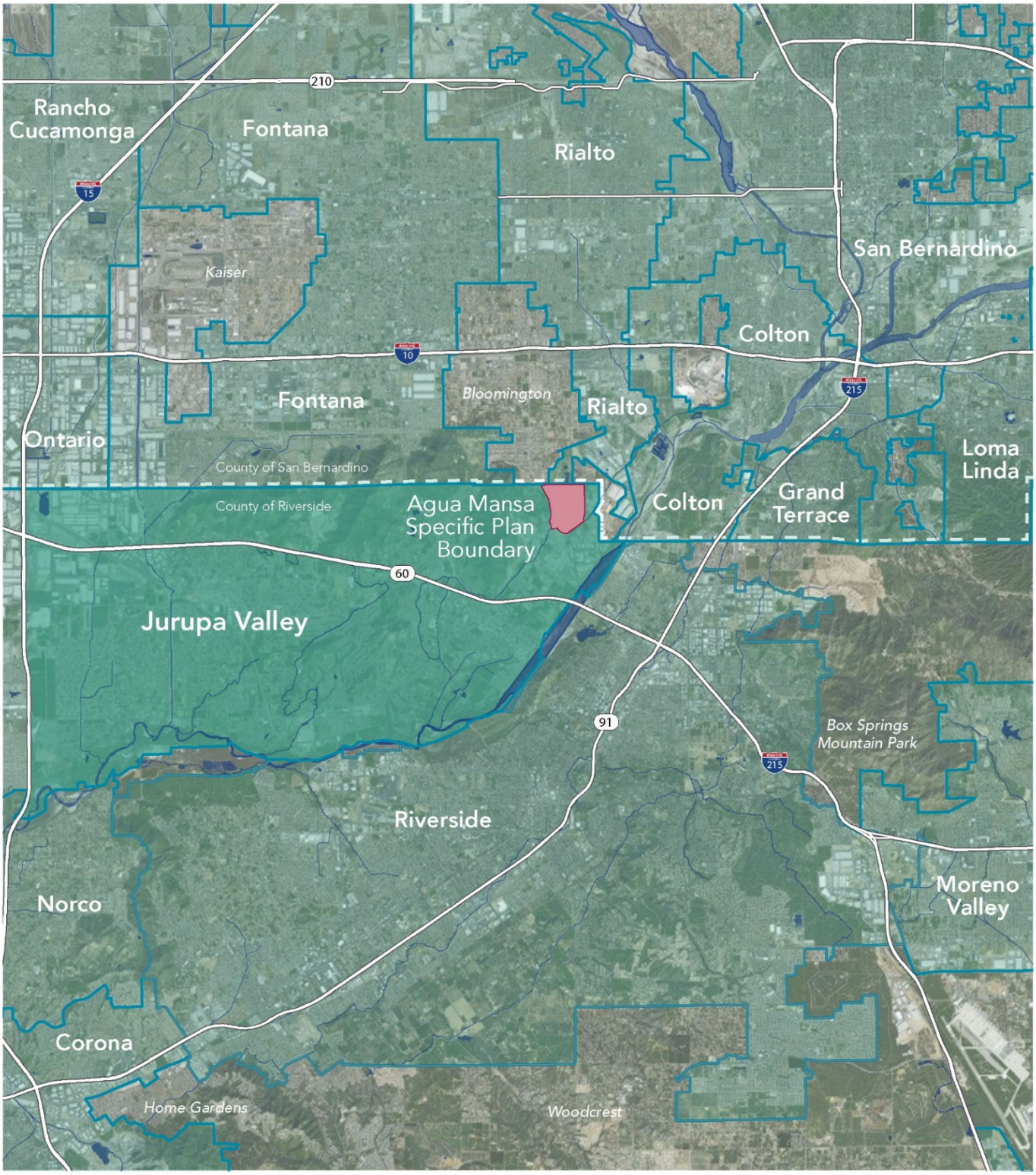


Figure 1.2 Local Vicinity

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).

Bird's eye view of the Specific Plan area

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 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

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.

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:

- 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.

chapter two

Development Plan

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 Areas
- 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

Refer to Table 2.1 Land Use Summary

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

Table 2.1 Land Use Summary

Map Area	Land Use District	Total Building Area (Square Feet)	Gross Site Area (Acres)
1	Industrial Park	4,216,000 sf	189.7
2	Business Park with Retail Overlay	▪ 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 239,000 sf with Retail 264,000 sf with No Retail	33.8
3	Open Space	N/A	70.9
4	Railroad Right-of-Way and Canal	N/A	8.4
	Total	**4,455,000 sf with Retail** **4,480,000 sf with No Retail**	**302.8**

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, 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.

The Industrial Park district is intended for high-cube warehouse and logistics uses.

[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.

The Business Park base district permits commercial, office, and limited industrial uses

The Retail Overlay permits small retail and food services

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.

The Open Space district shall be maintained as open space and may be developed with recreational uses in accordance with the allowed uses identified in Chapter 3 Development Standards subject to the following:

Prior to acceptance of an application for a Site Development Permit or Conditional Use Permit for a recreation use or facility, pursuant to Table 3.1, Allowable Land Uses and Permit Requirements,

(1) An item shall be placed on the Planning Commission agenda for a recommendation to the City Council to approve or disapprove the proposed recreational use within the Open Space district, and

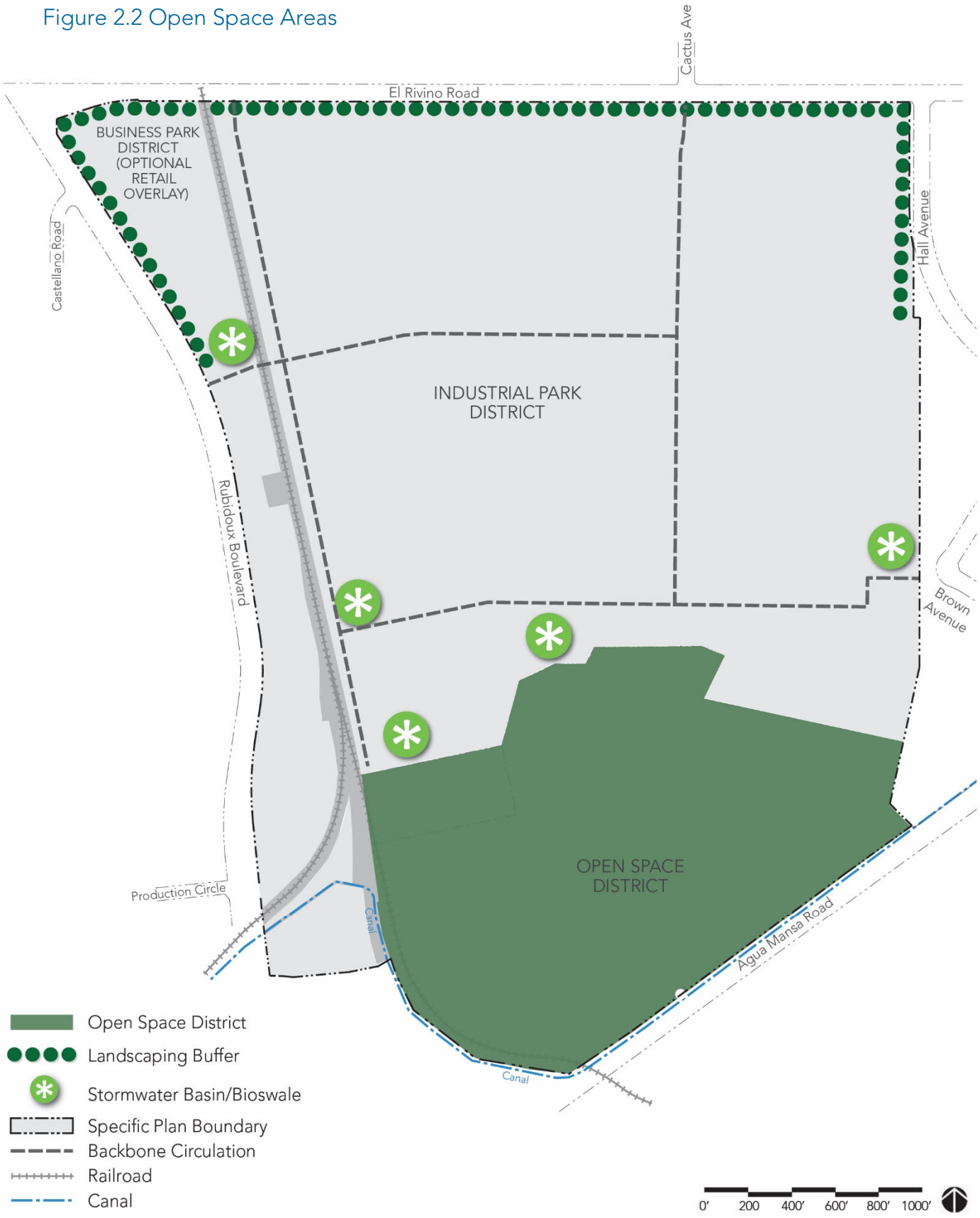
(2) City Council must approve that a portion of the Open Space district may be used for recreational purposes rather than open space prior to acceptance of an application for a Site Development Permit or Conditional Use Permit for such use.

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

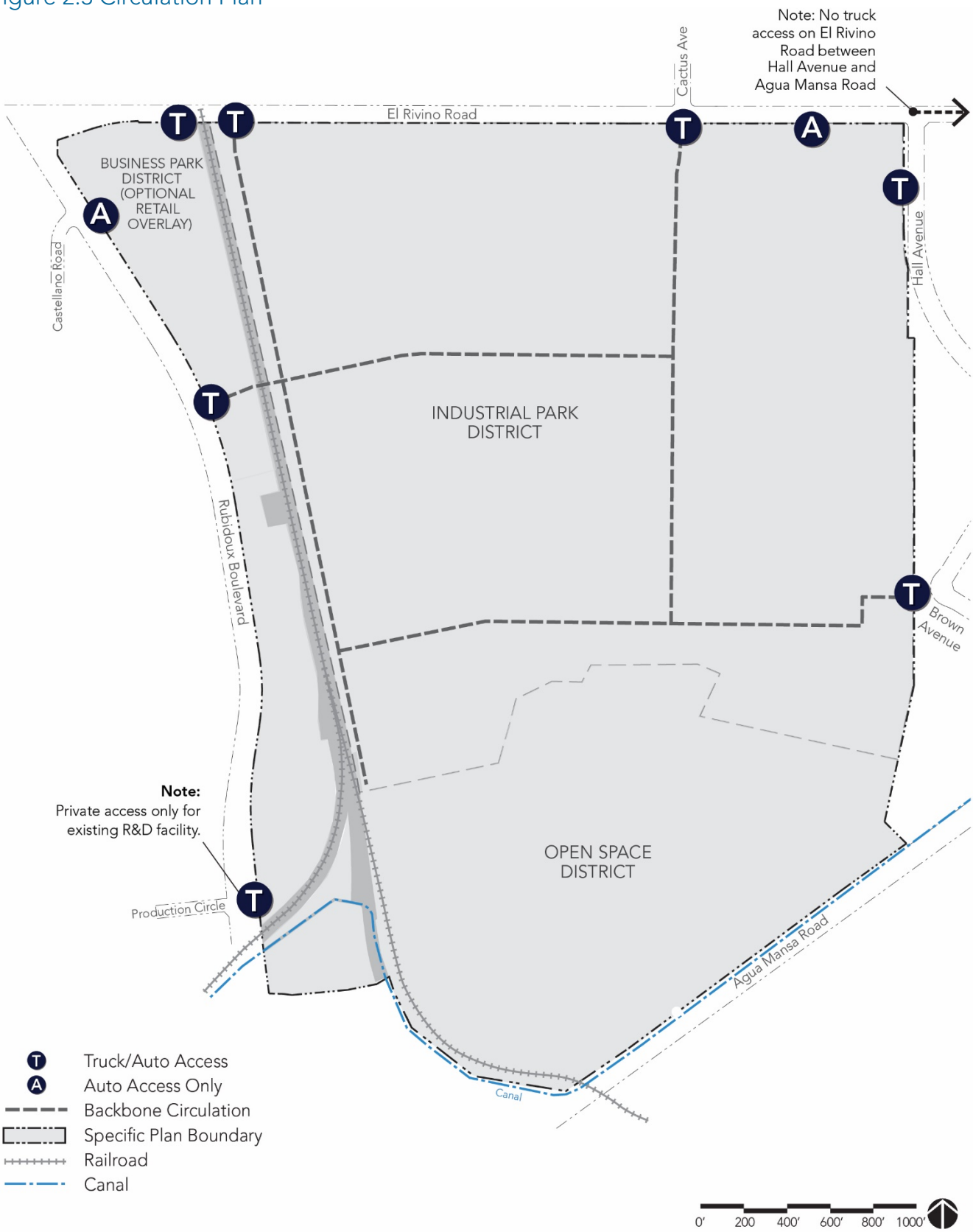


2.4 CIRCULATION PLAN

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



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.

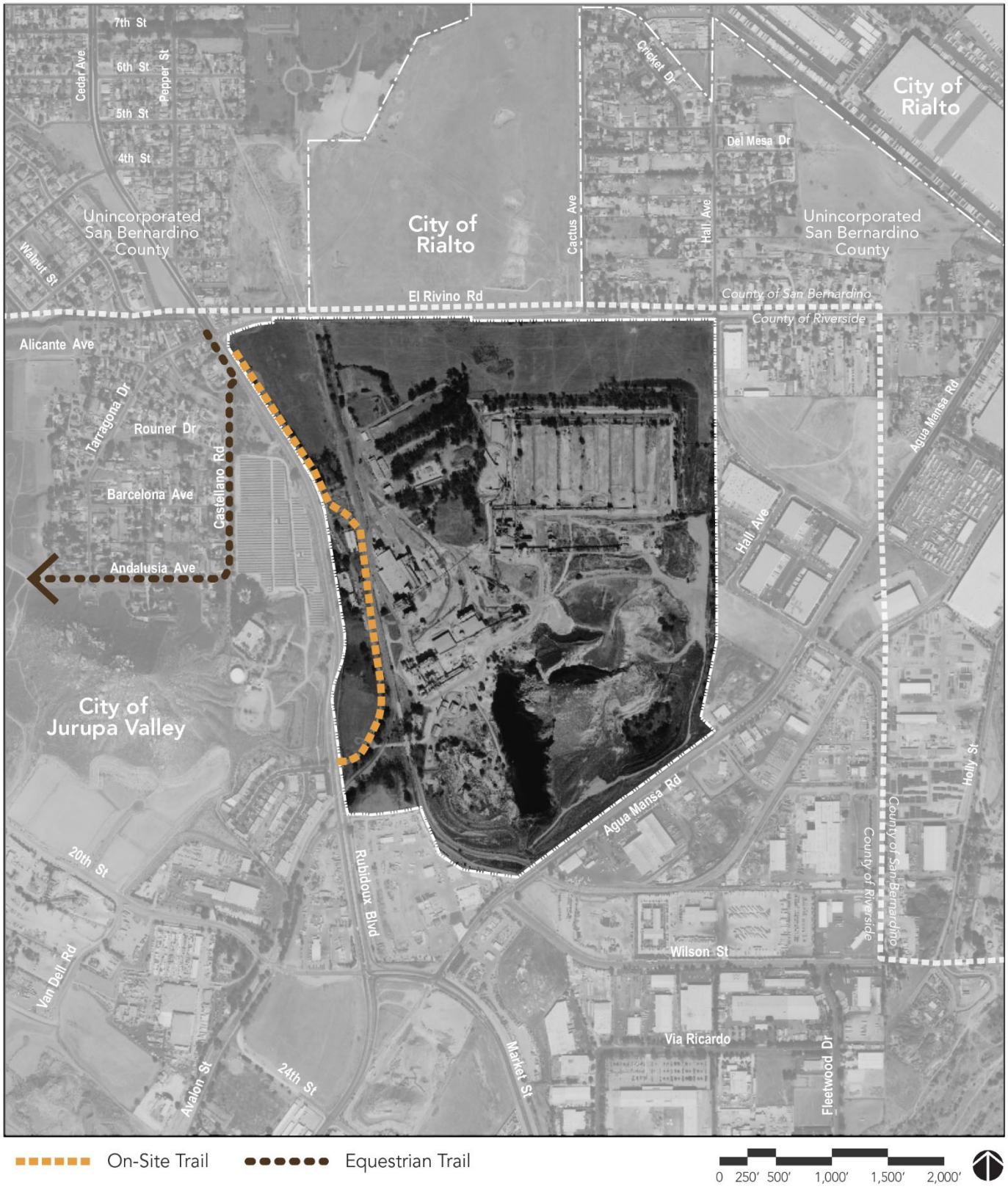
The internal site circulation is composed of interconnected shared driveways within each land use district leading to access points. Within the Industrial Park districts, internal driveways of varying widths lead to access points. The layout of the buildings, docks, driveways, and access points provides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

Trails

Instead of the construction of a sidewalk for the full-length of the project site along Rubidoux Boulevard, a portion of the required sidewalk shall be a multi-purpose trail. The multi-purpose trail shall be constructed between El Rivino Road and Production Circle. The design and construction of the multi-purpose trail shall be approved by the Planning Director and City Engineer. The construction of the multi-purpose trail shall be developed with the implementation of the first entitlement to develop Parcels 6 and 7 of TPM37528 and parcel with the APN: 175-170-036 under the Specific Plan. The trail shall be constructed as each of these parcels are developed.

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 is too costly to be constructed along Rubidoux Boulevard.

Figure 2.4 Trails



As an alternative and to provide future connectivity into the Jurupa Hills, the General Plan primary equestrian trail on Rubidoux Boulevard shall be implemented by aligning the trail on Castellano Road, and Andalusia Avenue and connect to future trails within the Rio Vista Specific Plan (see Figure 2-4). The obligation of Agua Mansa Commerce Park Specific Plan for construction of the Rubidoux equestrian trail shall be the construction of the trail segment for Castellano Road. Due to the existing slope on the eastside of Castellano Road, the design of the trail on Castellano Road may provide for a modified standard to minimize tree removals and retaining walls and shall be approved by the Planning Director and City Engineer.

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.

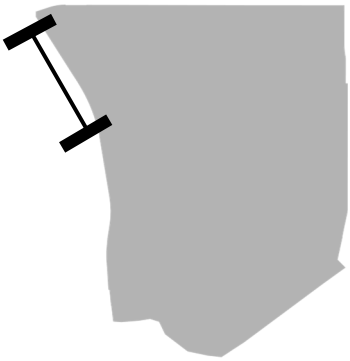
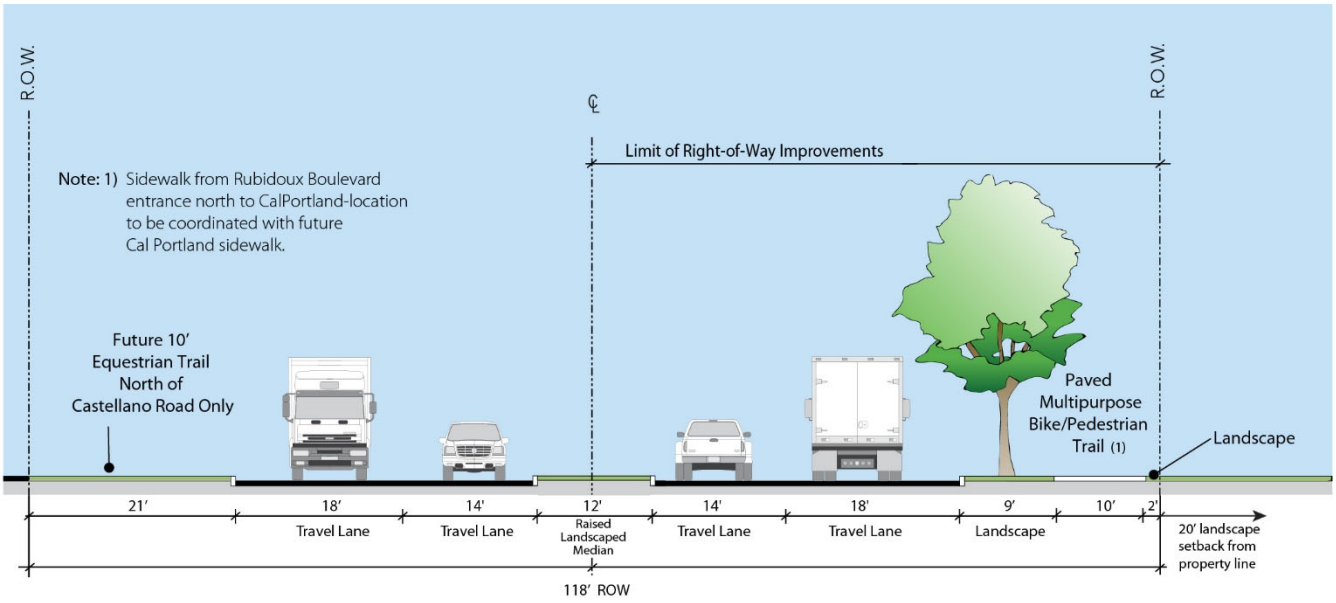


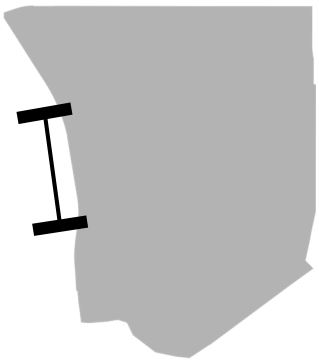
Figure 2.5 Rubidoux Boulevard (North) Cross Section



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.

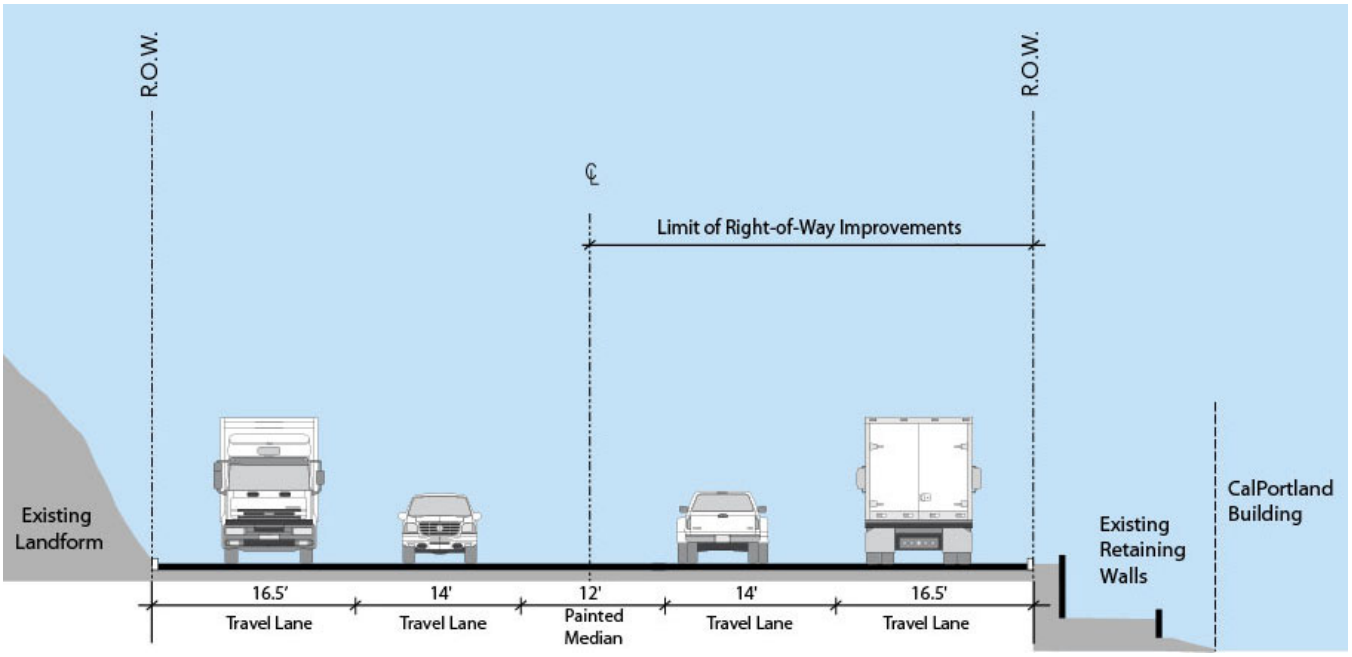
The applicant may request an exception to the undergrounding of the existing 12kV electrical lines as described in Chapter 3, Undergrounding Utilities, by incorporation into the Site Development Permit for approval by the City.

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.

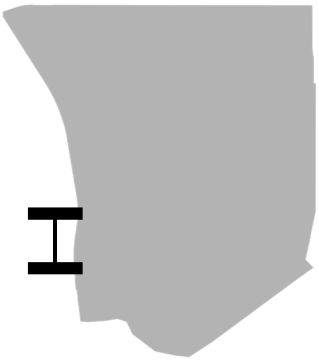
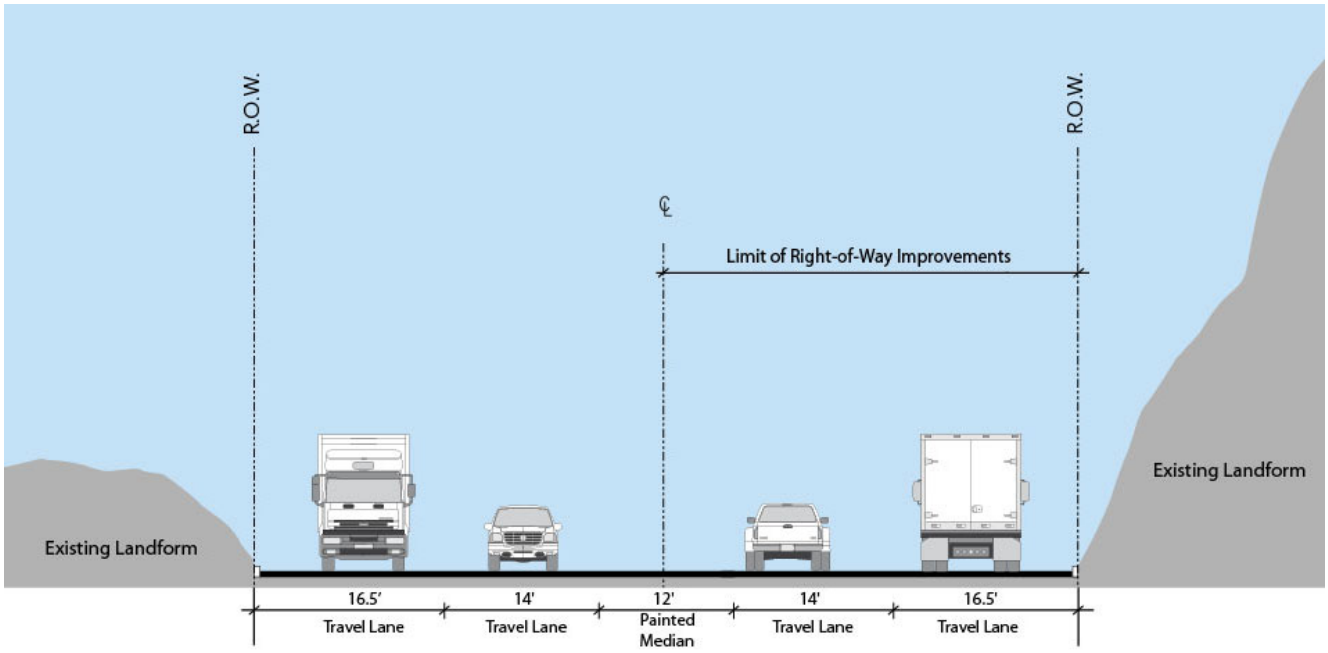
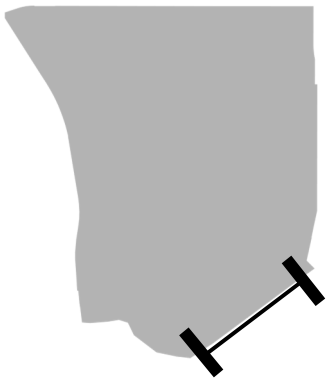


Figure 2.7 Rubidoux Boulevard (CalPortland South) Cross Section

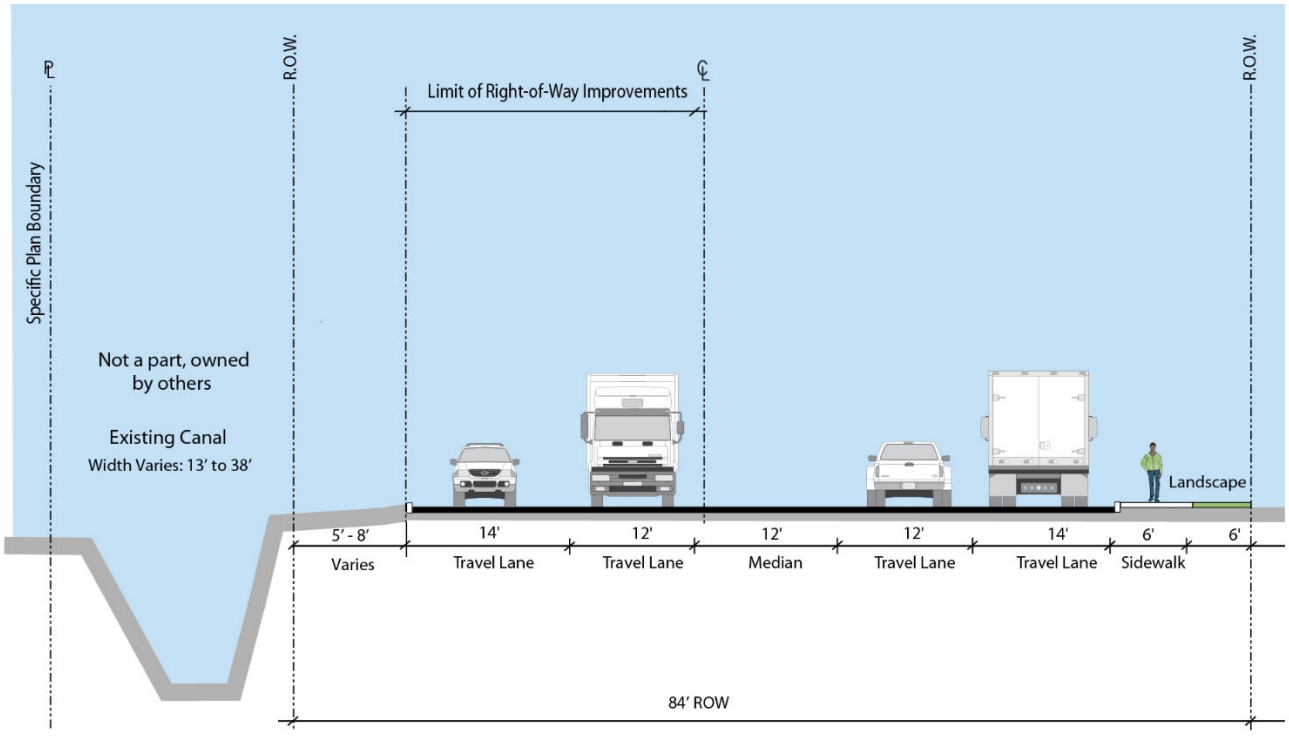




Agua Mansa Road

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.*

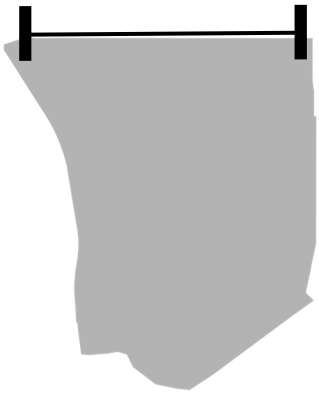
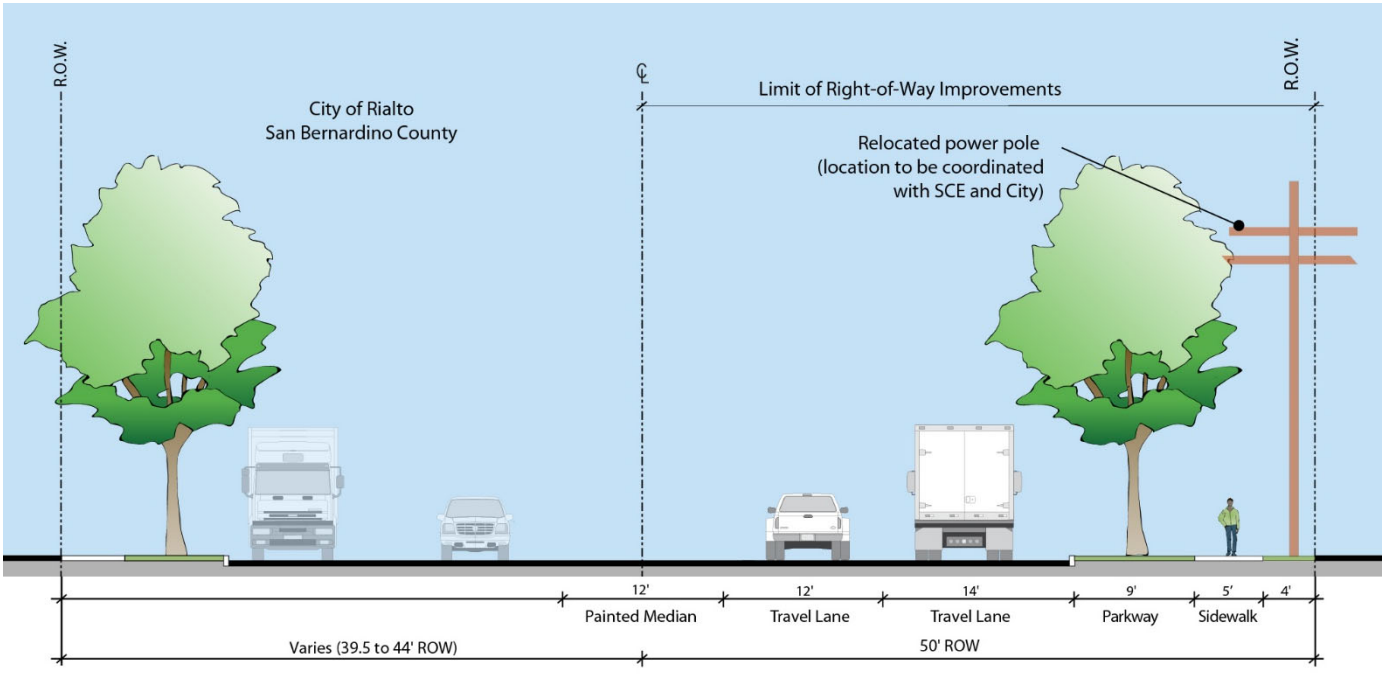
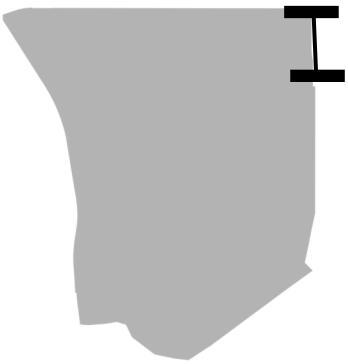


Figure 2.9 El Rivino Road Cross Section

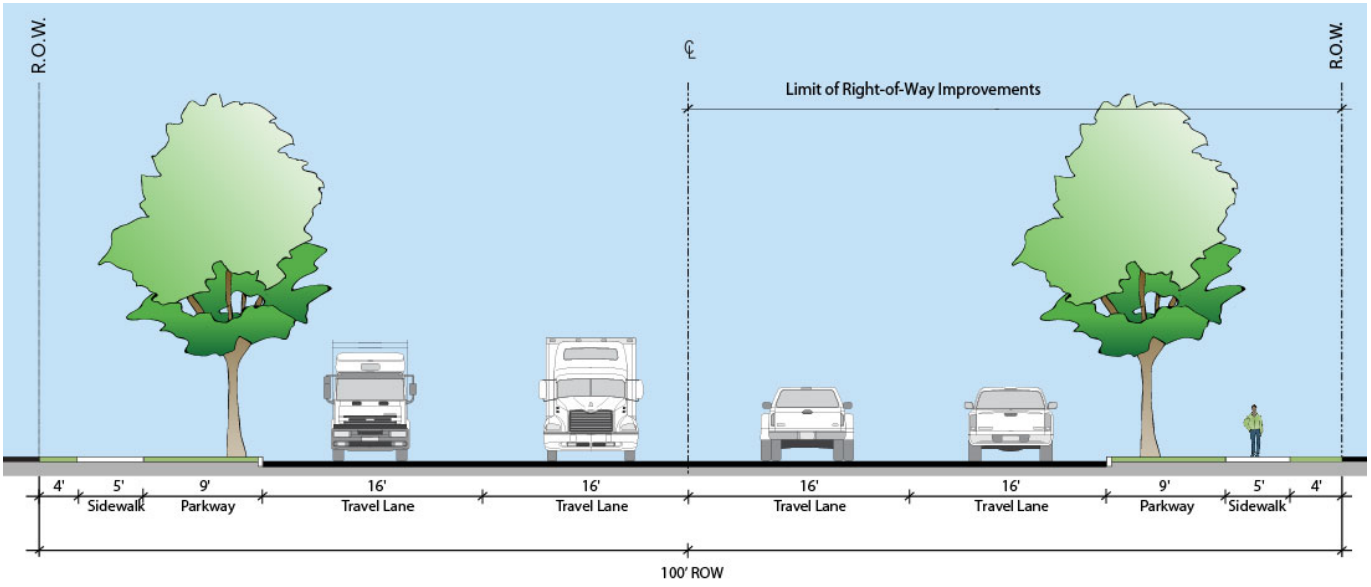




Hall Avenue

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 INFRASTRUCTURE AND UTILITY PLAN

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

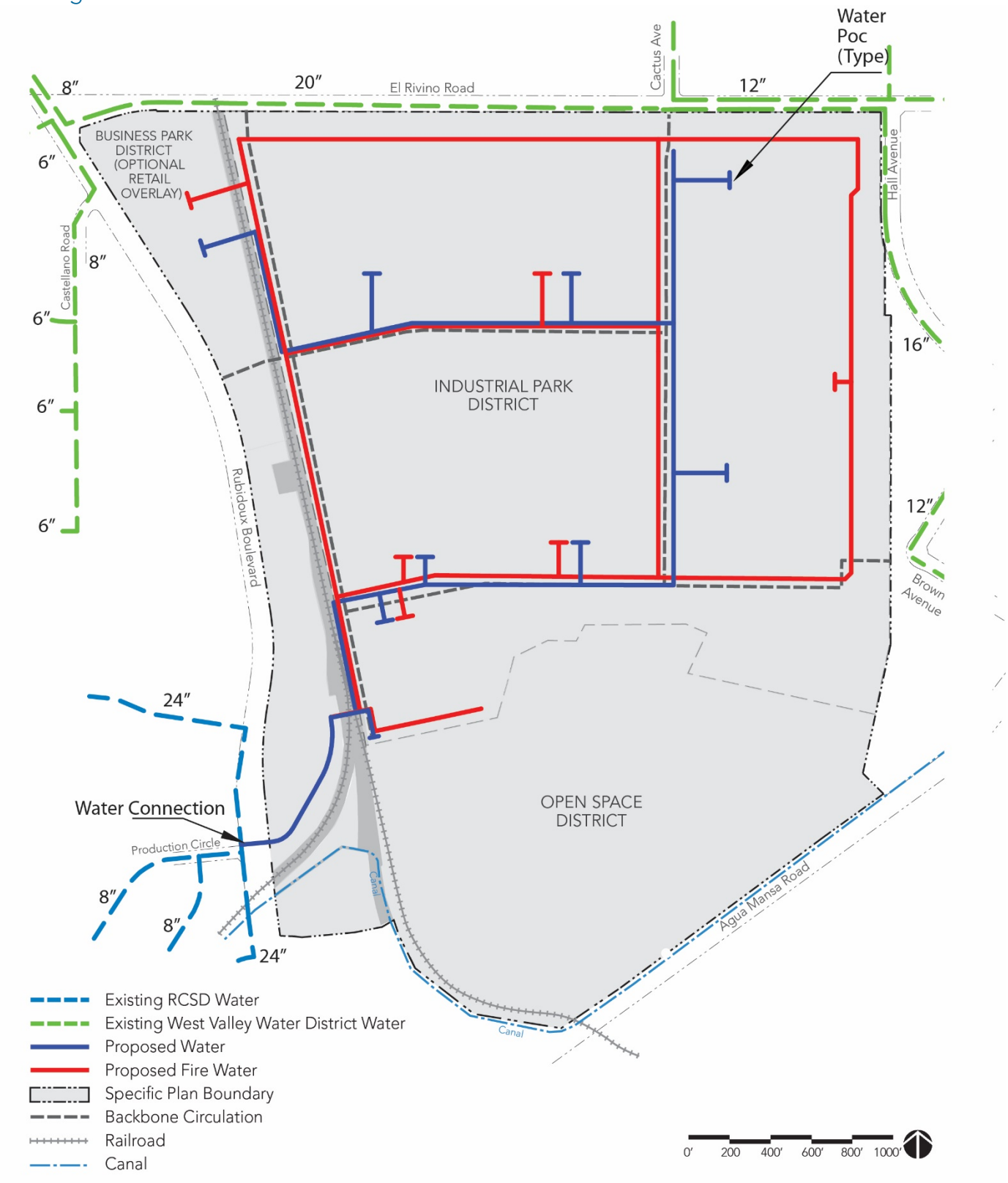
As reported in the RCSD 2010 Urban Water Management Plan, the sole source of potable water supply for the District and for all water users in the Rubidoux community is groundwater extracted from the southern portion of the Riverside-Arlington Sub-basin of the Upper Santa Ana Groundwater Basin by six 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



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

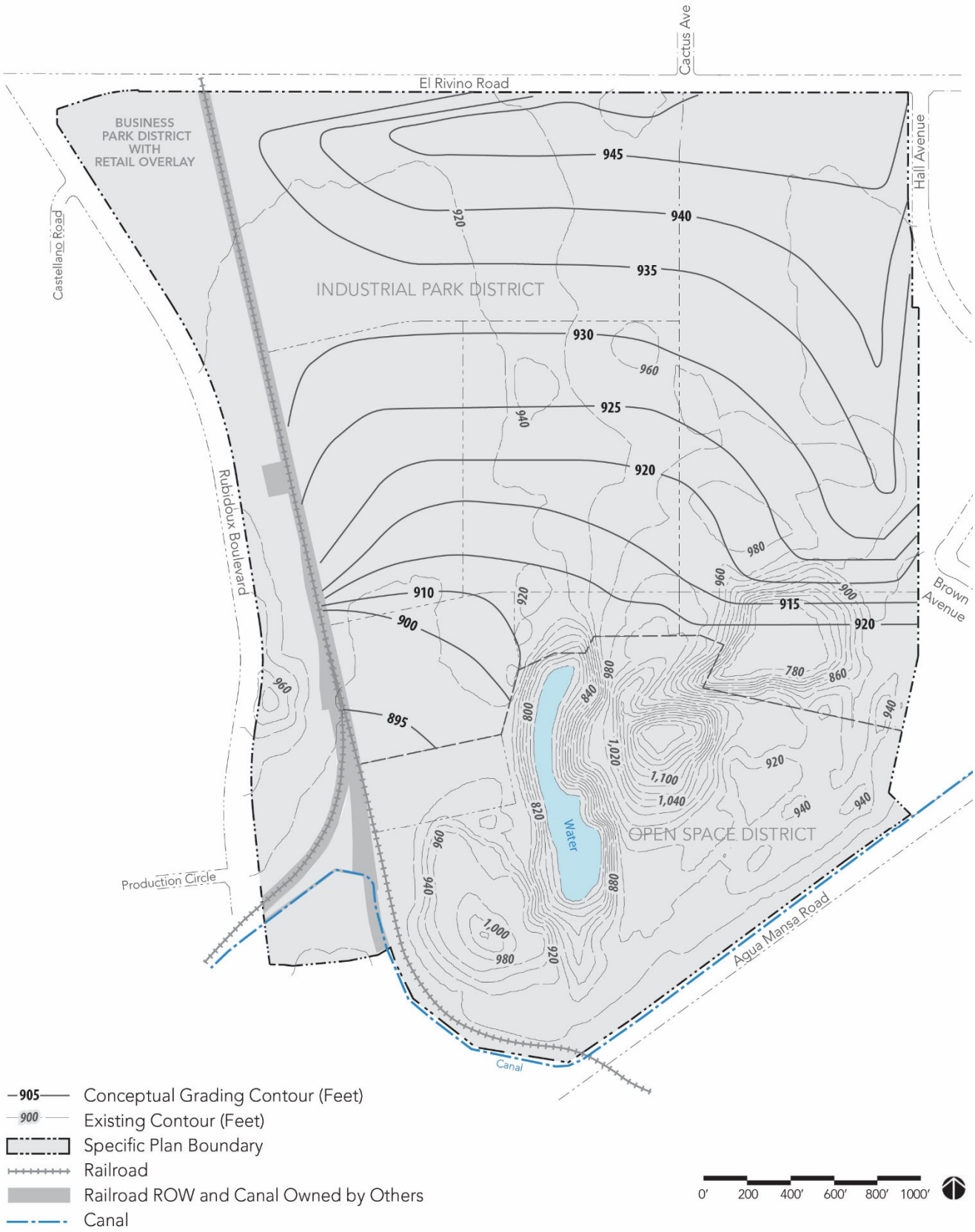
Topographic conditions on most of the Specific Plan site consist of a sloped rise in elevation from the southwestern corner to the northern edge. Varying extreme topography define the Open Space district. Figure 2.13, *Conceptual Grading Plan* identifies the grading concept for the development area of 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 2.13 Conceptual Grading Plan



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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

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

Table 3.1 Allowable Land Uses and Permit Requirements

Land Uses	Permits Required by District		
Key to Permit Requirements SDP = Site Development Permit CUP = Conditional Use Permit -- = Not Allowed	Industrial Park	Business Park with Retail Overlay	Open Space
Instructional services	--	SDP	--
Mailbox and post services	--	SDP	--
Medical clinics	--	SDP	--
Nurseries and garden stores	--	SDP	--
Personal grooming services such as beauty salons, nail salons, and barbershops	--	SDP	--
Product repair services	SDP	SDP	--
Professional and vocational schools	--	SDP	--
Retail stores	--	SDP	--
Shopping center and shopping malls	--	CUP	--
Social services facilities	--	CUP	--
Vehicle fueling station and convenience store when developed in conjunction with, or subsequent to, commercial and restaurant development	CUP	CUP	--
Limited Industrial			
Apparel and industrial design	SDP	SDP	--
Artisan crafts (made by hand) such as glassworks, jewelry, and pottery	SDP	SDP	--
Beverage manufacturing – non-alcohol	CUP	CUP	--
Craft brewery, distillery, and winery	--	CUP	--
Electrical equipment, appliance and component manufacturing	SDP	SDP	--
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)	SDP	SDP	--

Table 3.1 Allowable Land Uses and Permit Requirements

Land Uses	Permits Required by District		
Key to Permit Requirements SDP = Site Development Permit CUP = Conditional Use Permit -- = Not Allowed	Industrial Park	Business Park with Retail Overlay	Open Space
Handicraft/custom manufacturing	SDP	SDP	--
Furniture and related product manufacturing	SDP	SDP	--
Machinery manufacturing	SDP	SDP	--
Medical and dental equipment assembly and delivery	SDP	SDP	--
Studios, multi-media production	SDP	SDP	--
Research and development	SDP	SDP	--
Pharmaceutical and medicine manufacturing (excludes biological product manufacturing)	SDP	SDP	--
Printing and related support activities	--	SDP	--
Transportation equipment manufacturing	SDP	SDP	--
Utilities and Transportation			
Automated garages; vehicle lifts	SDP	SDP	--
Transit stops and shelters	SDP	SDP	
Concealed wireless telecommunications facilities pursuant to the requirements of the JVMC	SDP	SDP	--
Trucking and Trailer Facilities			
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.	SDP	--	--
Warehousing			
Cross-dock facilities	SDP	--	--

Table 3.1 Allowable Land Uses and Permit Requirements

Land Uses	Permits Required by District		
Key to Permit Requirements SDP = Site Development Permit CUP = Conditional Use Permit -- = Not Allowed	Industrial Park	Business Park with Retail Overlay	Open Space
E-commerce (Internet fulfillment)	SDP	--	--
High-cube warehouse (see definition)	SDP	--	--
Logistics center	SDP	--	--
Shipping/parcel delivery	SDP	--	--
Warehousing and storage			
Short-term storage	SDP	SDP	--
Storage completely within a building	SDP	SDP	--
Vehicle storage	SDP	CUP	--

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 (FAR)

- **Industrial Park District:** Individual lots shall have a maximum FAR of up to 0.60, provided the FAR for the entire Industrial Park District does not exceed 0.52 FAR.
- **Business Park District:** The maximum FAR shall be 0.35.

Lot Coverage

- **Industrial Park District:** Individual lots shall have a maximum lot coverage of up to 49%, provided the lot for the entire Industrial Park District does not exceed 43%.
- **Business Park District:** The maximum lot coverage shall be 32%.

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

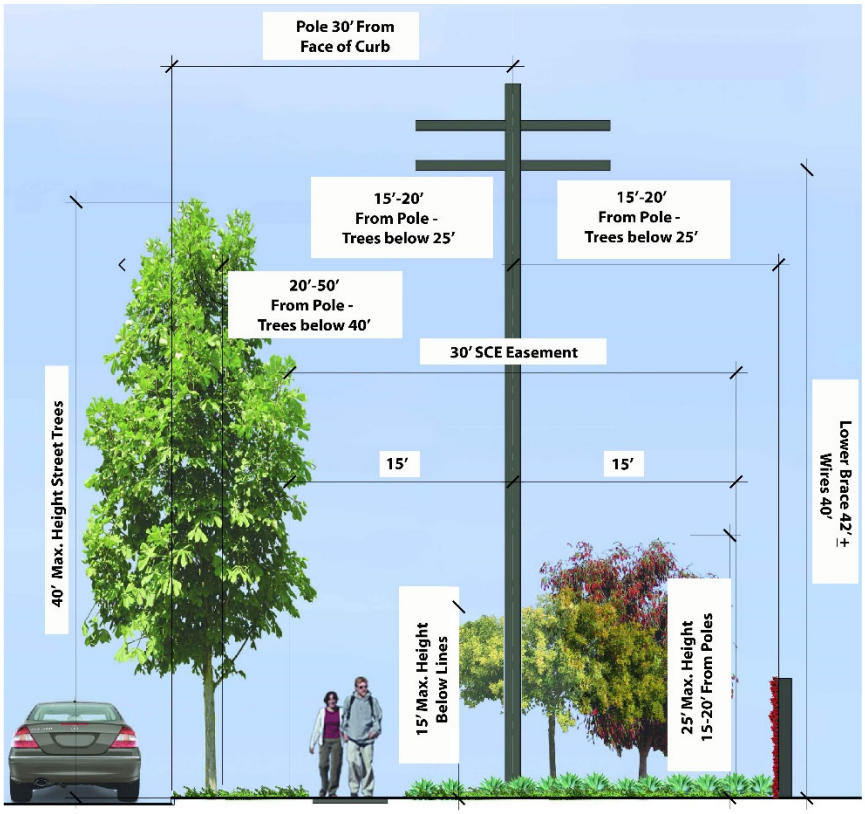
Setback Adjustments

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

Overhead utilities on El Rivino Road shall be installed underground or shall be screened in accordance with Figure 3.1. Overhead utilities on Rubidoux Boulevard shall be installed underground, unless the applicant receives approval of 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) concurrent with approval of a Site Development Permit or Tentative Parcel Map application, provided that enhanced landscaping shall be incorporated into the Site Development Permit landscaping plan.

Figure 3.1 Landscaping Along Electrical Line Easements



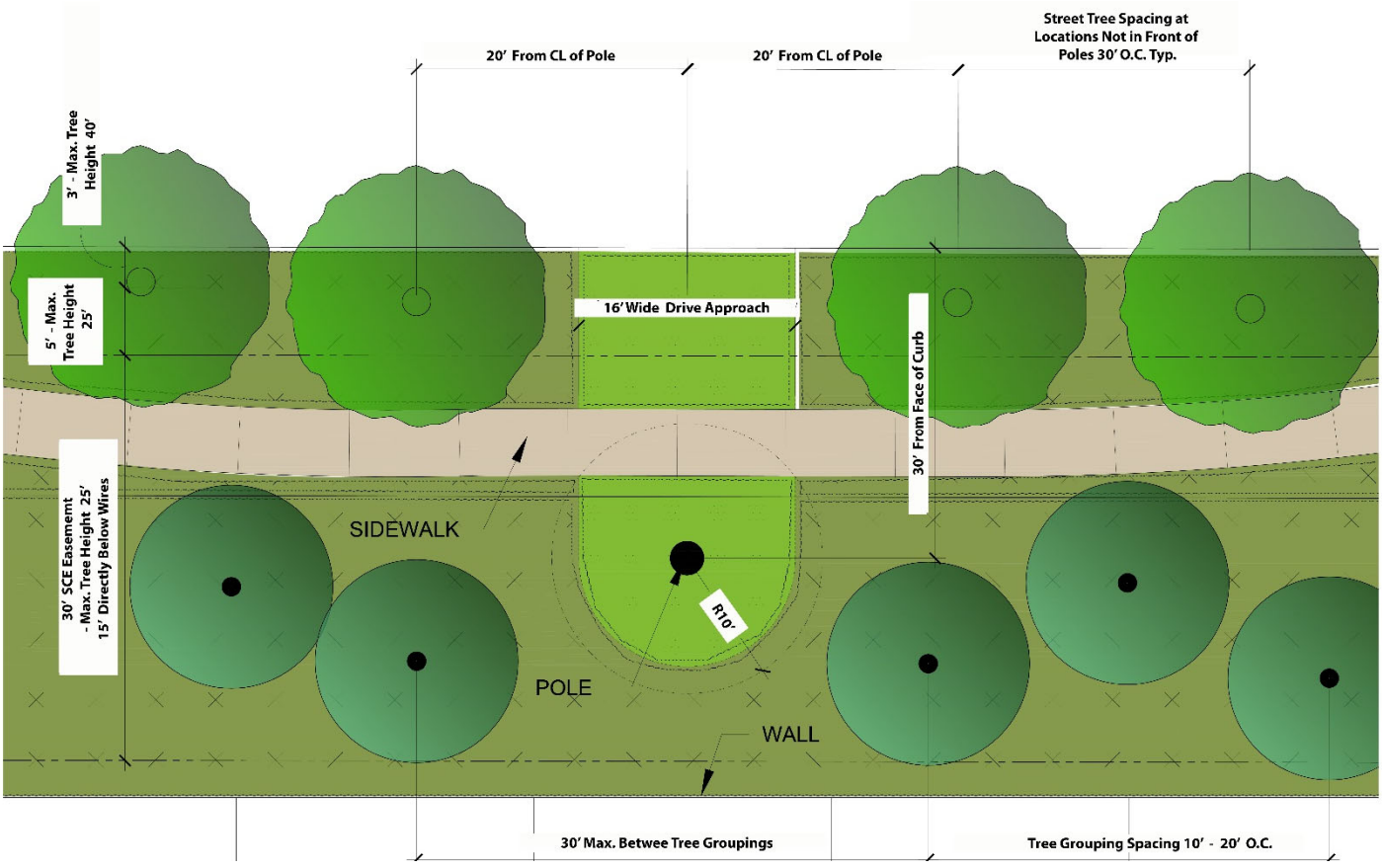


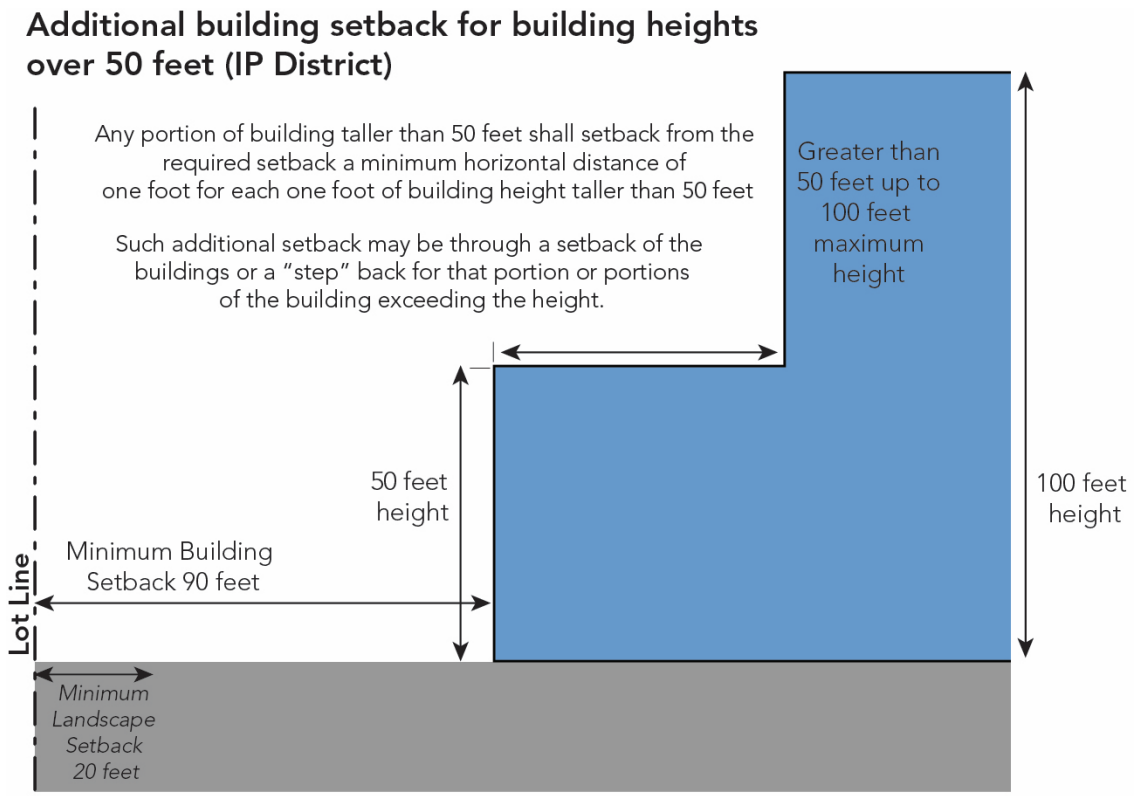
Table 3.2 Development Standards

Development Standards	Land Use District		
	Industrial Park	Business Park with Retail Overlay	Open Space
Minimum Lot Dimensions			
Lot area	20,000 sq. ft.	10,000 sq. ft.	N/A
Minimum lot width at front property line	100 ft.	75 ft.	N/A
Minimum lot width at rear property line	100 ft	75 ft	N/A
Building Height			
Maximum height	100 ft.	50 ft.	35 ft.
Minimum Landscape Setback (see Section 3.8)			
Rubidoux Boulevard	N/A.	20 ft	N/A
El Rivino Road	20 ft.	20 ft	N/A
Hall Avenue	20 ft.	N/A	N/A
Agua Mansa Road	N/A	N/A	20 ft.
Interior Side	0 ft.	10 ft.	N/A
Interior Rear	0 ft.	0 ft.	N/A
Minimum Building Setbacks – Rights-of-Way			
Rubidoux Boulevard	N/A	20 ft.	N/A
El Rivino Road	90 ft.	20 ft.	N/A
Hall Avenue	90 ft.	N/A	N/A
Agua Mansa Road	N/A	N/A	20 ft.

Table 3.2 Development Standards

Development Standards	Land Use District		
	Industrial Park	Business Park with Retail Overlay	Open Space
Additional building setback for building heights over 50 feet (see Figure 3.2).	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	N/A	N/A
Minimum Building Setbacks – Interior Property Lines			
Interior side and rear	10 ft.	10 ft.	N/A

Figure 3.2 Additional Building Setback (Industrial Park District)



3.5 OFF-STREET PARKING AND LOADING STANDARDS

The following regulations establishes 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

Land Use	Required Number of Parking Spaces
Eating and Drinking Establishments	1 space/ 100 sq. ft. of gross floor area
Limited Industrial, including manufacturing or repair plants maintaining more than one shift of workers	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.
Park Facilities	The number of parking spaces required will be determined based on a traffic count study conducted for the recreation area.
Professional Office	1 space/ 300 sq. ft. of gross floor area Office Ancillary to a Primary Industrial/Warehouse Use If ancillary office square footage is 10% or less of total industrial/warehouse square footage, then the warehouse parking standards apply. If ancillary office square feet is greater than 10%, the office square feet parking requirements shall be 1 space/300 sq. ft.
Retail and Services. Refer to JVMC Section 9.240.120. – (Off-street vehicle parking) for all other uses in this category.	
All other retail	1 space/200 sq. ft. of gross floor area
Animal boarding and medical care	1 space/300 sq. ft. of gross floor area
Fine art gallery, artist studios, and instructional studios	1 space/300 sq. ft. of gross floor area
Health, fitness, gyms, and personal training studios and Instructional services	1 space/200 sq. ft. of gross floor area
Personal grooming services such as beauty salons, nail salons, and barbershops	1 space/150 sq. ft. gross floor area
Product repair services	2 spaces/3 employees on each of the two largest shifts
Professional and vocational schools	1 space/employee, plus 1 space/2 students
Shopping center and shopping malls	5½ spaces/1,000 sq. ft. of net leasable floor area
Social services facilities	1/200 sq. ft. of gross floor area

Table 3.3 Required Number of Off-Street Parking Spaces

Land Use	Required Number of Parking Spaces
Vehicle fueling station and convenience store with food service	Vehicle fueling station with any retail, food service, and air and water service (Standard): • 1/200 sq. ft. gross floor area • Two parking spaces adjacent to air and water service. Reduction for EV A reduction of one required parking space for each electric charging (EV) or alternative fueling station provided, up to a maximum of 4 spaces.
Unlisted, unstated, or comparable use	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.
Warehousing	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.

Table 3.4 Off-Street Parking and Loading Design Standards

Category	Requirement
Location of Off-Street Parking	Off-street parking facilities shall be located within 300 feet or on the same building site as uses they serve.
Markings	All parking facilities, individual stalls, drive aisles, approach lanes, and maneuvering areas shall be clearly marked to expedite traffic movement. Once a parking facility has been marked in accordance with the approved site plan, the markings shall be maintained in good condition.
Loading Activity	All loading 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.
Safety	Pedestrian circulation in parking lot areas shall be planned to provide safety and convenience. Off-street parking areas shall incorporate walkways and striped paving in conjunction with landscaping to ensure the visibility and separation of pedestrians from vehicular paths.
Parking Space Dimensions	
Standard Parking	9 feet wide by 18 feet long
End Stalls	9 feet wide by 18 feet long and provided with a 12-inch continuous curb concrete landing
Trailer Parking	11 feet wide by 45 feet long
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 must be within 100 feet of the building entrance or trailheads, including locations that are convenient for bicyclists, highly visible, and within well-lit areas. 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

Land Use	Short Term[1]	Long Term[2]
Industrial Park	N/A	One bicycle space for every 50 automobile parking spaces required. A minimum of two bicycle spaces required.
Business Park	N/A	One bicycle space for every 25 automobile parking spaces required. A minimum of two bicycle spaces required.
Commercial/Retail	One bicycle space for every 33 parking spaces required. A minimum of two bicycle spaces required.	

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

Category	Requirement
Location	Outdoor storage shall be located on the same lot as its principal use. It shall not be located on steep slopes (15% or greater grade), landscaped area, required parking spaces, fire lanes, or where pedestrian or vehicle circulation may be obstructed or become unsafe. Truck courts are allowed areas for outdoor storage.
Screening	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.
Maximum Area for Storage (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

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

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

Development Standard	Requirement
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% Landscape plans shall demonstrate compliance with this requirement. All landscaping shall comply with water-efficient landscaping requirements and shall be irrigated. Vegetated detention basins and bioswales are included to meet the minimum site landscaping requirements.
Landscaped Area Dimension	Landscaped 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: 50% minimum • 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 minimum site landscaping requirements per lot can be waived or modified as part of the Site Development Permit or Conditional Use Permit if it is determined that the standard is inappropriate for the proposed use, and that the waiver or modification of the standard will not be contrary to the public health and safety.

Table 3.8 Landscaping Requirements

Development Standard	Requirement
Parking Areas	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.
Maintenance	Landscape maintenance shall be performed on a regular basis to ensure the quality of landscaped areas. Plantings that require unusual maintenance shall be avoided.
Buffer Areas: *Geijera parviflora* (Australian Willow), and/or *Rhus lancea* (African Sumac), and Canary Island Pines	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.
Special Entry/Landscape Features	Refer to Table 3.9 (Ratio of Tree Size Requirements) for tree size requirements. 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.
General Location (not in Special Entry/Landscape Features)	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" box, and 10% 36" box to create a staggered-in-height grove effect.
Right of Way Plant List and Plantings	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.

Tree Size Ratio Requirements

The distribution of required tree sizes by landscaped areas are established in Table 3.9 *Ratio of Tree Size Requirements*. Landscaped areas include Special Entry/Landscape Features and Landscape Buffer, Streetscape Area, and Interior Areas.

The Special Entry/Landscape Features and Landscape Buffer are identified in the Conceptual Landscape Intersection Treatments section under *Chapter 4: Design Guidelines*. The Streetscape Areas are the on- and off-site landscaped area that is 25 feet from the curb adjacent to the following roads:

- Hall Avenue, Agua Mansa Road[1], and Rubidoux Boulevard
- Backbone on-site circulation roads

Interior Areas are areas that are not considered (1) "Special Entry / Landscape Features and Landscape Buffer areas" or (2) Streetscape areas. Interior areas are set further in from the streets and main access roads at least 25 feet. Typical interior areas are parking area, areas surrounding the building, along perimeter walls/fences, or basins.

Table 3.9 Ratio of Tree Size Requirements

Landscaped Areas	Ratio of Tree Sizes
Special Entry/Landscape Features and Landscape Buffer (See Figure 4.1)	55% - 24" box trees 15% - 36" box trees 15% - 48" box trees 15% - 60" box trees
Streetscape Area	33% - 15-gallon trees 34% - 24" box trees 33% - 36" box trees
Interior Areas	60% - 24" box trees 40% - 15-gallon trees

Note: 1) The design on Agua Mansa Road may be modified subject to approval of the City Engineer & Planning Director.

3.9 WALLS, FENCES, AND SCREENING

Standards for walls, fences, and screening are established in Table 3.10 *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 3.10 *Walls, 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 3.10 Walls, Fences, and Screening Requirements

Development Standard	Requirement
Height	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.
Material	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.
Gates	Gates visible from the public right-of-way shall be decorative and constructed of a durable material such as tubular steel, vertical steel pickets, or high-density perforated metal screening painted to match or complement adjacent walls.
Landscaping	Landscape treatments shall be applied to spaces between a wall or fence and pedestrian pathways.
Loading Docks and Truck Parking Areas	All loading docks and truck parking areas shall be visually screened from the public right-of-way.
Screening Type	Screening may include landscaping, decorative walls, or any other appropriate screening material or combination of materials to achieve the required screening.
Refuse Enclosures	Refuse enclosures shall be easily accessed by service vehicles but screened from public view within the building's façade or within a screened enclosure or screen wall. Planting areas for vines, shrubs, and trees shall be provided at the rear and sides of all enclosures, unless the refuse enclosure is located in a screened truck yard.

Table 3.10 Walls, Fences, and Screening Requirements

Development Standard	Requirement
Outdoor Storage	Storage areas shall be fully screened from view from public right-of-way by decorative walls or landscaping.
Utilities	Ground- or roof-mounted mechanical equipment shall be screened from public view. Ground mounted equipment shall be screened with decorative walls or landscaping or a combination thereof. Utilities such as backflow devices and transformers shall be screened to at least 75 percent of the equipment.

3.10 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 3.11 *Signs* identifies requirements for certain signs.

Table 3.11 Signs

Sign Types	Requirement
Digital Signs	Digital signs are not permitted for off-site advertising.
Cabinet Signs	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.
Prohibited Signs	Pole signs; billboards; moving signs (signs that move, rotate, or include parts or components that move), and raceway signs.

3.11 OPEN SPACE

The first Site Development Permit shall include the entire area of the Specific Plan, including the area of the Open Space site, and shall indicate how the site will be managed and maintained as open space. The Open Space district shall be maintained as open space and may be developed with recreational uses in accordance with the allowed uses identified in Chapter 3 Development Standards subject to the following:

Prior to acceptance of an application for a Site Development Permit or Conditional Use Permit for a recreation use or facility, pursuant to Table 3.1, Allowable Land Uses and Permit Requirements,

(1) An item shall be placed on the Planning Commission agenda for a recommendation to the City Council to approve or disapprove the proposed recreational use within the Open Space district, and

(2) City Council must approve that a portion of the Open Space district may be used for recreational purposes rather than

open space prior to acceptance of an application for a Site Development Permit or Conditional Use Permit for such use.

chapter four

Design Guidelines

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.

Pathways allow for pedestrian access from parking areas and public rights-of-way.

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*.

Service docks should be oriented away from or be screened the public right-of-way and should provide sufficient space to maneuver and load.

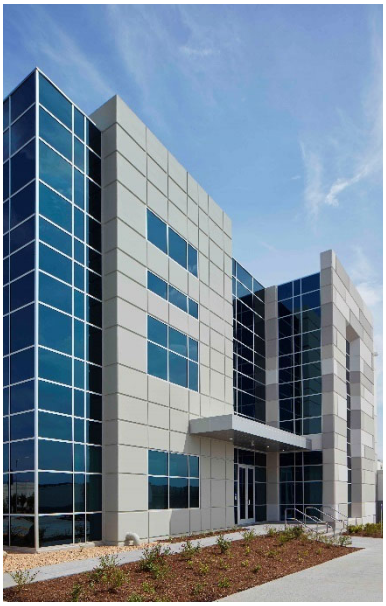
Building Façade

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.



Detailed façade design highlights the covered building entrance and creates a quality office appearance.

- 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.

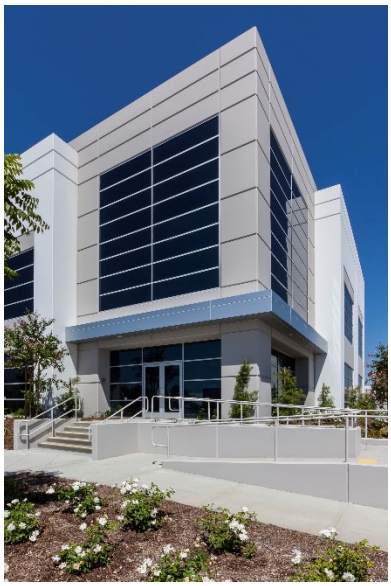
Entries, Doors, and Windows

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.

Window design creates a horizontal emphasis and frames the primary building entry.

- 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.

Consistent approach to building materials and massing creates a legible architectural style.

A combination of metal and glass establishes a unique building identity.

- 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

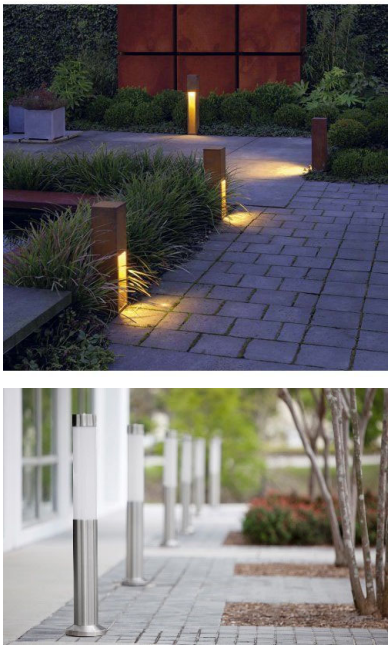
- Incorporate gated/screened entrances to loading areas into the overall architectural design of the development.
- Design walls and fencing used to screen loading areas high enough to hide the views of parked vehicles or trailers.

Loading areas should be screened from the public right-of-way and designed with sufficient space for trucks to maneuver.

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.



Pedestrian-scale lighting

Contemporary light fixtures provide an attractive, safe working environment.

- 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.

Building mounted lights accent buildings and light pedestrian pathways and loading docks.

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.

Retail and commercial development should be inviting places to gather and shop.

- 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.

- 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

Landscaping, architectural walls, or fences shall screen all trash enclosures and utilities.

- 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 way-finding.

Signage should be scaled for motorists, pedestrians, and/or trucks as applicable.

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.

Signage should help to define a building's identity.

- 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.

Near-zero and zero-emissions technologies can reduce the emissions created by employee and vistitor vehicle trips.

Roof space may be utilized for energy production.

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.

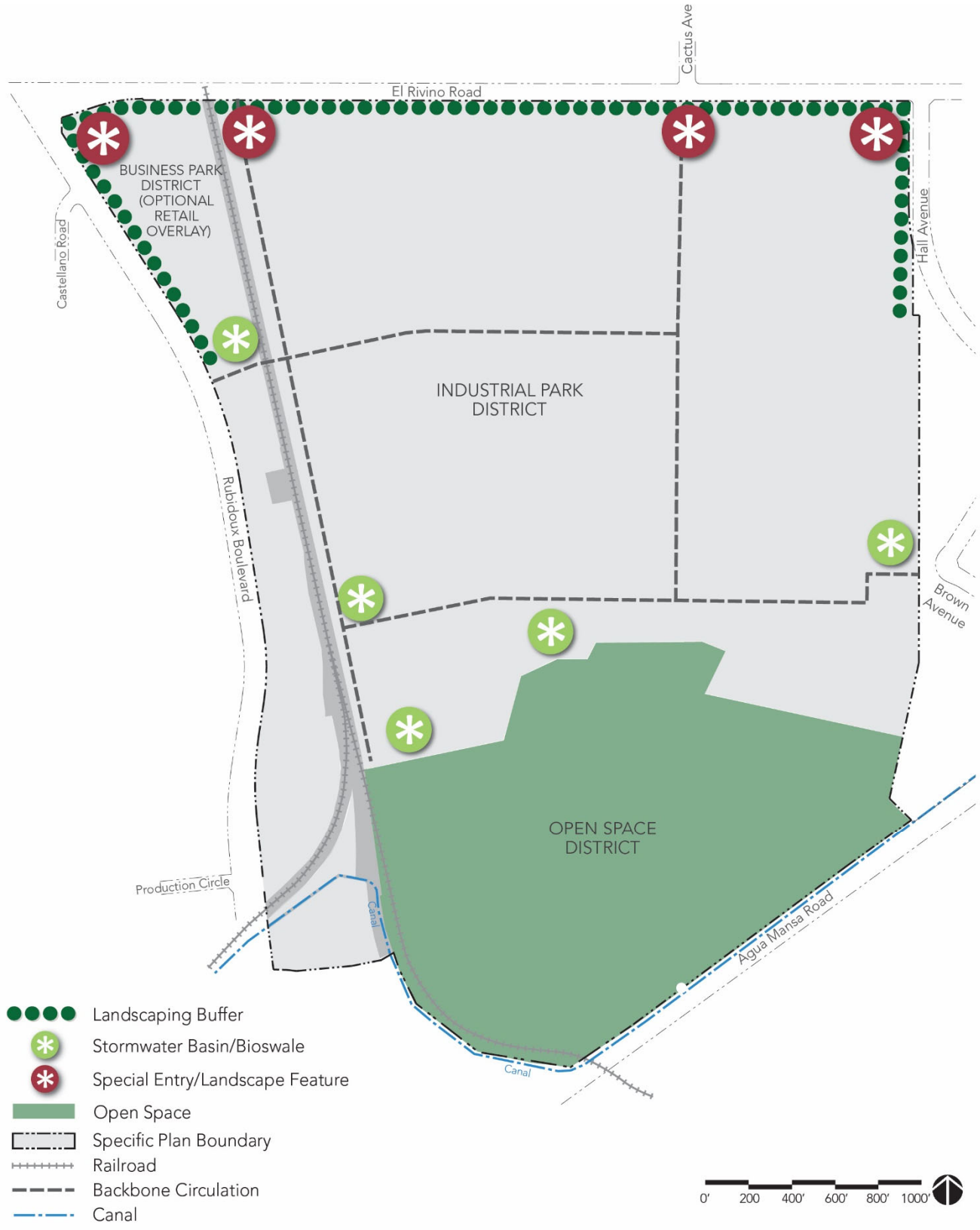
Bioswales capture, filter, and moderate stormwater runoff.

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.

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

- Shade trees should provide shade and visual comfort along pedestrian paths, streetscapes, and within public gathering spaces.
- Trees and landscaping will be planted to help trap particulate matter and help filter pollutants, provide shade, and add oxygen to the atmosphere.

Shaded parking lot.

- 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 4.1 Plant Palette

Botanical Name	Common Name	Use
Cassia leptophylla	Gold Medalion Tree	Tree
Cercis occidentalis	Western Redbud	Tree
Cercidium 'Desert Museum'	Blue Palo Verde	Tree
Chilopsis linearis	Desert Willow	Tree
Chitalpa tashkentensis	Chitalpa	Tree
Cupressus sempervirens	Italian Cypress	Tree
Heteromeles arbutifolia	Toyon	Tree
Juniperus s. 'Skyrocket'	Skyrocket Juniper	Tree
Koelreuteria bipinnata	Chinese Flame Tree	Tree
Lagerstroemia i 'Muskogee'	Crape Myrtle	Tree
Pinus canariensis	Canary Island Pine	Tree
Pinus eldarica	Afghan Pine	Tree
Platanus acerifolia	London Plane	Tree
Platanus racemosa	California Sycamore	Tree
Quercus agrifolia	Coast Live Oak	Tree
Rhus lancea	African Sumac	Tree
Schinus molle	California Pepper	Tree
Tristania conferta	Brisbane Box	Tree
Acca sellowiana	Pineapple Guava	Shrub
Artemisia 'Powis Castle'	Artemisia	Shrub
Callistemon 'Little John'	Dwarf Bottle Brush	Shrub
Carissa macrocarpa 'Tuttle'	Natal Plum	Shrub
Cistus 'Sunset Pink'	Sunset Pink Rockrose	Shrub
Dianella 'Little Rev'	Dwarf Dianella	Shrub
Dianella tasmanica	Dianella	Shrub
Dodonaea viscosa 'Purpurea'	Hopseed Bush	Shrub
Eleagnus pungens	Silverberry	Shrub
Leucophyllum f. 'Green Cloud'	Texas Ranger	Shrub
Ligustrum j. Texanum	Texas Privet	Shrub
Rhaphiolepis i. 'Clara'	Indian Hawthorn	Hedge
Rhaphiolepis i. 'Springtime'	Indian Hawthorn	Hedge
Rhamnus californica	Coffeeberry	Shrub
Salvia c. 'Allen Chickering'	Allen Chickering Sage	Shrub
Salvia greggii	Autumn Sage	Shrub

Botanical Name	Common Name	Use
Salvia leucantha	Mexican Sage	Shrub
Rhamnus c. 'Mound San Bruno'	Dwarf Coffeeberry	Shrub
Rosmarinus o. 'Tuscan Blue'	Rosemary	Shrub
Senna artemisioides	Feathery Cassia	Shrub
Westringia fruticosa	Coast Rosemary	Shrub
Xylosma congestum	Shiny Xylosma	Hedge
Agave americana	Century Plant	Accent
Agave 'Blue Flame'	Blue Flame Agave	Accent
Agave 'Blue Glow	Blue Glow Agave	Accent
Agave desmeniana	Smooth Agave	Accent
Agave kissho Kan Var.	Lucky Crown Agave	Accent
Agave victoria-reginae	Agave	Accent
Agave villmoriniana	Agave	Accent
Aloe maculata	Soap Aloe	Accent
Aloe petricola	Stone Aloe	Accent
Aloe polyphylla	Spiral Aloe	Accent
Aloe striata	Coral Aloe	Accent
Dasylerion wheeleri	Desert Spoon	Accent
Echeveria 'Ruffles'	Ruffles Echeveria	Accent
Hesperaloe parviflora	Red Yucca	Accent
Lantana 'Gold Mound'	Yellow Lantana	Accent/Groundcover
Acacia redolens 'Low Boy'	Dwarf Acacia	Groundcover
Baccharis p. 'Pigeon Point'	Dwarf Coyote Bush	Groundcover
Baccharis p. 'Centenial'	Coyote Bush	Groundcover
Carex pansa	California Meadow Sedge	Grass
Carex tumulicola	Foothill Sedge	Grass
Festuca mairei	Altas Fescue	Grass
Hemerocallis hybridus-Yellow	Yellow Day Lily	Groundcover
Juncus patens	California Rush	Grass
Lonicera j. 'Halliana'	Hall's Honeysuckle	Groundcover
Muhlenbergia capillaris	Pink Muhly	Grass
Myoporum parvifolium	Myoporum	Groundcover
Nassella tenuissima	Mexican Feather Grass	Grass
Pennisetum messiacum	Red Bunny Tails Fountain Grass	Grass

Botanical Name	Common Name	Use
Pennisetum orientale	Oriental Fountain Grass	Grass
Pennisetum rubrum	Purple Fountain Grass	Grass
Rosa 'Flower Carpet' -Red	Red Flower Carpet Rose	Groundcover
Rosmarinus o. 'Huntington Carpet'	Prostrate Rosemary	Groundcover
Salvia 'Bee's Bliss'	Bee's Bliss Sage	Groundcover
Senecio mandraliscae	Blue Fingers	Groundcover
Sesleria autumnali	Moor Gras	Grass
Trachelopspermum jasminiodes	Star Jasmine	Groundcover
Distictus buccinatoria	Blood-red Trumpet Vine	Vine

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.

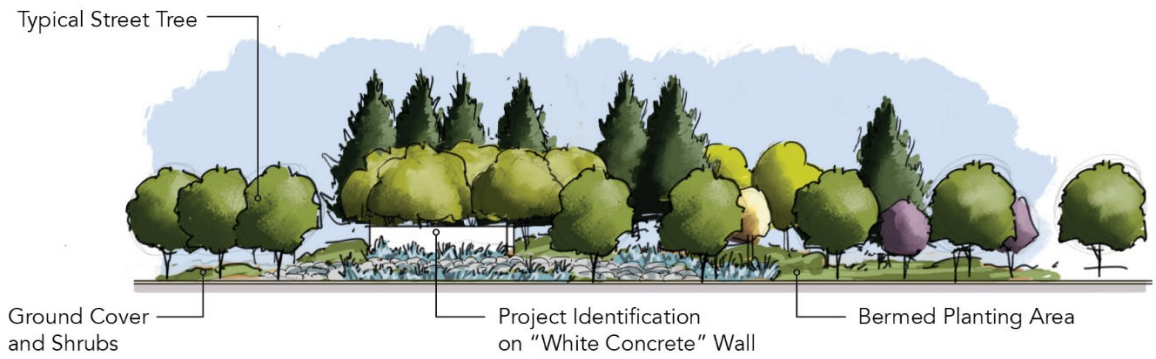
El Rivino Road and Rubidoux Boulevard

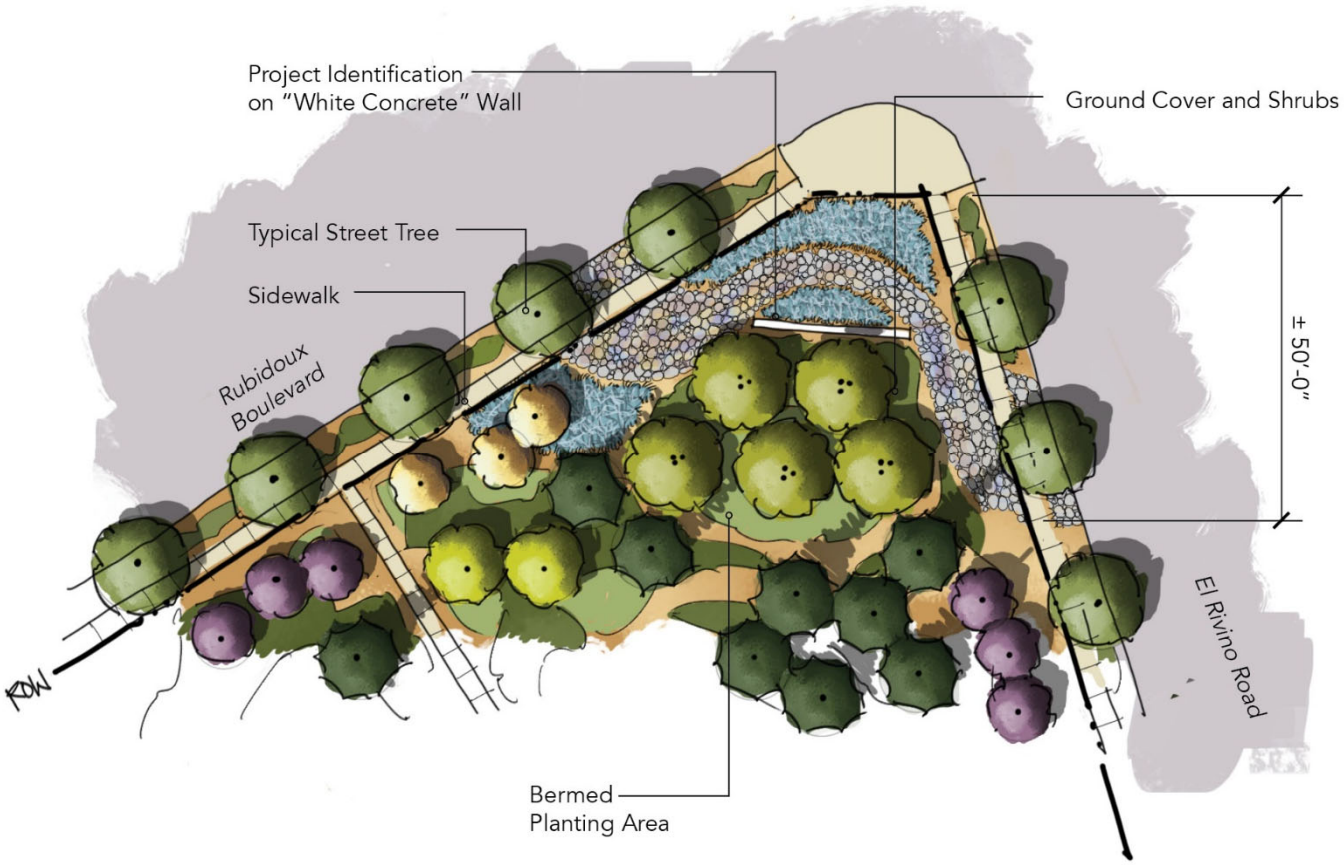
To develop a pleasing landscape at the major intersections of the project—El Rivino Road and Rubidoux Boulevard—inviting gateway monument feature and landscaping will be provided, as shown in Figure 4.2. The monument will highlight the identity of the development framed by a grove of various trees and 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.

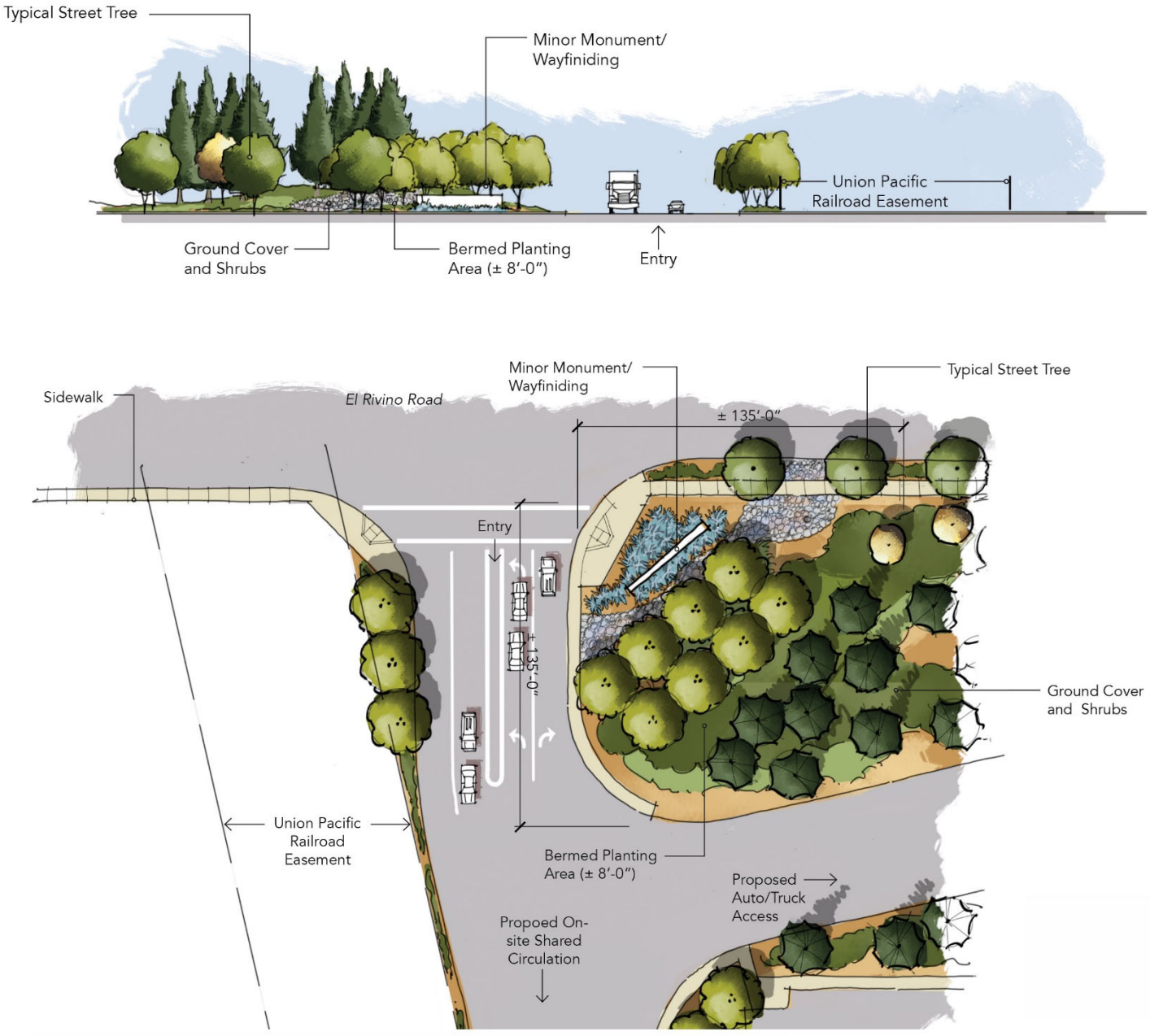
Figure 4.2 El Rivino Road and Rubidoux Boulevard Conceptual Landscape Treatments





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

Figure 4.3 El Rivino Road (Western Entry) Conceptual Landscape Treatments

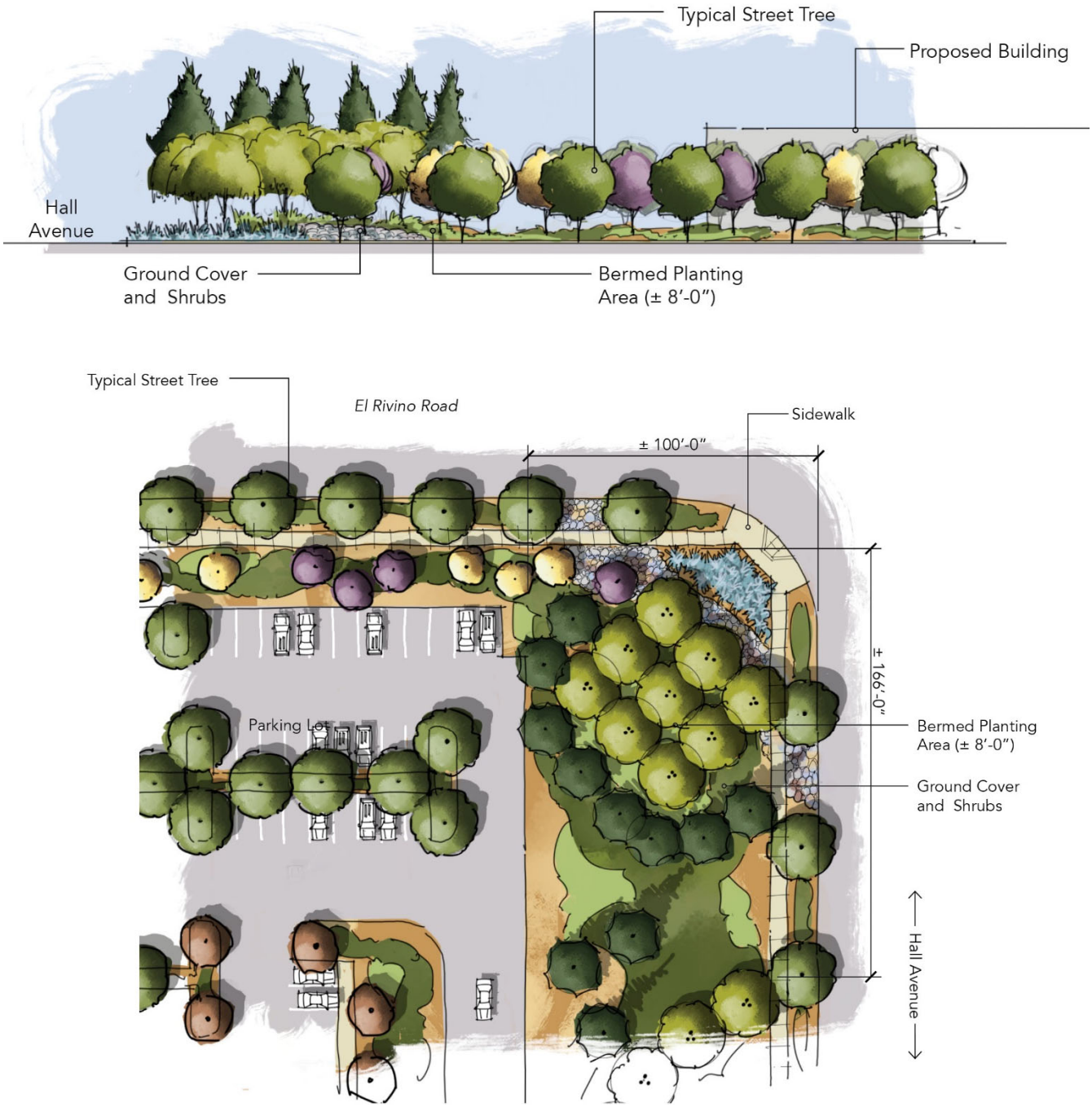


In bermed planting areas, cobble or other decorative gravel /rock can be mixed in with decomposed granite (DG).

El Rivino Road and Hall Avenue/Cactus Avenue

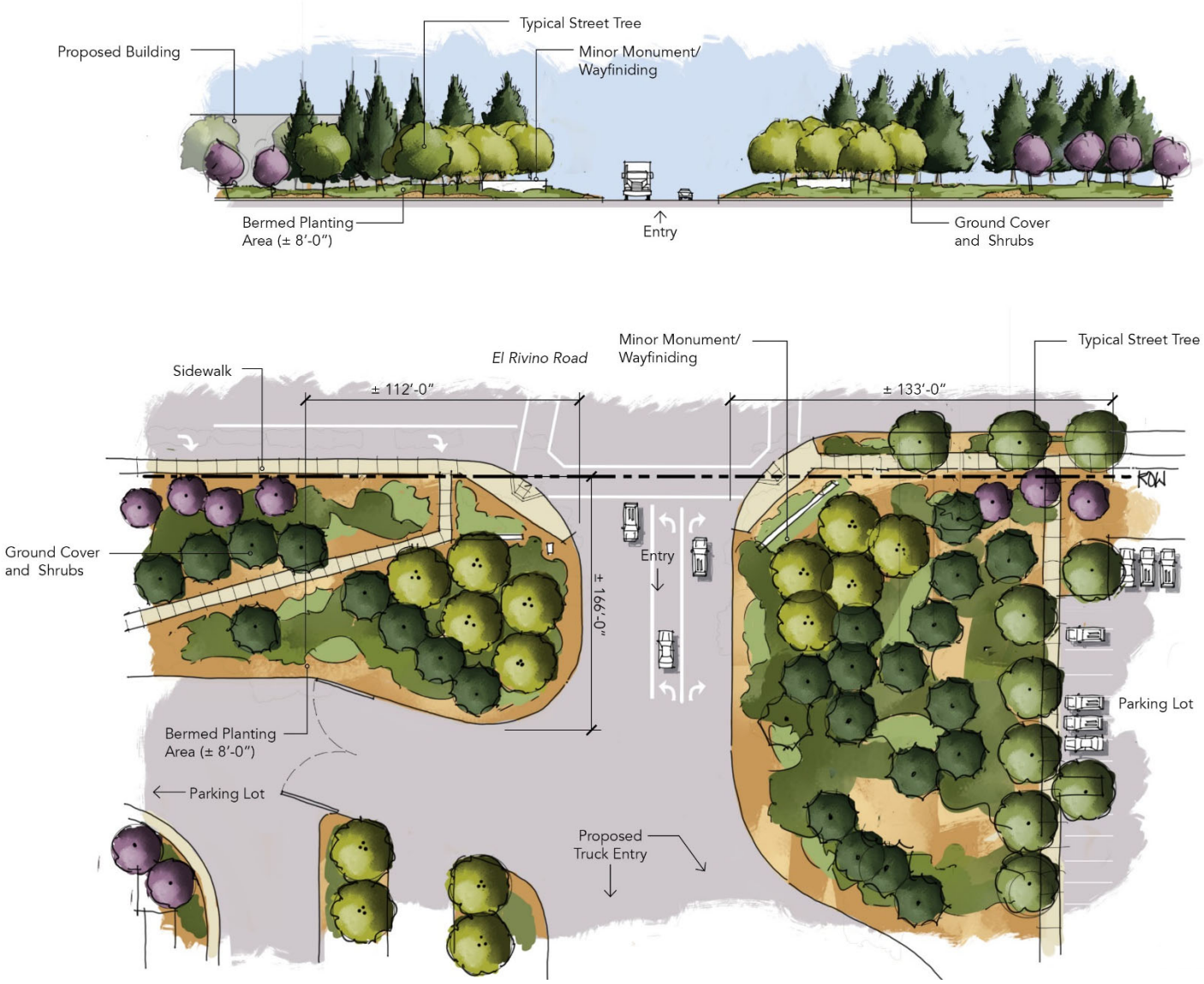
The landscaping at El Rivino Road and Cactus Avenue, and El Rivino Road and Hall Avenue, creates visual interest and sense of entry though the use of evergreen trees, drought-tolerant groundcover and shrubs, and a planting area. Trees and berming are needed to provide additional buffering along El Rivino 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).

Figure 4.5 El Rivino Road and Cactus Avenue Conceptual Landscape Treatments



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

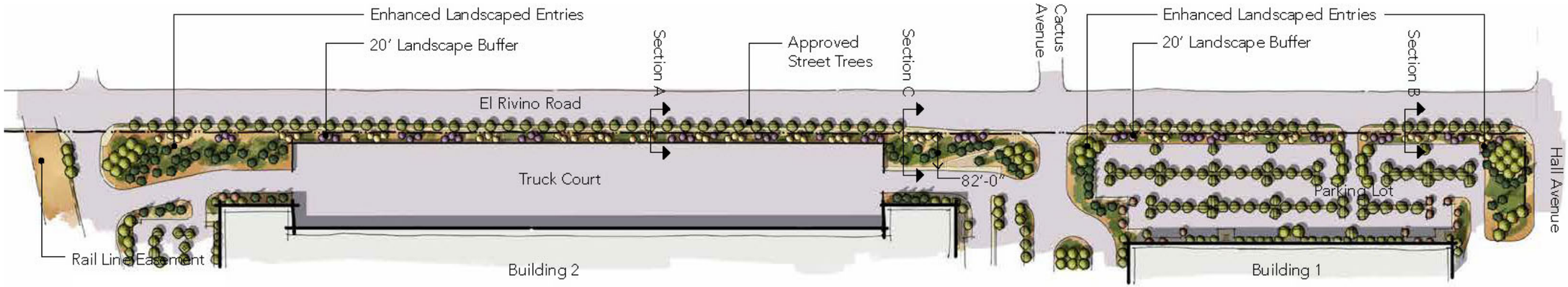


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Figure 4.7 El Rivino Road Landscape Buffers – Section A

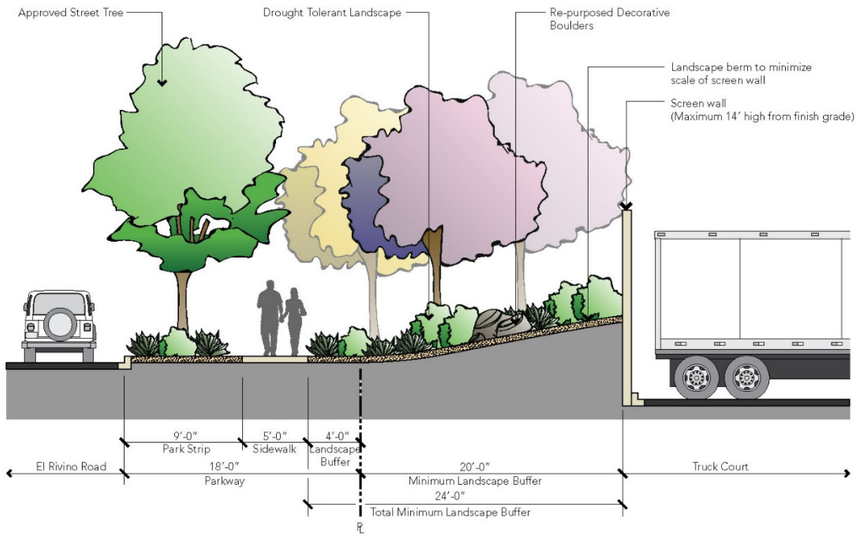
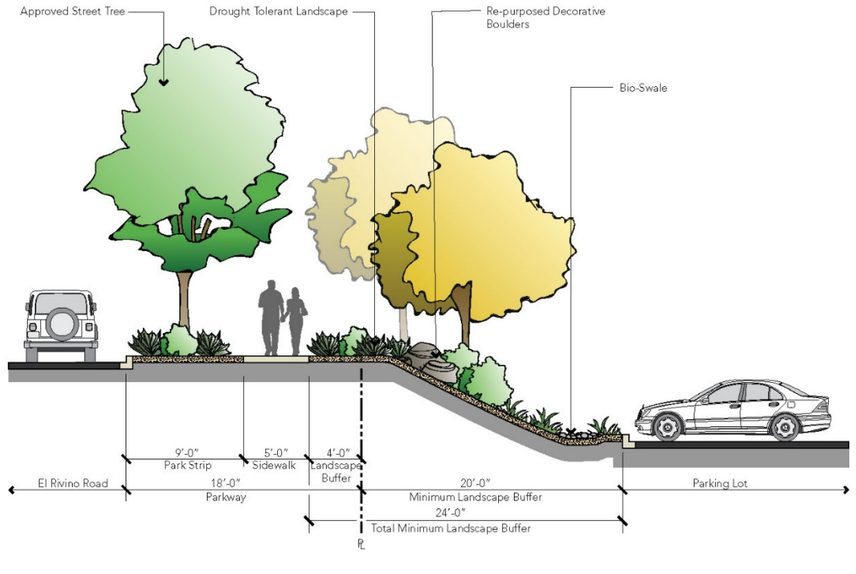


Figure 4.8 El Rivino Road Landscape Buffers – Section B



Sections (see also Figure 4.6)

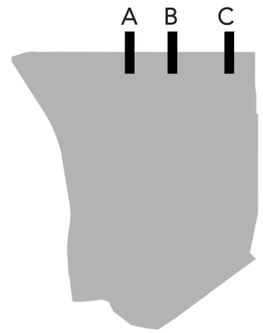
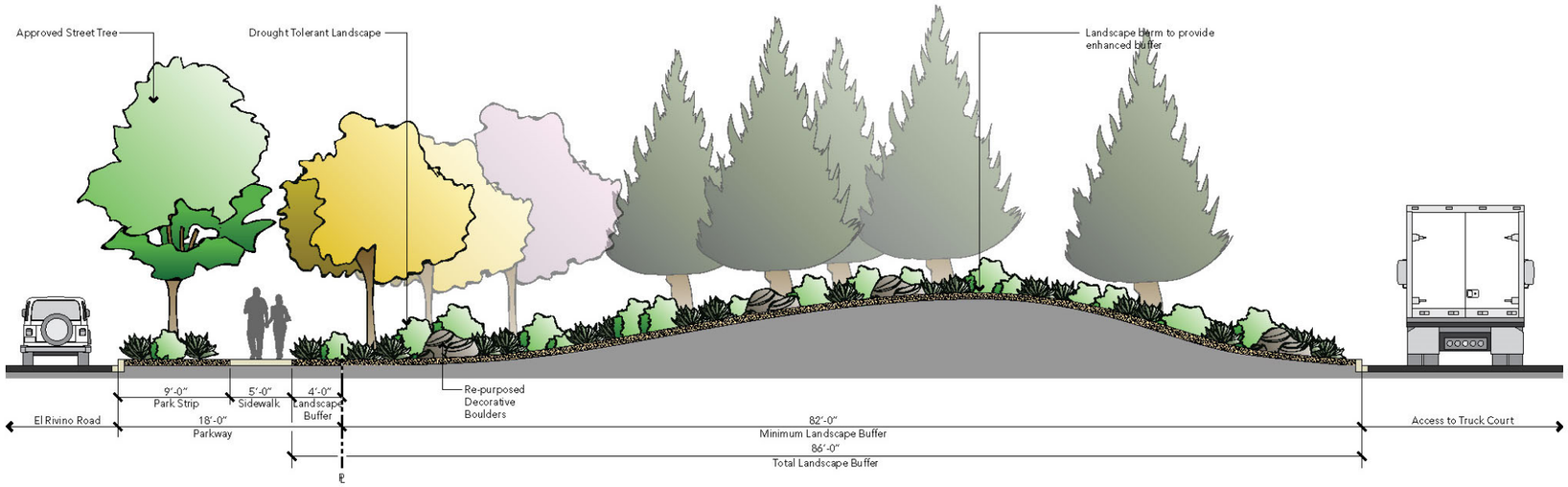


Figure 4.9 El Rivino Road Landscape Buffers – Section C



** Note: See Figure 3.1 on page 3-10 for landscaping requirements along electrical line easements.*

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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 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 ENTITLEMENTS

Table 5.1 Required Entitlements

Entitlement Applications	Description
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*

5.4 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.

5.5 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.

5.6 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).

5.7 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.

5.8 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

5.9 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

Area of Responsibility[1]	City	Developer, Property Owners Association, or Tenant	Special Maintenance District
On-site improvements	--	◘	--
Common area improvements	--	◘	--
Parkways (public right-of-way)	◘	◘	◘
Public streets (curb-to-curb)	◘	--	--
Private Roads	--	◘	◘

Notes: 1) "◘": responsible; "--" not responsible

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