



Jurupa Area Plan

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General Plan Amendment adopted since 12/31/09

- GPA No. 859, BOS RSLN 2010-138, 05/25/10;
- GPA No. 1095, BOS RSLN 2010-253, 09/28/10;
- GPA No. 1120, BOS RSLN 2014-222, 11/24/14;
- GPA No. 960, BOS RSLN 2015-260; 12/08/15;



Jurupa Area Plan

NOTE: The City of Jurupa Valley officially incorporated on July 1, 2011 and comprises the majority of the Jurupa Area Plan (Figure 1). A small section of the westerly portion of the Jurupa Area Plan includes the City of Eastvale which incorporated in October 1, 2010. The City of Jurupa Valley spans lands north of the Santa Ana River, south of the Riverside-San Bernardino County line and east of Interstate 15 and east of the City of Eastvale. Only 903 acres of Jurupa Area Plan remain within the unincorporated area of Riverside County and therefore under the County's jurisdiction. Since both cities incorporated well after the baseline established for GPA No. 960, the information presented in this Area Plan remains unaltered however, it has extremely limited application. The City of Eastvale adopted its own General Plan in 2012 which covers the vast majority of land within the County's Eastvale Area Plan and a portion of the Jurupa Area Plan. The City of Jurupa is developing a new General Plan that is expected to be approved in 2016. Development proposals within either the City of Eastvale or the City of Jurupa Valley shall be directed to the respective city as the County does not have jurisdiction over lands governed by the cities.

Vision Summary

The County of Riverside General Plan and Area Plans have been shaped by the RCIP Vision. Following is a summary of the Vision Statement that includes many of the salient points brought forth by the residents of Jurupa as well as the rest of the County of Riverside. The RCIP Vision reflects the County of Riverside in the year 2020. So, fast forward yourself to 2020 and here is what it will be like.

“Riverside County is a family of special communities in a remarkable environmental setting.”

It is now the year 2020. This year (incidentally, also a common reference to clear vision), is an appropriate time to check our community vision. Twenty years have passed since we took an entirely new look at how the County of Riverside was evolving. Based on what we saw, we set bold new directions for the future. As we now look around and move through the County of Riverside, the results are notable. They could happen only in response to universal values strongly held by the people. Some of those values are:

- Real dedication to a sense of community;
- Appreciation for the diversity of our people and places within this expansive landscape;
- Belief in the value of participation by our people in shaping their communities;
- Confidence in the future and faith that our long term commitments will pay off;
- Willingness to innovate and learn from our experience;

- Dedication to the preservation of the environmental features that frame our communities;
- Respect for our differences and willingness to work toward their resolution;
- Commitment to quality development in partnership with those who help build our communities;
- The value of collaboration by our elected officials in conducting public business.

Those values and the plans they inspired have brought us a long way. True, much remains to be done. But our energies and resources are being invested in a unified direction, based on the common ground we have affirmed many times during the last 20 years. Perhaps our achievements will help you understand why we believe we are on the right path.

Population Growth

The almost doubling of our population in only 20 years has been a challenge, but we have met it by focusing that growth in areas that are well served by public facilities and services or where they can readily be provided. Major transportation corridors serve our communities and nearby open space preserves help define them. Our growth focus is on quality, not quantity. That allows the numbers to work for us and not against us. We enjoy an unprecedented clarity regarding what areas must not be developed and which ones should be developed. The resulting pattern of growth concentrates development in key areas rather than spreading it uniformly throughout Riverside County. Land is used more efficiently, communities operate at more of a human scale, and transit systems to supplement the automobile are more feasible. In fact, the customized Oasis transit system now operates quite successfully in several cities and communities.

Our Communities and Neighborhoods

Our choices in the kind of community and neighborhood we prefer is almost unlimited here. From sophisticated urban villages to quality suburban neighborhoods to spacious rural enclaves, we have them all. If you are like most of us, you appreciate the quality schools and their programs that are the centerpiece of many of our neighborhoods. Not only have our older communities matured gracefully, but we boast several new communities as well. They prove that quality of life comes in many different forms.

Housing

We challenge you to seek a form of housing or a range in price that does not exist here. Our housing choices, from rural retreat to suburban neighborhood to exclusive custom estate are as broad as the demand for housing requires. Choices include entry level housing for first time buyers, apartments serving those not now in the buying market, seniors' housing, and world class golf communities. You will also find smart housing with the latest in built-in technology as well as refurbished historic units. The County of Riverside continues to draw people who are looking for a blend of quality and value.

Transportation

It is no secret that the distances in the vast County of Riverside can be a bit daunting. Yet, our transportation system has kept pace amazingly well with the growth in population, employment and tourism and their demands for mobility. We are perhaps proudest of the new and expanded transportation corridors that connect growth centers throughout the County of Riverside. They do more than provide a way for people and goods to get

where they need to be. Several major corridors have built-in expansion capability to accommodate varied forms of transit. These same corridors are designed with a high regard for the environment in mind, including providing for critical wildlife crossings so that our open spaces can sustain their habitat value.

Conservation and Open Space Resources

The often-impassioned conflicts regarding what lands to permanently preserve as open space are virtually resolved. The effort to consider our environmental resources, recreation needs, habitat systems, and visual heritage as one comprehensive, multi-purpose open space system has resulted in an unprecedented commitment to their preservation. In addition, these spaces help to form distinctive edges to many of our communities or clusters of communities. What is equally satisfying is that they were acquired in a variety of creative and equitable ways.

Air Quality

It may be hard to believe, but our air quality has actually improved slightly despite the phenomenal growth that has occurred in the region. Most of that growth, of course, has been in adjacent counties and we continue to import their pollutants. We are on the verge of a breakthrough in technical advances to reduce smog from cars and trucks. Not only that, but our expanded supply of jobs reduces the need for people here to commute as far as in the past.

Jobs and Economy

In proportion to population, our job growth is spectacular. Not only is our supply of jobs beyond any previously projected level, it has become quite diversified. Clusters of new industries have brought with them an array of jobs that attract skilled labor and executives alike. We are particularly enthusiastic about the linkages between our diversified business community and our educational system. Extensive vocational training programs, coordinated with businesses, are a constant source of opportunities for youth and those in our labor force who seek further improvement.

Agricultural Lands

Long a major foundation of our economy and our culture, agriculture remains a thriving part of the County of Riverside. While we have lost some agriculture to other forms of development, other lands have been brought into agricultural production. We are still a major agricultural force in California and compete successfully in the global agricultural market.

Educational System

Quality education, from pre-school through graduate programs, marks the County of Riverside as a place where educational priorities are firmly established. A myriad of partnerships involving private enterprise and cooperative programs between local governments and school districts are in place, making the educational system an integral part of our communities.

Plan Integration

The coordinated planning for multi-purpose open space systems, community based land use patterns, and a diversified transportation system has paid off handsomely. Integration of these major components of community building has resulted in a degree of certainty and clarity of direction not commonly achieved in the face of such dynamic change.

Financial Realities

From the very beginning, our vision included the practical consideration of how we would pay for the qualities our expectations demanded. Creative, yet practical financing programs provide the necessary leverage to achieve a high percentage of our aspirations expressed in the updated RCIP.

Throughout the Area Plan, special features have been included to enhance the readability and practicality of the information provided. Look for these elements:



Quotes: quotations from the RCIP Vision or individuals involved or concerned with Riverside County.



Factoids: interesting information about Riverside County that is related to the element



References: contacts and resources that can be consulted for additional information



Definitions: clarification of terms and vocabulary used in certain policies or text.

Intergovernmental Cooperation

As a result of the necessary coordination between the County of Riverside, the cities and other governmental agencies brought about through the RCIP, a high degree of intergovernmental cooperation and even partnership is now commonplace. This way of doing public business has become a tradition and the County of Riverside is renowned for its many model intergovernmental programs.

Introduction

Jurupa is a very distinct and special environment. More broadly, this area is known as the Jurupa Valley. From virtually any place here, one has a sweeping view of distant mountains and nearby hills. Rock outcroppings accent the hillsides and provide a distinct texture to the landscape. The Santa Ana River provides another spectacular, contrasting natural feature. The Mission Boulevard and Van Buren Boulevard corridors augment the strong swaths of Interstate 15 and State Route 60 to knit the land together in a strong pattern of travel routes.

The Jurupa Area Plan is not a stand-alone document, but rather an extension of the County of Riverside General Plan and Vision Statement. The County of Riverside Vision Statement details the physical, environmental, and economic characteristics that the County of Riverside aspires to achieve by the year 2020. Using the Vision Statement as the primary foundation, the County of Riverside General Plan establishes policies to guide development and conservation within the entire unincorporated Riverside County territory, while the Area Plan provides policy direction specifically for Jurupa.

This area plan doesn't just provide a description of the location, physical characteristics, and special features here. It contains a Land Use Plan, statistical summaries, policies, and accompanying exhibits that allow anyone interested in the continued prosperity of this distinctive area to understand

the physical, environmental and regulatory characteristics that make this such a unique area. Background information also provides insights that help in understanding the issues that require special focus here and the reasons for the more localized policy direction found in this document.

Each section of the Area Plan addresses critical issues facing Jurupa. Perhaps a description of these sections will help in understanding the organization of the Area Plan as well as appreciating the comprehensive nature of the planning process that led to it. The Location section explains where the Area Plan fits with what is around it and how it relates to the cities that impact it. Physical features are described in a section that highlights the planning area's communities, surrounding environment and natural resources. This leads naturally to the Land Use Plan section, which describes the land use system guiding development at both the countywide and area plan levels.

While a number of these designations reflect the unique features found only in the Area Plan, a number of special policies are still necessary to address unique situations. The Policy Areas section presents these policies. Land use related issues are addressed in the Land Use section. The Area Plan also describes relevant transportation issues, routes, and modes of transportation in the Circulation section. The key to understanding the valued open space network is described in the Multipurpose Open Space section. There are, of course, both natural and man made hazards to consider, and they are spelled out in the Hazards section.

The Jurupa area is in a pivotal position along Interstate 15 and State Route 60. Consequently, it plays an important role in the northwestern portion of western Riverside County. The Jurupa Area Plan seeks to capture and capitalize upon not only the special qualities of the land, but its strategic location as well.



Unincorporated land is all land within the County that is not within an incorporated city or an Indian Nation. Generally, it is subject to policy direction and under the land use authority of the Board of Supervisors. However, it may also contain state and federal properties that lie outside of Board authority.

A Special Note on Implementing the Vision

The preface to this area plan is a summary version of the Riverside County Vision. That summary is, in turn, simply an overview of a much more extensive and detailed Vision of Riverside County two decades or more into the future. This area plan, as part of the Riverside County General Plan, is one of the major devices for making the Vision a reality.

No two area plans are the same. Each represents a unique portion of the incredibly diverse place known as Riverside County. While many share certain common features, each of the plans reflects the special characteristics that define its area's unique identity. These features include not only physical qualities, but also the particular boundaries used to define them, the stage of development they have reached, the dynamics of change expected to affect them, and the numerous decisions that shape development and conservation in each locale. That is why the Vision cannot and should not be reflected uniformly.

Policies at the General Plan and Area Plan levels implement the Riverside County Vision in a range of subject areas as diverse as the scope of the Vision itself. The land use pattern contained in this area plan is a further expression of the Vision as it is shaped to fit the terrain and the conditions in Jurupa.

To illustrate how the Vision has shaped this area plan, the following highlights reflect certain strategies that link the Vision to the land. This is not a comprehensive enumeration; rather, it emphasizes a few of the most powerful and physically tangible examples.

Community Centers. This method of concentrating development to achieve community focal points, stimulate a mix of activities, promote economic development, achieve more efficient use of land, create a transit friendly and walkable environment, and offer a broader mix of housing choices is a major device for implementing the Vision. Two community center overlay designations permitting this mix of uses occur in strategic locations in Jurupa.

Santa Ana River. This watercourse is one of the most significant in the nation, partly because it serves such a major part of this entire region and is one of the most rapidly growing watersheds in the continental United States. Moreover, it offers outstanding value in the area of drainage, flood control, water conservation, and natural habitat conservation/restoration. The Area Plan reinforces these functions through the pattern of recreation and open space designations in combination with extensive policies.

Data in this area plan is current as of March 23, 2010. Any general plan amendments approved subsequent to that date are not reflected in this area plan and must be supported by their own environmental documentation. A process for incorporating any applicable portion of these amendments into this area plan is part of the General Plan Implementation Program.

Location

The strategic location of this area is clearly evident in Figure 1, Location. Figure 1 locates each of the unique communities within the Jurupa area, along with the nearby cities of Riverside and Norco to the south. Jurupa's northwestern location in western Riverside County is evident on Figure 1. In fact, it borders on two other area plans: Highgrove to the east and the Eastvale Area Plan to the west. Nevertheless, its dominant boundaries are between the cities of Norco and Riverside on the south and San Bernardino County on the north, with its cities of Ontario and Fontana facing Jurupa. In fact, Jurupa stretches east beyond the curve of the Santa Ana River, just touching the corner of San Bernardino County's City of Colton.

Features

The Riverside County Vision builds heavily on the value of its remarkable environmental setting. That theme applies here as well. The setting is especially situated to capture distant mountain views in almost every direction. The hills, mountains and watercourses that frame this valley also serve to contain urban development in the more developable portions of the landscape. Jurupa's internal system of hills and mountains provides a habitat for many native species, while the more distant mountains provide a scenic backdrop. The Santa Ana River, located along the southern edge of Jurupa, serves to buffer development here from that in neighboring Riverside and provide habitat for numerous species of plants and animals. This section describes the setting, features, and functions that are unique to the Jurupa Area Plan. These defining characteristics are shown on Figure 2, Physical Features.

Setting

The distinctiveness of the Jurupa area can be found in its wonderful natural setting. From the lush riparian corridor of the Santa Ana River, to the slightly undulating flatlands of Mira Loma, to the dramatic rolling terrain of the Pedley Hills, to the stark, rugged outcroppings of the Jurupa Mountains, the Jurupa area is truly a wondrous and diverse haven for nature and a special location for human habitation.

The western portion of the Jurupa area is primarily flat, with gentle rolling foothills scattered throughout the Glen Avon and Mira Loma areas. North of State Route 60 lies the dramatic sloping terrain of the Jurupa Mountains, which provide a natural backdrop for the communities of Sunnyslope and Belltown. The Pedley Hills provide a picturesque setting for the community of Pedley as well as a pleasing backdrop for communities adjacent to the hills. The Santa Ana River, with its lush riparian habitat, provides a natural contrast along the southern boundary of Jurupa. Though not located within Jurupa, Mount Rubidoux serves as a prominent visual landmark for residents in Jurupa's eastern communities.

What is intriguing about Jurupa is the large number of distinct communities that have strong local identity. They vary in size, character and focus, but they share a universal strength of commitment to their uniqueness and identity.

Unique Features

Santa Ana River

Located along the southern boundary of Jurupa, the Santa Ana River represents a significant recreational, habitat, and visual resource. Throughout the area, interconnecting trails provide access to a scenic wildlife setting. The Santa Ana River Wildlife Area serves as a nature center that includes hiking and equestrian activities. The river, which drains a watershed of over 2,650 square miles, is also the general alignment of the long awaited Coast-to-Crest trail that will connect the far reaches of the San Bernardino Mountains with the Pacific Ocean.

Jurupa Mountains/Pyrite Canyon

Located between the northern boundary of Jurupa and State Route 60, the Jurupa Mountains are the dominant visual resource in the northern portion of Jurupa. The highest peak, Mount Jurupa, stands at an elevation of 2,217 feet. In addition, substantial portions of the mountains are identified as potential habitat for the Delhi Sands flower-loving fly. Industrial and mineral extraction uses are found in Pyrite Canyon, located southwest of Mount Jurupa. The Stringfellow Acid Pits are also located here. The acid pits were designated a Superfund site in order to recover from the toxic pollution associated with decades-old waste disposal practices.

Pedley Hills

Reaching a peak elevation of 1,424 feet, the Pedley Hills provide the most significant physical feature in central Jurupa and serve as a backdrop for several communities, especially Indian Hills and Pedley.

Unique Communities

Rubidoux

The community of Rubidoux is the most intensely developed of all the communities in Jurupa. Bordered roughly by the Pedley Hills, the Santa Ana River and State Route 60, Rubidoux comprises a variety of land uses, including residential, commercial, industrial, and several public uses. Historic Mission Boulevard serves as the spine for Rubidoux's village core area. The Jensen Alvarado Historic Ranch and Museum and Flabob Airport are prominent features of the Rubidoux community.

Sunnyslope

Nestled at the base of the Jurupa Mountains north of State Route 60, Sunnyslope is a largely low density community consisting of single family residences and mobile homes.

Belltown

Belltown is a small community located north of State Route 60, between Rattlesnake Peak and the Santa Ana River. This community is characterized by low density single-family residences, a large industrial area and scattered commercial uses.

Glen Avon

The largely low density community of Glen Avon is located in the central portion of Jurupa, just south of State Route 60. The rural community area southerly of Jurupa Road affords an opportunity to maintain an equestrian friendly place. Yet, Mission Boulevard and Van Buren Boulevard carve a swath through this community, accommodating scattered commercial, industrial, and higher intensity residential development. The Jurupa Mountains and Pedley Hills offer a wonderful natural backdrop for this community as well as the traveling public.

Indian Hills

Indian Hills is a picturesque, golf course oriented residential enclave located in the foothills between the Pedley Hills and the community of Rubidoux, northerly of the Santa Ana River. Much of this area is included within, and has been developed pursuant to, Specific Plan No. 123.

Pedley

The community of Pedley is nestled amongst the rolling foothills and canyons of the Pedley Hills in the southern portion of Jurupa. It contains a variety of rural and suburban style residential neighborhoods, as well as a thriving commercial district along Limonite Avenue. Industrial uses are located along the banks of the Santa Ana River. The sole Metrolink station in the Jurupa area, located along Limonite Avenue and Van Buren Boulevard, may take on even more important functions in the future.

Mira Loma

The largely rural community of Mira Loma is located in the western portion of Jurupa. The presence of several trails throughout the community reflects the importance of equestrian uses in the area. A significant amount of land in the northwestern Mira Loma area near the Interstate 15/State Route 60 junction is converting from dairy to industrial, warehousing, and truck distribution uses to capitalize on direct access to the freeway system and to tap into the rapidly expanding pattern of goods movement throughout the entire region. The proximity of the warehousing uses to the residential areas has generated considerable concern in the community relating to air pollution impacts from the many diesel-powered vehicles and heavy trucks associated with the warehousing and distribution uses.

Land Use Plan

The Land Use Plan focuses on preserving the unique features in the Jurupa area and, at the same time, guides the accommodation of future growth. To accomplish this, more detailed land use designations are applied than for the countywide General Plan.

The Jurupa Land Use Plan, Figure 3, depicts the geographic distribution of land uses within the area. The Plan is organized around 25 area plan land use designations. These land uses derive from, and provide more detailed direction than, the five General Plan Foundation Component land uses: Open Space, Agriculture, Rural, Rural Community, and Community Development. Table 1, Land Use Designations Summary, outlines the development intensity, density, typical allowable land uses, and general characteristics for each of the area plan land use designations within each Foundation Component. The General Plan Land Use Element contains more detailed descriptions and policies for the Foundation Components and each of the area plan land use designations.

Proposed uses in the Jurupa Area Plan represent a full spectrum of designations that relate the natural characteristics of the land and economic potential to a range of permitted uses. Many factors led to the designation of land use patterns. Among the most influential were the Riverside County Vision and Planning Principles, both of which focused, in part, on preferred patterns of development within the County of Riverside; the Community Environmental Transportation Acceptability Process (CETAP) that focused on major transportation corridors; the Multiple Species Habitat Conservation Plan (MSHCP) that focused on opportunities and strategies for significant open space and habitat preservation; established patterns of existing uses and parcel configurations; current zoning; and the oral and written testimony of Riverside County residents, property owners, and representatives of cities and organizations at the many Planning Commission and Board of Supervisors hearings. The result of these considerations is shown in Figure 3, which portrays the location and extent of proposed land uses. Table 2, Statistical Summary of the Jurupa Area Plan, provides a summary of the projected development capacity of the plan if all uses are built as proposed. This table includes dwelling unit, population, and employment capacities.

Land Use Concept

The Jurupa Area Plan provides for substantial areas devoted to rural and equestrian uses, as allowed by the Low Density Residential designation within the Rural Community foundation component. The land use plan also allows for traditional urban residential densities as reflected by the Medium Density, Medium High Density, and High Density Residential designations. Very High Density and Highest Density Residential are also present. Complementing these residential land uses are several Commercial Retail corridors, two Community Center Overlays, several scattered Open Space-Conservation and Recreation areas, large chunks of Open Space-Conservation Habitat land in the Santa Ana River corridor and the Jurupa Mountains, and an abundance of employment opportunities within the Light Industrial and Business Park designations along Interstate 15, State Route 60, and Van Buren Boulevard. Heavy Industrial designations are also provided at Agua Mansa and in the vicinity of the Stringfellow Acid Pits. Mining uses are also identified within the Jurupa Mountains.

“

The extensive heritage of rural living continues to be accommodated in areas committed to that lifestyle, and its sustainability is reinforced by strong open space and urban development commitment provided for in the RCIP Vision.

”

-RCIP Vision



For more information on Community Center types, please refer to the Land Use Policies within this area plan and the Land Use Designations section of the General Plan **Land Use Element**.

To help provide a focus for this entire sector of Riverside County, the Community Center Overlay is applied at two strategic locations: adjacent to Interstate 15 and northerly of Bellegrave Avenue, and within the Rubidoux Village Center along Mission Boulevard. These areas are intended to function as Village Centers, with a mixture of residential, retail, office and public uses in close proximity. The strategic location of these centers offers compelling reasons to focus attention on such a valuable economic resource. The location adjacent to Interstate 15 would provide an opportunity for mixed use development. The Community Center Overlay in Rubidoux takes advantage of the existing pattern of development on Mission Boulevard by allowing for residential units next to commercial uses, thereby increasing the vitality of the Rubidoux Village core area.

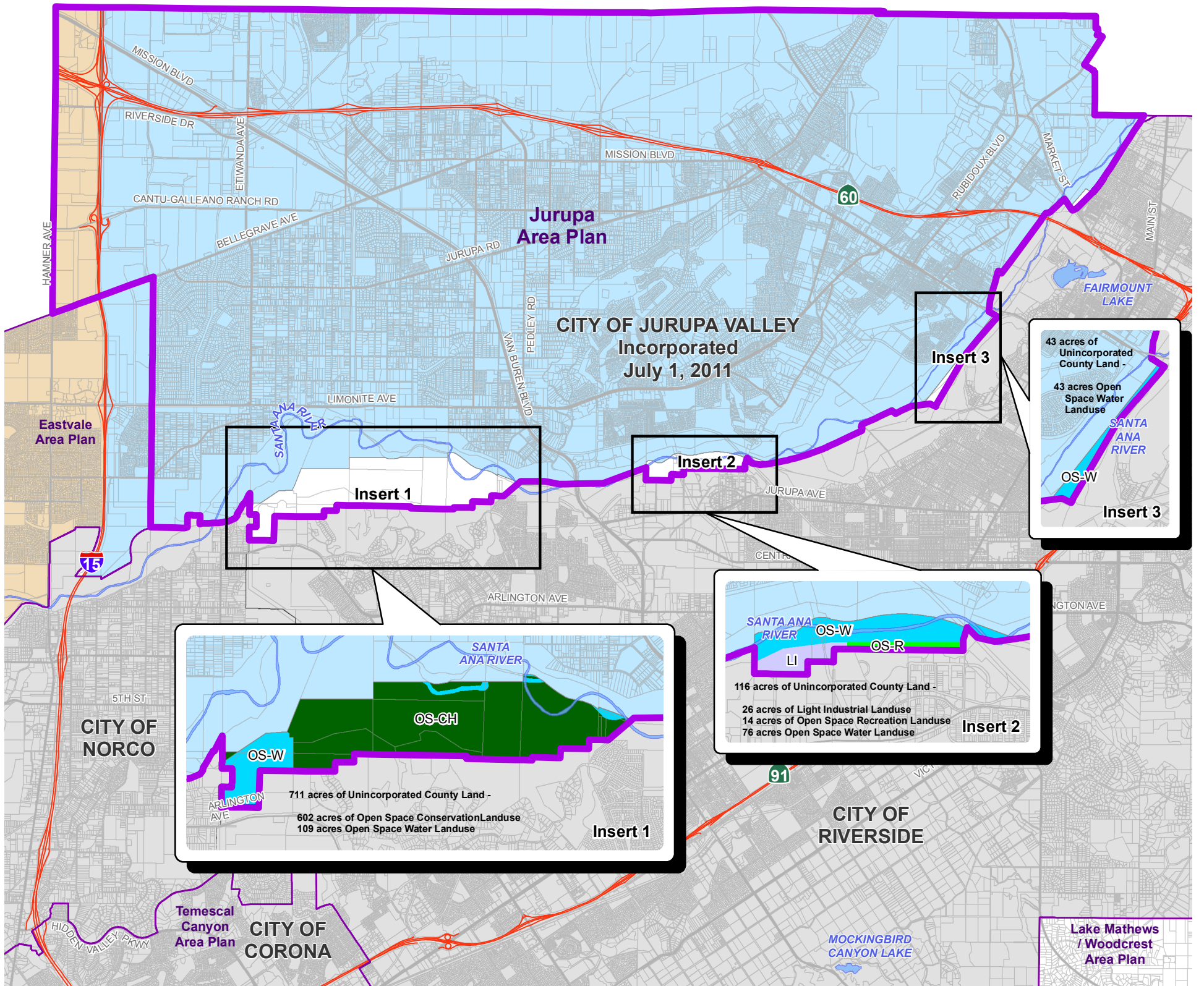
The Jurupa Area Plan provides for major employment centers at the Interstate 15/State Route 60 junction, along Van Buren Boulevard, and in the Agua Mansa area. Typical employment uses within Business Park and Light Industrial designated areas include research and development, manufacturing, assembling, research institutions, academic institutions, medical facilities, and support commercial uses. Heavy Industrial designated areas would accommodate the most intensive types of industrial activities, including heavy manufacturing and processing plants. Warehousing is limited to the area north of Galena Avenue and west of San Sevaine Channel.

The proximity to a major freeway and railroad provides an opportunity for regional multi-modal transportation connections. Combined with the relatively compact activities envisioned in the Community Centers, these highly valuable access facilities offer the long term potential to accommodate improved transit access. Future multi-modal transportation options are a part of this Plan because of the need to ultimately take some of the pressure from the highway and freeway systems. This is particularly critical here because of the extensive truck traffic, which complicates vehicle flow despite its obvious linkage to economic development.

Large swaths of open space line the Santa Ana River corridor, providing an expansive natural buffer between Jurupa and the City of Riverside. Portions of the Jurupa Mountains also contain Open Space designations intended to preserve the rugged nature of this area and protect sensitive habitat areas. Recreational open space areas designed for active recreational uses, such as golf courses and athletic fields, are located throughout Jurupa.

The pattern and types of land uses described above are an extension of the existing land use patterns for Jurupa, and consequently help maintain the identity and character of its many distinctive communities. Selective additions to the land use choices refine the potential here without changing the basic character of these local communities. Additionally, preserving the natural features and unique landscape helps to distinguish this area from surrounding communities.

SAN BERNARDINO COUNTY



Data Source: Riverside County

- Highways
- Area Plan Boundary
- City Boundary
- City of Jurupa Valley
- City of Eastvale
- Waterbodies

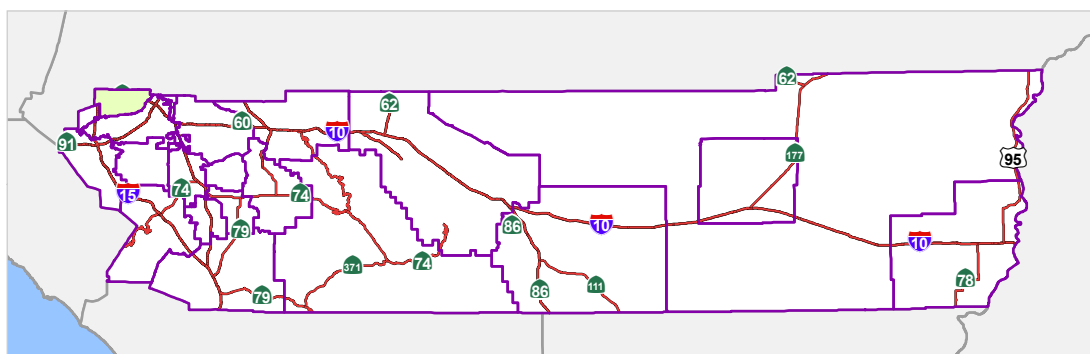
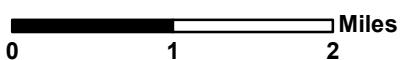


Figure 1



December 8, 2015

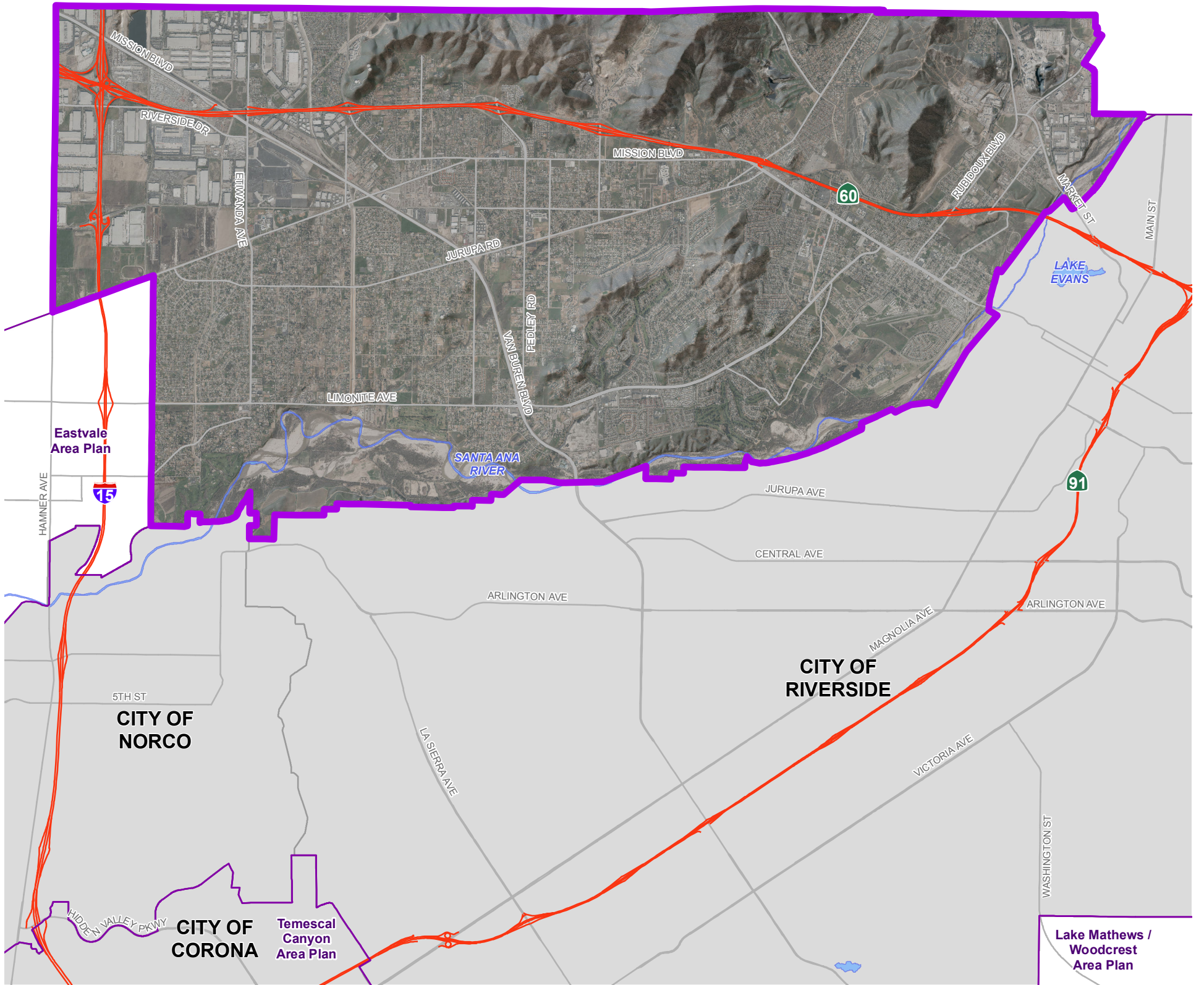


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JURUPA AREA PLAN
LOCATION

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Data Source: Riverside County





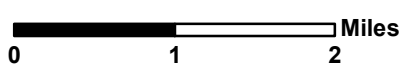
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 2



December 8, 2015



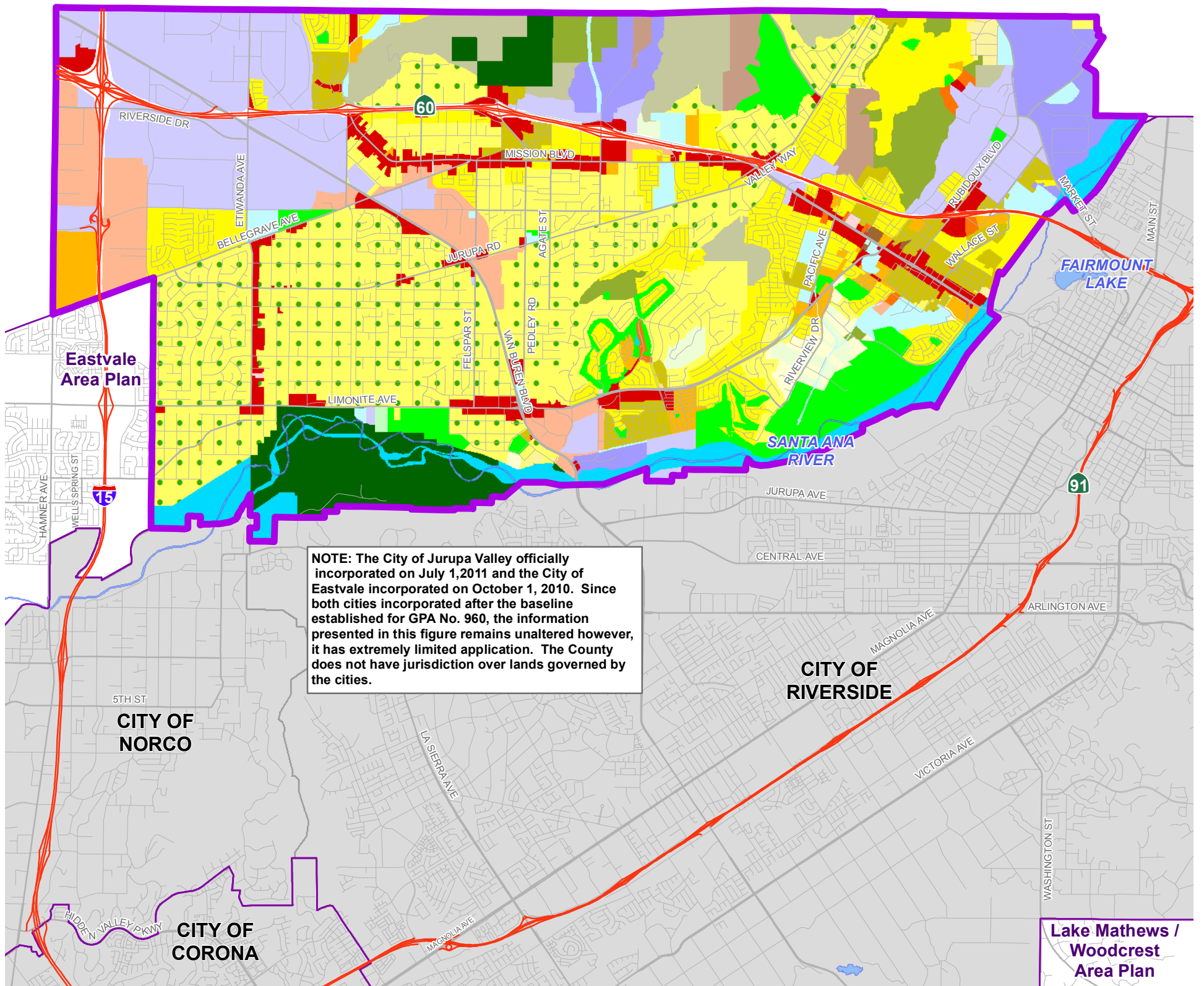
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JURUPA AREA PLAN PHYSICAL FEATURES

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Data Source: Riverside County Planning

COMMUNITY DEVELOPMENT

- Estate Density Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Highest Density Residential
- Commercial Retail
- Commercial Office
- Light Industrial

- Heavy Industrial
- Business Park
- Public Facilities

RURAL COMMUNITY

- Rural Community - Very Low Density Residential
- Rural Community - Low Density Residential

RURAL

- Rural Residential
- Rural Mountainous

AGRICULTURE

- Agriculture

OPEN SPACE

- Conservation
- Conservation Habitat
- Open Space Recreation
- Open Space Rural
- Mineral Resources
- Water
- Highways
- Area Plan Boundary
- City Bounday
- Waterbodies

Figure 3

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Table 1: Land Use Designations Summary

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2, 3, 4}	Notes
Agriculture	Agriculture (AG)	10 ac min.	<ul style="list-style-type: none"> Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses. One single-family residence allowed per 10 acres except as otherwise specified by a policy or an overlay.
Rural	Rural Residential (RR)	5 ac min.	<ul style="list-style-type: none"> Single-family residences with a minimum lot size of 5 acres. Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses and governmental uses.
	Rural Mountainous (RM)	10 ac min.	<ul style="list-style-type: none"> Single-family residential uses with a minimum lot size of 10 acres. Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater. Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a SMP) and associated uses and governmental uses.
	Rural Desert (RD)	10 ac min.	<ul style="list-style-type: none"> Single-family residential uses with a minimum lot size of 10 acres. Allows limited animal keeping, agriculture, recreational, renewable energy uses including solar, geothermal and wind energy uses, as well as associated uses required to develop and operate these renewable energy sources, compatible resource development (which may include the commercial extraction of mineral resources with approval of SMP), and governmental and utility uses.
Rural Community	Estate Density Residential (RC-EDR)	2 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Very Low Density Residential (RC-VLDR)	1 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Low Density Residential (RC-LDR)	0.5 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Open Space	Conservation (C)	N/A	<ul style="list-style-type: none"> The protection of open space for natural hazard protection, cultural preservation, and natural and scenic resource preservation. Existing agriculture is permitted.
	Conservation Habitat (CH)	N/A	<ul style="list-style-type: none"> Applies to public and private lands conserved and managed in accordance with adopted Multi Species Habitat and other Conservation Plans and in accordance with related Riverside County policies.
	Water (W)	N/A	<ul style="list-style-type: none"> Includes bodies of water and natural or artificial drainage corridors. Extraction of mineral resources subject to SMP may be permissible provided that flooding hazards are addressed and long term habitat and riparian values are maintained.
	Recreation (R)	N/A	<ul style="list-style-type: none"> Recreational uses including parks, trails, athletic fields, and golf courses. Neighborhood parks are permitted within residential land uses.
	Rural (RUR)	20 ac min.	<ul style="list-style-type: none"> One single-family residence allowed per 20 acres. Extraction of mineral resources subject to SMP may be permissible provided that scenic resources and views are protected.
	Mineral Resources (MR)	N/A	<ul style="list-style-type: none"> Mineral extraction and processing facilities. Areas held in reserve for future mineral extraction and processing.

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2,3,4}	Notes
Community Development	Estate Density Residential (EDR)	2 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Very Low Density Residential (VLDR)	1 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Low Density Residential (LDR)	0.5 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Medium Density Residential (MDR)	2 - 5 du/ac	<ul style="list-style-type: none"> Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed.
	Medium High Density Residential (MHDR)	5 - 8 du/ac	<ul style="list-style-type: none"> Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. Lot sizes range from 4,000 to 6,500 sq. ft.
	High Density Residential (HDR)	8 - 14 du/ac	<ul style="list-style-type: none"> Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes.
	Very High Density Residential (VHDR)	14 - 20 du/ac	<ul style="list-style-type: none"> Single-family attached residences and multi-family dwellings.
	Highest Density Residential (HHDR)	20+ du/ac	<ul style="list-style-type: none"> Multi-family dwellings, includes apartments and condominium. Multi-storied (3+) structures are allowed.
	Commercial Retail (CR)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> Local and regional serving retail and service uses. The amount of land designated for Commercial Retail exceeds that amount anticipated to be necessary to serve Riverside County's population at build out. Once build out of Commercial Retail reaches the 40% level within any Area Plan, additional studies will be required before CR development beyond the 40 % will be permitted.
	Commercial Tourist (CT)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> Tourist related commercial including hotels, golf courses, and recreation/amusement activities.
	Commercial Office (CO)	0.35 - 1.0 FAR	<ul style="list-style-type: none"> Variety of office related uses including financial, legal, insurance and other office services.
	Light Industrial (LI)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses .
	Heavy Industrial (HI)	0.15 - 0.50 FAR	<ul style="list-style-type: none"> More intense industrial activities that generate greater effects such as excessive noise, dust, and other nuisances.
	Business Park (BP)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> Employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses.
	Public Facilities (PF)	≤ 0.60 FAR	<ul style="list-style-type: none"> Civic uses such as County of Riverside administrative buildings and schools.
	Community Center (CC)	5 - 40 du/ac 0.10 - 0.3 FAR	<ul style="list-style-type: none"> Includes combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. This also includes Community Centers in adopted specific plans.
Mixed Use Planning Area		<ul style="list-style-type: none"> This designation is applied to areas outside of Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned. 	

Jurupa Area Plan

Overlays and Policy Areas

Overlays and Policy Areas are not considered a Foundation Component. Overlays and Policy Areas address local conditions and can be applied in any Foundation Component. The specific details and development characteristics of each Policy Area and Overlay are contained in the appropriate Area Plan.

Community Development Overlay (CDO)	<ul style="list-style-type: none"> Allows Community Development land use designations to be applied through General Plan Amendments within specified areas within Rural, Rural Community, Agriculture, or Open Space Foundation Component areas. Specific policies related to each Community Development Overlay are contained in the appropriate Area Plan.
Community Center Overlay (CCO)	<ul style="list-style-type: none"> Allows for either a Community Center or the underlying designated land use to be developed.
Rural Village Overlay (RVO) and Rural Village Overlay Study Area (RVOSA)	<ul style="list-style-type: none"> The Rural Village Overlay allows a concentration of residential and local-serving commercial uses within areas of rural character. The Rural Village Overlay allows the uses and maximum densities/intensities of the Medium Density Residential and Medium High Density Residential and Commercial Retail land use designations. In some rural village areas, identified as Rural Village Overlay Study Areas, the final boundaries will be determined at a later date during the consistency zoning program. (The consistency zoning program is the process of bringing current zoning into consistency with the adopted general plan.)
Historic District Overlay (HDO)	<ul style="list-style-type: none"> This overlay allows for specific protections, land uses, the application of the Historic Building Code, and consideration for contributing elements to the District.
Specific Community Development Designation Overlay	<ul style="list-style-type: none"> Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.
Policy Areas	<ul style="list-style-type: none"> Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. At the Area Plan level, Policy Areas accommodate several locally specific designations, such as the Cherry Valley Policy Area (The Pass Area Plan), or the Highway 79 Policy Area (Sun City/Menifee Valley Area Plan). Consult the applicable Area Plan text for details.

NOTES:

1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

2 The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.

3 Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than 0.5 acre. This 0.5-acre minimum lot size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum lots are allowed. The clustered areas would be a mix of 10,000-square-foot and 0.5-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.

4 The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is ½ acre per structure.

Table 2: Statistical Summary of Jurupa Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁷	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS⁸				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	20	1	4	1
<i>Agriculture Foundation Sub-Total:</i>	20	1	4	1
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	214	32	112	NA
Rural Mountainous (RM)	0	0	0	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Sub-Total:</i>	214	32	112	0
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	0	0	0	NA
Very Low Density Residential (RC-VLDR)	0	0	0	NA
Low Density Residential (RC-LDR)	6,243	9,364	32,737	NA
<i>Rural Community Foundation Sub-Total:</i>	6,243	9,364	32,737	0
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	656	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	1,442	NA	NA	NA
Open Space-Water (OS-W)	1,244	NA	NA	NA
Open Space-Recreation (OS-R)	1,150	NA	NA	172
Open Space-Rural (OS-RUR)	1,248	31	109	NA
Open Space-Mineral Resources (OS-MIN)	224	NA	NA	7
<i>Open Space Foundation Sub-Total:</i>	5,964	31	109	179
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	196	69	240	NA
Very Low Density Residential (VLDR)	154	116	405	NA
Low Density Residential (LDR)	1,885	2,827	9,885	NA
Medium Density Residential (MDR)	3,820	13,371	46,745	NA
Medium-High Density Residential (MHDR)	934	6,069	21,217	NA
High Density Residential (HDR)	610	6,713	23,468	NA
Very High Density Residential (VHDR)	107	1,826	6,385	NA
Highest Density Residential (HHDR)	24	724	2,531	NA
Commercial Retail ² (CR)	600	NA	NA	9,164
Commercial Tourist (CT)	3	NA	NA	48
Commercial Office (CO)	43	NA	NA	2,105
Light Industrial (LI)	3,982	NA	NA	51,194
Heavy Industrial (HI)	1,145	NA	NA	9,973
Business Park (BP)	1,648	NA	NA	26,926
Public Facilities (PF)	667	NA	NA	667
Community Center (CC) ³	0	0	0	0
Mixed Use Planning Area (MUPA)	0	0	0	0
<i>Community Development Foundation Sub-Total:</i>	15,818	31,715	110,876	100,077
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	28,259	41,143	143,838	100,257
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	0	---	---	---
Indian Lands	0	---	---	---
Freeways	625	---	---	---
<i>Other Lands Sub-Total:</i>	625			
TOTAL FOR ALL LANDS:	28,884	41,143	143,838	100,257

Jurupa Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁷	D.U.	POP.	EMPLOY.
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREAS				
OVERLAYS^{4,5}				
Business Park Overlay	374	0	0	6,106
Commercial Retail Overlay	43	0	0	640
Community Development Overlay	450	265	927	4,423
Community Center Overlay ¹	275	1,266	4,428	3,175
<i>Total Area Subject to Overlays:^{4,5}</i>	<i>1,142</i>	<i>1,531</i>	<i>5,355</i>	<i>14,344</i>
POLICY AREAS⁶				
Mission Boulevard	475	---	---	---
Equestrian Sphere	8,775	---	---	---
Mira Loma Warehousing/Distribution Center	2,835	---	---	---
Business Park	1,677	---	---	---
Stringfellow Acid Pits/Pyrite Canyon	544	---	---	---
Limonite Avenue	10	---	---	---
Rubidoux Village	134	---	---	---
Santa Ana River	3,010	---	---	---
Jensen-Alvarado Ranch	30	---	---	---
Flabob Airport Influence Area	4,318	---	---	---
Riverside Municipal Airport Influence Area	3,561	---	---	---
<i>Total Area Within Policy Areas:⁶</i>	<i>25,369</i>			
TOTAL AREA WITHIN SUPPLEMENTALS:⁷	26,511			

FOOTNOTES:

- ¹ Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- ² For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- ³ Note that "Community Center" is used both to describe a land use designation *and* a type of overlay. These two terms are separate and distinct; are calculated separately; and, are *not* interchangeable terms.
- ⁴ Overlays provide alternate land uses that may be developed *instead of* the underlying base use designations.
- ⁵ Policy Areas indicate where additional policies or criteria apply, *in addition to* the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- ⁶ Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- ⁷ A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is *not* additive.
- ⁸ Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

Policy Areas

A policy area is a portion of an area plan that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries are shown on Figure 4, Overlays and Policy Areas, and are described in detail below.

Policy Areas

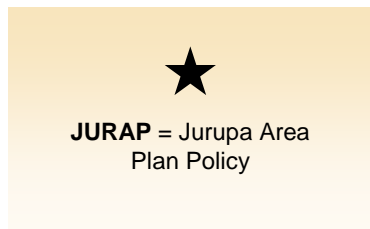
Eleven policy areas have been designated within Jurupa. Many of these policies derive from citizen involvement over a period of years in planning for the future of this area. In some ways, these policies are even more critical to the sustained character of the Jurupa area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. Their boundaries, shown on Figure 4, Overlays and Policy Areas, are approximate and may be interpreted more precisely as decisions are called for in these areas.

This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed project.

Business Park

The Business Park Policy Area is intended to maintain the integrity of business park uses and protect the residential areas that surround these industrial and business park uses from the introduction of new incompatible industrial uses, industrial truck traffic and dangerous traffic congestion at railroad grade crossings. Besides ensuring compatibility between residential and industrial uses, the additional landscaping requirements for new development or expansion of existing uses are intended to enhance community identity within the area, particularly along Van Buren Boulevard, Bellegrave Avenue, Galena Street, Jurupa Road, Felspar Street, and Clay Street.

Policies:



JURAP 1.1 Truck terminals, as well as draying, freight and trucking operations, or other industrial/manufacturing uses which could be expected to generate substantial truck traffic, shall not be allowed in areas designated Business Park on the Jurupa Area Plan land use map.

JURAP 1.2 Require appropriate setback and landscape buffering standards per the Riverside County Land Use Ordinance.

Limonite Avenue

The Limonite Avenue Policy Area applies to a property designated Light Industrial located easterly of a sewage treatment facility on the south side of Limonite Avenue, easterly of Bain Street. The Light Industrial designation reflects existing use of the property; however, there are no other properties designated for industrial uses along the segment of Limonite Avenue easterly of Wineville Road and westerly of Van Buren Boulevard. Therefore, care must be taken to provide for compatibility with the surrounding neighborhood.

Policies:

JURAP 2.1 Semi-truck traffic generated by uses within this Policy Area shall be limited to a maximum of 15 trucks per day, Monday through Friday.

JURAP 2.2 Proposed development applications, or applications to bring existing uses into conformity with County of Riverside requirements, shall provide for improvements to Limonite Avenue, which may include, but are not limited to, street widening in accordance with General Plan right-of-way width, access limitations (not more than one driveway), provision of right-of-way for an access/deceleration lane, and pavement improvements.

Mira Loma Warehouse/Distribution Center

Require that in the Business Park, Light Industrial, and Heavy Industrial land use designations within the Jurupa Area Plan, warehousing and distribution uses, and other goods storage facilities, shall be permitted only in the following area: the area in Mira Loma defined and enclosed by these boundaries: San Sevaine Channel from

Philadelphia Street southerly to Galena Street on the east, Galena Street from the San Sevaine Channel westerly to Wineville Road on the south, Wineville Road northerly to Riverside Drive, then Riverside Drive westerly to Milliken Avenue, then Milliken Avenue north to Philadelphia Street on the west, and Philadelphia Street easterly to the San Sevaine Channel on the north.

This policy shall not apply to firms which only store goods that are manufactured or assembled on site. In such a case, the use shall be evaluated based on the underlying general plan land use designation, and any potential impacts on the community from diesel and other hazardous emissions, traffic generation, local existing land use compatibility and other environmental and socioeconomic concerns. Any manufacturing project proposal outside of the aforementioned area that is in excess of 200,000 square feet in size shall be required to obtain a Conditional Use Permit from the County of Riverside. No warehouses, distribution centers, intermodal transfer facilities (railroad to truck), trucking terminals or cross dock facilities shall be allowed outside of the aforementioned area.

Protected Equestrian Sphere

Equestrian uses are commonplace in Jurupa, particularly in the communities of Mira Loma and Glen Avon. The purpose of the following policies is to protect the equestrian character of areas throughout Jurupa.

Policies:

- JURAP 3.1 Establish an assessment district or other funding mechanism for the acquisition of rights-of-way and the construction and maintenance of multi-purpose trails within the Policy Area.
- JURAP 3.2 Establish traffic control along those streets designated as part of the multi-purpose trail system within the Policy Area.
- JURAP 3.3 Provide special signals on those designated streets for equestrian crossing use.
- JURAP 3.4 Discourage the encroachment of incompatible land uses into the Policy Area.

Stringfellow Acid Pits/Pyrite Canyon

The area known as the Stringfellow Acid Pits (designated Open Space-Mineral Resources) is recognized as a hazardous waste disposal site requiring an abatement plan by the necessary authorities. The Open Space-Mineral Resources designation was selected for this site because it does not allow residential uses (except for onsite caretakers). The remainder of the Policy Area is designated for commercial or industrial uses, or Open Space-Rural. When all significant hazards have been abated, the County of Riverside will determine if a redesignation is appropriate.

Policies:

- JURAP 4.1 In addition to the commercial and industrial development policies within this text, development proposals within the Policy Area must meet the following requirements:
- Piped water and domestic sewer service shall be provided.
 - Clearance from the State Health Department must be provided and must indicate that all significant hazards have been abated and the proposed project can occur without

jeopardizing public health and safety, or that any proposed clean-up plans have been determined adequate by the State Health Department to permit development of the site.

- In general, only commercial and industrial uses which do not consist of a high concentration of people shall be permitted within this area. A residence for an onsite caretaker shall not be permitted without clearance from the State Health Department.

Rubidoux Village

The Rubidoux Village Policy Area is a significant and identifiable component of the Jurupa Area Plan area and has been targeted to receive specific assistance in terms of redevelopment and public improvement plans. In order to implement the Jurupa Valley Redevelopment Plan (JVRP), the land use policies listed below are established. To further implement the policies, the Rubidoux Village Commercial Zone, a Rubidoux Village Sign Program, and specialized shared parking provisions have been established. In addition, the “Rubidoux Village Design Workbook” has been produced to provide a set of guidelines intended to improve the architectural aesthetics of the downtown Rubidoux area in support of the economic development strategy as outlined in the JVRP.

Policies:

- JURAP 5.1 The Rubidoux Village Policy Area is intended to be redeveloped with a variety of intense compact commercial and service uses appropriate for a community center.
- JURAP 5.2 The entire Rubidoux Village Policy Area shall be subject to an architectural theme as illustrated in the Rubidoux Village Design Workbook.
- JURAP 5.3 In an attempt to revitalize the commercial area, infill development of vacant and deteriorated properties and the expansion and improvement of existing businesses shall receive the highest priority.

The concept of the Rubidoux Village Policy Area as a downtown center has been further developed by dividing the area into three distinct planning sub-areas (East Village, Village Center and West Village). Each planning sub-area has been determined to be suitable for specific uses given the intent of the Jurupa Valley Redevelopment Plan. The types of community characteristics that have been used to define the sub-areas are as follows:

- The intensity of development in adjoining areas;
- The nature of the Mission Boulevard landscaping;
- The nature and intensity of traffic flows;
- The availability of alleys; and
- The uses and facilities existing in the area.

Refer to the Riverside County Land Use Ordinance and the Rubidoux Village Design Workbook for further specific design requirements.

- JURAP 5.4 All signage within the Rubidoux Village Policy Area shall be subject to the Rubidoux Village Sign Program prepared specifically for the area. The sign program shall be implemented through the Riverside County Land Use Ordinance.
- JURAP 5.5 Provide special consideration for parking through the establishment of a shared parking program designed specifically for the Rubidoux Village Policy Area as outlined in the Riverside County Land Use Ordinance.
- JURAP 5.6 Require projects adjacent to residential lots to provide mitigation measures so as to buffer the impacts of the commercial development from the residential uses. These mitigation measures shall include, but not be limited to, landscaping, noise berms, and operation hours.
- JURAP 5.7 Permit modification of development standards stated in the design workbook for architectural features when a project applicant can demonstrate that, due to the design of the existing building(s) and/or structure(s), it would be infeasible architecturally or in engineering to incorporate the specific architectural design(s). Modifications shall be subject to the approval of the Director of the Riverside County Economic Development Agency, with the concurrence of the Planning Director.

Mission Boulevard

Vacant and/or aging buildings along with numerous vacant lots are scattered throughout many of the commercially designated commercial corridors in Jurupa, including those along Mission Boulevard in Glen Avon. This policy area is intended to facilitate optimum development of these infill properties and stimulate economic development of the communities served by Mission Boulevard.

Policies:

- JURAP 6.1 Adhere to policies found in the Redevelopment Plan for the Jurupa Valley Project Area.
- JURAP 6.2 Consider allowing the development of housing on vacant and underutilized nonresidential parcels along the Mission Boulevard corridor.
- JURAP 6.3 Provide incentives for lot consolidation and other strategies to promote cohesive, unified planning of development.

Santa Ana River Corridor

The Santa Ana River is an integral part of Riverside County's multipurpose open space system. It includes the Santa Ana River Trail, a national recreation trail designated within this corridor that, if completed, will incorporate 110 miles of trail system from San Bernardino County in the north to Orange County in the south. Beyond that, it is the centerpiece of a massive, 2,650 square mile watershed that involves major portions of three counties. The river drains southwest toward Prado Dam, and serves as a prominent natural buffer between Jurupa and the cities of Riverside and Norco. Several natural and channelized drainage courses connect with the river. In addition to



A watershed is the entire region drained by a waterway that drains into a lake or reservoir. It is the total area above a given point on a stream that contributes water to the flow at that point, and the topographic dividing line from which surface streams flow in two different directions. Clearly, watersheds are not just water. A single watershed may include combinations of forests, glaciers, deserts, and/or grasslands.

The Santa Ana River watershed, which receives an average annual rainfall of about 13 inches, covers over 2,650 square miles of widely varying terrain.

their fundamental water related functions, these watercourses provide corridors through developed land and link open spaces together. Among other things, this is what allows wildlife to move from one open space to another without crossing developed land. The following policies preserve and protect this important natural and recreational feature.

Policies:

JURAP 7.1 Protect the multipurpose open space attributes of the Santa Ana River Corridor through adherence to policies in the Flood and Inundation Hazards section of the Safety Element; the Multiple Species Habitat Conservation Plans, Wetlands and the Floodplain and Riparian Area Management sections of the Multipurpose Open Space Element; the Non-Motorized Transportation section of the Circulation Element; and the Open Space, Habitat and Natural Resource Preservation section of the Land Use Element.

JURAP 7.2 Require development, where allowable, to be set back an appropriate distance from the top of bluffs, in order to protect the natural and recreational values of the river and to avoid public responsibility for property damage that could result from soil erosion or future floods.

JURAP 7.3 Encourage future development that borders the Policy Area to design for common access and views to and from the Santa Ana River.

JURAP 7.4 Minimize the disruption of sensitive vegetation and species.

JURAP 7.5 Preserve areas subject to erosive flooding in a natural state.

JURAP 7.6 Encourage recreation development, such as parks and golf courses, along the river banks above and out of erosive flooding areas.

JURAP 7.7 Establish trails and related facilities for riding, hiking, and bicycling for the entire reach of the river connecting to the state- and nationally-designated Orange County and San Bernardino Santa Ana River trails and connected with the countywide system of trails.

JURAP 7.8 Provide for recreational trail use under bridge structures crossing the river, where feasible.

JURAP 7.9 Require private development along the river to provide for riding, hiking, and biking trails and for connection to the countywide system of trails.

JURAP 7.10 Require the placement and design of roads to be compatible with the natural character of the river corridor.

JURAP 7.11 Coordinate with the California Department of Transportation (Caltrans) on future freeway expansions to ensure compatibility with the natural character of the river corridor.

- JURAP 7.12 Discourage the addition of local road crossings. If any additional crossing is allowed, careful consideration shall be given to location, design, and landscaping to take advantage of the scenic character of the river and to avoid destruction of natural values.
- JURAP 7.13 Discourage utility lines within the river corridor. If approved, lines shall be placed underground where feasible and shall be located in a manner to harmonize with the natural environment and amenity of the river.
- JURAP 7.14 Prohibit recreational uses that restrict stream flows in the river in order that such flows will be adequate year round for the maintenance of fish and wildlife.
- JURAP 7.15 Participate in the regional planning of the Santa Ana River through the Santa Ana River Watershed Planning Authority and the Santa Ana River Watershed Group.
- JURAP 7.16 Require the replacement of ponds lost during the development of dairy lands.

Flabob Airport Influence Area

Flabob Airport has enjoyed a long and storied history in the Jurupa area, and continues to serve an important role providing aviation services and community events for local residents. In order to minimize land use conflicts with adjacent uses, much of the remaining undeveloped area surrounding the airport is designated as Estate Density Residential.

Policies:

- JURAP 8.1 Height Restrictions - When reviewing any application proposing structures within 20,000 feet of any point on the runway of Flabob Airport, the Riverside County Planning Department shall consult with the Riverside County Airport Land Use Commission if the projected elevation at the top point of said structure would exceed 750 feet above mean sea level, in order to allow for a determination as to whether review by Federal Aviation Administration (FAA) through the Form 7460-1 review process is required. In such situation, no building permit shall be granted until the FAA has issued a determination of “No Hazard to Air Navigation.”
- JURAP 8.2 There are six Compatibility Zones and a Height Review Overlay Zone associated with the Flabob Airport Influence Area. These Compatibility Zones are shown in Figure 5, Riverside Municipal Airport and Flabob Airport Influence Areas. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 4, Airport Land Use Compatibility Criteria for Riverside County (Applicable to Flabob Airport). Land use proposals shall be evaluated for appropriateness within these zones. For more information on applicable airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.
- JURAP 8.3 To provide for the orderly development of Flabob Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plan for Flabob Airport as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Riverside Municipal Airport Influence Area

The boundary of the Riverside Municipal Airport Influence Area is shown on Figure 4, Overlays and Policy Areas. There are six Compatibility Zones associated with the Airport Influence Area. These Compatibility Zones are shown in Figure 5, Riverside Municipal Airport and Flabob Airport Influence Areas. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 5, Airport Land Use Compatibility Criteria for Riverside County (Applicable to Riverside Municipal Airport). For more information on applicable airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Policies:

- JURAP 9.1 To provide for the orderly development of Riverside Municipal Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plan for Riverside Municipal Airport as fully set forth in Appendix L-1 and as summarized in Table 5, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Specific Plans



The authority for preparation of Specific Plans is found in the California Government Code, Sections 65450 through 65457.

Specific Plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual development projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development and conservation. These tools are a means of addressing detailed concerns that conventional zoning cannot do.

Specific Plans are identified in this section because detailed study and development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department.

The six specific plans located in the Jurupa planning area are listed in Table 3, Adopted Specific Plans in Jurupa Area Plan. Specific Plan No. 123 (Mission de Anza), Specific Plan No. 210 (Agua Mansa), Specific Plan No. 243 (Rio Vista), Specific Plan No. 335 (The Resort) and Specific Plan No. 337 (Emerald Meadows Ranch) are determined to be Community Development Specific Plans. Specific Plan No. 125 (Sky Country) is determined to be a Rural Community Specific Plan.

Table 3: Adopted Specific Plans in Jurupa Area Plan

Specific Plan	Specific Plan #
Mission de Anza	123
Ramona Ranchos (Sky Country)	125
Agua Mansa	210
Rio Vista	243
Emerald Meadows Ranch	337
The Resort	335

Source: Riverside County Planning Department.

Table 4: Airport Land Use Compatibility Criteria for Riverside County (Applicable to Flabob Airport)

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight ⁹	Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Bldgs with >2 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Aboveground bulk storage of hazardous materials ¹¹ Critical community infrastructure facilities ¹² Hazards to flight ⁹	Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹	Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >70 feet tall ¹⁵ Deed notice required

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.) ¹⁹	100	300	390	10%	Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹	Airspace review required for objects >70 feet tall ¹⁵ Children's schools, hospitals, nursing homes discouraged ¹⁷ Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	Hazards to flight ⁹	Airspace review required for objects >100 feet tall ¹⁵ Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication

Notes:

- Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft over flights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
- This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not be obstructions. See Policies 4.3.3 and 4.3.4.
- Two options are provided for residential densities in Compatibility Zone D. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be greater than 5.0 dwelling units per acre (i.e., an average parcel size less than 0.2 gross

acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for Zone D apply to both options.

- 17 Discouraged uses should generally not be permitted unless no feasible alternative is available.
- 18 Although no explicit upper limit on usage intensity is defined for Zone E, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in Zone E if its usage intensity is such that it would be permitted in Zone D.
- 19 Residential densities in Compatibility Zone D shall be calculated on a “net” rather than “gross” acreage basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.

**Table 5: Airport Land Use Compatibility Criteria for Riverside County
(Applicable to Riverside Municipal Airport)**

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight ⁹	Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Bldgs with >2 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Aboveground bulk storage of hazardous materials ¹¹ Critical community infrastructure facilities ¹² Hazards to flight ⁹	Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1, except that nonresidential buildings may have up to three aboveground habitable floors, provided that no such building or attachments thereto shall penetrate the airspace protection surfaces defined for the airport in accordance with FAR Part 77.	Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹	Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >70 feet tall ¹⁵ Deed notice required

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.) See Notes 19 and 20.	100	300	390	10%	Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹	Airspace review required for objects >70 feet tall ¹⁵ Children's schools, hospitals, nursing homes discouraged ¹⁷ Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	Hazards to flight ⁹	Airspace review required for objects >100 feet tall ¹⁵ Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication

Notes:

- Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft over flights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
- This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Policies 4.3.3 and 4.3.4.

- 16 Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
- 17 Discouraged uses should generally not be permitted unless no feasible alternative is available.
- 18 Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.
- 19 *Expanded Buyer Awareness Measures*: In addition to the requirements for aviation easement dedication or deed notification as indicated herein, any new single-family or multi-family residential development proposed for construction anywhere within the Riverside Municipal Airport influence area, except for *Compatibility Zone E*, shall include the following measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property:
 - (a) During initial sales of properties within newly created subdivisions, large airport-related informational signs shall be installed and maintained by the developer. These signs shall be installed in conspicuous locations and shall clearly depict the proximity of the property to the airport and aircraft traffic patterns.
 - (b) An informational brochure shall be provided to prospective buyers or renters showing the locations of aircrafts flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described (a large-scale illustration of Exhibit RI-7, Compatibility Factors, will suffice).
- 20 *Zone D Residential Densities*: The criteria set forth herein and in Countywide Policy 3.1.3(b) notwithstanding, the residential density criteria for that portion of *Compatibility Zone D* at Riverside Municipal Airport lying within the boundary of the City of Riverside shall be as follows:
 - (a) For all of the zone within the City of Riverside except west of Tyler Street, allow residential densities as low as 4.0 dwelling units per gross acre to the extent that such densities are typical of existing (as of the adoption date of this [Compatibility] plan) residential development in nearby areas of the community. It is further noted that the intent of this policy and the high-density option for *Zone D* is not to encourage residential development densities higher than currently planned for the airport environs, only to enable the density of future development to be similar to what now is common in the area.
 - (b) For the area within the City of Riverside west of Tyler Street --- designated with a (1) on Map RI-1 --- no restrictions on residential densities shall apply.

Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in Jurupa, additional policy guidance is often necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. These policies may reinforce County of Riverside regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities, among others. The intent is to enhance and/or preserve the identity, character, and features of this unique area. The Local Land Use Policies section provides a host of policies to address those land use issues relating specifically to the Jurupa area.

Local Land Use Policies

Agriculture

Agriculture has long been an established land use in the Mira Loma area. However, with its abundance of relatively flat land with few safety hazards, proximity to the burgeoning Orange County employment region, and direct access to a major transportation corridor, this area is a prime candidate for future urban growth. This dynamic situation clearly threatens the economic viability of agriculture here. The Jurupa Area Plan, while accommodating this demand for urban development, also seeks to recognize existing and future agricultural activities as important and vital components to the land use fabric of the area. Residential uses and certain types of agriculture are inherently incompatible and often lead to complaints by local residents of offending odors, noise, flies and the like. Likewise, farmers and their land can be the targets of vandals, thieves, and trespassers.

It is the intent of the Jurupa Area Plan to recognize agriculture as an important economic activity in the region and to accommodate those agricultural and dairy owners who wish to continue their operations in the future.

Policies:

JURAP 10.1 Adhere to the Riverside County Right-To-Farm Ordinance and any subsequent ordinance assuring the ability of farmers to continue with long-established agricultural activities throughout the Jurupa Plan area.



Community Center Guidelines have been prepared to aid in the physical development of vibrant Community Centers in Riverside County. These guidelines are intended to be illustrative in nature, establishing a general framework for design while allowing great flexibility and innovation in their application. Their purpose is to ensure that Community Centers develop into the diverse and dynamic urban places they are intended to be. These guidelines will serve as the basis for the creation of specified Community Center implementation tools such as zoning classifications and Specific Plan design guidelines.

The Community Center Guidelines are located in Appendix J of the General Plan.

Community Centers

The Jurupa Area Plan Land Use Plan identifies up to two areas as Community Centers as shown on Figure 4, Overlays and Policy Areas. These centers are designated with the Community Center Overlay, allowing development to occur that meets the standards of the Community Center land use designation, as an alternative to development pursuant to the underlying land use designation. In order to promote the compact vertical and horizontal mixing of uses intended for these Community Centers, voluntary incentives may be offered to promote this more efficient form of land development.

Policies:

JURAP 11.1 Encourage areas within Community Center Overlay designations to develop in accordance with the land use standards for Community Centers as detailed in the Community Centers Area Plan land use designation section of the General Plan Land Use Element.

JURAP 11.2 Provide incentives such as density bonuses and regulatory relief to property owners and developers to facilitate the development of community centers as designated on the Jurupa Area Plan Land Use Plan, Figure 3.

JURAP 11.3 Allow underlying land uses within the Community Center Overlay designations to develop without consideration of Community Center uses and policies.

Design and Landscape Guidelines

With the rapid conversion of lands in Jurupa to urban uses, particularly in Mira Loma, the County of Riverside has previously identified the need to establish a set of specific design criteria for development in this area and throughout the Second Supervisorial District to ensure that quality development occurs in this portion of Riverside County. In 1998, the County of Riverside prepared and adopted the Design and Landscape Guidelines for Development in the Second Supervisorial District.

Policies:

JURAP 12.1 Require development to adhere to standards detailed in the Design and Landscape Guidelines for Development in the Second Supervisorial District.

Circulation

The circulation system is vital to the prosperity of a community. The circulation system provides for the movement of goods and people within and outside of the community and includes motorized and non-motorized travel modes such as bicycles, trains, airplanes, automobiles, and trucks. In Riverside County, the circulation system is also intended to accommodate a pattern of concentrated growth, providing both a regional and local linkage system between unique communities. The circulation system is multi-modal, which means that it provides numerous alternatives to the automobile, such as transit, pedestrian systems, and bicycle facilities so that Riverside County citizens and visitors can access the region and move around within it by a number of transportation options.

As stated in the Vision and the Land Use Element, the County of Riverside is moving away from a growth pattern of random sprawl toward a pattern of concentrated growth and increased job creation. The intent of the new growth patterns and the new mobility systems is to accommodate the transportation demands created by future growth and to provide mobility options that help reduce the need to utilize the automobile. The circulation system is designed to fit into the fabric of the land use patterns and accommodate the open space systems.

While the following section describes the circulation system as it relates to the Jurupa Area Plan, it is important to note that the programs and policies are supplemental to, and coordinated with, the policies of the General Plan Circulation Element. In other words, the circulation system of Jurupa is tied to the countywide system and long range direction. As such, successful implementation of the policies in this area plan will help to create an interconnected and efficient circulation system for the entire County of Riverside.

Local Circulation Policies

Vehicular Circulation System

The vehicular circulation system that supports the Land Use Plan for Jurupa is shown on Figure 6, Circulation. The vehicular circulation system in Jurupa is anchored by Interstate 15, State Route 60, Mission Boulevard, and Van Buren Boulevard. Several arterial and collector roads branch off from these major roadways and serve local uses.

Policies:

- JURAP 13.1 Design and develop the vehicular roadway system per Figure 6, Circulation, and in accordance with the Functional Classifications section of the General Plan Circulation Element.
- JURAP 13.2 Maintain Riverside County’s roadway Level of Service standards as described in the General Plan Circulation Element.

“

Investment in and expansion of the existing freeway and arterial street networks continue to be a critical part of our comprehensive transportation system development.

”

- RCIP Vision



Look to the General Plan **Circulation Element** for Roadway Widths and Capacities.

- JURAP 13.3 Consider the following regional and community wide transportation options when developing transportation improvements in Jurupa:
- a. Construct new interchanges on State Route 60 at Camino Real and Sierra Avenue/Pacific Avenue.
 - b. Support the development of regional transportation facilities and services (such as high-occupancy vehicle lanes, express bus service, and fixed transit facilities), which will encourage the use of public transportation and ridesharing for longer distance trips.
 - c. Construct new interchanges on Van Buren Boulevard at Jurupa Road and Galena/Bellegrave Avenue.
- JURAP 13.4 Evaluate major commercial and industrial projects consisting of 20 acres or larger for the provision of park-and-ride facilities.

Trails and Bikeway System

The County of Riverside contains bicycle, pedestrian, and multi-purpose trails that traverse urban, rural, and natural areas. These trails accommodate hikers, bicyclists, equestrian users, and others as an integral part of Riverside County's circulation system. These multi-use trails serve both as a means of connecting the unique communities and activity centers throughout the County of Riverside and as an effective alternate mode of transportation. In addition to transportation, the trail system also serves as a community amenity by providing recreation and leisure opportunities as well as an identifiable separation between communities. The Jurupa Area Plan trail system can be found in Figure 7, Trails and Bikeway System.

Policies:

- JURAP 14.1 Develop a system of local trails that enhances Jurupa's recreational opportunities, links activity centers, and connects with the Riverside County regional trails system.
- JURAP 14.2 Implement the Trails and Bikeway System, Figure 7, as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.

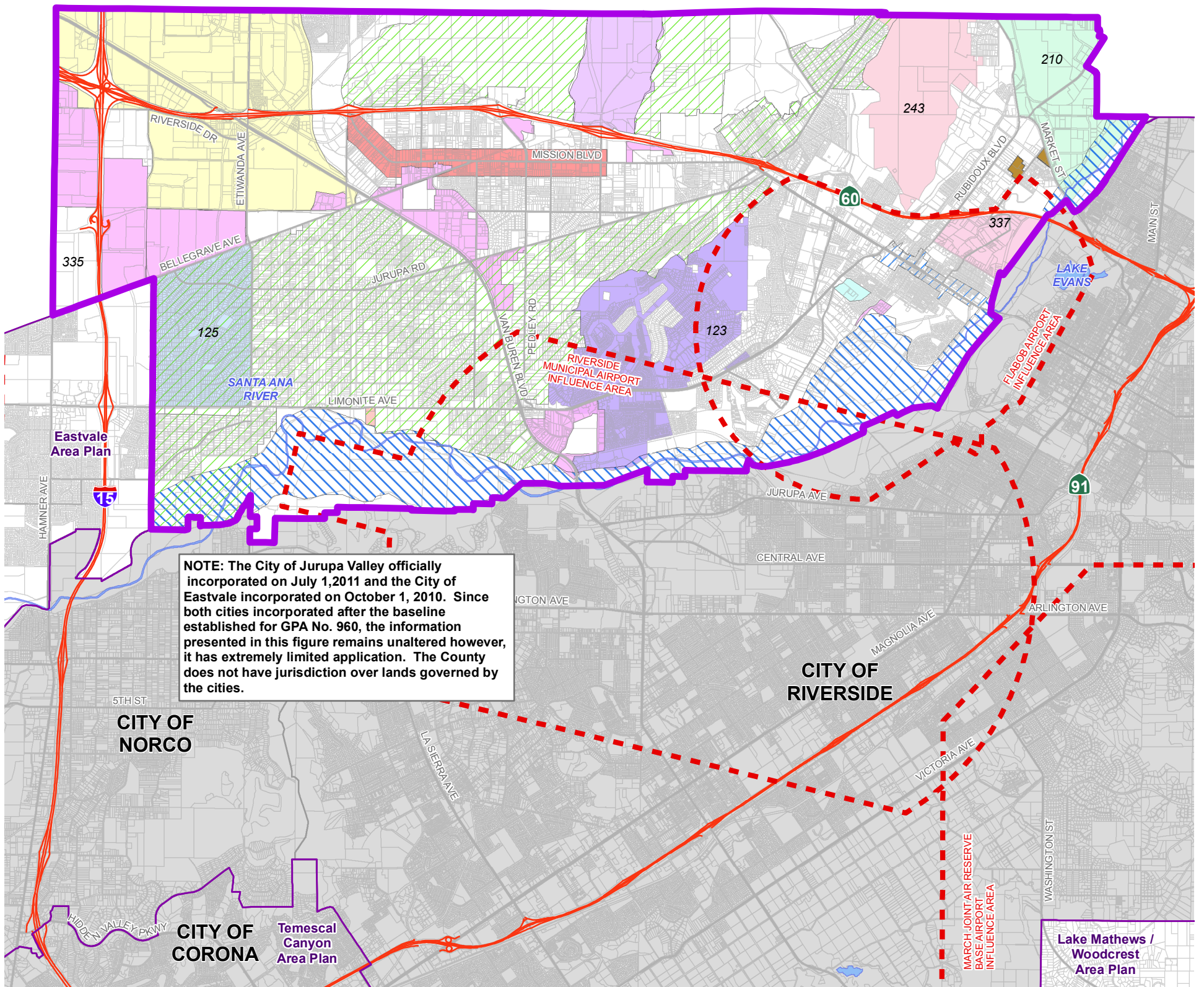
Transit

The provision of up to two community centers in the Jurupa area, with their clustered mix of employment and housing, and proximity to major transportation corridors, may enhance the feasibility of transit use in the area, although right-of-way limitations appear to have limited the potential for more than conventional bus service.

Policies:

- JURAP 15.1 Work with the Riverside Transit Agency to provide for convenient bus access to supplement vehicular modes of travel, especially in Community Center locations and in other activity centers (including employment centers).

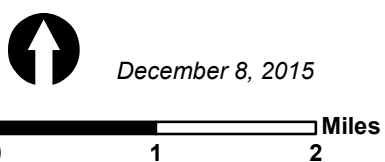
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Data Source: Riverside County Planning



Figure 4

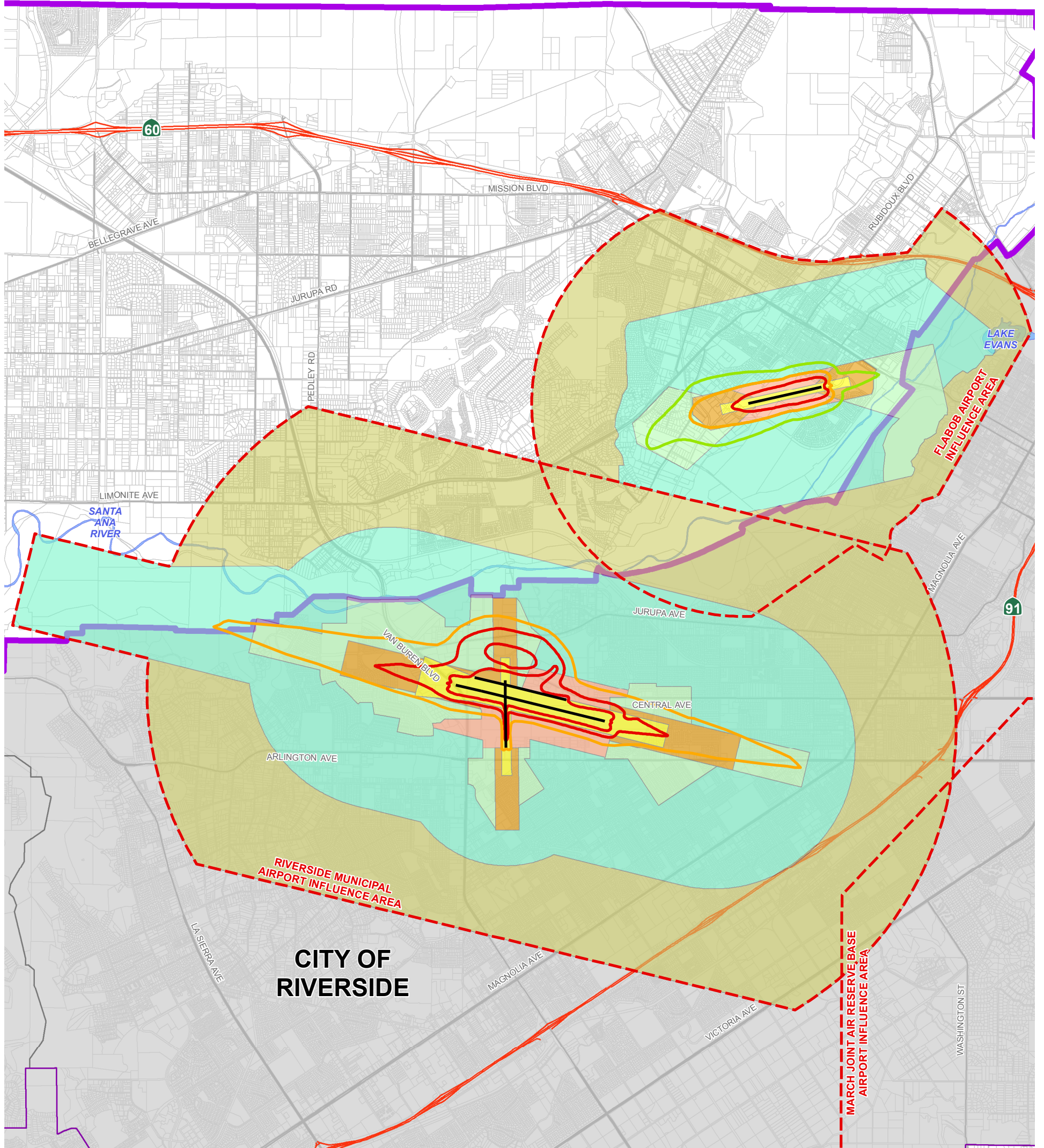


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JURUPA AREA PLAN
OVERLAYS AND
POLICY AREAS

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Data Source: Riverside County ALUC (2010)

Airport Compatibility Zone
















- | | | | |
|--|--|---|--|
|  Zone A |  55 dB CNEL NOISE CONTOUR |  Airport Runways |  Highways |
|  Zone B1 |  60 dB CNEL NOISE CONTOUR |  Airport Influence Area |  Area Plan Boundary |
|  Zone B2 |  65 dB CNEL NOISE CONTOUR |  City Boundary |  Waterbodies |
|  Zone C | | | |
|  Zone D | | | |
|  Zone E | | | |

Figure 5

December 8, 2015

Miles
0 0.5 1

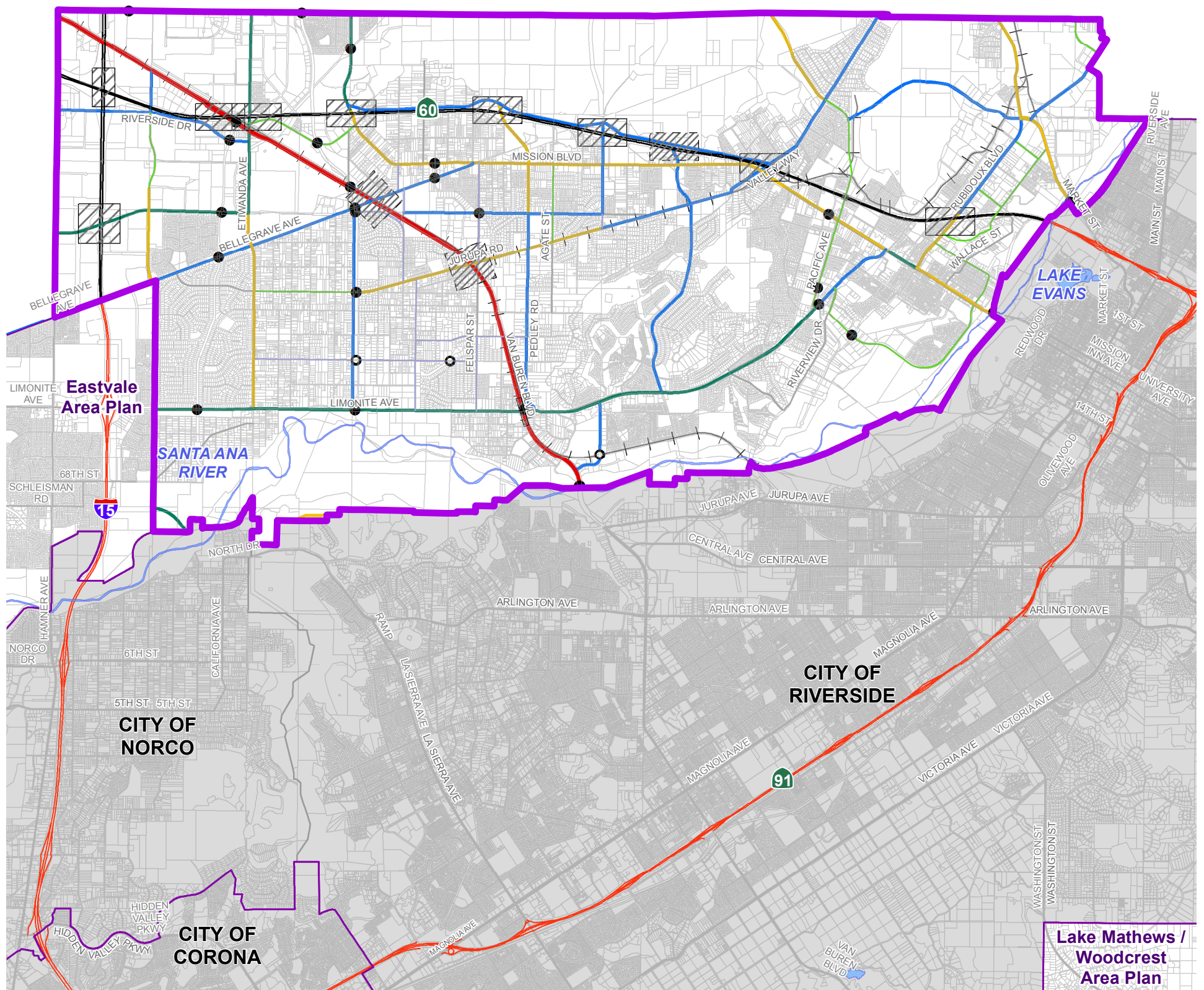
Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



**JURUPA AREA PLAN
AIRPORT INFLUENCE
AREAS**

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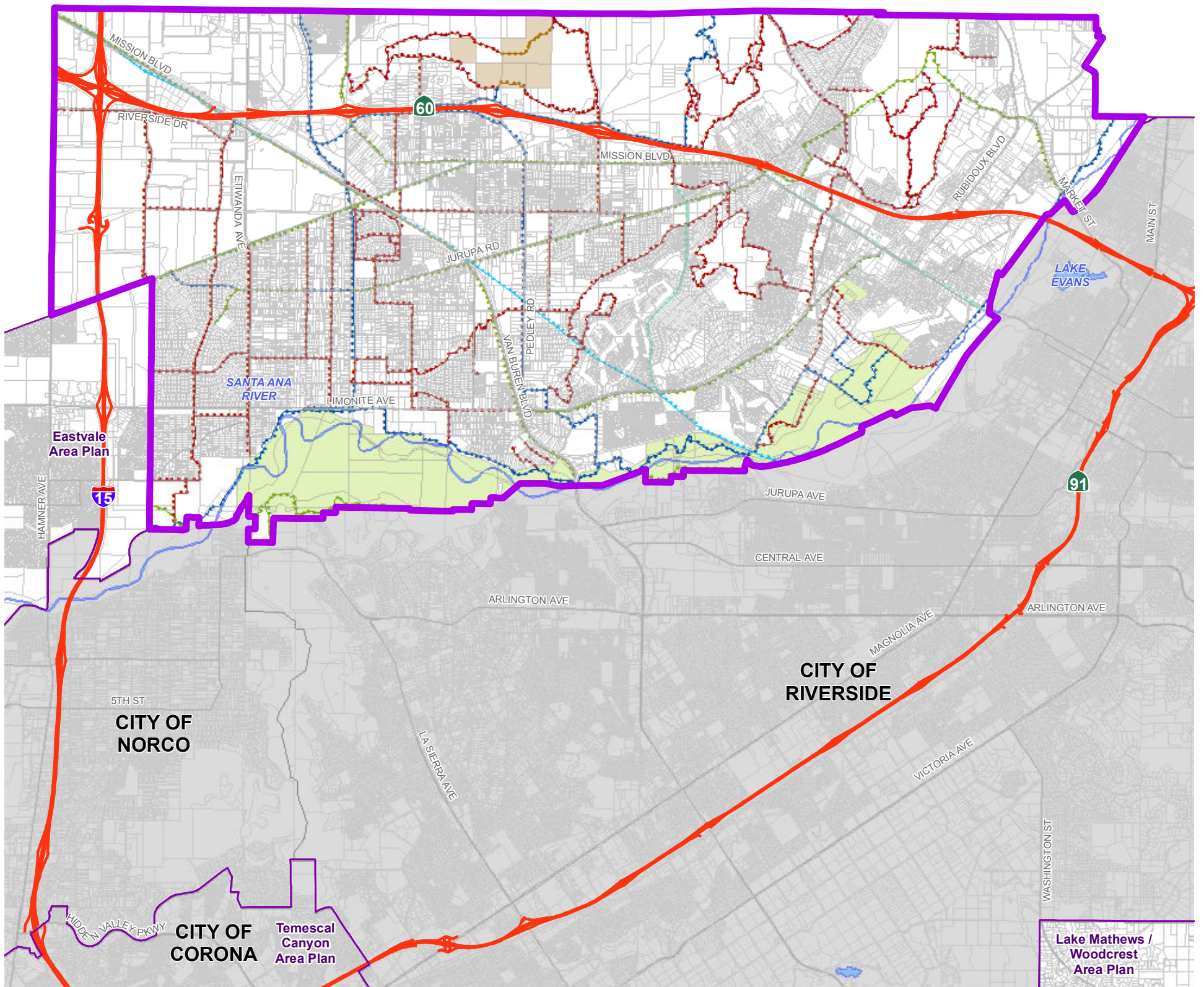
Data Source: Riverside County Transportation

- | | | | |
|-------------------------------|-----------------------------|-----------------|--------------------|
| Freeway (Variable ROW) | Existing Interchange | Existing Bridge | Highways |
| Expressway (128' to 220' ROW) | Proposed Interchange | Proposed Bridge | Area Plan Boundary |
| Urban Arterial (152' ROW) | Existing Overpass/Underpass | | City Boundary |
| Arterial (128' ROW) | | | Waterbodies |
| Major (118' ROW) | | | |
| Secondary (100' ROW) | | | |
| Collector (74' ROW) | | | |
| Railroads Amended | | | |










Figure 6

Path: \\agency\img\Projects\Planning\AreaPlan\800\Jurupa\MXD\MZ_JURUP_Circulation.mxd

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Data Source: Riverside County Parks

-  Regional Trail: Urban/Suburban
-  Community Trail
-  Combination Trail (Regional Trail / Class I Bike Path)
-  Class I Bike Path
-  Class II Bike Path
-  Historic Trail (Southern Immigrant Trail, Juan Bautista De Anza National Historic Trail)
-  Non-County Trail (Public and Quasi-Public Lands)
-  Miscellaneous Public Lands
-  Bureau of Land Management (BLM) Lands

-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Note: Trails shown in non-county jurisdictions for informational/coordination purposes only.

Data Source: Primarily Riverside County Regional Park and Open Space District, with assistance from Riverside County TLMA/Transportation and Planning Departments, Riverside County Economic Development Agency, and other local, state, and federal recreational services agencies.

Note: Trails and bikeway maps are a graphic representation identifying the general location and classification of existing and proposed trails and bikeways in the unincorporated area of the County. All questions regarding precise alignment or improvement standards should be referred to the Riverside County Regional Park and Open Space District.

Note: Except for major regional facilities, trails and bikeways systems located within cities are generally not shown. Where trails and bikeways exist or are planned in the unincorporated area in such a manner that there are opportunities for connections with existing or planned trails and bikeways within adjacent cities, an arrow symbol is used to show the approximate location of the intended connection opportunity. The reader should contact the appropriate city for all information about that city's existing or planned trails and bikeways systems.

Figure 7

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Multipurpose Open Space

Jurupa contains a variety of open spaces that serve a multitude of functions, hence the label of multi-purpose. The point is that open space is really a part of the public infrastructure and should have the capability of serving a variety of needs and diversity of users. The pattern of hills, valleys, and slopes provide open space, habitat, and recreation spaces alike. These open spaces encompass a variety of habitats including riparian corridors, oak woodlands, and chaparral habitats. Examples include features such as the Jurupa Mountains, the Santa Ana River, and the Pedley Hills. In particular, the Santa Ana River a major riparian corridor flows through the southern portion of this area plan, and many native and narrow endemic species thrive on the habitat this river provides.

This Multipurpose Open Space section is a critical component of the character of the County of Riverside and the Jurupa area. Preserving the scenic background and the natural resources of Jurupa gives meaning to the remarkable environmental setting portion of the overall Riverside County Vision. Not only that, these open spaces also help define the edges of and separation between communities (such as Sunnyslope and Belltown), which is another important aspect of the Vision.

It is of the utmost importance to maintain a balance between growth and natural resource preservation throughout Jurupa to help preserve the overall character of this special environment.

Multiple Species Habitat Conservation Plan

Regional resource planning to protect individual species, such as the Stephens Kangaroo Rat, has occurred in Riverside County for many years. Privately owned reserves and publicly owned land have served as habitat for many different species. This method of land and wildlife preservation proved to be piecemeal and disjointed, resulting in islands of reserve land without corridors for species migration and access. To address these issues of wildlife health and habitat sustainability, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) was developed by the County of Riverside and adopted by the County of Riverside and other plan participants in 2003. Permits were issued by the Wildlife Agencies in 2004. The MSHCP comprises a reserve system that encompasses core habitat, habitat linkages, and wildlife corridors outside of existing reserve areas and existing private and public reserve lands into a single comprehensive plan that can accommodate the needs of species and habitat in the present and future.

MSHCP Program Description

The Endangered Species Act prohibits the “taking” of endangered species. Taking is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect” listed species. The Wildlife Agencies have authority to regulate this “take” of threatened and endangered species. The intent of the

“

The open space system and the methods for its acquisition, maintenance, and operation are calibrated to its many functions: visual relief, natural resources protection, habitat preservation, passive and active recreation, protection from natural hazards, and various combinations of these purposes. This is what is meant by a multipurpose open space system.

”

- RCIP Vision



The Wildlife Agencies includes The United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).

MSHCP is for the Wildlife Agencies to grant a “take authorization” for otherwise lawful actions that may incidentally “take” or “harm” species outside of reserve areas, in exchange for supporting assembly of a coordinated reserve system. Therefore, the Western Riverside County MSHCP allows the County of Riverside to “take” plant and animal species within identified areas through the local land use planning process. In addition to the conservation and management duties assigned to the County of Riverside, a property owner-initiated habitat evaluation and acquisition negotiation process has also been developed. This process is intended to apply to property that may be needed for inclusion in the MSHCP Reserve or subjected to other MSHCP criteria.

Key Biological Issues

The habitat requirements of the sensitive and listed species, combined with sound habitat management practices, have shaped the following policies. These policies provide general conservation direction.



The following sensitive, threatened and endangered species may be found within the subunits of this area plan:

- loggerhead shrike
- least Bell's vireo
- San Bernardino kangaroo rat
- Cooper's hawk
- California gnatcatcher
- Bell's sage sparrow
- southwestern willow flycatcher
- sharp-shinned hawk
- Santa Ana River woolly-star
- many-stemmed dudleya
- delhi sands fly
- bobcat

Policies:

- JURAP 16.1 Conserve existing wetlands and wetlands functions and values in the Jurupa Area Plan portion of the Santa Ana River, with a focus on conserving existing habitats in the river.
- JURAP 16.2 Conserve alluvial fan sage scrub associated with the Santa Ana River to support key populations of Santa Ana woolly-star.
- JURAP 16.3 Conserve clay soils to support key populations of many-stemmed dudleya, known to occur along the Jurupa Area Plan portion of the Santa Ana River.
- JURAP 16.4 Conserve known populations of least Bell's vireo and southwestern willow flycatcher along the Santa Ana River.
- JURAP 16.5 Provide for and maintain a continuous linkage along the Santa Ana River from the northern boundary of the Area Plan to the western boundary.
- JURAP 16.6 Conserve large intact habitat blocks consisting of coastal sage scrub, chaparral and grasslands to support known locations of coastal California gnatcatcher.
- JURAP 16.7 Conserve grassland and coastal sage scrub supporting known populations of San Bernardino kangaroo rat in the Jurupa Mountains.
- JURAP 16.8 Conserve grasslands adjacent to sage scrub for foraging habitat for raptors.

JURAP 16.9 Protect sensitive biological resources in Jurupa Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.

Hazards

Hazards are natural and man-made conditions that must be respected if life and property are to be protected as growth and development occur. As the ravages of wildland fires, floods, dam failures, earthquakes, and other disasters become clearer through the news, public awareness and sound public policy combine to require serious attention to these conditions.

Portions of Jurupa may be subjected to hazards such as flooding, dam inundation, seismic occurrences, and wildland fire. These hazards are depicted on the hazards maps, Figure 8 to Figure 12. These hazards are located throughout Jurupa at varying degrees of risk and danger. Some hazards must be avoided entirely while the potential impacts of others can be mitigated by special building techniques. The following policies provide additional direction for relevant issues specific to Jurupa.

Local Hazard Policies

Flooding and Dam Inundation

As shown on Figure 8, Flood Hazards, there are some flood prone portions of Jurupa. Areas adjacent to the Santa Ana River, the Riverside Basin (northeast of the Interstate 15/State Route 60 interchange), and those areas bordering the Etiwanda Flood Control Channel, Pyrite Channel, and the Riverside Canal are part of the 100-year floodplain. Most of these areas are also where a substantial amount of development exists or is intended to occur. Many techniques may be used to address the danger of flooding, such as limiting development in floodplains, altering the water channels, using special building techniques, elevating foundations and structures, and enforcing setbacks. The following policies address the hazards associated with flooding and dam inundation.

Policies:

- JURAP 17.1 Protect life and property from the hazards of flood events through adherence to the policies in the Flood and Inundation Hazards section of the General Plan Safety Element.
- JURAP 17.2 Adhere to the flood proofing, flood protection requirements, and Flood Management Review requirements of Riverside County Ordinance No. 458 Regulating Flood Hazard Areas.
- JURAP 17.3 Protect proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow, by requiring submittal to the Riverside County Flood Control and Water Conservation District for review.
- JURAP 17.4 Reference Santa Ana River Corridor policies (JURAP 7.1 to 7.16).



Fire Fact:

Santa Ana winds create a special hazard. Named by the early settlers at Santa Ana, these hot, dry winds enhance the fire danger throughout Southern California.

Wildland Fire Hazard

Due to the rural and somewhat mountainous nature of the area and some of the flora, such as the oak woodlands and chaparral habitat, the foothill and mountainside areas are subject to a risk of fire hazards. The lush riparian vegetation of the Santa Ana River also poses conditions conducive to wildfires. The highest danger of wildfires can be found in the most rugged terrain where, fortunately, development intensity is relatively low. Methods

to address this hazard include such techniques as not building in high-risk areas, creating setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, establishing low fuel landscaping, and applying special building techniques. In still other cases, safety oriented organizations such as the Fire Safe Council can provide assistance in educating the public and promoting practices that contribute to improved public safety. The County of Riverside currently operates a management plan to eradicate the invasive Arundo Donax species within the Santa Ana River corridor. Refer to Figure 9, Wildfire Susceptibility, to see the locations of the wildfire zones within Jurupa.



Arundo Donax is a tall, perennial, cane-like grass that resembles bamboo.

The main stems can reach a height of 30 feet and can take over large areas due to its aggressive growth and ability to survive in a variety of environmental conditions. Due to the density and height of its growth, Arundo Donax poses a fire hazard along the Santa Ana River.

Policies:

JURAP 18.1 Continue abatement and mitigation programs for the removal of Arundo Donax within the Santa Ana River corridor.

JURAP 18.2 Protect life and property from wildfire hazards through adherence to the Fire Hazards section of the General Plan Safety Element.

Seismic

Compared to many other portions of Southern California, localized seismic hazard potential here is relatively slight. There are no known seismic faults within the Jurupa planning area. However, more remote faults, such as the San Andreas and San Jacinto Faults, pose significant seismic threat to life and property here. Threats from seismic events include ground shaking, fault rupture, liquefaction, and landslides. The use of specialized building techniques, enforcement of setbacks from local faults, and sound grading practices will help to mitigate potentially dangerous circumstances. Refer to Figure 10, Seismic Hazards, for the location of seismic hazard and liquefaction



Liquefaction occurs primarily in saturated, loose, fine to medium-grained soils in areas where the groundwater table is within about 50 feet of the surface. Shaking causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks and a water-soil slurry bubbles onto the ground surface. The resulting features are known as “sand boils,” “sand blows” or “sand volcanoes.” Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping.

areas within the Jurupa planning area.

Policies:

JURAP 19.1 Protect life and property from seismic related incidents through adherence to the Seismic Hazards section of the General Plan Safety Element.

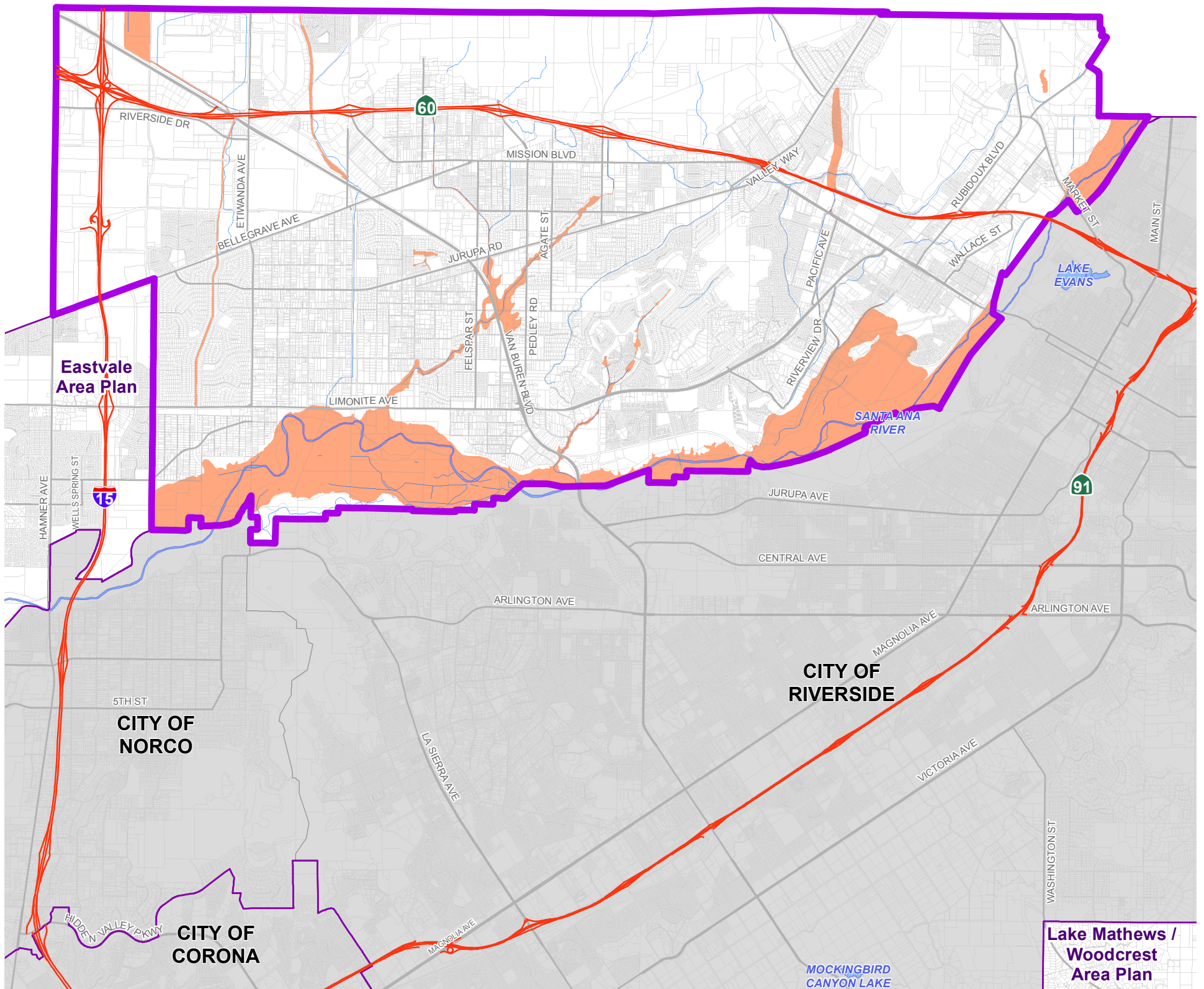
Slope

Jurupa is home to the Jurupa Mountains and the Pedley Hills, both of which contain a considerable expanse of steep slopes. This rugged terrain requires special development standards and care to prevent erosion and landslides, preserve significant views, and minimize scarring that results from excessive grading. The following policies are intended to protect life and property while maintaining the character within these valuable resource areas. Figure 11, Steep Slope, reveals the slope conditions within Jurupa. Also refer to Figure 12, Slope Instability, for areas of possible landslide.

Policies:

JURAP 20.1 Protect life and property through adherence to the Hillside Development and Slope section of the General Plan Land Use Element, Environmentally Sensitive Lands section of the Multipurpose Open Space Element, the policies in the Mountainous and Open Space Land Use Designations within the General Plan Land Use Element, and the Slope and Soil Instability Hazards section of the General Plan Safety Element.

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Data Source: Riverside County Flood Control (2015)

Disclaimer:
The Public Flood Hazard Determination Interactive Map incorporates all of the Special Flood Hazard Areas in the unincorporated County of Riverside as listed in Ordinance No. 458.14 Section 5. It is updated quarterly to include any amendments, revisions or additions thereto that go into effect pursuant to Federal Law, and those that are adopted by resolution by the Board of Supervisors of the County of Riverside after a public hearing.

The flood hazard information is believed to be accurate and reliable. Flood heights and boundaries may be increased by man-made or natural causes. Moreover, this Interactive Map does not imply that land outside the regulated areas or the uses and development permitted within such areas will be free from flooding or flood damages. It is the duty and responsibility of CVWD and RCFC&WCD to make interpretations, where needed, as to the exact location of the boundaries of the special flood hazard areas and whether a property is governed by Ordinance 458. Decisions made by the user based on this Interactive Map are solely the responsibility of the user. RCFC&WCD and CVWD assume no responsibility for any errors and are not liable for any damages of any kind resulting from the use of, or reliance on, the information contained herein without first consulting the respective flood control agency with jurisdiction. If the property of interest is close to a floodplain, users are advised to contact the appropriate flood control agency for additional information and to obtain information regarding building requirements.

Flood Prone Areas





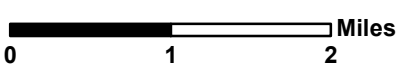
-  Drainages
-  Special Flood Hazard Areas
-  Highways
-  Area Plan Boundary
-  Waterbodies
-  City Boundary

Figure 8

 December 8, 2015

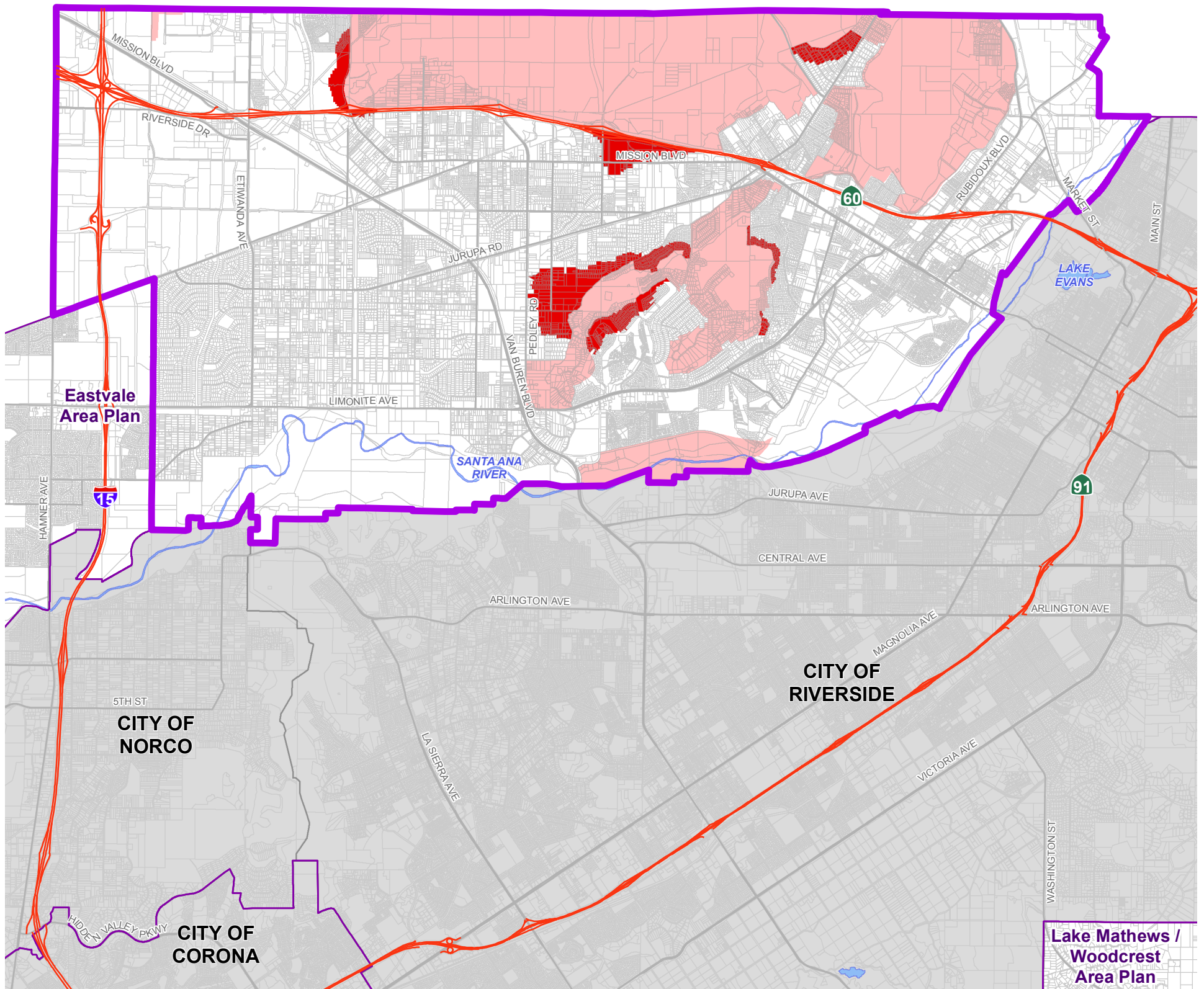
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**JURUPA AREA PLAN
SPECIAL FLOOD
HAZARD AREAS**

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Data Source: California Department of Forestry and Fire Protection (CAL FIRE), (2010)

Fire Hazard Severity Zones (FHSZ)

Local Responsibility Area

Very High FHSZ

State Responsibility Area/Federal Responsibility Area

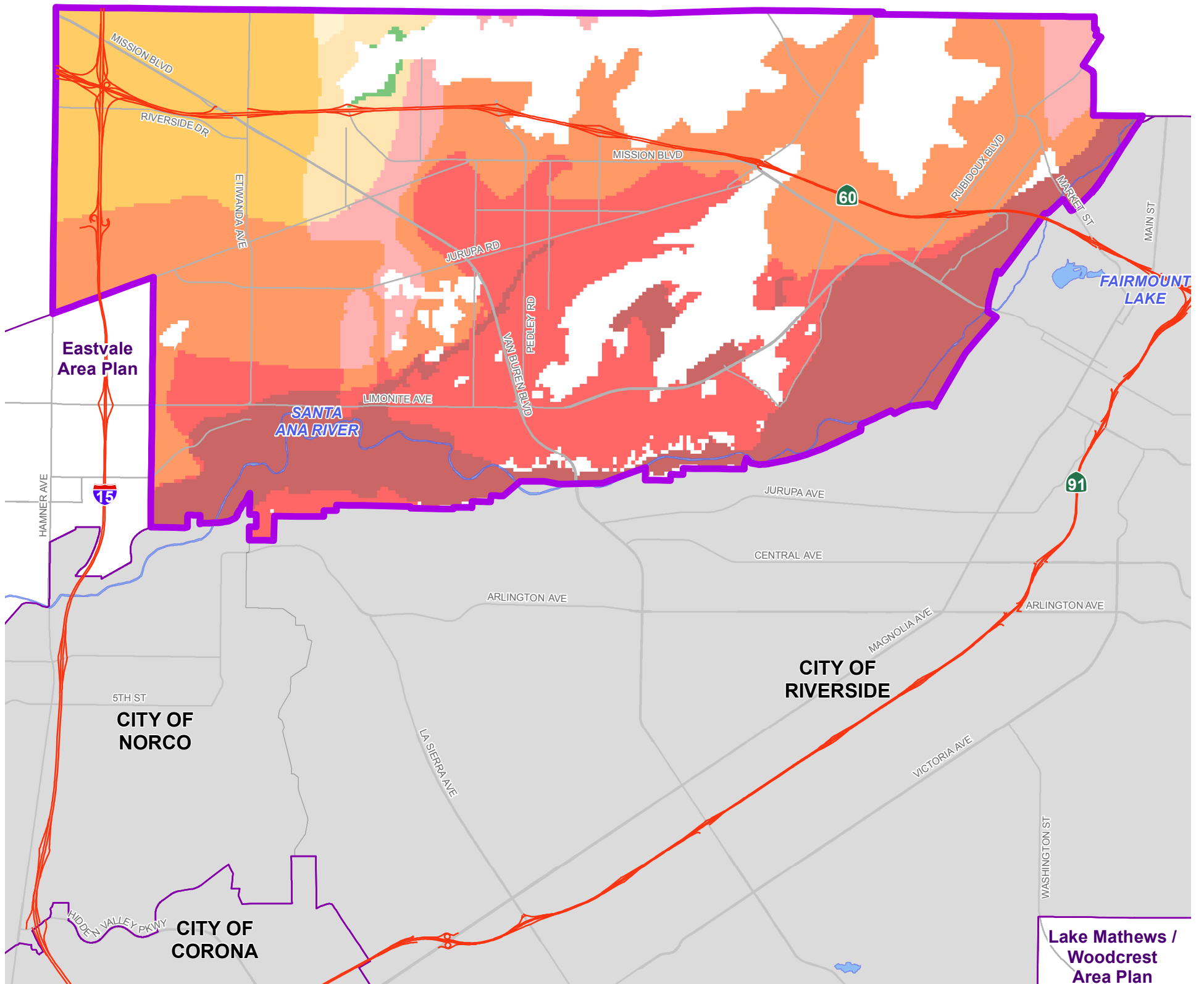
Very High/High/Moderate FHSZ

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 9

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SAN BERNARDINO COUNTY



Data Source: Riverside County Geology (2013)/
California Geological Survey (2008)

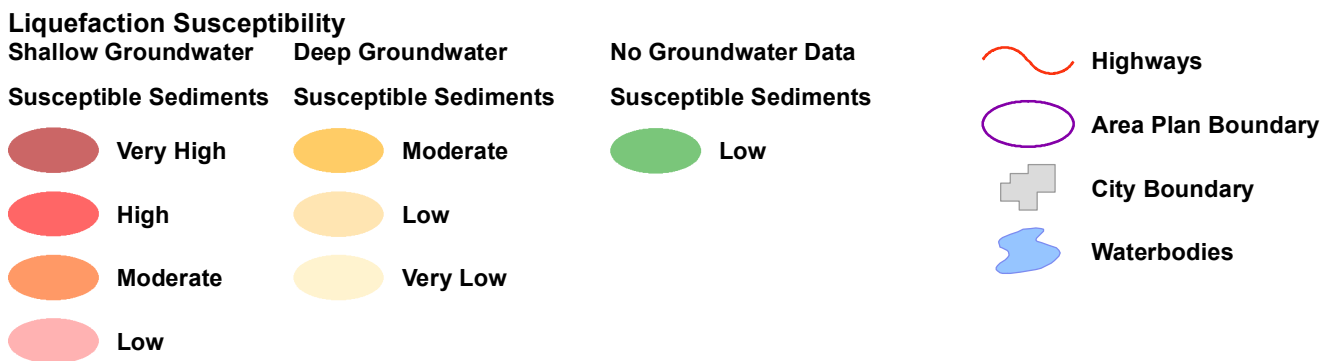
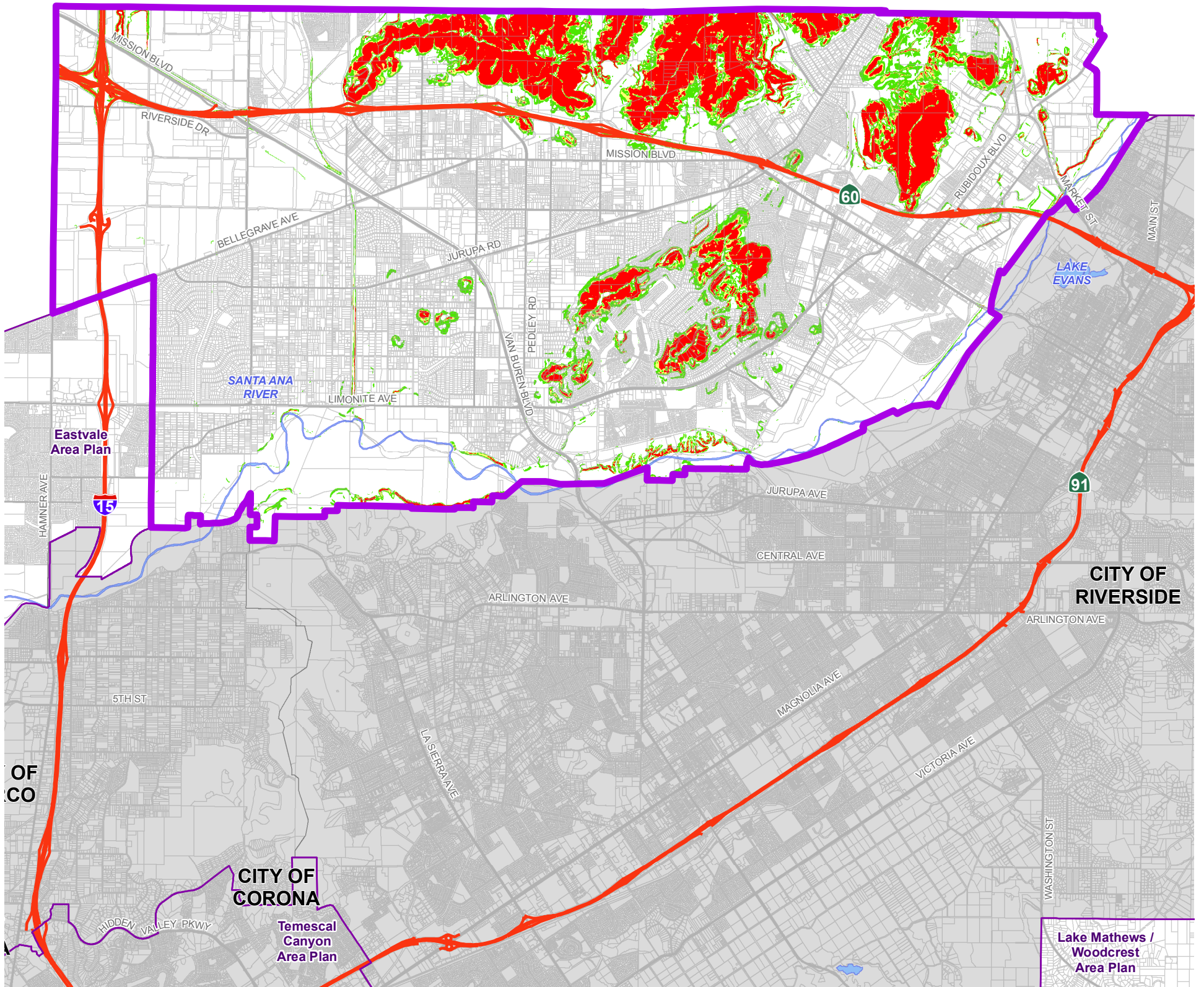


Figure 10

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SAN BERNARDINO COUNTY



Data Source: Riverside County (2007)

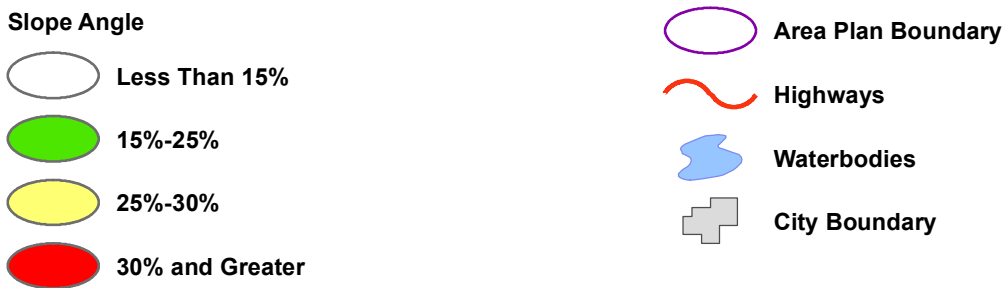


Figure 11



December 8, 2015



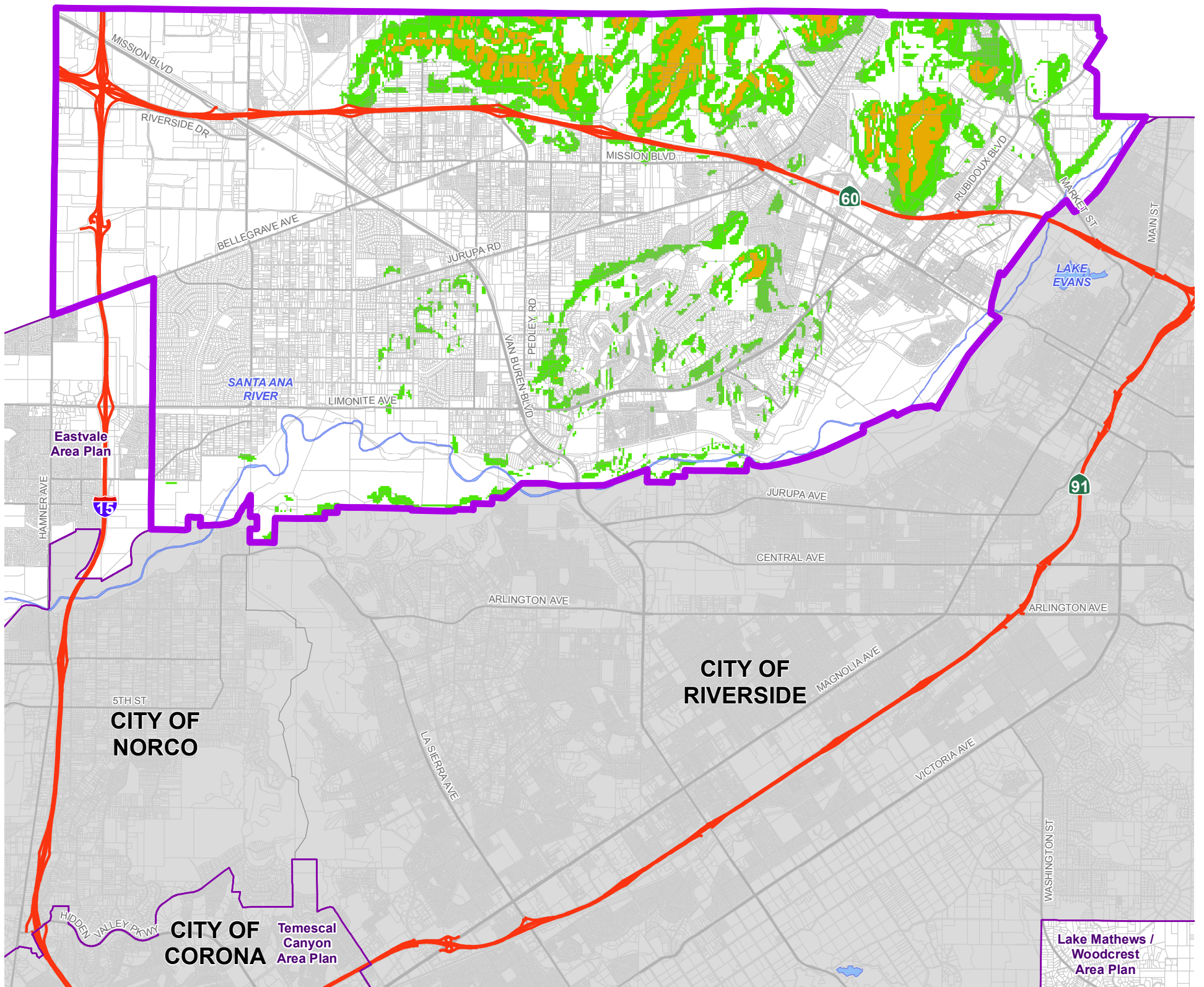
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**JURUPA AREA PLAN
STEEP SLOPE**

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Data Source: California Geological Survey (2000)

Slope Instability

- High; Very High
- Disrupted Soil Slide; Low; Moderate; Soil Block Slides; Soil Slumps

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 12

December 8, 2015

Miles

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**JURUPA AREA PLAN
SLOPE INSTABILITY**

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