

February 9, 2016

**VIA E-MAIL AND  
OVERNIGHT MAIL**

Mr. Jensen Uchida  
Project Manager  
Energy Division, CEQA Unit  
State of California  
Public Utilities Commission  
505 Van Ness Avenue  
San Francisco, CA 94102-3298

Re: Response to October 27, 2015 Information Request;  
CPUC Application No. A.15-04-013

---

Dear Mr. Uchida:

I am writing in response to your correspondence of October 27, 2015, asking for additional information in connection with the California Public Utilities Commission's ("CPUC") Energy Division's investigations for the preparation of the Subsequent Environmental Impact Report ("SEIR") for Southern California Edison's ("SCE") Riverside Transmission and Reliability Project ("RTRP"). For your convenience, a copy of that letter is attached as **Exhibit A**. This letter concerns the property you have referred to as the Vernola Trust PA 13 Property ("PA 13 Site"). Our office previously corresponded with you regarding the Vernola Marketplace Apartments Community site and the "Phase B" site. We are pleased to submit additional information to you now with respect to the PA 13 Site.

The PA 13 Site is composed of some 102.5 acres and consists of Assessor Parcel Nos. 160-050-27; 160-050-48; and 160-040-039. Formal vesting is: APV INVESTMENTS PA 13, LLC; BELLATERA INVESTMENTS PA 13, LLC; BOOMER INVESTMENTS PA 13, LLC; AND SHELLINA INVESTMENTS PA 13, LLC (collectively "Owners").

The PA 13 Site is located within City of Jurupa Valley's ("City") I-15 Corridor Specific Plan 266 ("SP 266"). SP 266 represents the vision first of the County of Riverside, and then of the City of Jurupa Valley after it incorporated, for the critical stretch of land along the I-15 freeway, which now serves as the City of Jurupa's signature visual entryway corridor, and the key catalyst for economic improvement development. It envisions a vibrant area of combined single family and multi-family residences, and both regional and community-based commercial uses serving them, and surrounding areas.

Mr. Jensen Uchida  
State of California  
Public Utilities Commission  
February 9, 2016  
Page 2

Much of the City's planning and land use development energies have been focused in the SP 266 area, to demonstrable, positive effect. As characterized in a letter from the City Planning Director Thomas G. Merrill dated August 20, 2015, SP 266 is "fully entitled and nearly complete." Applicable excerpts from this letter are attached. (See, **Exhibit B** hereto, "Projects Within Edison's 230KV Transmission Line Path Table, project No. 4.) SP 266 has been the subject of a long series of "substantial conformance" determinations implementing its long-term vision for the area since originally being adopted by the Riverside County Board of Supervisors in November 1993. A summary of the progress of development within SP 266 is attached hereto as **Exhibit C**. An aerial photograph depicting the boundaries of SP 266, and giving perspective to the path and progress of implementation of its land use objectives, is attached as **Exhibit D**.

As the aerial shows, the PA 13 site is in the heart of this development progress. Current zoning for the PA 13 Site is R-1, Residential, land use is M Medium Density Residential, and the property is located within what SP 266 calls Planning Area 13. The PA 13 Site is therefore part of the properties that the applicable zoning authority, the City, has slated for single family residential development.

The status of the PA 13 Site, and all the SP 266 lands, was fully described to SCE by the City in a July 20, 2015, email from Mr. Merrill to Ray Hicks, then with SCE's Community Relations Department. Mr. Merrill's email included a link to an engineering website containing a history of SP 266, and its implementation measures.<sup>1</sup> A copy of this e-mail, with appended title pages of the documents referenced in the embedded link, is attached as **Exhibit E**.

Given this, it was disappointing in the extreme that SCE's July 24, 2015, response to the California Public Utilities Commission's Deficiency Letter contained no acknowledgment of any of the SP 266 zoning entitlements, nor any description of the development progress on any of the properties impacted by the RTRP, including the PA 13 Site. Indeed, it was the City that corrected this disregard by SCE, when Mr. Merrill provided a response to your Unit's request for additional information on August 20, 2015. (See, **Exhibit B**.)

Zoning is not the only basis upon which the PA 13 Site is being readied for development. In conjunction with the owners of the adjacent Sky Country East property, the PA 13 Site Owners are processing a lot line adjustment with the City. That lot line adjustment will consolidate existing ownerships, eliminating shape irregularities to facilitate more efficient utilization of developable area. A diagram of the proposed lot line adjustment, depicting the upgrades it will provide for the developability and market appeal of both properties, is attached as **Exhibit F**. The application for

---

<sup>1</sup> That link remains active, and can be reviewed at <https://file.ac/84T5UN0BXVQ/>.

Mr. Jensen Uchida  
State of California  
Public Utilities Commission  
February 9, 2016  
Page 3

this lot line adjustment was filed with the City in December 2015, and completion is expected within weeks.

The PA 13 Site is also located immediately adjacent (and across Pats Ranch Road) to approved and developed single family residential properties, known locally as the Harvest Villages. These developments were approved under Tentative Tract Map 33428, and consist of three phases (Harvest Villages I, II, and III). Harvest Villages I is fully developed, Harvest Villages II is approved and under construction, and Harvest Villages III is in the process of getting its final tract map ready for recording. The Harvest Villages developments represent the single family residential vision of the City for this portion of the SP 266 area, and share identical zoning and land use designations as the PA 13 Site. The PA 13 Site may therefore reasonably be expected to develop similarly, as the next iteration of the City's sequencing of the SP 266 master planned community, and its Owners have been working from, and toward, this anticipated use. A diagram showing the location of the Harvest Villages, the PA 13 Site, and the proposed RTRP alignment is attached as **Exhibit G**.

Toward this end, the PA 13 Site Owners have engineered a lot plan for the property, which they denominate Harvest Villages IV, V, and VI, following the City-approved and market-tested development template already demonstrated as valid by the Harvest Villages I, II, and III. This plan demonstrates the pattern of development the PA 13 Site Owners would now be pursuing, absent the pendency of the RTRP project. A copy of this plan is attached as **Exhibit H**, and also depicts the proposed RTRP alignment.

With this background in mind, we provide the following responses to your October 27, 2015, request:

**1. A description and conceptual site development layout, if available, depicting how the Vernola Trust PA 13 Site is intended to be developed.**

There are no active development proposals now being pursued with respect to the PA 13 Site. The Owners have fielded inquiries from representatives of a number of different residential developers, but have not been able to engage in any serious exploration of development, due to the RTRP impacts on the property which are pending, but not yet defined sufficiently to allow for prospective planning. Both the pendency of the RTRP, and the prospect that any development approvals that might be secured for this site would likely be subject to litigation by SCE and Riverside Public Utilities (in the same manner as both such entities sued under CEQA to challenge the approvals on the Vernola Marketplace Apartment Community), have chilled any reasonable opportunity to take advantage of current favorable residential markets. While the Owners have pursued the lot line adjustment to clear the way for economically productive use of the PA 13 Site,



Mr. Jensen Uchida  
State of California  
Public Utilities Commission  
February 9, 2016  
Page 4

at this point, development of the site sits in limbo pending resolution of the RTRP alignment and the many issues it raises.

2. **Description and conceptual site development layout, if available, depicting how the Vernola Trust property would be configured if the RTRP project was built as shown in Figure 1, including the types and square footage of development uses that would be lost as a result of the proposed ROW, if applicable.**

At this juncture, it is neither feasible nor realistic for the PA 13 Site Owners to proceed with any type of conceptual development layout, beyond the engineered lot plan already referenced above. The spectre of the RTRP casts too many complications over the site.

The PA 13 Site Owners have, however, commissioned an engineering analysis of the impacts and development constraints the proposed RTRP imposes upon their property, by Webb Engineering. A copy of this analysis also attached as **Exhibit I**. Webb has identified a number of negative impacts to the Site, starting with the loss of some six and one-half acres, along with the resulting loss of unit yield. More troubling, Webb notes that SCE's preliminary designs show nothing about how SCE plans to take access to its RTRP alignment. This leaves the PA 13 Site Owners guessing as to whether, or more likely where, SCE plans to take additional vehicular access across their property. The only thing presently clear to the PA 13 Site Owners about such access is that SCE clearly does not want to identify now for them what it is ultimately planning.

Further, Webb has analyzed SCE's "Transmission Line Right of Way Constraints and Guidelines" (a copy of which is attached as **Exhibit J**). That analysis reveals how SCE's stated width of 100 feet for the RTRP right-of-way is inconsistent with its own policies regarding configurations and reserved rights attending transmission line rights of way.

From this, it is manifest that SCE is unfortunately misstating and underestimating both the scope of its property needs, and their resulting impacts. Whether this results from intentional misdirection, or simply a failure to reconcile its public statements with its published internal policies, is of no moment. The fact remains that more analysis and scrutiny of SCE's CEQA representations of RTRP impacts is necessary, and the PA 13 Site Owners are grateful for the CPUC's CEQA Unit for requiring it.

The location of the proposed right-of-way is just the beginning of the challenges, however. SCE's "Transmission Line Right of Way Constraints and Guidelines" contain other published policies for how it deals with the interface between the rights of way rights it acquires with its transmission easements, and the residual rights of the owners from whose properties such easements are taken. Under them, SCE reserves the right to review and approve any use of any of



Mr. Jensen Uchida  
State of California  
Public Utilities Commission  
February 9, 2016  
Page 5

its right of way area, and many of the uses of adjoining property, on an individual “case by case basis.” (See, **Exhibit J**, No. 1.) SCE requires 24/7 access to its transmission facilities (apparently including access rights over areas of the servient tenement needed to reach the right of way), prohibits any permanent, non-moveable structures or pipelines, and reserves the right to impose safety requirements or mitigation measures over third party users of both the right of way and the remaining property. (*Id.* at Nos. 2,3,5,11,13.) These policies pose cumbersome additional burdens, both procedural and substantive, on users of the remaining property, particularly residential users, for whom privacy and repose in their home is paramount.

The requirement of a 50 foot minimum centerline radius on all access road curves also betrays the insufficiency of SCE’s proposed 100 foot right of way. SCE dictates that roadways must be no less than 14 feet wide, with an additional two feet of swale or berm on either side. (*Id.* at No. 17.) The effect of these requirements taken together means that on curves in access roads, the minimum required distance will be **114 feet**. (See, **Exhibit I** hereto.) SCE is therefore understating its right of way needs.

The overall result from the perspective of the PA 13 Site Owners is an increase in risks associated with the development hurdles to bring market-appropriate uses to bear on the site, and elevated costs associated with engineering, financing, permitting, and construction required to make them a reality.

Your letter also makes reference to steel poles for the RTRP development as it passes the PA 13 Site. We would appreciate identification of the source of your conclusion that the transmission line support structures as they cross this property will be steel poles, as opposed to lattice towers. The PA 13 Site Owners had been given to believe a tubular steel pole configuration was planned, but would like this confirmed.

**3. An overall timeline for construction and buildout of the Vernola Trust PA 13 property.**

Given all of the foregoing, the PA 13 Site Owners simply cannot commit to a timeframe for development of the site. They will not know this until the many questions, issues, and encumbrances RTRP presents are resolved. In the absence of the RTRP project, however, they estimate that this property would develop likely by 2018-19.

Please note, however, that the City commissioned a study, entitled “Economic/Fiscal Impact Analysis – Riverside Transmission Reliability Project” by Urban Futures, Inc., dated December 2, 2015. A copy is attached as **Exhibit K**. That study examined the likely development patterns of RTRP – impacted sites, both with and without the proposed transmission line. It includes the PA 13 Site, which it called “Vernola Residential West.” That study predicted a yield

Mr. Jensen Uchida  
State of California  
Public Utilities Commission  
February 9, 2016  
Page 6

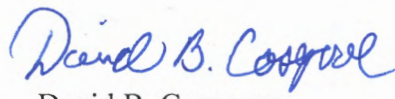
of 516 residential dwelling units on the PA 13 Site, with nearly 200 residents. (*Id.* at p. 7) It also predicted absorption of these units beginning in 2019-20. (*Id.* at p. 9) The study offers strong evidence of the City's desire, and expectation, of the scope and timing of development of the PA 13 Site, which may also be helpful to you.

In sum, most planning for development of the PA 13 property has been halted with the RTRP. The pending RTRP project renders any realistic formulation of a specific development plan for the site presently futile, since prospective users are hesitant to negotiate for a property that may embroil the purchaser in an eminent domain action. As such, the RTRP puts this property at a competitive disadvantage in the marketplace. This constraint is compounded by the broad nature of rights SCE reserves to itself as a matter of policy, over both the direct right-of-way acquisition and the remaining property that supports it, given the permanent impacts SCE's "Constraints and Guidelines" impose on the property for any user.

We appreciate the opportunity to explain to you the impacts of the RTRP on the PA 13 Site. We would welcome the opportunity to follow-up with you on any additional information you might require on any of the points discussed above, or any related matter.

Very truly yours,

RUTAN & TUCKER, LLP

  
David B. Cosgrove

DBC:mrs

Enclosures: Exhibit A – CPUC Data Request of October 27, 2015  
Exhibit B – August 20, 2015 Letter from Thomas Merrill  
Exhibit C – SP 266 Status Memo  
Exhibit D – Aerial Photo of SP 266 Area  
Exhibit E – Excerpts-Jurupa Valley 8-28-15 response to Information Request  
Exhibit F – PA 13 Site Lot Line Adjustment Diagram  
Exhibit G – PA 13 Map in Relation to Harvest Villages  
Exhibit H – PA 13 Engineered Lot Plan-with RTRP Alignment  
Exhibit I – Webb Engineering PA 13 Site Impact Analysis from RTRP  
Exhibit J – SCE's Transmission Line Rights of Way Constraints and Guidelines  
Exhibit K – City Economic / Fiscal Impact Analysis

**EXHIBIT A**

**EXHIBIT A**



**PUBLIC UTILITIES COMMISSION**

505 VAN NESS AVENUE  
SAN FRANCISCO, CA 94102-3298



October 27, 2015

Rick Bondar  
McCune & Associates, Inc.  
PO Box 1295  
Corona, CA 92878

**Re: Information Request for the Southern California Edison's Application for a Certificate of Public Convenience and Necessity for the Riverside Transmission and Reliability Project, CPUC Application No. A.15-04-013**

Dear Mr. Bondar:

The California Public Utilities Commission's (CPUC) Energy Division is preparing a Subsequent Environmental Impact Report (SEIR) for Southern California Edison's (SCE) Riverside Transmission and Reliability Project (RTRP) under the California Environmental Quality Act (CEQA). This SEIR will build on the environmental analysis and findings contained in the Final EIR for this Project that was prepared by the City of Riverside and certified in October 2013, with a Notice of Determination (NOD) filed on February 6, 2013. This SEIR will also consider the administrative record documents and data since the NOD was filed.

As part of the CPUC's CEQA review, we require additional information in order to better understand the current baseline condition and to more accurately portray the potential effects on the Vernola Trust property located along the eastern side of Interstate 15 immediately south of Bellegrave Avenue, in the City of Jurupa Valley. Specifically, the proposed ROW would traverse the western boundary of the site, as shown in Figure 1 below. We need to know if any of the anticipated site development components of the Vernola Trust PA13 property would be in conflict with the proposed 100-foot RTRP right-of-way (ROW). The proposed SCE ROW shown in the EIR Preliminary 230 kV Project Layout would contain lattice steel structures (numbers JD 12-JD 15, as shown in Figure 1) and associated access roads. To better understand potential land use impact, the CPUC requests the following additional information:

1. A description and conceptual site development layout, if available, depicting how the Vernola Trust property is intended to be developed.
2. A description and conceptual site development layout, if available, depicting how the Vernola Trust property would be configured if the RTRP Project was built as shown in Figure 1 including the types and square footage of development uses that would be lost as a result of the proposed ROW, if applicable.
3. An overall timeline for the construction and build-out of the Vernola Trust property.

We would appreciate your voluntary responses to this request for information. Please direct questions related to this application to me at (415) 703-5484 or [Jensen.Uchida@cpuc.ca.gov](mailto:Jensen.Uchida@cpuc.ca.gov).

Sincerely,



Jensen Uchida  
Project Manager  
Energy Division, CEQA Unit

cc: Mary Jo Borak, Supervisor  
Jack Mulligan, CPUC Attorney  
Jeff Thomas and Christine Schneider, Panorama Environmental, Inc.

Attachments:

Figure 1 - RTRP Layout, Vernola Trust PA 13 Residential Property Vicinity

**Figure 1**  
**RTRP Layout, Vernola Trust PA 13 Residential Property Vicinity**





# **EXHIBIT B**

# **EXHIBIT B**

# City of Jurupa Valley

**Brad Hancock, Mayor . Laura Roughton, Mayor Pro Tem .**

**Brian Berkson, Council Member . Frank Johnston, Council Member . Verne Lauritzen, Council Member**

---

August 20, 2015

Mr. Jensen Uchida  
California Public Utilities Commission  
Energy Division  
505 Van Ness Avenue  
San Francisco, CA 94102

RE: Southern California Edison's Application for a Certificate of Public Convenience and Necessity for the Riverside Transmission & Reliability Project- A.15-04-013

Mr, Uchida,

In your letter of July 23, 2015, you requested information regarding the status of any projects that have been approved or are currently under review by the City in or adjacent to the proposed path of the proposed RTRP transmission line in order to assist the CPUC in its analysis of the SCE application for a Certificate of Public Convenience and Necessity.

As shown on the attached table and attachments, there are eight projects that have been entitled within the path of the RTRP line, and of those, three have been built and occupied. One of the remaining five (Riverbend) is well under construction and the other four are expected to begin construction soon. In addition, there are also seven existing, occupied projects that will be directly affected by the proposed line due to their close proximity. We used the safety area definition for the Chino Hills project and our recently adopted Environmental Justice Element (see definition, page 5 and land use policies beginning on page 16) as a guide in determining areas affected by the line, which includes a public park and an elementary school.

You should also be aware that all of the information contained in the attached project data sheets was offered to SCE in response to their data request, including copies of entitlement documents. We were surprised to see their submittal of July 21, 2015 did not include many of the projects on our list. We are pleased to have the opportunity to clarify the full scope of the potential impacts of this project on our community.

The attached project listing includes a summary table, an overall project site aerial with the general location of all projects shown by number or by letter and a set of project detail sheets. We are also prepared to provide detailed plans or entitlement documents upon your request.

Please don't hesitate to contact me if you need anything further. In the meantime, we look forward to meeting you and providing any further assistance when you make the trip for a site visit and scoping meeting.

Sincerely,



Thomas G. Merrell, AICP  
Planning Director

cc: Gary Thompson, City Manager  
George Wentz, Assistant City Manager  
Jack M. Mulligan, CPUC Counsel

## **RTRP**

The following is a list of planned/approved or existing development associated with the I-15 Corridor Specific Plan that is in the RTRP's planned path or affected areas:

- **Within the RTRP Line Proposed Path**
  - Planning Areas 10, 12, 13, and 20 north of Limonite
  - Vernola Marketplace Shopping Center
  - Vernola Marketplace Apartments\*
- **Affected Projects**
  - Vernola Park
  - Harvest Villages residential neighborhood
  - Township residential neighborhood and public park on the east side of Pats Ranch Road south of Limonite

\*The specific impacts on the approved Vernola Marketplace Apartments are discussed in a separate section under "Vernola Marketplace Apartments."

The RTRP route will be located within and in close proximity to both entitled and existing residential neighborhoods in the area of the Specific Plan in the I-15 corridor.

As part of the Specific Plan, there is a planned bike trail loop system and interconnect with Bellegrave Avenue, Hamner Avenue, and Wineville Avenue. The planned trail along the south side of Bellegrave Avenue will be impacted by RTRP.



PROJECTS IN THE CITY OF JURUPA VALLEY WITHIN OR AFFECTED BY RTRP PATH

Numbered:  
Within path  
(see Project  
Listing Key)

Lettered:  
Affected  
Projects

- A. IDI Industrial
- B. Vernola  
Park
- C. Harvest  
Village  
residential
- D. Township  
residential
- E. Elementary  
School
- F. Riverdale  
Estates  
residential

I-15 Corridor  
Specific Plan  
Boundary  
→

Approximate  
RTRP Line  
Route  
→



PROJECT LISTING KEY

1. Stratham / Harmony Trails:  
(Tentative Map, rezone, Development Plan)
2. William Lyon Homes /  
Turnleaf: Final Map,  
homes occupied
3. Thoroughbred Farms:  
Specific Plan and Parcel Map
4. I-15 Corridor Specific Plan,  
Master Plan - nearly complete
5. Vernola Marketplace Shopping  
Center: complete
6. Vernola Marketplace Apartments:  
GPA, rezone, development plan
7. Lennar / Riverbend: Tract  
Map, Development Plan
8. Goose Creek Golf Club

	Bellegrave and Landon			
<b>4</b>	<b>I-15 Corridor Specific Plan No. 266</b> Location: South of Bellegrave Ave.; east of Hamner Ave.; west of Wineville Ave.; and north of 68th Street	<b>Total Area of Specific Plan:</b> 747.5 acres Single-Family dwelling units: 1,348 Multi-family dwelling units: 1,352 Commercial Area: 211.2 acres Industrial Area: 32.5 acres	<b>Case No.:</b> SP266 <b>Approval dates</b> original: 11/2/93 SC1: 2/3/98 SC2: 3/11/08 SC3: 03/3/09 SC4: 07/15/08 <b>Approving body:</b> County Board of Supervisors	Fully entitled and nearly complete; final phases include Vernola Marketplace Apartments approved March 2015 and Harvest Villages Phase 3; Studies in progress for design of I-15 frontage site north of Limonite
<b>5</b>	<b>Vernola Marketplace Shopping Center (within I-15 Corridor Specific Plan)</b> Location: Southwest corner of Limonite and Pat's Ranch	A 397,797 square foot commercial shopping center on 44.97 gross acres.	<b>Case Nos:</b> CZ07018, TPM32545, & PP19631 <b>Approval date:</b> 01/10/06 <b>Approving body:</b> County Board of Supervisor	Existing and operating Shopping Center
<b>6</b>	<b>Vernola Marketplace Apartments (within I-15 Corridor Specific Plan)</b> Location: Northwest corner of 68th Street and Pat's Ranch	397-unit multi-family residential apartment on 17.4 acres;	<b>Case Nos.</b> MA1485 (GPA1404, CZ1405, SP1401, & SDP31416) <b>Approval date:</b> 3/19/15 <b>Approving body:</b> City Council	Entitled. Final design and permit applications on hold due to litigation filed by SCE and RPU
<b>7</b>	<b>Lennar / Riverbend</b> Location: south of 68 <sup>th</sup> ; between I-15 and Dana	466 single-family homes on 211 gross acres	<b>Case Nos.:</b> MA1485 (GPA1404, CZ1405, SP1401, TTM36391, & SDP31416) <b>Approval date:</b> 10/17/13 <b>Approving body:</b> City Council	Final map in process, recordation pending Rough grading nearly complete Curbs and gutter, storm



#### 4. I-15 CORRIDOR SPECIFIC PLAN NO. 266

Location: South of Bellegrave Avenue, west of Wineville Avenue, north of 68<sup>th</sup> Street, east of Hamner Avenue.

Originally approved: November 2, 1993

Amended: February 3, 1998; December 23, 2002; March 11, 2008; July 15, 2008

##### Project Description

On November 2, 1993, the County Board of Supervisors approved the I-15 Corridor Specific Plan for a 701.3 acre master planned community. The current Specific Plan, as a result of an amendment in 1998, now has a total area of 747.5 acres. The master planned community provides for a total of 1,348 single-family units, 1,352 multi-family units, 211.2 acres of commercial, 32.5 acres of industrial park, and 42.7 acres of public facilities such as schools and public parks. Multi-purpose trails and bike paths are a part of the master planned community as well.

The master planned community (approximately 60% in Eastvale and 40% in Jurupa Valley) is fully entitled and development is nearly complete. The Vernola Marketplace Apartments (397-unit multi-family apartments on 17.4 acres) was approved by the City Council in March of 2015, and development is stalled by litigation filed by SCE and RPU.

The 200 acres in Planning Areas 10 through 13, 15, 20 and 21 on the east side of the I-15 and north of Limonite Avenue are entitled for approximately 500 residential units (single-family and multi-family), commercial, and industrial uses. Studies are now under way for the design and development of these planning areas

##### EXHIBIT B. PERSPECTIVE VIEW OF I-15 SPECIFIC PLAN AND RTRP'S PATH





# **EXHIBIT C**

# **EXHIBIT C**

**DEVELOPMENT OF THE I-15 CORRIDOR SPECIFIC PLAN  
(SP 266-EIR 340)**

**Table 1 - 1992 through September 2015**

1. SP 266 and EIR 340 were approved in December of 1992. Attached Table 1 summarizes the approval of the Specific Plan and EIR and the subsequent Specific Plan Amendments, Substantial Conformances and Addendums to the EIR. SP 266 included 701.3 acres consisting of 1242 single family residential units, 968 multi-family units, 196.9 acres of commercial, and 34.2 acres of Industrial Park (see Appendix 1 for reference).
2. Substantial Conformance No. 1 to SP 266 was approved in February of 1998. The area of Specific Plan 266 was increased to 757.7 acres. The Land Use Plan was modified to include 1,340 single family residential units, 1,060 multi-family units, 214.1 acres of commercial, and 88.3 acres of Industrial Park (see Appendix 2 for reference).
3. SP 266, Amendment No. 1 and Addendum to EIR 340 were adopted in December of 2002. This Amendment allowed for development of 245 multi-family units for senior housing purposes in Planning Area 23. Therefore the total allowable multi-family units were increased to 1,305 (see Appendix 3 for reference).
4. SP 266, Amendment No. 2 and Substantial Conformance No. 4 were adopted in 2008. This Amendment modified Planning Area 23 and created Planning Areas 23A and 23B. The total number of multi-family units stayed the same as SP 266 Amendment No. 1 at 1305. The total number of residential units (single family and multi-family) also stayed the same at 2,645 (see Appendix 4 for reference).
5. Substantial Conformance No. 3 was adopted in March of 2009. This Substantial Conformance did not change the total number of residential units (2,645) The allowable number of units per Planning were adjusted to match the developed and/or approved number of units for each residential Planning Area (see Appendix 5 for reference).
6. City of Eastvale I-15 Corridor Specific Plan:  
I-15 Corridor Specific Plan included areas west and east of I-15. Upon incorporation of the City of Eastvale, City of Eastvale I-15 Corridor Specific Plan was prepared to modify Planning Areas 23B and 1. The area of Planning Area 23B was reduced from 15 acres to 10 acres and the total allowable multi-family units was increased from 245 to 300. Thus, adding 55 units to the overall multi-family units (see Appendix 6 for reference).

7. City of Jurupa Valley I-15 Corridor Specific Plan Amendment (SPA 1401):  
This Specific Plan Amendment was approved in conjunction with Vernola Marketplace Apartment project (SDP31416). Vernola Marketplace Apartment project was approved in March of 2015. A portion of the project was within Planning Area 5 of SP 266 and the remainder was outside of the SP 266 boundary. The Specific Plan Amendment modified the Specific Plan boundary and reduced the area of Planning Area 5 from 22.6 acres to 12.4 acres and the area of the Specific Plan was reduced to 747.5 acres. The entire Vernola Marketplace Apartment project is now outside of the Specific Plan area (see attached Appendix 7 for reference).

**Table 2 - Current Status of SP266-EIR 340**

**Table 2** summarizes the projects built and under construction within the Specific Plan. Approximately 477 acres of the Specific Plan area is built or under construction and more than 90% of these projects are fully developed. Approximately 64% of the total Specific Plan area is either developed or under construction. 2013 dwelling units are built or under construction with more than 80% of dwelling units completed.

**Table - 3 Projects to be Completed Within SP266-EIR 340**

**Table 3** summarizes the remainder of the Specific Plan area that is not currently under construction. The remaining Planning Areas include residential, commercial, and industrial developments. **Table 3** summarizes the allowable dwelling units for each of the residential areas and the acreages for commercial and industrial areas. With the exception of Planning Areas 1 and 5, the rest of undeveloped Planning Areas are within "Community Center Overlay" per the Riverside County General Plan. The footnotes summarize additional dwelling units that are allowed to be developed in the remaining Planning Areas.

The Riverside Transmission Reliability Project (RTRP) proposes a 10-mile double circuit 230 KV transmission line. A portion of this transmission line is proposed along I-15 Corridor Specific Plan 266 and it impacts Planning Areas 6, 7, 9, 11, 12, 20, 10, & 13.

TABLE 1  
I-15 CORRIDOR SPECIFIC PLAN (SP 266 and EIR 340) APPROVALS

	DATE APPROVED	SP AREA ACRES	COMMERCIAL ACRES	INDUSTRIAL ACRES	SINGLE FAMILY DU'S	MULTI- FAMILY DU'S	TOTAL DU
Specific Plan 266, EIR 340	12/1992	701.3	196.9	34.2	1,242	968	2,210
Substantial Conformance 1 to SP 266	2/1998	757.7	214.1	42.7	1,340	1,060	2,400
S.P. Amendment No. 1, Addendum to EIR 340	12/2002	757.7	214.1	42.7	1,340	1,305	2,645
S.P. Amendment No. 2	3/2008	757.7	214.1	42.7	1,348	1,297	2,645
Substantial Conf. 4 <sup>(1)</sup>	7/2008	757.7	206.2	42.7	1,348	1,297	2,645
Substantial Conf. 3 <sup>(1)</sup>	3/2009	757.7	206.2	42.7	1,348	1,297	2,645
City of Eastvale I-15 Corridor Specific Plan <sup>(2)</sup>	2/2012	757.7	211.2	42.7	1,348	1,352	2,700
City of Jurupa Valley SPA 1401 <sup>(3)</sup>	3/2015	747.5	211.2	32.5	1,348	1,352	2,700

<sup>(1)</sup> Substantial Conformance No. 3 was submitted before Substantial Conformance No. 4; however Substantial Conformance No. 4 was approved prior to Substantial Conformance No. 3.

<sup>(2)</sup> Upon incorporation of City of Eastvale, City of Eastvale I-15 Corridor Specific Plan was processed through the City of Eastvale.

<sup>(3)</sup> City of Jurupa Valley SPA 1401 removed 10.2 ± acres of Industrial Park (IP) from the Specific Plan and added the area to Vernola Marketplace Apartment Community (Vernola Apartments) in March 2015

TABLE 2  
SPECIFIC PLAN 266 and EIR 340  
PROJECTS BUILT AND UNDER CONSTRUCTION

[illegible]



## PROJECTS TO BE COMPLETED

[illegible]

**Table IV-1, I-15 Corridor Specific Plan - Land Use Summary**

PLANNING AREA	DESIGNATION	ACRES (GROSS)	UNITS	D/U PER ACRE
3	MH	50.8	244	4.8
8	M	75.6	273	3.6
10	M	36.9	140	3.8
13	M	95.8	364	3.8
16	M	39.2	118	3.0
17	M	37.4	112	3.0
19	M	29.6	89	3.0
<b>Total Single Family:</b>		<b>365.3</b>	<b>1,340</b>	<b>3.7</b>
4	H	61.5	738	12.0
23 <sup>3</sup>	H	34.7 <sup>3</sup>	322 <sup>3</sup>	9.3 <sup>3</sup>
<b>Total Multi-Family</b>		<b>96.2</b>	<b>1,060<sup>3</sup></b>	<b>11.0<sup>3</sup></b>
1	C	40.0	--	--
2	C	50.4	--	--
6	C	16.5	--	--
7	C	18.6	--	--
9	C	9.1	--	--
11	C	32.3	--	--
12	C	13.4	--	--
22	C	25.9	--	--
<b>Total Commercial:</b>		<b>206.2</b>	--	--
5	IP	22.6		
20	IP	20.1		
<b>Total Industrial Park</b>		<b>42.7</b>		
14	P	20.0	--	--
15	S	10.0	--	--
18	S	10.0	--	--
21	P	5.0		
24	PF	2.3	--	--
<b>Total Public Facilities</b>		<b>47.3</b>		
<b>TOTAL:</b>		<b>757.7</b>	<b>2,400<sup>3</sup></b>	

<sup>3</sup> Development of Planning Area 23 pursuant the senior citizen housing alternative, as described in Section IV.B.23, will result in a portion of the planning area being developed with a maximum of 322 multi-family dwelling units at a maximum density of 20.0 DU/AC and a portion of the planning area developed with 245 multi-family dwelling units for senior citizens at a maximum density of 36.0 DU/AC. Additionally, the total number of multi-family dwelling units within the I-15 Corridor Specific Plan will increase to 1,305 units at an overall density of 13.6 DU/AC and total residential units within the specific plan will increase to 2,645 units.

LEGEND

PLANNING AREA | ZONING

VERNOLA MARKETPLACE | R-3 (GENERAL RESIDENTIAL)

PA 5 | I-P (INDUSTRIAL PARK)

PA 9 | C-P-S (SCENIC HIGHWAY COMMERCIAL)

PA 12 | C-P-S (SCENIC HIGHWAY COMMERCIAL)

PA 20 | I-P (INDUSTRIAL PARK)

PA 10 | R-1 (RESIDENTIAL ONE-FAMILY DWELLINGS)

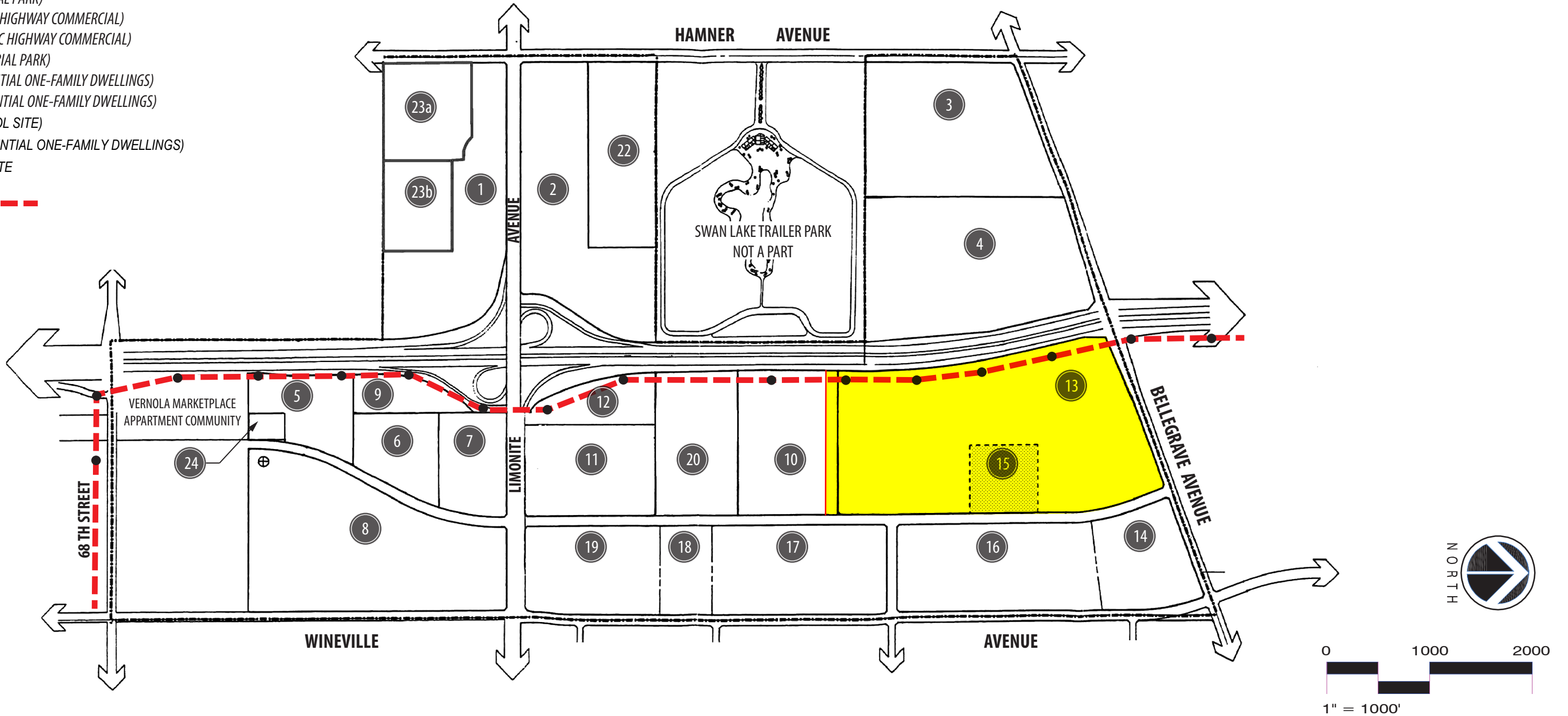
PA 13 | R-1 (RESIDENTIAL ONE-FAMILY DWELLINGS)

PA 15 | R-1 (SCHOOL SITE)

■ | R-1 (RESIDENTIAL ONE-FAMILY DWELLINGS)

▨ | SCHOOL SITE

--- | RTRP ALIGNMENT



**EXHIBIT D**

**EXHIBIT D**





Thoroughbred  
Business  
Park

PA 14  
Vernola  
Family  
Park

PA 16

PA 13

IV

PA 15

III

PA 3

PA 4

V

Harvest Villages

PA 17

IV

II

PA 10

PA 20

PA 18

PA 12&11

PA 19

PA 22

Buffalo Wild Wings

PA 2

Limonite Ave

PA 1

Limonite Ave

7

Vernola Marketplace

6

PA 8

PA's

24

5

Vernola  
Apartments

Louis Vandermolten  
Fundamental...

Lennar at Riverbend

Google

Goose Creek Golf Club



**EXHIBIT E**

**EXHIBIT E**

**From:** Tom Merrell <tmerrell@jurupavalley.org>

**To:** Raymond Hicks <Raymond.Hicks@sce.com>

**Cc:** Eduardo Guerrero <eguerrero@jurupavalley.org>; Tamara Campbell <tcampbell@jurupavalley.org>

**Subject:** RE: One Last Question

**Date:** Mon, Jul 20, 2015 3:41 pm

---

Ray,

The zoning is shown on the graphic below. For the full entitlement, please download and review the I-15 Corridor Specific Plan from the following link:

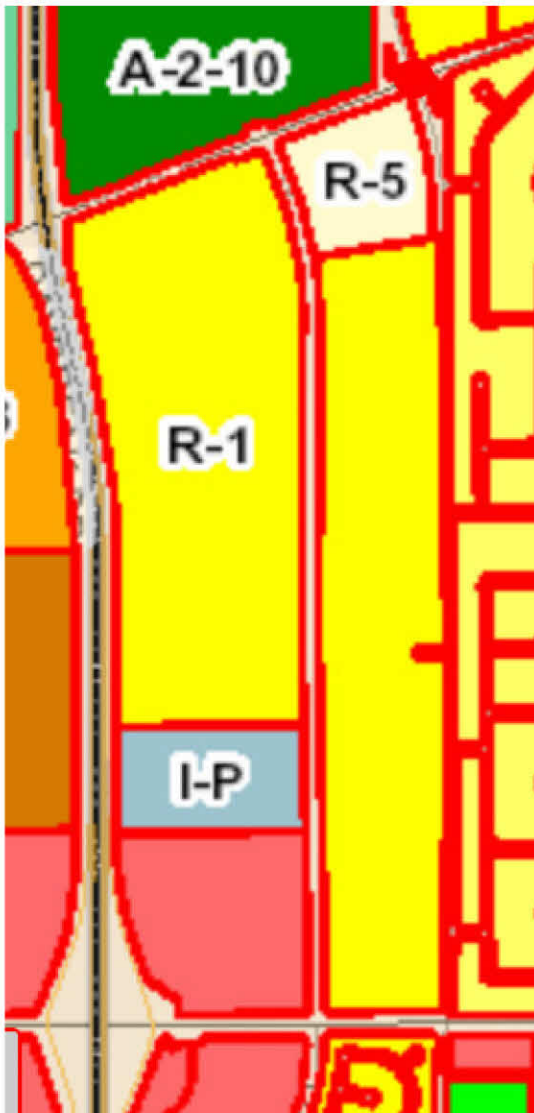
<https://file.ac/84T5UN0BXVQ/>

Tom

Thomas G. Merrell, AICP  
Planning Director



8304 Limonite Ave., Suite M  
Jurupa Valley, CA 92509  
951-332-6464



---

**From:** Raymond Hicks [<mailto:Raymond.Hicks@sce.com>]

**Sent:** Monday, July 20, 2015 10:36 AM

**To:** Tom Merrell

**Cc:** Eduardo Guerrero; Tamara Campbell

**Subject:** RE: One Last Question

Tom,

Thank you!!

Ray

---

**From:** Tom Merrell [<mailto:tmerrell@jurupavalley.org>]

**Sent:** Monday, July 20, 2015 9:57 AM

**To:** Raymond Hicks

**Cc:** Eduardo Guerrero; Tamara Campbell

**Subject:** Re: One Last Question

Ray,

This area is a part of the I-15 Corridor Specific Plan. I will send you the specifics this afternoon. There are several zones on the property including residential, commercial and industrial park.

Tom

On Jul 20, 2015, at 9:52 AM, Raymond Hicks <[Raymond.Hicks@sce.com](mailto:Raymond.Hicks@sce.com)> wrote:

Tom & Eddie,

I was asked by the Project Manager to do the following.

Please confirm the current zoning for the all the vacant land between Pat's Ranch Road and the I-15 Freeway, between Bellegrave Ave to the north, and Limonite Ave to the south.

Would you be able to assist me with this request? I apologize for the short notice, but if needed, I can come over this morning, or after 2:30 today.

Respectfully,

Ray Hicks  
951 317-5608

# I-15 CORRIDOR SPECIFIC PLAN

■                      ■                      ■

## Specific Plan No. 266 Final EIR No. 340

State                      Clearinghouse                      No.                      89020199

■    ■

PREPARED FOR:

*County of Riverside*  
*and*  
*McCune and Associates*

APPROVED DECEMBER 15 1992



# I-15 CORRIDOR SPECIFIC PLAN



## Specific Plan No. 266 Substantial Conformance No. 2



**Project Applicant:**

**Rick Bondar**  
P.O. Box 1295  
Corona, CA 92878

Contact Person: Rick Bondar  
(951) 737-7251

**Lead Agency:**

**Riverside County Planning Department**  
4080 Lemon Street, 9th Floor  
P.O. Box 1409  
Riverside, California 92502-1409

Contact Person: Brain Moore  
(909) 955- 2137

**Prepared by:**

**Albert A. Webb Associates**  
3788 McCray Street  
Riverside, California 92506

Contact Person: Mo Faghihi, Vice President  
(909) 686-1070



Originally Approved: November 2, 1993  
Substantial Conformance No. 1 Approved: February 3, 1998  
Amendment No. 1 Adopted: December 23, 2002  
Substantial Conformance No.2 Approved \_\_\_\_\_

# I-15 CORRIDOR SPECIFIC PLAN

## Specific Plan No. 266

State Clearinghouse No. 89020193

PREPARED FOR:

*County of Riverside*  
*and*  
*McCune and Associates*

Originally Approved November 2, 1993

Substantial Conformance

Approved February 3, 1998

# **I-15 CORRIDOR SPECIFIC PLAN**

## **Specific Plan No. 266, Amendment No. 2** **Substantial Conformance No. 4**

**Project Sponsor:**

**Lewis Investment Company, LLC**  
1156 North Mountain Avenue  
Upland, CA 91786

Contact Person: Gil Prestwood, Vice President  
(909) 949-7587

**Lead Agency:**

**Riverside County Planning Department**  
4080 Lemon Street, 9th Floor  
P.O. Box 1409  
Riverside, California 92502-1409

Contact Person: Andrew Gonzalez, Project Planner  
(951) 955-2137

**Prepared by:**

**Albert A. Webb Associates**  
3788 McCray Street  
Riverside, California 92506

Contact Person: Richard J. MacHott, Principal Environmental Planner  
(951) 686-1070

Originally Approved: November 2, 1993  
Substantial Conformance Approved: February 3, 1998  
Amendment No. 1 Adopted: December 23, 2002  
Amendment No. 2 Adopted: March 11, 2008  
Substantial Conformance No. 4 Approved: July 15, 2008

# **I-15 CORRIDOR SPECIFIC PLAN**



**Specific Plan No. 266, Amendment No. 1**  
**Addendum to EIR No. 340**



**Adopted by Riverside County Board of Supervisors on  
December 23, 2002**

# I-15 CORRIDOR SPECIFIC PLAN



## Specific Plan No. 266 Substantial Conformance No. 3



**Project Sponsor:**

**Rick Bondar**  
P.O. Box 1295  
Corona, CA 92878

Contact Person: Rick Bondar  
(951) 737-7251

**Lead Agency:**

**Riverside County Planning Department**  
4080 Lemon Street, 9th Floor  
P.O. Box 1409  
Riverside, California 92502-1409

Contact Person: Russell Brady, Project Planner  
(951) 955-1888

**Prepared by:**

**Albert A. Webb Associates**  
3788 McCray Street  
Riverside, California 92506

Contact Person: Richard J. MacHott, Principal Environmental Planner  
(951) 686-1070



Originally Approved: November 2, 1993  
Substantial Conformance Approved: February 3, 1998  
Amendment No. 1 Adopted: December 23, 2002  
Amendment No. 2 Adopted: March 11, 2008  
Substantial Conformance No. 3 Approved: March 3, 2009  
Substantial Conformance No. 4 Approved: July 15, 2008



# I-15 CORRIDOR SPECIFIC PLAN



## ADDENDUM TO EIR NO. 340



**Project Sponsor:**

**Lewis Retail Centers**  
1156 North Mountain Avenue  
Upland, CA 91786

Contact Person: Mark Wendel  
(909) 949-6743

**Lead Agency:**

**Riverside County Planning Department**  
4080 Lemon Street, 9th Floor  
P.O. Box 1409  
Riverside, California 92502-1409

Contact Person: Jerry Guarracino, Contract Planner  
(909) 955-3208

**Prepared by:**

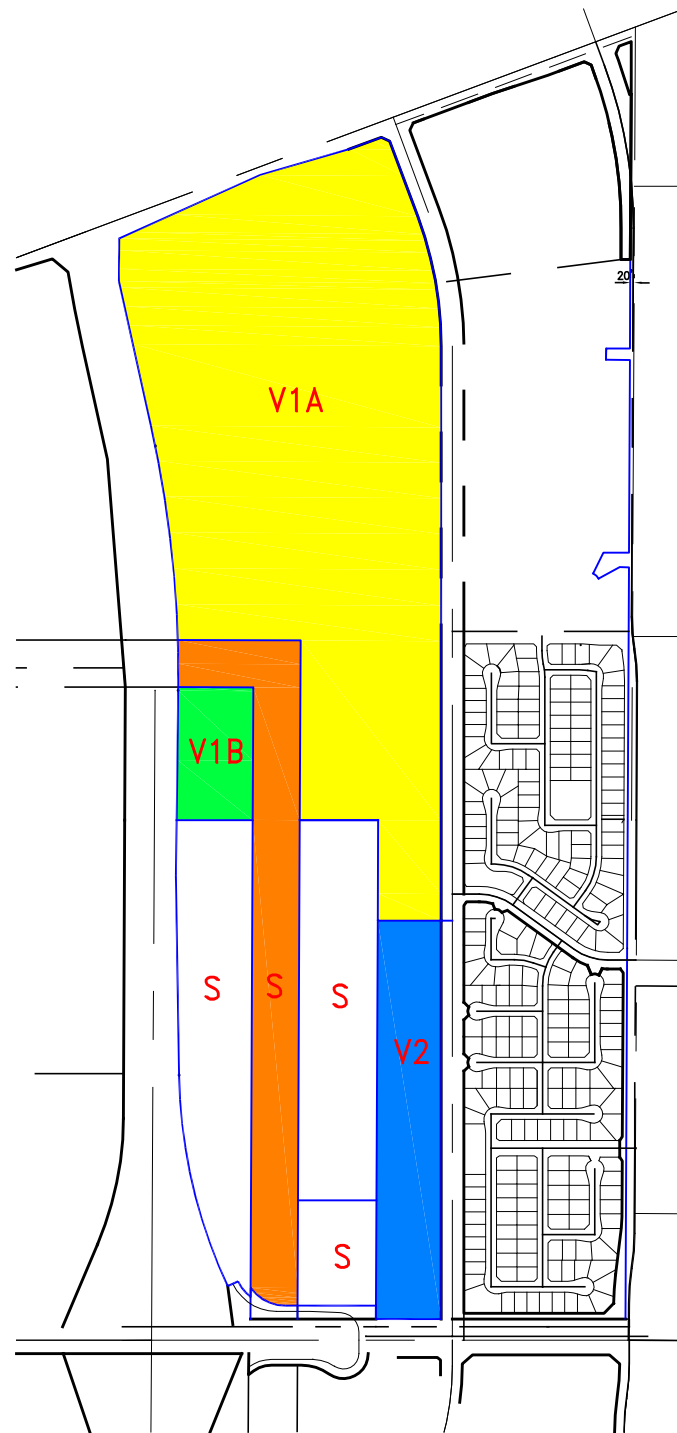
**Albert A. Webb Associates**  
3788 McCray Street  
Riverside, California 92506

Contact Person: Richard J. MacHott, Principal Environmental Planner  
(909) 686-1070



# **EXHIBIT F**

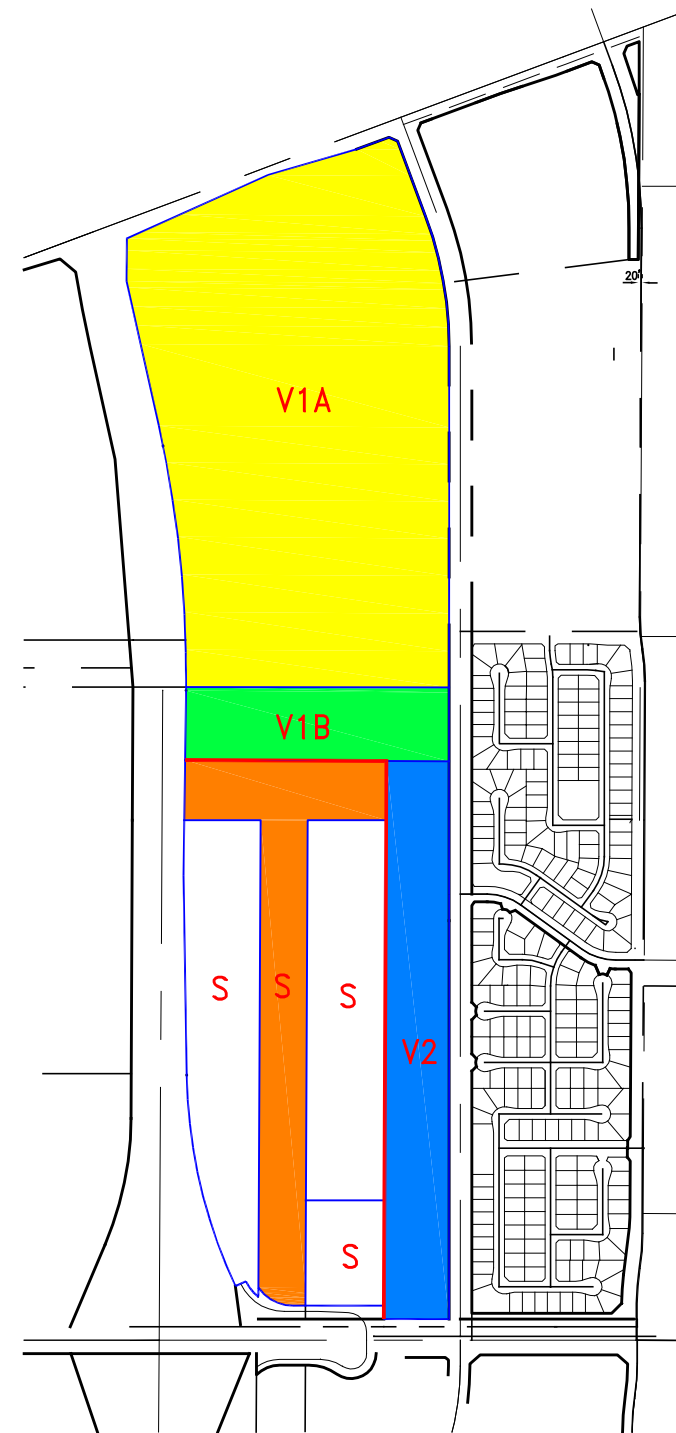
# **EXHIBIT F**



EXISTING LOT LINES

**LEGEND:**

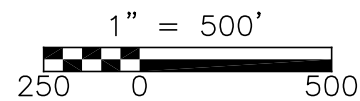
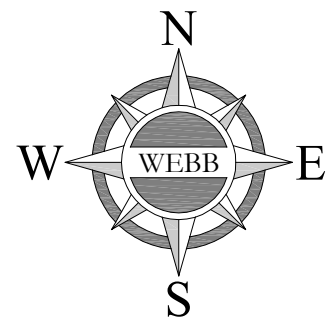
V1A	APV INV PA 13	102.54 Ac.
V1B	APV INV PA 13	6.26 Ac.
V2	ANTHONY P. VERNOLA	15.96 AC.
	TOTAL VERNOLA	124.76 Ac.
S	SKY COUNTRY INV. CO EAST	21.58 Ac.



PROPOSED LOT LINES

**LEGEND:**

V1A	APV INV PA 13	90.51 Ac.
V1B	APV INV PA 13	12.04 Ac.
V2	ANTHONY P. VERNOLA	22.21 AC.
	TOTAL VERNOLA	124.76 Ac.
S	SKY COUNTRY INV. CO EAST	21.58 Ac.



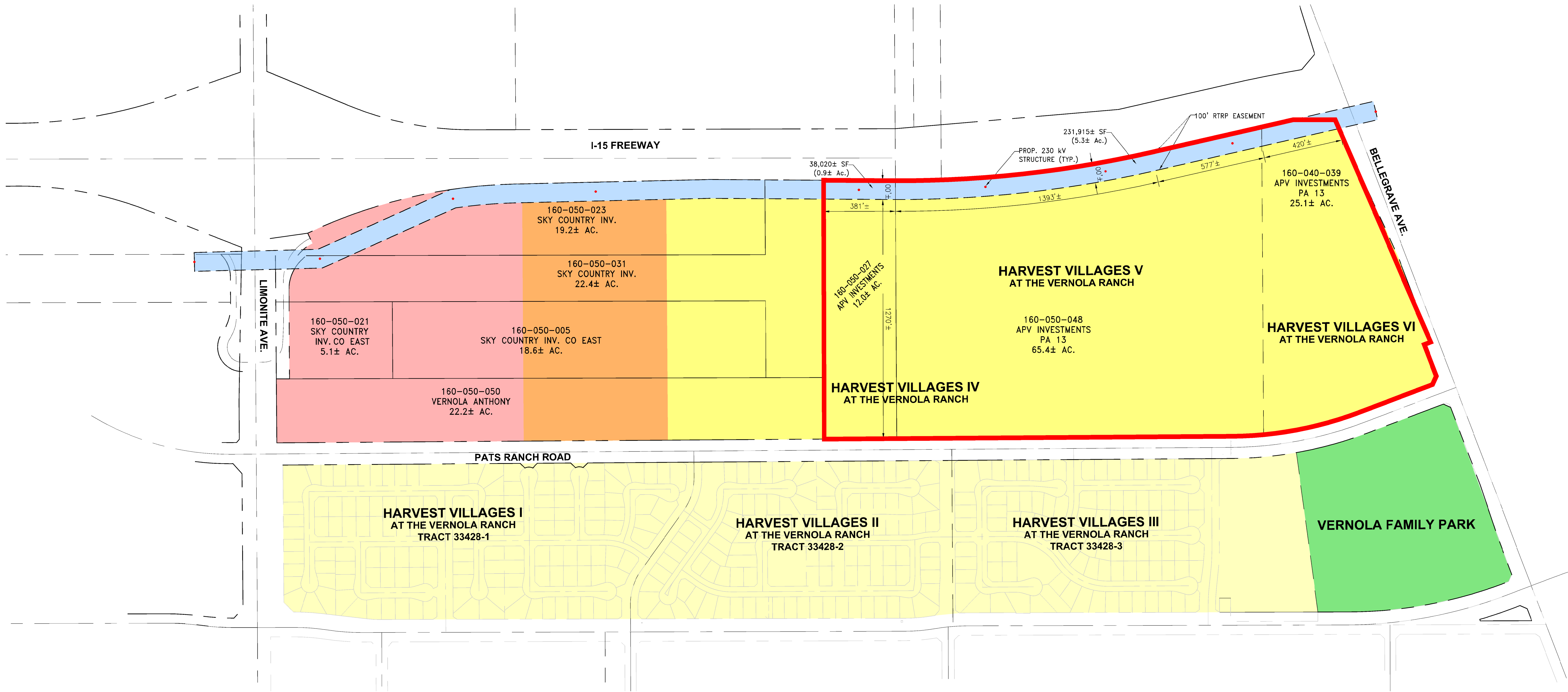
<b>ALBERT A. WEBB ASSOCIATES</b>	<b>NEW LOT LINE EXHIBIT</b> LYING IN THE S.E. 1/4 OF SEC. 19, T.2S., R.6W., AS SHOWN BY SECTIONALIZED SURVEY OF JURUPA RANCHO, IN THE CITY OF JURUPA VALLEY, COUNTY OF RIVERSIDE, CALIFORNIA		
	G:\2015\15-0270\Drawings\Exhibits\15-0270-C-XB-New Lots Boundaries.dwg 12/4/2015 9:45 AM		
THIS PLAT IS SOLELY AN AID IN LOCATING THE PARCEL(S) IN THE ATTACHED DOCUMENT. ALL PRIMARY CALLS ARE LOCATED IN THE WRITTEN DOCUMENT.		SHEET 1 OF 1	W.O. 15-0270
SCALE: 1"=500'	DRWN BY _____ CHKD BY _____	DATE _____ DATE _____	SUBJECT: <b>VERNOLA/SKY COUNTRY</b>

# **EXHIBIT G**

# **EXHIBIT G**

# RTRP CONFLICT WITH APV INVESTMENTS – AFTER RECORDATION OF LOT LINE ADJUSTMENT

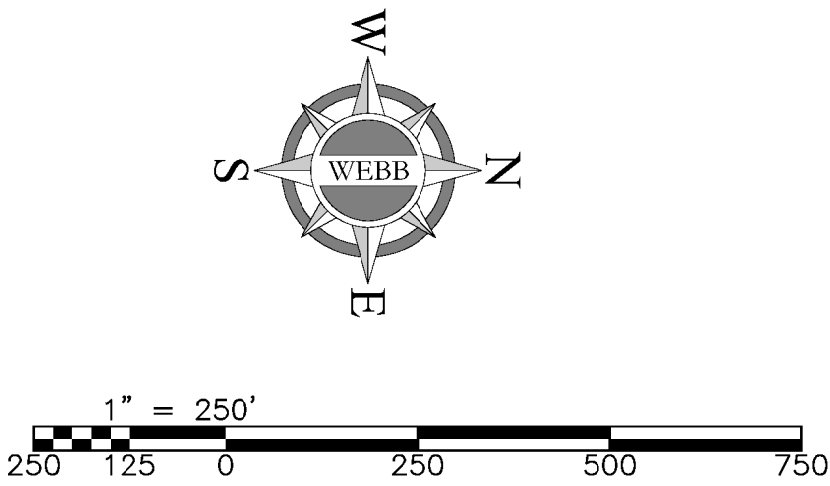
## APNs: 160-050-027, 160-050-048, & 160-040-039



- LEGEND:**
- PROPOSED RTRP 100' EASEMENT
  - PROPOSED RTRP POLE
  - PARCEL IN QUESTION
- ZONING:**
- C-P-S (SCENIC HIGHWAY COMMERCIAL)
  - I-P (INDUSTRIAL PARK)
  - R-1 (ONE-FAMILY DWELLINGS)
  - R-1 (ONE-FAMILY DWELLINGS) – COMPLETED/UNDER CONSTRUCTION
  - PARK

**NOTE:**

DIMENSIONS & LOCATIONS SHOWN ARE APPROXIMATE ONLY. ACTUAL DIMENSIONS & LOCATIONS MAY DIFFER BASED ON FINAL RTRP ALIGNMENT. APN NUMBERS SHOWN ARE BASED ON OWNERSHIP PRIOR TO THE RECORDATION OF THE LOT LINE ADJUSTMENT AND ARE SUBJECT TO CHANGE.



RTRP CONFLICT WITH APV INVESTMENTS AFTER RECORDATION OF LOT LINE ADJUSTMENT			
100' RTRP EASEMENT APN: 160-050-027 APN: 160-050-048 APN: 160-040-039			
SCALE: 1"=250'	ALBERT A. WEBB ASSOCIATES	ENGINEERING CONSULTANTS 3788 McCRAV STREET RIVERSIDE CA 92506 PH. (951) 686-1070 FAX (951) 788-1256	W.O. 14-0152 SHEET 1 OF 1 SHEETS DWG. NO.
DATE: 12/16/15	DESIGNED:	CHECKED:	PLN CK REF:
F.B.			

C:\2015\15-0270\Drawings\Exhibits\15-0270-C-1B-RTRP APV Overlay w-LA.dwg 12/16/2015 10:48:17 AM





HARVEST  
VILLAGES

at VERNOLA RANCH



# LENNAR®

## Harvest Villages

**NO  
HOA**

From  
the **\$500,000s**

**Up to 7 Bedrooms**

**2,284 to 4,122 Sq. Ft.**

**(855) 325-0501**



**EVERYTHING'S  
INCLUDED HOMES**

**LENNAR.COM**







## EXHIBIT INDEX:

OVERALL SITE PLAN  
NEIGHBORHOOD THEMES  
PEDESTRIAN CIRCULATION

NEIGHBORHOOD PARKS:  
VINEYARD PARK PROMENADE  
OLIVE GROVE  
VINEYARD PLACE  
CITRUS SQUARE

ENTRY MONUMENTS  
PROMENADE/ PRIMARY ENTRY  
SECONDARY ENTRY  
WALL PLAQUE  
PASEO/ CUL-SE-SAC ENTRY

EXHIBIT INDEX

The **HARVEST VILLAGES** at Vernola Ranch

ALBERT A.  
**WEBB**  
ASSOCIATES  
ENGINEERING CONSULTANTS



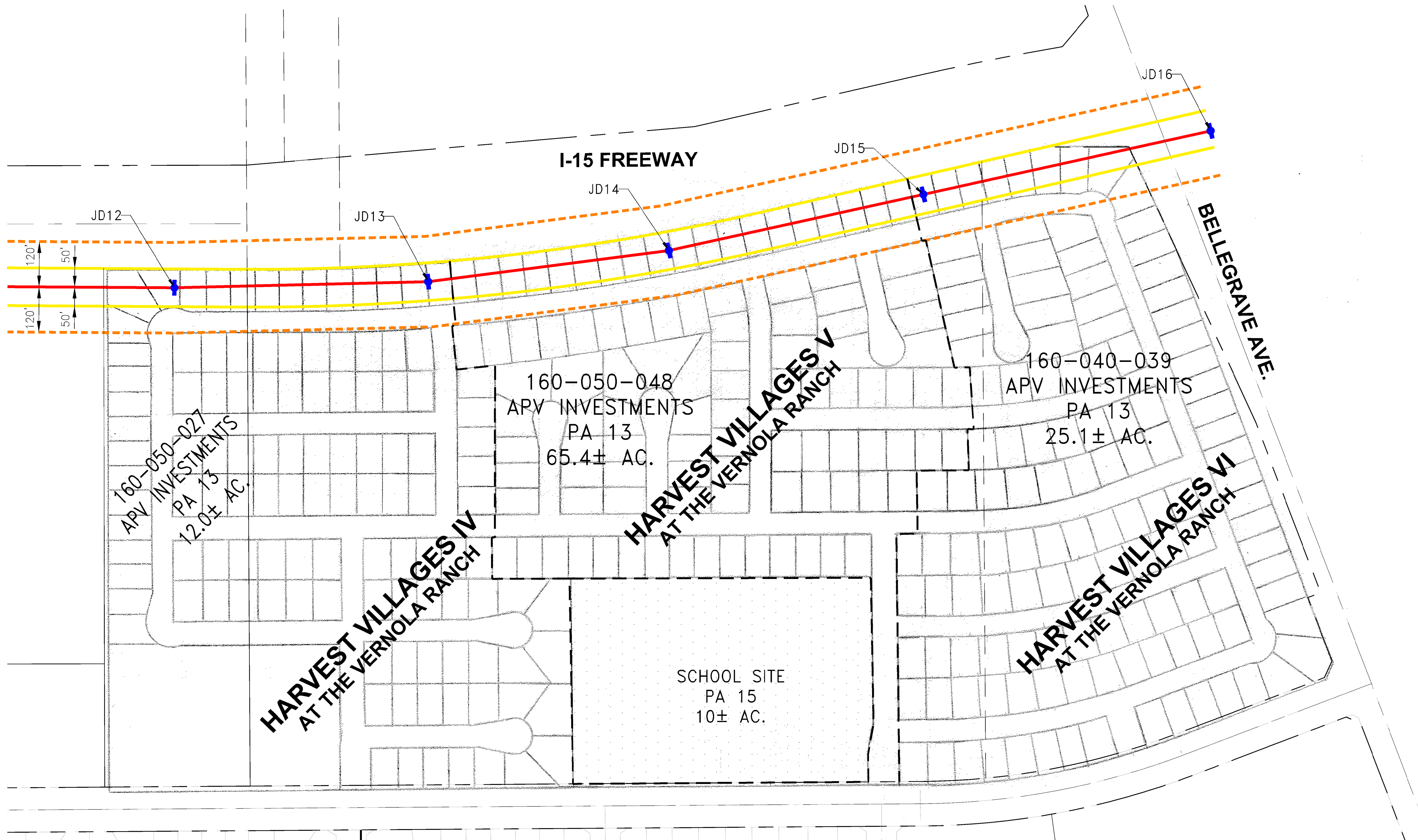
4649 Brockton Ave.  
Riverside, CA 92506  
(951) 369-0700  
Fax (951) 369-4039  
e-mail: [amelia@comworksdg.com](mailto:amelia@comworksdg.com)  
<http://www.comworksdg.com>

**EXHIBIT H**

**EXHIBIT H**



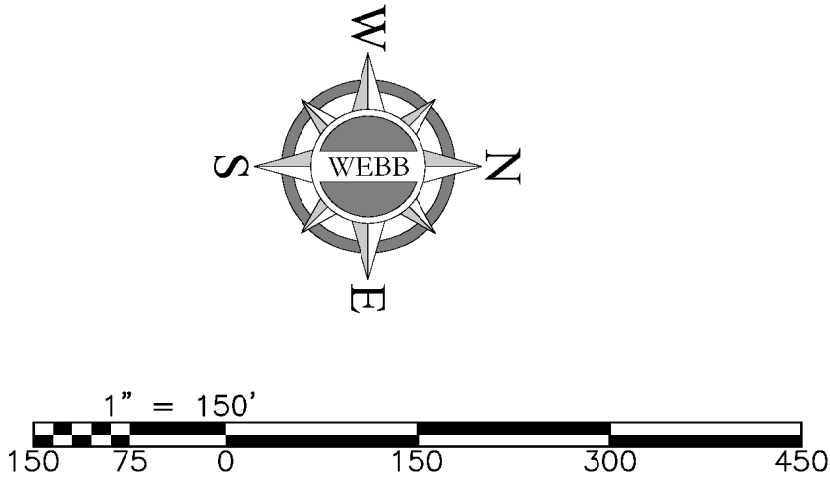
# HARVEST VILLAGES AT THE VERNOLA RANCH – RTRP IMPACT EXHIBIT



- LEGEND:**
- 100' EASEMENT
  - 240' FALL ZONE LIMITS
  - PROPOSED POWER LINES
  - PROPOSED POWER POLES

**NOTE:**

DIMENSIONS & LOCATIONS SHOWN ARE APPROXIMATE ONLY. ACTUAL DIMENSIONS & LOCATIONS MAY DIFFER BASED ON FINAL RTRP ALIGNMENT. APN NUMBERS SHOWN ARE BASED ON OWNERSHIP PRIOR TO THE RECORDATION OF THE LOT LINE ADJUSTMENT AND ARE SUBJECT TO CHANGE.



HARVEST VILLAGES AT THE VERNOLA RANCH RTRP IMPACT EXHIBIT			
100' RTRP EASEMENT 120' TALL TOWERS/240' FALL ZONE			
SCALE: 1"=150'	ALBERT A. ENGINEERING CONSULTANTS	W.O. 14-0152	
DATE: 1/8/16	3788 MCCRAY STREET	SHEET	1
DESIGNED:	RIVERSIDE CA 92506	OF 1	SHEETS
CHECKED:	PH. (951) 686-1070		
PLN CK REF:	FAX (951) 788-1256		
F.B.		DWG. NO.	



# EXHIBIT I

# EXHIBIT I



## Memorandum

To: Rick Bondar

From: Mo Faghihi

Date: February 8, 2016

Re: RTRP Conflict Areas with PA-13 Site (APNs: 160-050-027, 160-050-048, & 160-040-039)

---

Rick,

This memo concerns the site consisting of approximately 102.5 acres (after the completion of a Lot Line Adjustment being processed) north of Limonite Avenue, adjacent to the I-15 Freeway, depicted in the attached exhibit. Based on the proposed alignment of the RTRP project, there will be significant impacts to the PA-13 Site property:

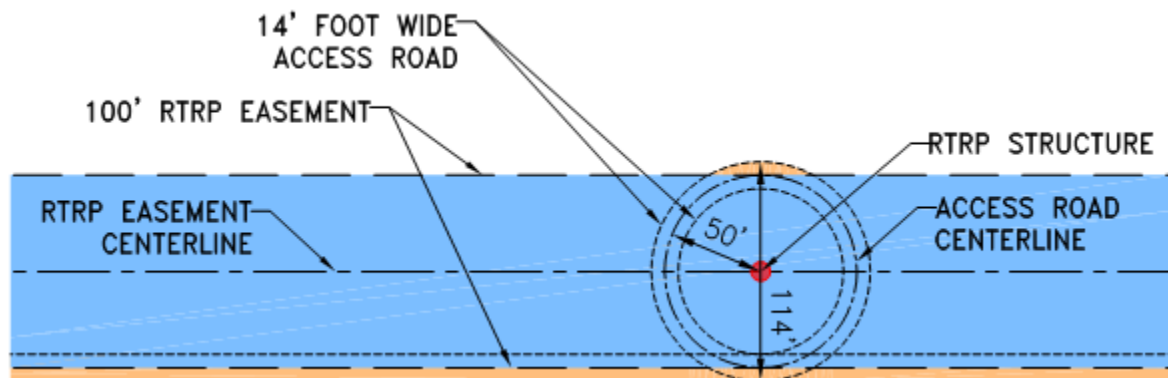
1. The area is currently planned for Medium Density Residential uses per the I-15 Corridor Specific Plan (SP 266). The proposed RTRP alignment would eliminate approximately 6.4 acres of One-Family Dwellings (R-1) from the site.
2. Webb undertook the engineering to analyze the residential lot yield on the PA-13 Site consistent with the existing zoning. Webb used the adjacent Harvest Villages at the Vernola Ranch (Tentative and Final Tract Maps 33428-1, -2, and -3) as a guide to how the City of Jurupa Valley wants to implement completion of the Master Planned Community. The reduction of approximately 6.4 acres of One-Family Dwellings (R-1) will reduce the potential residential units by approximately 22 units (assumes a density of 3.5 dwelling units per acre which is the average of the allowable Density for Medium Density Residential per the General Plan = 2 – 5 dwelling units per acre).
3. Access from a public road to the proposed RTRP easement does not appear to have been taken into consideration. Per Pages 5 and 6 of the Preliminary 230kV Project Alignment provided with the EIR, there is no access road connection to a public road made for structures JD9 through JD15. It appears additional access easements or improvements will be needed to obtain access to these structure locations.

On Bellegrave Avenue, there is a significant grade difference between the property and Bellegrave Avenue where the RTRP alignment crosses Bellegrave Avenue. This is due to the bridge approach on Bellegrave Avenue which crosses over the I-15 Freeway. Significant grading would be needed along with an encroachment permit from Caltrans to obtain access directly from Bellegrave Avenue where the RTRP alignment crosses. This does not appear to have been addressed.

Caltrans is currently working on Plans for the I-15 Freeway/Limonite Interchange Improvements. With the improvements proposed to the interchange, it is unclear how access would be obtained from Limonite to the RTRP Easement or even if the RTRP alignment will work with the proposed

Interchange Improvements. An encroachment permit from Caltrans would be needed for any work proposed within their right-of-way.

4. Pages 5 and 6 of the Preliminary 230kV Project Alignment provided with the EIR show access roads around all of the structures – 360 degrees. Per the first and second bullets under item number 17 of the attached “Southern California Edison Company Transmission Line Right of Way Constraints and Guidelines”:
  - The drivable road surface shall be constructed to provide a dense, smooth and uniform riding surface. The minimum drivable road surface shall be **14 feet** wide with an additional 2 feet of swale/berm on each side as required,
  - The minimum centerline radius on all road curves shall be **50 feet measured at the centerline of the drivable road surface**. The minimum drivable width of all roads shall be increased on curves by a distance equal to  $400/\text{Radius of curvature}$ .



Using a 14 foot wide drivable road surface, with a minimum 50 foot radius measured on the centerline, the minimum area needed for the access road around one structure – 360 degrees is 114 feet. Therefore the access road would not fit within the proposed 100 foot wide RTRP easement. Additional grading, including slopes along Caltrans Right-of-Way, may also be necessary and would require additional setback from the Caltrans Right-of-Way. This does not appear to have been addressed in the EIR.

5. It is assumed that any proposed RTRP facilities (including power poles) will be constructed at existing ground elevations with minimal grading as there is no proposed grading shown in the exhibits we have received. This will affect the future development of the areas adjacent to the RTRP easement, as there will be grading that is needed to provide adequate drainage to the property. Required drainage facilities such as swales and pipes along with cut and fill for grading will be located outside of the RTRP easement area, reducing the useable area of the property even further.

Without construction drawings for the RTRP alignment, the severity of the impact to the development of this site cannot fully be determined. However, the preliminary alignment of the RTRP creates a number of restrictions on the use of the PA-13 site, both within and outside of the proposed RTRP right-of-way. It therefore reduces the development potential for the property.

## **Southern California Edison Company**

### **Transmission Line Right of Way Constraints and Guidelines**

The primary purpose of SCE's Transmission Rights of Way (ROW) and Substations is to house SCE's electrical system and related facilities. SCE is committed to ensuring it operates and maintains a safe and reliable electric system, both, now and in the future.

The use of SCE's ROW is guided by California Public Utilities Commission regulations (General Order No. 69-C), which define the need to protect utility system operations and provide guidance on overall uses of the ROW, the types of agreements allowed, and related approval processes.

If you are proposing uses within SCE's ROW, please ensure that you contact SCE prior to developing your plans. Any proposed uses must be compatible, low-intensity uses (i.e. green belts, bike and hiking trails, etc.) that do not impose additional constraints on SCE's ability to maintain and operate its current facilities and that do not interfere with any future operating facility needs.

The following are constraints and guidelines to assist in the development of your plans within SCE's transmission ROW.

1. All projects are unique and will be reviewed on a case by case basis.
2. Buildings and other permanent structures, both, above ground and underground, are prohibited within SCE's ROW. Examples of permanent structures are pipelines, concrete slabs, foundations, vaults, decks, detention basins, pools, and anything else that is not portable and easily movable.
3. No parallel or longitudinal encroachments will be permitted. All improvements crossing in the ROW must do so perpendicular to the centerline of the ROW.
4. Any proposed use(s) on SCE's ROW that are specifically prohibited in SCE's easement document will be denied.
5. SCE's access to its ROW and facilities must be maintained 24/7 and cannot be encumbered in order to ensure SCE's access for system operations, maintenance, and emergency response.
6. All proposed grading requires a clearance review. Costs for engineered conductor clearance reviews required by SCE are to be paid for by the requestor.
7. All users of SCE's land shall be responsible for compliance with all applicable federal, state, county, and local laws affecting use of SCE's land. The user must obtain all permits and other governmental approvals required for the proposed use.
8. No plant species protected by federal or state law shall be planted within SCE's ROW.
9. All new trees and shrubs proposed on SCE's ROW shall be slow growing and not exceed 15 feet in height.
10. No wetlands, other sensitive natural habitat, vegetation related natural plant areas, or environmental mitigation on SCE's ROW will be permitted as it creates interference with SCE's ability to access its facilities and to add future facilities.
11. Groundwater or storm water infiltration or recharge will not be allowed.
12. Flammable or combustible materials are not allowed to be used or stored on SCE's ROW.
13. SCE may require a third-party user to implement certain safety measures or mitigations as a condition to approval of the third-party use. Users of SCE's ROW must adhere to minimum grounding standards dictated by SCE.

14. Uses on SCE's ROW will not be approved if deemed unsafe. An example of an unsafe condition includes (but is not limited to) instances where the proposed use may create levels of induced voltage that are unsafe to SCE employees or the public that cannot be mitigated to safe levels.

15. Horizontal Clearances

○ <b>Towers, Engineered Steel Poles &amp; H-Frames</b>	<b>161kV to 500kV</b>
▪ Lattice/Aesthetic & H-Frames (dead-end)	100 ft.
▪ Engineered Steel Poles (dead-end)	100 ft.
▪ Suspension Towers & H-Frames	50 ft.
▪ Suspension Steel Poles	50 ft.
○ <b>Wood or Light-Weight Steel Poles &amp; H-Frames</b>	<b>66kV to 115kV</b>
▪ Engineered Steel Poles w/ Found. (TSP) (dead-end)	25 ft.
▪ H-Frame	25 ft.
▪ Wood Poles	25 ft.
▪ Light-Weight Steel Poles	25 ft.
▪ Anchor Rods	10 ft.
▪ Guy Wires	10 ft.
▪ Guy Poles	10 ft.
▪ Lattice Anchor Towers (dead-end)	100 ft.
▪ Lattice Suspension Towers	50 ft.

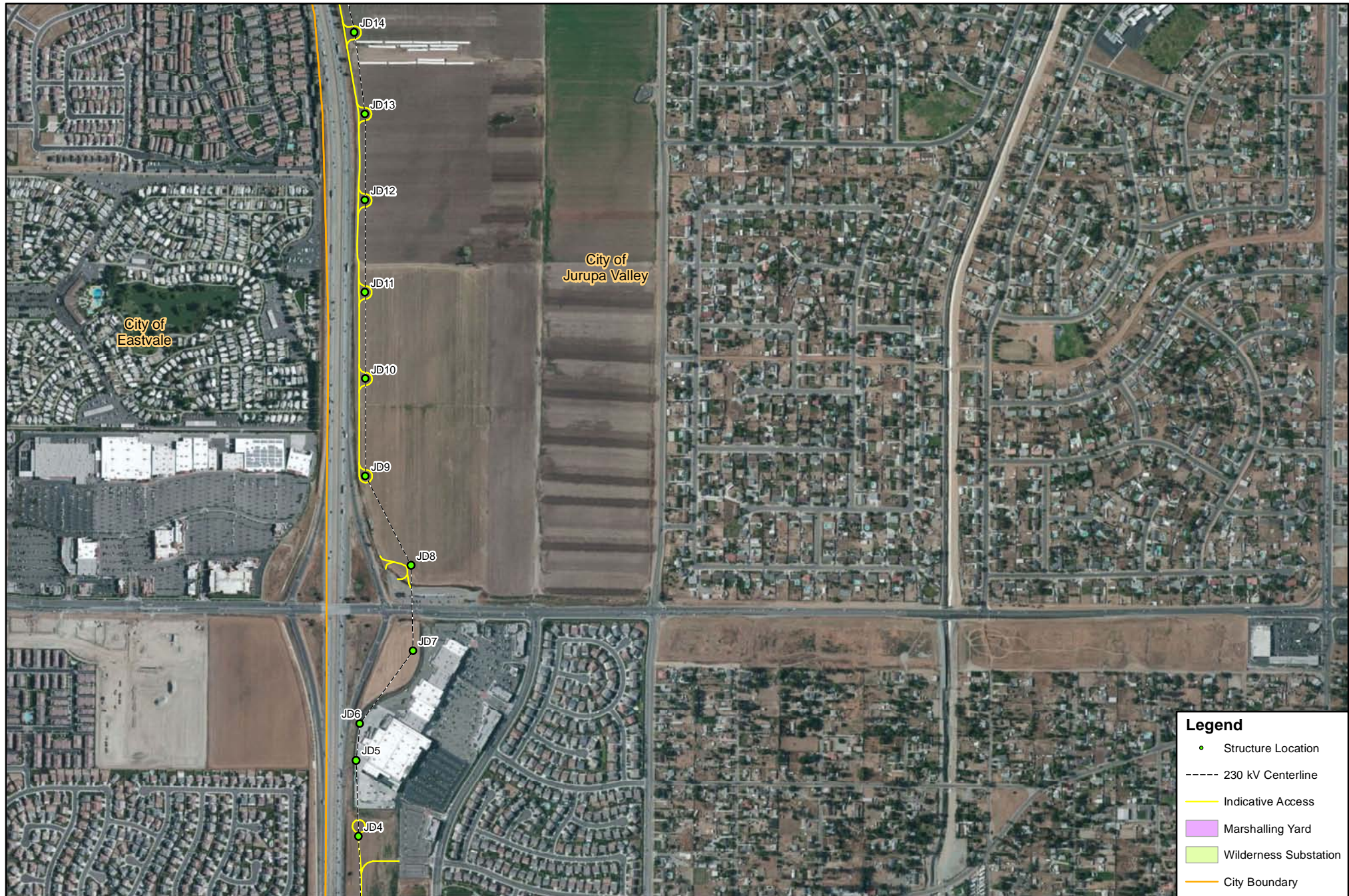
16. Vertical Clearances

○ <b>Structure</b>	
▪ 500kV	30 ft.
▪ 220kV	18 ft.
▪ 66kV	18 ft.
▪ <66kV (distribution facilities)	12 ft.
▪ Telecom	8 ft.
○ <b>Vehicle Access</b>	
▪ 500kV	36 ft.
▪ 220kV	30 ft.
▪ 66kV	30 ft.
▪ <66kV (distribution facilities)	25 ft.
▪ Telecom	18 ft.
○ <b>Pedestrian Access</b>	
▪ 500kV	31 ft.
▪ 220kV	25 ft.
▪ 66kV	25 ft.
▪ <66kV (distribution facilities)	17 ft.
▪ Telecom	10 ft.

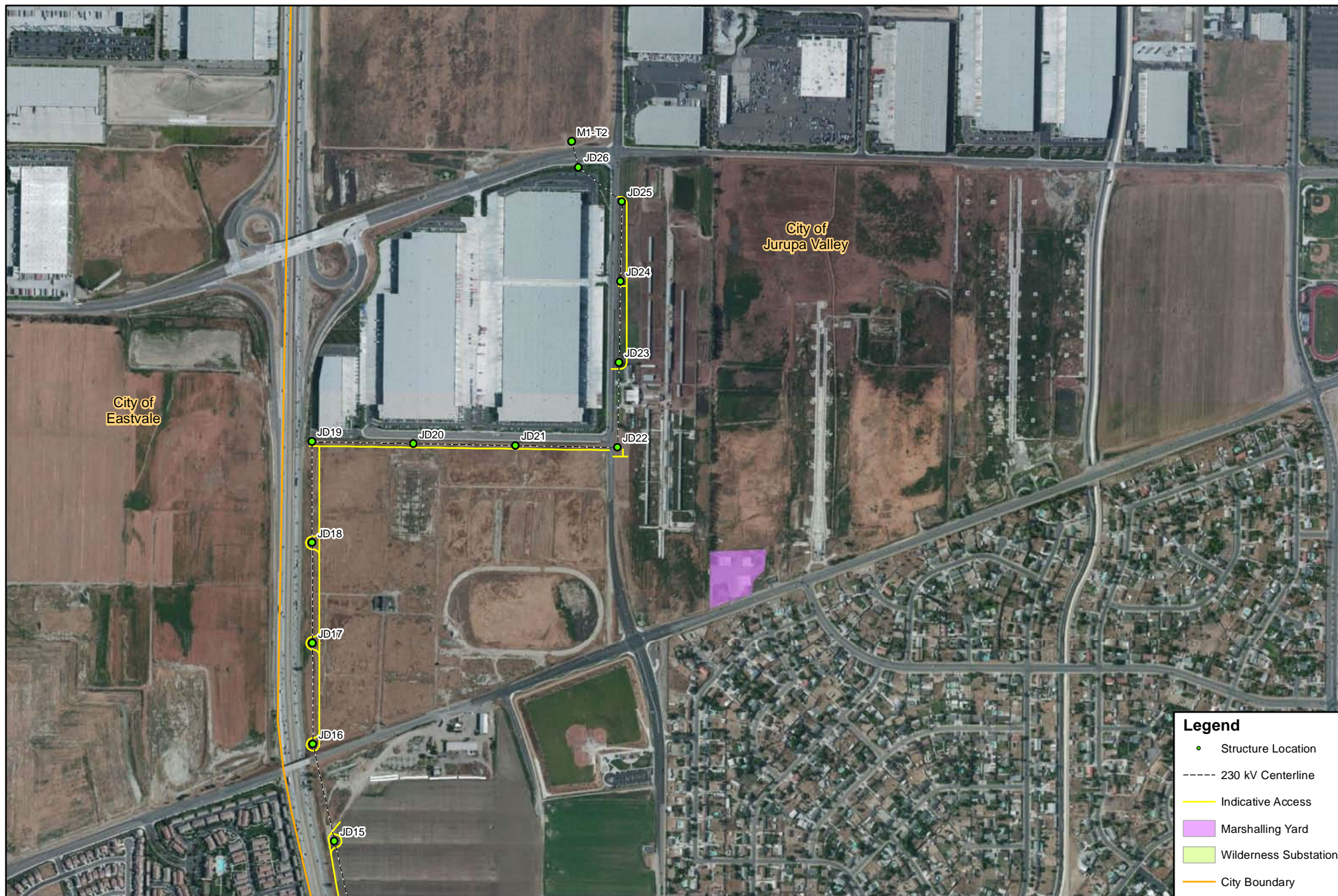
17. Roads constructed on SCE ROW or where a third party's access road coincides with SCE's access to SCE ROW or facilities must comply with SCE's engineering standards.

- The drivable road surface shall be constructed to provide a dense, smooth and uniform riding surface. The minimum drivable road surface shall be 14 feet wide with an additional 2 feet of swale/berm on each side as required.
- The minimum centerline radius on all road curves shall be 50 feet measured at the centerline of the drivable road surface. The minimum drivable width of all roads shall be increased on curves by a distance equal to 400/Radius of curvature.
- The road shall be sloped in a manner to prevent standing water or damage from undirected water flow. Maximum cross slope shall not exceed 2%, maximum grade not to exceed 12%.





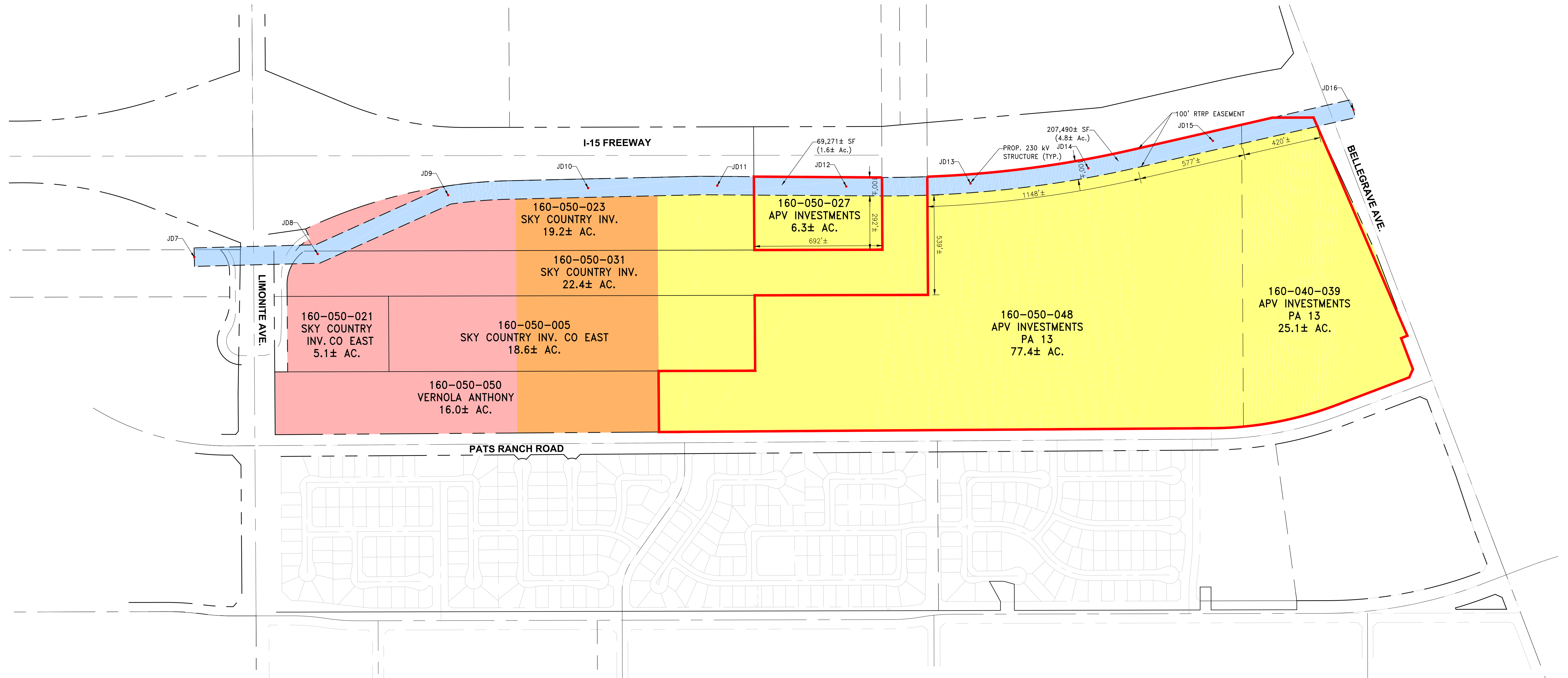






# RTRP CONFLICT WITH PA-13 SITE

## APNs: 160-050-027, 160-050-048, & 160-040-039



### LEGEND:

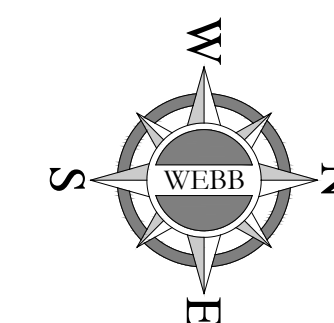
- PROPOSED RTRP 100' EASEMENT
- PROPOSED RTRP POLE
- PARCEL IN QUESTION

### ZONING:

- C-P-S (SCENIC HIGHWAY COMMERCIAL)
- I-P (INDUSTRIAL PARK)
- R-1 (ONE-FAMILY DWELLINGS)

### NOTE:

DIMENSIONS & LOCATIONS SHOWN ARE APPROXIMATE ONLY. ACTUAL DIMENSIONS & LOCATIONS MAY DIFFER BASED ON FINAL RTRP ALIGNMENT.



1" = 250'  
250 125 0 250 500 750

### RTRP CONFLICT WITH PA-13 SITE

**100' RTRP EASEMENT**  
**APN: 160-050-027**  
**APN: 160-050-048**  
**APN: 160-040-039**

SCALE: 1"=250'	ALBERT A. WEBB ASSOCIATES	ENGINEERING CONSULTANTS 3788 McCRAV STREET RIVERSIDE CA 92506 PH. (951) 686-1070 FAX (951) 788-1256	W.O. 14-0152
DATE: 1/8/16	DESIGNED:	CHECKED:	SHEET 1
PLN CK REF:	F.B.		OF 1 SHEETS
			DWG. NO.

# **EXHIBIT J**

# **EXHIBIT J**

## Southern California Edison Company

### Transmission Line Right of Way Constraints and Guidelines

The primary purpose of SCE's Transmission Rights of Way (ROW) and Substations is to house SCE's electrical system and related facilities. SCE is committed to ensuring it operates and maintains a safe and reliable electric system, both, now and in the future.

The use of SCE's ROW is guided by California Public Utilities Commission regulations (General Order No. 69-C), which define the need to protect utility system operations and provide guidance on overall uses of the ROW, the types of agreements allowed, and related approval processes.

If you are proposing uses within SCE's ROW, please ensure that you contact SCE prior to developing your plans. Any proposed uses must be compatible, low-intensity uses (i.e. green belts, bike and hiking trails, etc.) that do not impose additional constraints on SCE's ability to maintain and operate its current facilities and that do not interfere with any future operating facility needs.

The following are constraints and guidelines to assist in the development of your plans within SCE's transmission ROW.

1. All projects are unique and will be reviewed on a case by case basis.
- ② Buildings and other permanent structures, both, above ground and underground, are prohibited within SCE's ROW. Examples of permanent structures are pipelines, concrete slabs, foundations, vaults, decks, detention basins, pools, and anything else that is not portable and easily movable.
3. No parallel or longitudinal encroachments will be permitted. All improvements crossing in the ROW must do so perpendicular to the centerline of the ROW.
4. Any proposed use(s) on SCE's ROW that are specifically prohibited in SCE's easement document will be denied.
- ⑤ SCE's access to its ROW and facilities must be maintained 24/7 and cannot be encumbered in order to ensure SCE's access for system operations, maintenance, and emergency response.
6. All proposed grading requires a clearance review. Costs for engineered conductor clearance reviews required by SCE are to be paid for by the requestor.
7. All users of SCE's land shall be responsible for compliance with all applicable federal, state, county, and local laws affecting use of SCE's land. The user must obtain all permits and other governmental approvals required for the proposed use.
8. No plant species protected by federal or state law shall be planted within SCE's ROW.
9. All new trees and shrubs proposed on SCE's ROW shall be slow growing and not exceed 15 feet in height.
10. No wetlands, other sensitive natural habitat, vegetation related natural plant areas, or environmental mitigation on SCE's ROW will be permitted as it creates interference with SCE's ability to access its facilities and to add future facilities.
- ⑪ Groundwater or storm water infiltration or recharge will not be allowed.
12. Flammable or combustible materials are not allowed to be used or stored on SCE's ROW.
13. SCE may require a third-party user to implement certain safety measures or mitigations as a condition to approval of the third-party use. Users of SCE's ROW must adhere to minimum grounding standards dictated by SCE.

14. Uses on SCE's ROW will not be approved if deemed unsafe. An example of an unsafe condition includes (but is not limited to) instances where the proposed use may create levels of induced voltage that are unsafe to SCE employees or the public that cannot be mitigated to safe levels.

15. Horizontal Clearances

○ <b>Towers, Engineered Steel Poles &amp; H-Frames</b>	<b>161kV to 500kV</b>
▪ Lattice/Aesthetic & H-Frames (dead-end)	100 ft.
▪ Engineered Steel Poles (dead-end)	100 ft.
▪ Suspension Towers & H-Frames	50 ft.
▪ Suspension Steel Poles	50 ft.
○ <b>Wood or Light-Weight Steel Poles &amp; H-Frames</b>	<b>66kV to 115kV</b>
▪ Engineered Steel Poles w/ Found. (TSP) (dead-end)	25 ft.
▪ H-Frame	25 ft.
▪ Wood Poles	25 ft.
▪ Light-Weight Steel Poles	25 ft.
▪ Anchor Rods	10 ft.
▪ Guy Wires	10 ft.
▪ Guy Poles	10 ft.
▪ Lattice Anchor Towers (dead-end)	100 ft.
▪ Lattice Suspension Towers	50 ft.

16. Vertical Clearances

○ <b>Structure</b>	
▪ 500kV	30 ft.
▪ 220kV	18 ft.
▪ 66kV	18 ft.
▪ <66kV (distribution facilities)	12 ft.
▪ Telecom	8 ft.
○ <b>Vehicle Access</b>	
▪ 500kV	36 ft.
▪ 220kV	30 ft.
▪ 66kV	30 ft.
▪ <66kV (distribution facilities)	25 ft.
▪ Telecom	18 ft.
○ <b>Pedestrian Access</b>	
▪ 500kV	31 ft.
▪ 220kV	25 ft.
▪ 66kV	25 ft.
▪ <66kV (distribution facilities)	17 ft.
▪ Telecom	10 ft.

17. Roads constructed on SCE ROW or where a third party's access road coincides with SCE's access to SCE ROW or facilities must comply with SCE's engineering standards.

- The drivable road surface shall be constructed to provide a dense, smooth and uniform riding surface. The minimum drivable road surface shall be 14 feet wide with an additional 2 feet of swale/berm on each side as required.
- The minimum centerline radius on all road curves shall be 50 feet measured at the centerline of the drivable road surface. The minimum drivable width of all roads shall be increased on curves by a distance equal to 400/Radius of curvature.
- The road shall be sloped in a manner to prevent standing water or damage from undirected water flow. Maximum cross slope shall not exceed 2%, maximum grade not to exceed 12%.

# **EXHIBIT K**

# **EXHIBIT K**



# CITY OF JURUPA VALLEY



## ECONOMIC/FISCAL IMPACT ANALYSIS: RIVERSIDE TRANSMISSION RELIABILITY PROJECT

DECEMBER 2, 2015



# TABLE OF CONTENTS

I. INTRODUCTION .....	1
BACKGROUND .....	1
PURPOSE .....	1
II. METHODOLOGY & ASSUMPTIONS .....	2
METHODOLOGY & DATA SOURCES .....	2
GENERAL ASSUMPTIONS .....	3
III. STUDY AREA & PROJECT DESCRIPTIONS .....	5
RTRP PATH .....	5
PROJECT DESCRIPTIONS .....	5
IV. ECONOMIC/FISCAL IMPACT ANALYSIS: NO RTRP SCENARIO .....	14
KEY ASSUMPTIONS .....	14
FISCAL IMPACT ANALYSIS .....	16
V. ECONOMIC/FISCAL IMPACT ANALYSIS: RTRP SCENARIOS .....	18
KEY ASSUMPTIONS .....	18
RTRP IMPACT TO SCOPE OF DEVELOPMENT .....	19
JOBS .....	22
RTRP IMPACT TO CITY GENERAL FUND REVENUES & EXPENDITURES .....	22
VI. SUMMARY .....	29
APPENDIX .....	30
A. ABSORPTION FORECASTS .....	31
B. FORECAST METHODOLOGY .....	37
C. REVENUE FORECASTS – CASE STUDY METHODOLOGY .....	38
D. EXPENDITURE FORECASTS – CASE STUDY METHODOLOGY .....	47

# I. INTRODUCTION

## BACKGROUND

The City of Jurupa Valley (“City”) incorporated as Riverside County’s 28<sup>th</sup> city on July 1, 2011. Since the days leading up to its incorporation, the City has endured a number of significant, externally-introduced financial challenges, including state legislation redirecting Vehicle License Fee revenues, rapidly rising public safety contract costs, and a sluggish economic recovery. The City, along with three other newly incorporated cities in Riverside County -- Eastvale, Menifee, and Wildomar -- fought off disincorporation this past year, thanks in part to County debt forgiveness via SB 107 (Chapter 325, Statutes of 2015) and the City’s healthy General Fund reserves. While City staff is projecting that the fiscal year 2015-16 year-end General Fund reserve balance will continue to be healthy (approximately 31 percent of expenditures), the City’s budget deficit is expected to be \$2.5 million, and annual revenue neutrality payments of \$1.9 million to the County of Riverside (“County”) will be required beginning in fiscal year 2016-17. Revenue neutrality payments also have step increases in the future, as a percentage of property tax and sales tax revenues, when the City reaches certain revenue targets for property tax and sales tax revenues.

The next few years of operation will be critical to the City’s financial sustainability, particularly with regard to the economic development of the I-15 corridor and adjacent areas to expand the City’s revenue base to keep pace with rising operational costs, particularly police contract costs with the Riverside County Sheriff. County planning efforts for the I-15 corridor well-preceded the incorporation of the City, as well as the Riverside Transmission Reliability Project (“RTRP”) proposal, which now threatens to physically restrict and economically undermine key development sites along the corridor.

## PURPOSE

The California Public Utilities Commission (“CPUC”) is currently processing Application No. A.15-04-013 filed by Southern California Edison (“SCE”) for a Certificate of Public Convenience and Necessity for the RTRP, a joint infrastructure project with Riverside Public Utilities (“RPU”). RPU previously prepared an Environmental Impact Report (“EIR”) in 2012 for the RTRP based on a proposed alignment for the project that directly impacts nine different development sites along the I-15 corridor and adjacent properties. The EIR, however, did not adequately address the physical or economic impacts of the RTRP on existing and future development sites. The CPUC has issued three deficiency reports as part of its review of SCE’s application. City staff has provided project descriptions and other background information about the development projects impacted by the proposed RTRP alignment. To augment that information, the City hired Urban Futures, Inc. (“UFI”) to prepare an Economic/Fiscal Impact Analysis (“E/FIA”) evaluating how the RTRP will physically and economically constrain development along the RTRP alignment, and assessing the short- and long-term impacts of the RTRP to the City’s overall financial health.

The purpose of this E/FIA is to:

- Quantify the economic and fiscal impacts of the I-15 corridor projects to the short- and long-term financial health and sustainability of the City’s General Fund;
- Identify the probable physical and economic impacts of the proposed RTRP alignment to the I-15 corridor projects, including impacts to the market viability and development envelope of the projects; and
- Quantify the anticipated impact of the proposed RTRP alignment to the City’s General Fund in the context of the corridor projects.

## II. METHODOLOGY & ASSUMPTIONS

### METHODOLOGY & DATA SOURCES

The E/FIA evaluates the anticipated future impact of the RTRP on the City's General Fund by analyzing the constraints the RTRP places on the ability of future development projects to generate surplus revenues to the City's General Fund. While each project is at a different stage of development planning or construction, the E/FIA assumes that all projects will be built within a 10-year development window. The steps taken to conduct the analysis are outlined below.

#### Base Data Synthesis

- Project profiles for each of the nine project sites were assembled based on available information from City staff, the Internet, and other sources, including land use plans and entitlements (e.g., General Plan land use designation, zoning, specific plans), County Assessor parcel information, and project documentation (e.g., site plans, tract maps).
- GIS mapping was utilized to define the project sites and synthesize parcel-level data, including lot size, fiscal year 2014-15 assessed valuation, tax rate areas ("TRA"), and ownership configurations.
- TRA data from the County Auditor-Controller's web site was downloaded to determine the City's pro rata share of the 1% ad valorem property tax general levy generated by each project.
- Development programming for each project was defined based on entitlement approvals, specific plans, or zoning (e.g., dwelling unit counts, building floor area, gross leasable area).

#### General Fund Recurring Revenues

- Assessed values based on estimated construction values (commercial and industrial), sales pricing (single family residential), and per-unit market values (hotel and multifamily residential) were estimated for each project using data from a 2015 market study prepared by The Concord Group.
- UFI collaborated with HdL Companies to identify tenant mix profiles, estimated taxable sales, and estimated sales tax revenues for each commercial-retail development site. HdL Companies is widely recognized as California's preeminent sales tax expert and is frequently contracted by cities and counties, including the City of Jurupa Valley, to provide sales tax consulting services.
- Residential population and employment projections for each project site were estimated based on average household size data from ESRI Business Analyst Online and building space-per-employee data from the County of Riverside General Plan (Technical Appendix E: Build-out Assumptions & Methodology).
- Annual and cumulative market absorption rates were defined for each land use category (e.g., residential, light industrial, office/business park, retail) based on population, housing, and employment projections for Jurupa Valley (2013 Progress Report, County of Riverside Center for Demographic Research) and a retail leakage analysis report from ESRI Business Analyst Online for a 10-minute drive-time market area from the Sky Country Retail Center project site (11937 Limonite Avenue), just north of the existing Vernola Marketplace shopping center.
- A land absorption schedule for each project was prepared and used to estimate year-to-year projected General Fund recurring revenues, including property tax, sales tax, transient occupancy tax, and property transfer tax revenues. Population and employment projections based on the

absorption schedule were used to estimate annual per capita revenues from Franchise Fees for Utilities and Solid Waste.

## General Fund Recurring Expenditures

- Population and employment projections were used to estimate annual per capita General Fund expenditures, with adjustments for operational economies of scale, for:
  - General government and finance
  - Development services
  - Police protection
  - Animal services
- UFI referred to the 2010 Comprehensive Fiscal Analysis (“CFA”) prepared for the City’s incorporation proposal to identify cost assumptions. The E/FIA uses a per capita service population approach that factors both residents and employees based on service population of 100% residents plus 50% employees.
- Annual General Fund revenues over expenditures generated from the projects were calculated.

## RTRP Impacts

- The probable physical impact of the proposed RTRP alignment to each project site was identified, including reductions in the development envelopes from site plan reconfigurations.
- The probable economic impact of the proposed RTRP alignment to retail sites reliant on freeway-oriented signs was factored into the analysis.
- The net impact of the RTRP on annual General Fund revenues over expenditures generated from the projects was calculated.

## GENERAL ASSUMPTIONS

General assumptions used to prepare this E/FIA are outlined below. More specific detailed revenue and cost assumptions are provided in later sections of this report.

- Constant 2015 dollars were used to estimate future values, revenues, and expenditures.
- Population projections for future residents were based on an average household size of 3.83 persons per household for single family homes. For the 397-unit Vernola Marketplace Apartment Community, a blended factor of 2.61 persons per household was used based an assumed unit size mix of one-third one-bedroom units, one-third two-bedroom units, and one-third three-bedroom units.
- Employment projections for industrial and commercial uses were based on employment density (square feet per employee) estimates for different land uses. See Table II-A for employment densities for Commercial Retail, Commercial Tourist, Light Industrial, and Business Park uses.

TABLE II-A

Land Use	Square Feet per Employee
Commercial Retail	500
Commercial Tourist	500
Light Industrial	1,030
Business Park	600

Source: County of Riverside General Plan, Appendix E: Socioeconomic Build-out Projections Assumptions & Methodology



- A 10-year build-out schedule for the nine projects was based on demand projections for residential, commercial, and industrial uses using demographic projections and market research data.

# III. STUDY AREA & PROJECT DESCRIPTIONS

## RTRP PATH

The proposed RTRP path is more than 11 miles in length with approximately four miles of the alignment running through portions of the City where key development projects will be impacted by the RTRP. See Exhibit III-A on the following page for a map of the pathway and the projects impacted by the RTRP. The required right-of-way (“ROW”) for a 230 kV overhead transmission line is 100 feet in width. No buildings may be sited within the ROW. While this E/FIA analyzes the direct and indirect impacts of the 100-foot ROW on future development sites, it is important to note that a larger “fall zone” for the RTRP is likely to impact property values beyond the 100-foot ROW.

## PROJECT DESCRIPTIONS

This E/FIA analyzes the impacts of the RTRP on nine development project sites (see Exhibit III-A on Page 6). In addition to new development projects, this E/FIA also assumes that the RTRP’s path along the frontage of the I-15 freeway will likely impact the performance of the existing Vernola Marketplace shopping center, as described later in this report. The nine new development projects total approximately 591 acres of developable land that are in different stages of planning, entitlement, or development. The E/FIA assumes a 10-year build-out horizon for 1,269 single family dwelling units, 379 multifamily dwelling units, more than 2 million square feet of light industrial and business park uses, and 531,406 square feet of commercial retail/tourist uses, including two community shopping centers, two 100-room hotels, and a gas station. A summary table of each of the nine projects (Table III-A) is provided on Page 7. The projects are listed in geographic order based on the north-to-south travel of the RTRP path, as shown on the map in Exhibit III-A.

# EXHIBIT III-A

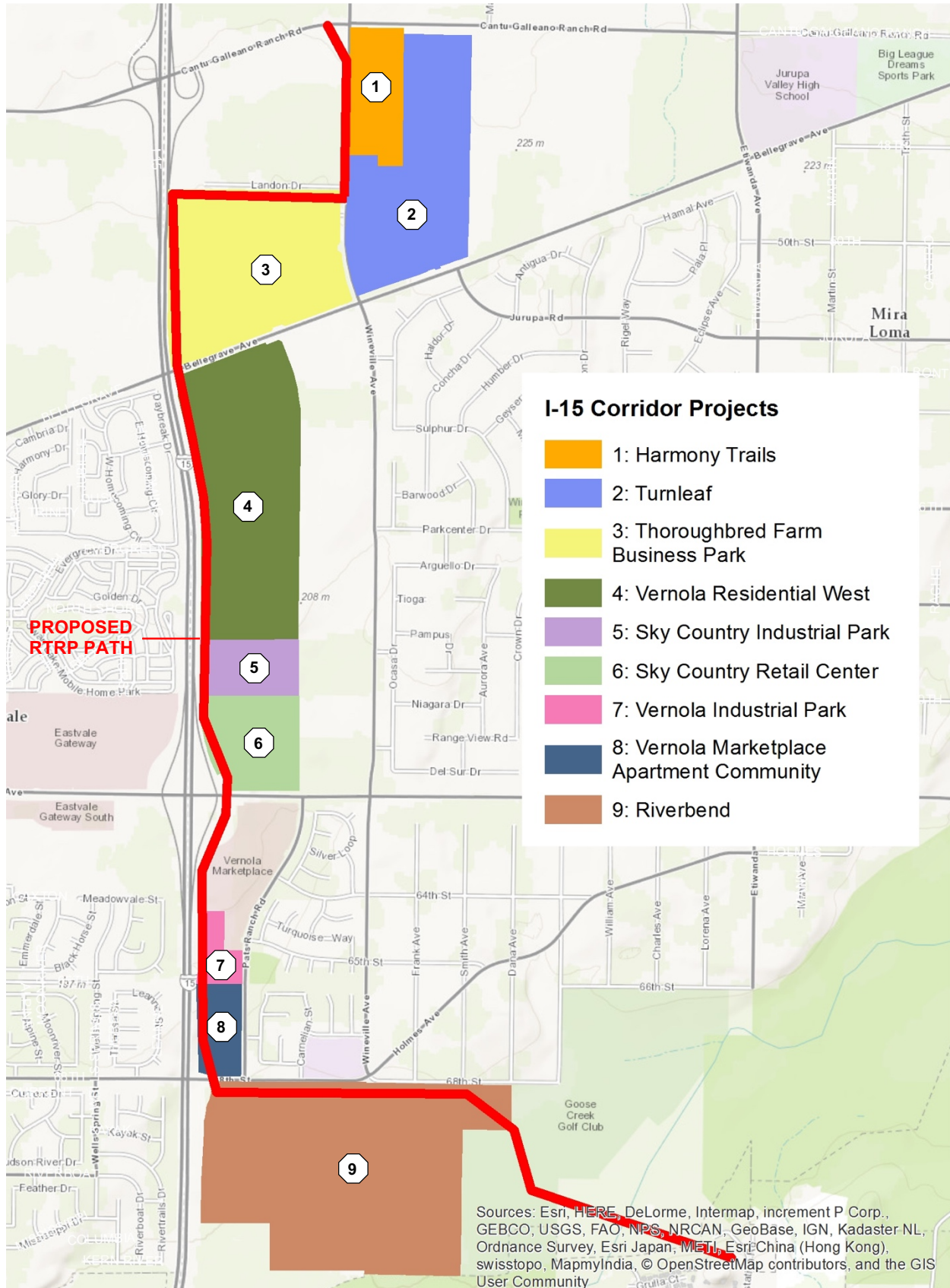


TABLE III-A

**RIVERSIDE TRANSMISSION RELIABILITY PROJECT (RTRP) ECONOMIC/FISCAL IMPACT ANALYSIS  
PROJECT DESCRIPTIONS**

Map Ref #	Project Name	Status	Land Use	Lot Acreage (Ac)	Lot Square Footage (SF)	Zoning	Density / FAR	Dwelling Units (DU) / Building SF	Population / Employment Density Factor	Total Residents / Employees
1	Harmony Trails	Approved Tract Map	Single Family Residential	31.3	1,354,868	R-4	5.62 DU/Ac	176 DU	3.83	674
2	Turnleaf	Construction	Single Family Residential	31.6	1,375,189	R-1	3.52 DU/Ac	111 DU	3.83	425
3	Thoroughbred Farm Business Park	Fully Entitled	Business Park	36.5	1,589,940	Specific Plan No. 376	0.60 FAR	598,504 SF	600	998
			Light Industrial	42.6	1,855,656		0.60 FAR	917,592 SF	1,030	891
			Commercial/Retail	11.5	500,940		0.35 FAR	129,635 SF	500	259
			Tourist/Commercial	7.6	331,056		0.35 FAR	112,211 SF	500	224
			Total	98.2	4,277,592			1,757,942 SF		2,372
4	I-15 Corridor: Vernola Residential West	Zoned	Single Family Residential	129.1	5,621,702	R-1	4.00 DU/Ac	516 DU	3.83	1,976
5	I-15 Corridor: Sky Country Industrial Park	Zoned	Industrial Park	23.8	1,038,240	I-P	0.35 FAR	363,384 SF	1,030	353
6	I-15 Corridor: Sky Country Retail Center	Zoned	Scenic Highway Commercial	33.2	1,447,798	C-P-S	0.20 FAR	289,560 SF	500	579
			Hotel	4.0	174,240		0.35 FAR	60,984 SF	500	122
			Total	37.2	1,622,038			350,544 SF		
7	I-15 Corridor: Vernola Industrial Park	Zoned	Industrial Park	11.0	463,779	I-P	0.35 FAR	162,323 SF	1,030	158
8	Vernola Marketplace Apartment Community	Fully Entitled	Multifamily Residential	17.4	755,764	R-3	22.84 DU/Ac	397 DU	2.61	1,036
9	Riverbend	Mass Grading / Utilities	Single Family Residential	211.0	9,191,160	R-4	2.21 DU/Ac	466 DU	3.83	1,785
TOTAL				590.6	25,700,333			1,666 DU 2,634,496 SF		5,896 Res. 3,584 Empl.

## Absorption Schedule

As described previously, this E/FIA assumes that build-out of the nine projects will occur over a 10-year timeframe between fiscal years 2016-17 and 2025-26. UFI used a combination of demographic projections and market research (see Appendix A) to develop the year-to-year absorption schedule for the different land uses proposed to be developed within the study area. See Tables III-C and III-D on the following pages for absorption schedules for residential and industrial/business park/retail uses.



**TABLE III-C  
RESIDENTIAL ABSORPTION**

			FISCAL YEAR										TOTAL
			1	2	3	4	5	6	7	8	9	10	
PROJECT	STATUS	UNITS	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Harmony Trails	Tract Map	176	0	50	50	50	26	0	0	0	0	0	176
Turnleaf	Construction	111	40	40	31	0	0	0	0	0	0	0	111
Vernola West	Zoned	516	0	0	0	50	85	85	85	85	85	41	516
Vernola Apartments	Fully Entitled	397	0	0	135	135	127	0	0	0	0	0	397
Riverbend	Mass Grading / Utilities	466	50	85	85	85	85	76	0	0	0	0	466
ANNUAL NEW UNITS		1,666	90	175	301	320	323	161	85	85	85	41	1,666
Max. Annual Absorption			415	415	415	415	440	440	440	440	440	440	
CUMULATIVE NEW UNITS			90	265	566	886	1,209	1,370	1,455	1,540	1,625	1,666	

TABLE III-D

LIGHT INDUSTRIAL/BUSINESS PARK/RETAIL  
ABSORPTION

LIGHT INDUSTRIAL/BUSINESS PARK/RETAIL ABSORPTION				FISCAL YEAR										
				1	2	3	4	5	6	7	8	9	10	TOTAL
PROJECT	STATUS	LAND USE	SF	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Thoroughbred Farm Business Park	Fully Entitled	Light Industrial	917,592		530,150	180,806	206,636							917,592
		Business Park	598,504			264,002	334,502							598,504
		Commercial/Retail	129,635						129,635					129,635
		Tourist/Commercial	112,211					112,211						112,211
I-15 Corridor: Sky Country Industrial Park	Zoned	Light Industrial	363,384				181,692	181,692						363,384
I-15 Corridor: Sky Country Retail Center	Zoned	Commercial/Retail	289,560			114,780	114,780							289,560
		Hotel	60,894				60,894							60,894
Vernola Industrial Park	Zoned	Industrial Park	162,323					162,323						162,323
ANNUAL NEW SF			2,634,192	0	530,150	589,588	928,594	456,226	129,635	0	0	0	0	2,634,192
	Industrial	Est. Annual Absorption		0	530,150	180,806	388,328	344,015	0	0	0	0	0	1,443,299
		Max. Annual Absorption		706,451	706,451	706,451	706,451	515,797	515,797	515,797	515,797	515,797	515,797	
	Business Park	Est. Annual Absorption		0	0	264,002	334,502	0	0	0	0	0	0	598,504
		Max. Annual Absorption		391,680	391,680	391,680	391,680	285,975	285,975	285,975	285,975	285,975	285,975	
	Commercial	Est. Annual Absorption		0	0	144,780	144,780	112,211	129,635	0	0	0	0	531,406
		Cumulative Retail Potential		546,321	546,321	546,321	401,541	256,761	144,550	14,915	14,915	14,915	14,915	
CUMULATIVE NEW COMMERCIAL-INDUSTRIAL SF				0	530,150	1,119,738	2,048,332	2,504,557	2,634,192	2,634,192	2,634,192	2,634,192	2,634,192	

## Tax Rate Areas

The projects overlap four different tax rate areas (“TRA”) which determine the pro rata share of property tax revenues generated from each project that the City will receive. Table III-E below identifies the TRA(s) that each project is located in.

**TABLE III-E**  
**CITY SHARE OF 1% PROPERTY TAX REVENUE**

Map Ref #	Project Name	TAX RATE AREA			
		028009	028011	028029	028114
		7.044153%	7.044153%	5.995154%	5.995154%
1	Harmony Trails				✓
2	Turnleaf			✓	✓
3	Thoroughbred Farm Business Park			✓	✓
4	I-15 Corridor: Vernola Residential West			✓	✓
5	I-15 Corridor: Sky Country Industrial Park			✓	✓
6	I-15 Corridor: Sky Country Retail Center			✓	✓
7	I-15 Corridor: Vernola Industrial Park	✓			
8	Vernola Marketplace Apartment Community	✓			
9	Riverbend	✓	✓		

## Population & Employment

Population and employment projections provide the basis for per capita General Fund revenue and expenditure projections. Consistent with the absorption schedules described previously, population projections for residential projects are based on a household size factor. For single family residential, a household size of 3.83 persons per household is assumed. For the Vernola Marketplace Apartment Community, an average household size of 2.61 persons per household is assumed based on a balanced mix of one-, two-, and three-bedroom units throughout the project’s 397 proposed units. Table III-F provides population projections for each residential project.

Employment projections for light industrial, business park, and retail uses are based on an employment density factor as described in the Methodology & Assumptions section of this report. Table III-G provides employment projections for each commercial/industrial project.

**TABLE III-F**  
**NEW RESIDENTIAL**  
**POPULATION**

		FISCAL YEAR										TOTAL
		1	2	3	4	5	6	7	8	9	10	
Project	Persons per HH <sup>1</sup>	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	TOTAL
Harmony Trails	3.83	0	192	192	192	100	0	0	0	0	0	674
Turnleaf	3.83	153	153	119	0	0	0	0	0	0	0	425
Vernola West	3.83	0	0	0	192	326	326	326	326	326	157	1,976
Vernola Apartments	2.61	0	0	352	352	331	0	0	0	0	0	1,036
Riverbend	3.83	192	326	326	326	326	291	0	0	0	0	1,785
<b>ANNUAL NEW RESIDENTS</b>		<b>345</b>	<b>670</b>	<b>988</b>	<b>1,061</b>	<b>1,082</b>	<b>617</b>	<b>326</b>	<b>326</b>	<b>326</b>	<b>157</b>	<b>5,896</b>
<b>CUMULATIVE NEW RESIDENTS</b>		<b>345</b>	<b>1,015</b>	<b>2,003</b>	<b>3,064</b>	<b>4,146</b>	<b>4,763</b>	<b>5,088</b>	<b>5,414</b>	<b>5,739</b>	<b>5,896</b>	

<sup>1</sup> The 2015 estimate of average household size for the City of Jurupa Valley is 3.83 persons per household. The E/FIA estimates an average household size of 2.61 persons per household for the Vernola Marketplace Apartment Community based on assumed household sizes for a balanced mix of 1-, 2-, and 3-bedroom units throughout the project's 379 proposed units.

Sources: ESRI Business Analyst Online, Urban Futures, Inc.

TABLE III-G

NEW COMMERCIAL-INDUSTRIAL  
EMPLOYMENT

			FISCAL YEAR										TOTAL
			1	2	3	4	5	6	7	8	9	10	
Project	Land Use	SF per Empl.	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Thoroughbred Farm Business Park	Light Industrial	1,030	0	515	176	201	0	0	0	0	0	0	891
	Business Park	600	0	0	440	558	0	0	0	0	0	0	998
	Commercial/ Retail	500	0	0	0	0	0	259	0	0	0	0	259
	Tourist/ Commercial	500	0	0	0	0	224	0	0	0	0	0	224
I-15 Corridor: Sky Country Industrial Park	Light Industrial	1,030	0	0	0	176	176	0	0	0	0	0	353
I-15 Corridor: Sky Country Retail Center	Commercial/ Retail	500	0	0	290	290	0	0	0	0	0	0	579
	Hotel	500	0	0	0	122	0	0	0	0	0	0	122
Vernola Industrial	Industrial Park	1,030	0	0	0	0	158	0	0	0	0	0	158
ANNUAL NEW EMPLOYMENT			0	515	905	1,346	558	259	0	0	0	0	3,584
CUMULATIVE NEW EMPLOYMENT			0	515	1,420	2,766	3,324	3,584	3,584	3,584	3,584	3,584	

## IV. ECONOMIC/FISCAL IMPACT ANALYSIS: NO RTRP SCENARIO

Annual General Fund revenue and expenditure projections for the nine development projects were initially prepared under a “No RTRP” scenario based on the project descriptions outlined in Section III of this report. Key revenue and expenditure assumptions used to prepare the projections are outlined below. Also refer to the Appendix for detailed revenue and expenditure calculations and forecasts.

### KEY ASSUMPTIONS

#### Revenue Assumptions

- **Property Tax Revenues:** Ad valorem property tax revenues are based on the City’s share of the 1% general levy and projected assessed valuations for each project using estimates for home prices, per unit value of multifamily apartments, per room value of hotel, and per square foot built values of light industrial, business park, and retail projects. Pricing and value estimates for all uses, except hotel, are based on a July 22, 2015 market analysis prepared by The Concord Group for multiple real estate development projects in the area. For hotels, the E/FIA uses a room-rate multiplier valuation approach that assumes property value is worth 1,000 times the hotel’s average daily rate (“ADR”) on a per-room basis.
- **Sales Tax Revenues:** Sales tax revenues for retail uses are based on estimated annual taxable sales generated by each retail industry included in the tenant mix programming for each retail shopping center. HdL Companies used its expertise of the local and regional retail market in the trade area to assist in the development of the tenant mix assumptions for each retail site, including gross leasable area (“GLA”) estimates and average taxable sales per square foot estimates. This E/FIA assumes that 1.00% of taxable sales is allocated to the City in sales tax revenues.
- **Transient Occupancy Tax Revenues:** Transient Occupancy Tax (“TOT”) revenues are based on the City’s TOT rate of 10%. The E/FIA assumes that two suite hotels without food and beverage will be developed in the Sky Country Retail Center and Thoroughbred Farm Business Park with estimated average daily rates of \$133 and occupancy rates of 60%. ADR and occupancy rate assumptions are based on market data from “Trends in the Hotel Industry” USA Edition 2015, published by PKF Hospitality Research, for the Mountain and Pacific market division, with adjustments for the local market area.
- **Property Transfer Tax Revenues:** The City receives \$0.55 per \$1,000 of assessed valuation of real property transferred each year. Consistent with the 2010 CFA, a 3.5% annual turnover rate was used to estimate transfer tax revenues that would be generated from the projects, based on annual assessed valuation projections.
- **Franchise Fee Revenues:** Annual franchise fees for utilities and solid waste were estimated based on a per capita allocation that factored both residents and 50% of employees. Please refer to the “Expenditures Assumptions” section below for more discussion about the E/FIA’s use of a “service population” approach to revenue/cost allocations.
- **Motor Vehicle License Fee-Related Revenues:** SB 89 (Chapter 35, Statutes of 2011) took effect on July 1, 2011, the same date as the effective date of the City’s incorporation. SB 89 shifted Vehicle License Fee (“VLF”) and Property Tax In-Lieu of VLF revenues from cities to law enforcement grants and crippled newly incorporated cities like Jurupa Valley who were relying on



the statutory boost in these VLF revenues to sustain the City during its transitional years of cityhood. VLF-related revenues have not been restored to Jurupa Valley. Therefore, the E/FIA does not include projections for VLF-related revenues.

## Expenditures Assumptions

- **Service Population:** Rather than allocating service costs on a per capita basis that only factors residential populations served, the E/FIA recognizes that employees that work in the City generate service demands and benefit from public services funded by the General Fund. Where appropriate, the E/FIA calculates per capita costs based on 100% of the residential population plus 50% of the employment population. This is a generally accepted industry standard for fiscal impact analyses. In addition, the E/FIA recognizes that the addition of one new resident or employee does not create direct impacts to service levels and costs for all city operations, as further discussed below.
- **General Government & Finance:** General Government & Finance includes operational General Fund budgetary costs for City Council, City Attorney, City Manager, Administration, City Clerk, Finance, and non-departmental functions. The E/FIA assumes that adding new service populations marginally increases costs for the City's General Government & Finance operations by 50% rather than 100%.
- **Development Services:** Development Services includes Development Services/Engineering, Planning, Building & Safety, Code Enforcement, and Engineering/Public Works. Based on discussions with City staff, the E/FIA assumes 70% cost recovery from filing and processing fees. The remaining 30% cost to the General Fund is allocated to the projects based on a service population of 100% residents plus 50% employees.
- **Police Protection:** Police protection services are contractually provided by the Riverside County Sheriff. There have been significant increases in contractual costs for police services since the City's incorporation. While the E/FIA revenue/expenditure projections hold these contractual costs constant in 2015 dollars, additional sensitivity analysis is provided in later sections of this report to address cost increases for major service expenditures like police. Expenditures for police services are estimated by applying the City's existing sworn officer-to-service population ratio (0.44 sworn officer per 1,000 residents plus 50% employees) to the project, and allocating costs based on an average cost per sworn officer (\$323,331).
- **Fire Protection:** Fire protection services in the City are provided by the Riverside County Fire Department and CAL FIRE. County Fire's structural fire fund permanently receives an allocation of property tax revenues in the study area that is on par with the City's share. The City also pays approximately \$165,000 to CAL FIRE each year for wildland fire protection services. Given the urban nature of the proposed projects, the E/FIA assumes that there will be no fire protection costs to the City, including any additional costs for wildland fire protection. It is important to note, however, that construction of an additional fire station to serve the new projects will be required at some future stage of development of the I-15 corridor. Based on prior discussions between City staff and the Riverside County Fire Department, the City's General Fund could face up to \$1.6 million in new annual operating costs for a new fire station. While the E/FIA does not include these expenditures since they are still speculative, the magnitude of these potential operating costs warrants discussion since it would place even greater stress on the General Fund and the City's existing reserves.
- **Revenue Neutrality Payments:** The City's Revenue Neutrality Agreement with the County of Riverside establishes a tiered payment plan based on total property tax and sales tax revenues the City receives. The City's initial payments are a flat \$1,900,000 annually until fiscal year 2017-

18, when specified performance targets for property tax and sales tax revenues are established. As the City hits those targets, the revenue neutrality payment is based on a sliding scale percentage of the City's total property tax and sales tax revenues. For example, beginning in fiscal year 2017-18, if the City receives more than \$15,840,000 in property tax and sales tax revenues, the payment formula switches from a flat \$1,900,000 annual payment to 16% of total property tax and sales tax revenues. The percentage formula increases as the City hits higher revenue targets. Due to the City's fiscal crisis from the takeaway of VLF revenues, the County agreed to defer revenue neutrality payments for three fiscal years. Payments resume in fiscal year 2016-17. The E/FIA does not allocate revenue neutrality expenditures to the projects until the projects' generation of property tax and sales tax revenues triggers new payment tiers, at which time a pro rata share of the City's entire annual revenue neutrality payment is allocated to the projects based on the projects' share of the City's total property tax and sales tax revenues.

## FISCAL IMPACT ANALYSIS

Table IV-A on the following page provides a 10-year build-out projection of General Fund recurring revenues and expenditures based on the assumptions outlined above. The E/FIA's residential, industrial, and commercial absorption schedules assume that residential, light industrial, and business park uses will be constructed during the first two fiscal years (FY 2016-17 and 2017-18) with retail construction along the I-15 frontage (Sky Country Retail Center) beginning in Year 3 (FY 2018-19) and hotel construction (Sky Country Retail Center) beginning in Year 4 (FY 2019-20). In the absence of sales tax and TOT generating uses during the first two years of operation to offset service costs, a modest General Fund operating deficit is projected.

Police protection costs present the largest General Fund expenditure. Police and other operating expenditures are held in constant 2015 dollars. Based on historical trends of contract cost increases during the past four fiscal years, additional spikes in service costs in future years are likely. It should also be noted that, while the E/FIA projects healthy sales tax revenues in the future, the City's Revenue Neutrality Agreement with the County will offset a significant portion of the financial benefit the City will receive as the City continues to address its ongoing budget deficit. Even in the absence of the RTRP, market conditions will need to continue to favor the City and the Inland Empire I-15 corridor to ensure that sales tax and TOT generating uses will be supportable and able to improve the City's economic and fiscal outlook in the future.

**TABLE IV-A**  
**FISCAL IMPACT ANALYSIS: SCENARIO #1 – NO RTRP (2015\$)**

	FISCAL YEAR										10-YEAR TOTAL
	1	2	3	4	5	6	7	8	9	10	
	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
<b>GENERAL FUND RECURRING REVENUES</b>											
General Property Tax	30,932	129,300	245,266	387,515	538,632	634,679	674,713	703,505	732,296	746,184	4,823,022
Sales Tax <sup>1</sup>	-	-	257,678	515,355	804,868	1,438,356	1,438,356	1,438,356	1,438,356	1,438,356	8,769,681
Transient Occupancy Tax		-	-	291,270	582,540	582,540	582,540	582,540	582,540	582,540	3,786,510
Property Transfer Tax	906	3,917	8,005	13,271	17,316	19,583	20,507	21,432	22,356	22,802	150,095
Franchise Fees - Utilities	5,183	19,130	40,792	66,863	87,333	98,553	103,448	108,343	113,238	115,599	758,484
Franchise Fees - Solid Waste	2,653	9,793	20,882	34,228	44,706	50,450	52,956	55,461	57,967	59,176	388,271
<b>TOTAL</b>	<b>39,674</b>	<b>162,140</b>	<b>572,622</b>	<b>1,308,502</b>	<b>2,075,395</b>	<b>2,824,161</b>	<b>2,872,520</b>	<b>2,909,637</b>	<b>2,946,754</b>	<b>2,964,658</b>	<b>18,676,063</b>
<b>GENERAL FUND RECURRING EXPENDITURES</b>											
General Government & Finance <sup>2</sup>	4,306	15,894	33,891	55,551	72,557	81,880	85,947	90,013	94,080	96,042	630,160
Development Services <sup>3</sup>	6,011	22,188	47,312	77,550	101,291	114,305	119,982	125,660	131,337	134,075	879,711
Police Protection <sup>4</sup>	48,877	180,407	384,690	630,553	823,588	929,405	975,567	1,021,728	1,067,890	1,090,156	7,152,862
Animal Services	2,859	8,418	16,613	25,412	34,387	39,501	42,201	44,901	47,601	48,903	310,796
Revenue Neutrality Payments	-	-	83,656	152,496	220,666	438,342	444,388	450,434	456,480	459,397	2,705,859
<b>TOTAL</b>	<b>62,053</b>	<b>226,907</b>	<b>566,162</b>	<b>941,562</b>	<b>1,252,489</b>	<b>1,603,433</b>	<b>1,668,085</b>	<b>1,732,737</b>	<b>1,797,389</b>	<b>1,828,574</b>	<b>11,679,388</b>
<b>SURPLUS / (DEFICIT)</b>	<b>(22,379)</b>	<b>(64,766)</b>	<b>6,460</b>	<b>366,940</b>	<b>822,907</b>	<b>1,220,728</b>	<b>1,204,436</b>	<b>1,176,901</b>	<b>1,149,366</b>	<b>1,136,084</b>	<b>6,996,675</b>

<sup>1</sup> Calculated at 1% of taxable sales.

<sup>2</sup> Includes City Council, City Attorney, City Manager, Administration, City Clerk, Finance, and Non-Departmental. Assumes incremental increase of 50% versus 100% per service population.

<sup>3</sup> Includes Development Services/Engineering, Planning, Building & Safety, Code Enforcement, and Engineering/Public Works. Assumes 70% cost recovery from fees.

<sup>4</sup> Includes Police Protection via contract with Riverside County Sheriff; Assumes 49 sworn officers and ratio of 0.44 sworn officers per 1,000 service population (residents plus 50% employees). Fire protection costs for wildland protection omitted.

<sup>5</sup> Pro rata share of revenue neutrality payment to County based on projects' share of City annual property tax and sales tax revenues. Projects' share triggered only when step increases in payments triggered under the Revenue Neutrality Agreement.

## V. ECONOMIC/FISCAL IMPACT ANALYSIS: RTRP SCENARIOS

The E/FIA analyzes the impact of the proposed RTRP path on the nine projects and the City's overall fiscal outlook. As shown in Table V-A, the impact of the RTRP on sales tax generating uses will be particularly critical to the City's General Fund health. This E/FIA addresses: (1) the physical impact of the RTRP to the development envelope of the nine project sites; and (2) the economic impact of the RTRP to the assessed valuation of properties that are exposed to the RTRP but are not directly eliminated by the RTRP's path.

### KEY ASSUMPTIONS

#### Residential Property Values

Prior statistical analysis evaluating the economic impact of overhead high voltage transmission facilities have focused primarily on residential property values. On April 14, 2012, the Subcommittee on Insurance, Housing, and Community Opportunity of the Congressional Committee on Financial Services held a special field hearing on "The Impact of Overhead High Voltage Transmission Towers and Lines on Eligibility for Federal Housing Administration (FHA) Insured Mortgage Programs." The meeting was held in the Council Chambers of Chino Hills City Hall and focused on the proposed SCE overhead high voltage transmission line through the City of Chino Hills as part of the Tehachapi Renewable Transmission Project ("TRTP"). Witnesses opposed to the project argued that, once the transmission towers for the project were erected, sales comparisons indicated that average sales prices in the affected residential areas dropped by 17.2 percent as shown below.

**TABLE V-A**  
**TRTP IMPACT ON SINGLE FAMILY HOME SALES IN CHINO HILLS**

	# Closed Sales	Average Sales Price	\$ Change in Average Sales Price	% Change in Average Sales Price
<b>6 Months Prior to Tower Construction</b>	331	\$ 509,000	-	-
<b>10 Months Following Tower Construction</b>	426	\$ 421,452	\$ (87,548)	(17.2%)

This is consistent with a July 22, 2015 market study prepared by The Concord Group ("TCG") that estimates a 15% depreciation in residential property values due to proximity or exposure to overhead high voltage transmission lines. TCG reviewed the comparable sales prices of homes exposed and not exposed to transmission lines in three communities: Santa Clarita, CA; San Gabriel, CA; and Seattle, WA. The discount in the comparable sales prices of exposed homes averaged 18.2%.

This E/FIA assumes a 17.0% discount in residential assessed values due to exposure to the proposed RTRP.

#### Industrial/Business Park Property Values

Based on a 2005 article published by the International Right of Way Association analyzing the impact of overhead high voltage transmission towers and lines on industrial properties, the E/FIA does not discount property values of the industrial/business park elements of the nine projects in the RTRP path.

## Retail Properties and Sales Tax Generation

Similar to industrial properties, the E/FIA does not discount property values of the retail elements of the Sky Country Retail Center and Thoroughbred Farm Business Park. Instead, the E/FIA focuses on potential constraints the RTRP will pose to site planning and signage, particularly freeway-oriented signs along the I-15 corridor. The most significant impact is anticipated for the Sky Country Retail Center site located on the northwest quadrant of Limonite Avenue and the I-15 freeway. The impacts to this project are further described below.

## RTRP IMPACT TO SCOPE OF DEVELOPMENT

### Scope of Development: Sky Country Retail Center

The RTRP's most significant impact to project performance and development is its anticipated impacts to the Sky Country Retail Center site. Given the scale and scope of the existing community shopping centers on the northwest and southeast quadrants, the ability of the local market to support a third shopping center at the Sky Country Retail Center location requires product diversification to offer consumers new retail choices beyond what is already abundantly offered in the immediate trade area. As such, the E/FIA has assumed that the Sky Country Retail Center would be developed as a "Lifestyle Center," offering consumers a tenant mix within 289,560 square feet of gross leasable area focused on "national-chain specialty stores with dining and entertainment in an outdoor setting,"<sup>1</sup> and delivering a 100-room suite hotel.

To build a Lifestyle Center and hotel at this location, ideal site characteristics and economic conditions must exist. The RTRP is a direct threat to the Sky Country Retail Center's ability to perform due to the reduction in lot size, constraints to site planning, the aesthetic impact of the transmission towers and lines, and the RTRP ROW's impact on the location and visibility of freeway-oriented signage for the center. Based on these limitations, the E/FIA assumes that, in order for the retail project to be market viable and economically feasible, the project would need to be downgraded in classification, size, scope, and performance from a "Lifestyle Center" to a "Neighborhood Center," as classified by ICSC, and the hotel element would be eliminated. The E/FIA assumes that the remaining 21-acre balance of the property will be developed as industrial park to expand the footprint of the Sky Country Industrial Park site immediately to the north.

Key differences between the two classifications of shopping centers are outlined below.

**TABLE V-B**  
**ICSC U.S. SHOPPING CENTER CLASSIFICATIONS**

Type of Shopping Center	Lifestyle Center	Neighborhood Center
<b>Concept</b>	National-chain specialty stores with dining and entertainment in an outdoor setting	Convenience-oriented
<b>Average Building Size</b>	333,411 SF	71,938 SF
<b>Acreage Range</b>	10 - 40 acres	3 - 5 acres
<b>Typical Types of Anchors</b>	Large format upscale specialty	Supermarket
<b>Trade Area Size</b>	8 - 12 miles	3 miles

<sup>1</sup> U.S. Shopping-Center Classification and Characteristics, International Council of Shopping Centers, August 2015



The E/FIA further assumes that the Sky Country Retail Center will perform at 75% productivity in taxable sales due to the impact of the RTRP ROW on the location and visibility of freeway-oriented signage for the project. This is consistent with Institute of Transportation Engineers (“ITE”) trip generation estimates for pass-by trips, or impulse stops, for different land uses, as documented in a 2001 study prepared for the U.S. Small Business Administration -- “SIGNS: Showcasing Your Business on the Street - The Importance of Signage for Your Business.” According to the study, ITE trip generation statistics estimate that 25% of all stops by shoppers at shopping centers between 100,000 and 400,000 square feet are attributable to impulse stops. This percentage goes up to 35% for shopping centers smaller than 100,000 square feet. The E/FIA assumes that the RTRP will impact the number of impulse stops at the Sky Country Retail Center due to reduced freeway visibility and exposure from the increased setback east of the RTRP ROW, away from the I-15 freeway, and ROW restrictions on signage and wayfinding.

Table V-C presents the net change in annual General Fund property tax and sales tax revenues resulting from the RTRP’s impact on the Sky Country Retail Center.

**TABLE V-C**  
**RTRP IMPACTS TO SCOPE OF DEVELOPMENT: SKY COUNTRY RETAIL CENTER**

	SKY COUNTRY RETAIL CENTER BUILD-OUT FY 2025-26		
	WITHOUT RTRP	WITH RTRP	NET CHANGE
Land Use / Shopping Center Classification	Lifestyle Center	Neighborhood Center + Industrial Park	
Retail SF	289,560 SF	79,400 SF	- 210,160 SF
Hotel Rooms	100 Rooms	0 Rooms	- 100 Rooms
Industrial Park SF	0 SF	320,166 SF	+ 320,166 SF
Annual General Fund Property Tax Revenue	\$ 48,768	\$ 36,139	\$ (12,629)
Annual General Fund Sales Tax Revenue	515,355	82,729	(432,626)
Annual General Fund TOT Revenue	291,270	-	(291,270)
<b>TOTAL</b>	<b>\$ 855,393</b>	<b>\$ 118,868</b>	<b>\$ (736,526)</b>

## Scope of Development: All Projects

Table V-D provides a summary of the anticipated impacts of the RTRP on the nine projects, including: (1) direct impacts of the RTRP's 100-foot ROW width on lot size, building square footage, and dwelling unit counts; and (2) indirect impacts of the RTRP on property values and retail product performance.

**TABLE V-D**  
**RTRP IMPACTS TO SCOPE OF DEVELOPMENT: ALL PROJECTS**

Map Ref #	Project Name	Land Use	WITHOUT RTRP			WITH RTRP		
			Dwelling Units (DU) / Building SF		Total Residents / Employees	Dwelling Units (DU) / Building SF		Total Residents / Employees
1	Harmony Trails	Single Family Residential	176	DU	674	176	DU	674
2	Turnleaf	Single Family Residential	111	DU	425	111	DU	425
3	Thoroughbred Farm Business Park	Business Park	598,504	SF	998	598,504	SF	900
		Light Industrial	917,592	SF	891	917,592	SF	778
		Commercial/Retail	129,635	SF	259	129,635	SF	259
		Tourist/Commercial	112,211	SF	224	112,211	SF	224
		Total	1,757,942	SF	2,372	1,757,942	SF	2,162
4	I-15 Corridor: Vernola Residential West	Single Family Residential	516	DU	1,976	484	DU	1,854
5	I-15 Corridor: Sky Country Industrial Park	Industrial Park	363,384	SF	353	646,960	SF	628
6	I-15 Corridor: Sky Country Retail Center	Scenic Highway Commercial	289,560	SF	579	79,400	SF	159
		Hotel	60,984	SF	122	0	SF	0
		Total	350,544	SF	701	79,400	SF	159
7	I-15 Corridor: Vernola Industrial Park	Industrial Park	162,323	SF	158	54,108	SF	53
8	Vernola Marketplace Apartment Community	Multifamily Residential	397	DU	1,036	182	DU	475
9	Riverbend	Single Family Residential	466	DU	1,785	360	DU	1,379
Total DUs / Residents			1,666	DU	5,896	1,313	DU	4,807
Total SF / Employees			2,634,192	SF	3,584	2,538,409	SF	3,001

## JOBS

Job creation continues to be a major economic development goal of the City as the regional economy continues to recover from the recession. As shown in Table V-D, in addition to generating new revenue streams to the City, an important economic outcome of the projects is the creation of 3,584 new jobs for the region, ranging from part-time service jobs at retail centers to full-time executive jobs in active employment centers. As shown in Table V-E, Jurupa Valley has a deficit of 4,000 jobs, with the highest unemployment rate (8.5%) in the region. The reduced scope of development created by the RTRP would result in the loss of 583 permanent jobs that are sorely needed in the local community and the region.

**TABLE V-E**  
**MONTHLY LABOR FORCE DATA (OCT 2015 – PRELIMINARY)**

Jurisdiction	UNEMPLOYMENT	
	Number	Rate
Riverside County	67,000	6.5%
Chino	1,800	4.7%
Corona	4,000	5.1%
Eastvale	1,400	4.4%
Fontana	6,300	6.7%
<b>Jurupa Valley</b>	<b>4,000</b>	<b>8.5%</b>
Ontario	5,100	6.2%
Rancho Cucamonga	4,200	4.6%
Riverside, City	9,300	6.2%

*Source: California Employment Development Department*

## RTRP IMPACT TO CITY GENERAL FUND REVENUES & EXPENDITURES

### Scenario #2: RTRP

Based on the reduced scope of development resulting from the RTRP's direct impacts to the projects, and based on reductions in property values and retail performance due to exposure to the RTRP and its ROW restrictions, an updated 10-year build-out projection of General Fund recurring revenues and expenditures was prepared. Please refer to Table V-F on the following page.

**TABLE V-F**  
**FISCAL IMPACT ANALYSIS: SCENARIO #2 – RTRP (2015\$)**

	FISCAL YEAR										10-YEAR TOTAL
	1	2	3	4	5	6	7	8	9	10	
	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
<b>GENERAL FUND RECURRING REVENUES</b>											
General Property Tax	27,570	111,391	235,783	355,083	455,969	501,043	528,141	555,239	582,337	596,225	3,948,782
Sales Tax <sup>1</sup>	-	-	82,729	82,729	372,241	1,005,730	1,005,730	1,005,730	1,005,730	1,005,730	5,566,349
Transient Occupancy Tax	-	-	-	-	291,270	291,270	291,270	291,270	291,270	291,270	1,747,620
Property Transfer Tax	813	3,372	7,121	10,776	13,870	15,317	16,187	17,057	17,928	18,373	120,815
Franchise Fees - Utilities	5,183	17,991	39,315	57,519	72,097	78,653	83,260	87,867	92,474	94,835	629,195
Franchise Fees - Solid Waste	2,653	9,210	20,126	29,444	36,907	40,263	42,621	44,980	47,338	48,547	322,088
<b>TOTAL</b>	<b>36,219</b>	<b>141,963</b>	<b>385,074</b>	<b>535,550</b>	<b>1,242,354</b>	<b>1,932,277</b>	<b>1,967,210</b>	<b>2,002,144</b>	<b>2,037,077</b>	<b>2,054,981</b>	<b>12,334,849</b>
<b>GENERAL FUND RECURRING EXPENDITURES</b>											
General Government & Finance <sup>2</sup>	4,306	14,947	32,664	47,787	59,899	65,346	69,174	73,002	76,829	78,791	522,745
Development Services <sup>3</sup>	6,011	20,866	45,599	66,712	83,620	91,224	96,568	101,911	107,254	109,993	729,758
Police Protection <sup>4</sup>	48,877	169,661	370,760	542,427	679,910	741,738	785,184	828,631	872,077	894,343	5,933,608
Animal Services	2,859	8,259	16,295	22,808	28,399	30,940	33,481	36,022	38,563	39,866	257,492
Revenue Neutrality Payments	-	-	-	-	132,514	241,084	322,113	327,804	333,494	336,411	1,693,419
<b>TOTAL</b>	<b>62,053</b>	<b>213,734</b>	<b>465,317</b>	<b>679,734</b>	<b>984,342</b>	<b>1,170,332</b>	<b>1,306,520</b>	<b>1,367,369</b>	<b>1,428,218</b>	<b>1,459,403</b>	<b>9,137,022</b>
<b>SURPLUS / (DEFICIT)</b>	<b>(25,834)</b>	<b>(71,770)</b>	<b>(80,243)</b>	<b>(144,184)</b>	<b>258,012</b>	<b>761,944</b>	<b>660,690</b>	<b>634,775</b>	<b>608,859</b>	<b>595,578</b>	<b>3,197,827</b>

<sup>1</sup> Calculated at 1% of taxable sales.

<sup>2</sup> Includes City Council, City Attorney, City Manager, Administration, City Clerk, Finance, and Non-Departmental. Assumes incremental increase of 50% versus 100% per service population.

<sup>3</sup> Includes Development Services/Engineering, Planning, Building & Safety, Code Enforcement, and Engineering/Public Works. Assumes 70% cost recovery from fees.

<sup>4</sup> Includes Police Protection via contract with Riverside County Sheriff; Assumes 49 sworn officers and ratio of 0.44 sworn officers per 1,000 service population (residents plus 50% employees). Fire protection costs for wildland protection omitted.

<sup>5</sup> Pro rata share of revenue neutrality payment to County based on projects' share of City annual property tax and sales tax revenues. Projects' share triggered only when step increases in payments triggered under the Revenue Neutrality Agreement.

Exhibit V-A illustrates projected annual net General Fund revenues over expenditures generated by the projects with and without the RTRP. The impact of the RTRP on the Sky Country Retail Center is shown by the prolonged net General Fund deficit generated by the projects until sales tax and TOT revenues are generated by new retail and hotel uses in the Thoroughbred Farm Business Park.

#### EXHIBIT V-A

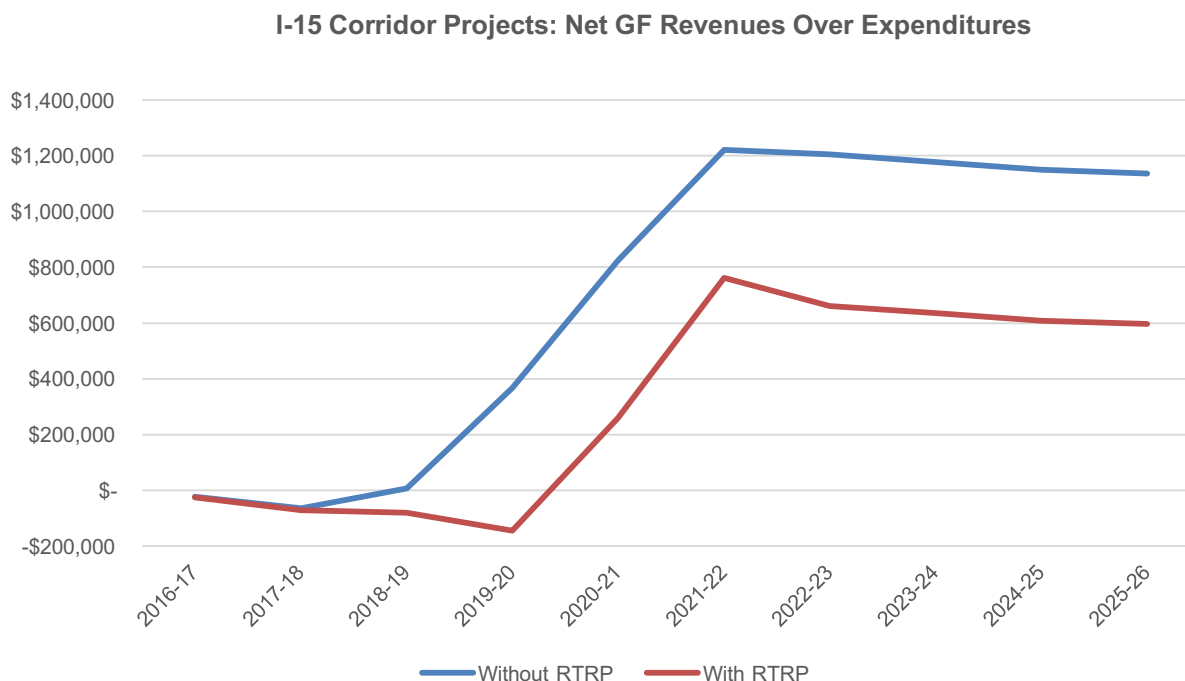


Table V-F on the following page provides 10-year totals of revenues and expenditures with and without the RTRP, including the net change in the 10-year totals of revenues and expenditures. Over the 10-year time period, the City stands to lose approximately \$3.8 million in surplus revenues generated by the projects if the RTRP is built along the currently proposed path.



**TABLE V-F**  
**RTRP IMPACT AT PROJECT BUILD-OUT – SCENARIO #2 (2015\$)**

	I-15 CORRIDOR PROJECTS: 10-YEAR TOTALS FY 2016-17 - FY 2025-26		
	WITHOUT RTRP	WITH RTRP	NET CHANGE
<b>GENERAL FUND RECURRING REVENUES</b>			
General Property Tax	4,823,022	3,948,782	(874,240)
Sales Tax <sup>1</sup>	8,769,681	5,566,349	(3,203,333)
Transient Occupancy Tax	3,786,510	1,747,620	(2,038,890)
Property Transfer Tax	150,095	120,815	(29,279)
Franchise Fees - Utilities	758,484	629,195	(129,289)
Franchise Fees - Solid Waste	388,271	322,088	(66,184)
<b>TOTAL</b>	<b>18,676,063</b>	<b>12,334,849</b>	<b>(6,341,214)</b>
<b>GENERAL FUND RECURRING EXPENDITURES</b>			
General Government & Finance <sup>2</sup>	630,160	522,745	(107,415)
Development Services <sup>3</sup>	879,711	729,758	(149,953)
Police Protection <sup>4</sup>	7,152,862	5,933,608	(1,219,254)
Animal Services	310,796	257,492	(53,303)
Revenue Neutrality Payments <sup>5</sup>	2,705,859	1,693,419	(1,012,440)
<b>TOTAL</b>	<b>11,679,388</b>	<b>9,137,022</b>	<b>(2,542,365)</b>
<b>SURPLUS / (DEFICIT)</b>	<b>6,996,675</b>	<b>3,197,827</b>	<b>(3,798,848)</b>

<sup>1</sup> Calculated at 1% of taxable sales.

<sup>2</sup> Includes City Council, City Attorney, City Manager, Administration, City Clerk, Finance, and Non-Departmental. Assumes incremental increase of 50% versus 100% per service population.

<sup>3</sup> Includes Development Services/Engineering, Planning, Building & Safety, Code Enforcement, and Engineering/Public Works. Assumes 70% cost recovery from fees.

<sup>4</sup> Includes Police Protection via contract with Riverside County Sheriff; Assumes 49 sworn officers and ratio of 0.44 sworn officers per 1,000 service population (residents plus 50% employees). Fire protection costs for wildland protection omitted.

<sup>5</sup> Pro rata share of revenue neutrality payment to County based on projects' share of City annual property tax and sales tax revenues. Projects' share triggered only when step increases in payments triggered under the Revenue Neutrality Agreement.

### Scenario #3: RTRP + Secondary Impacts

Although the above tables do not evaluate the direct or indirect impacts of the proposed RTRP alignment to the “Commercial/Retail” and “Tourist/Commercial” uses located in the Thoroughbred Farm Business Park, it is important to note that there could be secondary impacts to the market viability of those uses resulting from the reduced scope of development from adjacent properties, particularly along the I-15 freeway. Because of the sensitivity of retail and hotel markets to adjacent uses and other economic factors, the overall ability of the market to support the assumed tenant mix and hotel use envisioned for the Thoroughbred Farm Business Park could significantly change. If investors believe those projects are too risky, the property owner(s) would likely file an application with the City for an amendment to the specific plan to change those uses to Light Industrial and/or Business Park uses. Particularly in the Inland Empire, Light Industrial and Business Park uses are significantly less risky than Commercial/Retail and Tourist/Commercial uses. Such a specific plan amendment would reduce General Fund sales tax and TOT revenues from the Thoroughbred Farm Business Park by \$924,759 annually. Table V-G on the following page provides a 10-year build-out projection of General Fund recurring revenues and expenditures based on this scenario. As illustrated in Table V-G, if the RTRP impairs the market viability of sales tax and TOT generating retail and hotel development projects along the I-15 corridor, the remnant projects would create an annual ongoing operating deficit for the City’s General Fund.

**TABLE V-G**  
**FISCAL IMPACT ANALYSIS: SCENARIO #3 – RTRP + SECONDARY IMPACTS TO THOROUGHbred FARM BUSINESS PARK (2015\$)**

	FISCAL YEAR										10-YEAR TOTAL
	1	2	3	4	5	6	7	8	9	10	
	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
<b>GENERAL FUND RECURRING REVENUES</b>											
General Property Tax	27,570	111,391	235,783	363,842	467,352	505,875	532,973	560,071	587,169	601,057	3,993,084
Sales Tax <sup>1</sup>	-	-	82,729	82,729	82,729	82,729	82,729	82,729	82,729	82,729	661,830
Transient Occupancy Tax	-	-	-	-	-	-	-	-	-	-	-
Property Transfer Tax	813	3,372	7,121	11,057	14,235	15,472	16,343	17,213	18,083	18,529	122,238
Franchise Fees - Utilities	5,183	17,991	39,315	58,927	74,782	81,272	85,879	90,486	95,093	97,454	646,381
Franchise Fees - Solid Waste	2,653	9,210	20,126	30,165	38,281	41,603	43,962	46,320	48,678	49,887	330,885
<b>TOTAL</b>	<b>36,219</b>	<b>141,963</b>	<b>385,074</b>	<b>546,720</b>	<b>677,380</b>	<b>726,951</b>	<b>761,885</b>	<b>796,819</b>	<b>831,752</b>	<b>849,656</b>	<b>5,754,418</b>
<b>GENERAL FUND RECURRING EXPENDITURES</b>											
General Government & Finance <sup>2</sup>	4,306	14,947	32,664	48,957	62,130	67,522	71,350	75,177	79,005	80,966	537,023
Development Services <sup>3</sup>	6,011	20,866	45,599	68,345	86,734	94,261	99,605	104,948	110,291	113,030	749,691
Police Protection <sup>4</sup>	48,877	169,661	370,760	555,707	705,228	766,432	809,878	853,325	896,771	919,037	6,095,676
Animal Services	2,859	8,259	16,295	22,808	28,399	30,940	33,481	36,022	38,563	39,866	257,492
Revenue Neutrality Payments	-	-	-	-	88,013	94,177	98,512	102,848	107,184	109,406	600,139
<b>TOTAL</b>	<b>62,053</b>	<b>213,734</b>	<b>465,317</b>	<b>695,817</b>	<b>970,504</b>	<b>1,053,332</b>	<b>1,112,826</b>	<b>1,172,320</b>	<b>1,231,814</b>	<b>1,262,305</b>	<b>8,240,021</b>
<b>SURPLUS / (DEFICIT)</b>	<b>(25,834)</b>	<b>(71,770)</b>	<b>(80,243)</b>	<b>(149,097)</b>	<b>(293,124)</b>	<b>(326,380)</b>	<b>(350,941)</b>	<b>(375,501)</b>	<b>(400,062)</b>	<b>(412,649)</b>	<b>(2,485,603)</b>

<sup>1</sup> Calculated at 1% of taxable sales.

<sup>2</sup> Includes City Council, City Attorney, City Manager, Administration, City Clerk, Finance, and Non-Departmental. Assumes incremental increase of 50% versus 100% per service population.

<sup>3</sup> Includes Development Services/Engineering, Planning, Building & Safety, Code Enforcement, and Engineering/Public Works. Assumes 70% cost recovery from fees.

<sup>4</sup> Includes Police Protection via contract with Riverside County Sheriff; Assumes 49 sworn officers and ratio of 0.44 sworn officers per 1,000 service population (residents plus 50% employees). Fire protection costs for wildland protection omitted.

<sup>5</sup> Pro rata share of revenue neutrality payment to County based on projects' share of City annual property tax and sales tax revenues. Projects' share triggered only when step increases in payments triggered under the Revenue Neutrality Agreement.

As stated earlier in this report, in addition to the nine new development projects that are proposed along the RTRP path, the RTRP is likely to also impact the performance of the existing 382,909 square foot Vernola Marketplace Shopping Center. Total annual sales tax revenue for the center in 2014 was \$589,460. Potential impacts of the RTRP on signage and aesthetic freeway visibility of the center from the I-15 freeway could reduce taxable sales by 25 percent, consistent with the E/FIA's review of the proposed Sky Country Retail Center project. This would result in an additional \$147,365 reduction in annual sales tax revenues to the City's General Fund.

#### Scenario #4: RTRP + Police Cost Increases

In the prior scenarios, the E/FIA held police contract costs constant for simplicity of analysis. However, future increases in Sheriff contract costs are expected, as has been reported in a number of recent news articles and recent analyses conducted by a number of contract cities in Riverside County. Based on discussions with City staff, an annual growth factor of 5% is likely and is applied to the cost-per-sworn officer rate analyzed in Scenario #4. Table V-H illustrates the critical nature of the RTRP's impact on key General Fund revenue-generating projects. Scenario #4 assumes no secondary impacts of the RTRP to the retail and hotel elements of the Thoroughbred Farm Business Park project, but applies the 5% annual growth factor to the City's police contract costs for the corridor projects. Until Thoroughbred Farm generates significant sales tax and TOT revenues in Year 5 (FY 2020-21), the projects create a significant General Fund operating deficit for the City during the first four years (FY 2016-17 to FY 2019-20). By Year 10 (FY 2025-26), rising police contract costs and a steadily growing service population would partially offset the revenues generated by the Thoroughbred Farm Business Park. Any secondary impacts of the RTRP to Thoroughbred Farm's retail and hotel projects (see Scenario #3) would severely limit the City's financial capacity to fund core public safety services at appropriate levels of service.

TABLE V-H

## FISCAL IMPACT ANALYSIS: SCENARIO #4 – RTRP + ANNUAL POLICE CONTRACT COST INCREASES (2015\$ EXCEPT POLICE PROTECTION – 5% ANNUAL GROWTH)

	FISCAL YEAR										10-YEAR TOTAL
	1	2	3	4	5	6	7	8	9	10	
	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
<b>GENERAL FUND RECURRING REVENUES</b>											
General Property Tax	27,570	111,391	235,783	355,083	455,969	501,043	528,141	555,239	582,337	596,225	3,948,782
Sales Tax <sup>1</sup>	-	-	82,729	82,729	372,241	1,005,730	1,005,730	1,005,730	1,005,730	1,005,730	5,566,349
Transient Occupancy Tax	-	-	-	-	291,270	291,270	291,270	291,270	291,270	291,270	1,747,620
Property Transfer Tax	813	3,372	7,121	10,776	13,870	15,317	16,187	17,057	17,928	18,373	120,815
Franchise Fees - Utilities	5,183	17,991	39,315	57,519	72,097	78,653	83,260	87,867	92,474	94,835	629,195
Franchise Fees - Solid Waste	2,653	9,210	20,126	29,444	36,907	40,263	42,621	44,980	47,338	48,547	322,088
<b>TOTAL</b>	<b>36,219</b>	<b>141,963</b>	<b>385,074</b>	<b>535,550</b>	<b>1,242,354</b>	<b>1,932,277</b>	<b>1,967,210</b>	<b>2,002,144</b>	<b>2,037,077</b>	<b>2,054,981</b>	<b>12,334,849</b>
<b>GENERAL FUND RECURRING EXPENDITURES</b>											
General Government & Finance <sup>2</sup>	4,306	14,947	32,664	47,787	59,899	65,346	69,174	73,002	76,829	78,791	522,745
Development Services <sup>3</sup>	6,011	20,866	45,599	66,712	83,620	91,224	96,568	101,911	107,254	109,993	729,758
Police Protection <sup>4</sup>	51,321	187,052	429,201	659,323	867,757	994,000	1,104,833	1,224,265	1,352,877	1,456,790	8,327,419
Animal Services	2,859	8,259	16,295	22,808	28,399	30,940	33,481	36,022	38,563	39,866	257,492
Revenue Neutrality Payments	-	-	-	-	132,514	241,084	322,113	327,804	333,494	336,411	1,693,419
<b>TOTAL</b>	<b>64,497</b>	<b>231,124</b>	<b>523,758</b>	<b>796,630</b>	<b>1,172,189</b>	<b>1,422,594</b>	<b>1,626,169</b>	<b>1,763,003</b>	<b>1,909,018</b>	<b>2,021,850</b>	<b>11,530,834</b>
<b>SURPLUS / (DEFICIT)</b>	<b>(28,278)</b>	<b>(89,161)</b>	<b>(138,685)</b>	<b>(261,080)</b>	<b>70,165</b>	<b>509,682</b>	<b>341,041</b>	<b>239,141</b>	<b>128,059</b>	<b>33,130</b>	<b>804,016</b>

<sup>1</sup> Calculated at 1% of taxable sales.<sup>2</sup> Includes City Council, City Attorney, City Manager, Administration, City Clerk, Finance, and Non-Departmental. Assumes incremental increase of 50% versus 100% per service population.<sup>3</sup> Includes Development Services/Engineering, Planning, Building & Safety, Code Enforcement, and Engineering/Public Works. Assumes 70% cost recovery from fees.<sup>4</sup> Includes Police Protection via contract with Riverside County Sheriff; Assumes 49 sworn officers and ratio of 0.44 sworn officers per 1,000 service population (residents plus 50% employees). Fire protection costs for wildland protection omitted.<sup>5</sup> Pro rata share of revenue neutrality payment to County based on projects' share of City annual property tax and sales tax revenues. Projects' share triggered only when step increases in payments triggered under the Revenue Neutrality Agreement.

## VI. SUMMARY

As a newly incorporated City, Jurupa Valley is appropriately investing in economic development activities not to only ensure the future viability and sustainability of the local economy, but also to ensure the fiscal solvency of the City. The loss of VLF-related revenue sources critically shrank the scope of the City's revenue portfolio. With one less major revenue category to rely upon, the City must focus on growing its other revenue sources, particularly property tax, sales tax, and TOT. The development projects planned along the I-15 corridor are crucial, not only because of the breadth of development that would take place, but also because the I-15 corridor presents the greatest opportunities for economic development throughout the entire City. A 100-foot wide no-build-zone along the City's frontage properties along the I-15 freeway would seriously impair the ability of the City and private property owners to leverage the City's greatest economic asset, the I-15 freeway, for the benefit of the local and regional economy, and for the fiscal sustainability of the City.

This E/FIA evaluated future General Fund revenues and expenditures for nine key development projects relying upon assumptions primarily based on today's fiscal and economic conditions. Additional factors that the City and California Public Utilities Commission ("CPUC") should consider when reviewing the impacts of the proposed RTRP alignment include:

- **Secondary Impacts from RTRP:** As described above, the potential secondary impacts of the RTRP on the market viability of the adjacent uses, including retail and hotel uses in the Thoroughbred Farm Business Park, could present additional fiscal impacts to the City, reducing sales tax and TOT revenues by \$924,759. The RTRP's secondary impacts to the performance of the existing Vernola Marketplace Shopping Center could further reduce General Fund sales tax revenues by \$147,365.
- **Rising Public Safety Costs:** Police contract costs have consistently risen on an annual basis for the City and other contract cities in Riverside County. E/FIA Scenarios #1, #2, and #3 held police contract costs constant for simplicity of analysis. However, future increases in contract costs (Scenario #4) will significantly worsen General Fund operating deficits for the projects during the initial years of development.

The City has a potentially small window of time and opportunity in the current market to leverage the I-15 corridor to grow its revenue base and ensure financial and economic resilience. The proposed RTRP alignment would force changes in market conditions that would close that window of opportunity and cripple the City's ability to address its current budget deficit, leading to the depletion of reserves, fiscal insolvency, and potential bankruptcy or disincorporation. Undergrounding the RTRP line along an alternative alignment would preserve the City's window of opportunity and promote greater economic benefits for the region through enhanced job creation.



# APPENDIX

- A.     **ABSORPTION FORECASTS**
- B.     **FORECAST METHODOLOGY**
- C.     **REVENUE FORECASTS – CASE STUDY METHODOLOGY**
- D.     **EXPENDITURE FORECASTS – CASE STUDY METHODOLOGY**

## A. ABSORPTION FORECASTS

### Residential Absorption

**TABLE A-1**

**Annualized Demand Forecast Based on 2015 Housing Estimate and Housing Projections for 2020 and 2035**

Fiscal Year	Projected Housing Units	Annual New Housing Demand
2014-15	26,874	-
2015-16	27,289	415
2016-17	27,704	415
2017-18	28,119	415
2018-19	28,534	415
2019-20	28,949	415
2020-21	29,389	440
2021-22	29,829	440
2022-23	30,269	440
2023-24	30,709	440
2024-25	31,149	440
2025-26	31,589	440
2026-27	32,029	440
2027-28	32,470	440
2028-29	32,910	440
2029-30	33,350	440
2030-31	33,790	440
2031-32	34,230	440
2032-33	34,670	440
2033-34	35,110	440
2034-35	35,550	440

*Sources: California Department of Finance; 2013 Progress Report, County of Riverside, Center for Demographic Research*

## Light Industrial/Business Park Absorption

**TABLE A-2**  
**2015 Jurupa Valley Businesses & Employment**

BUSINESS INDUSTRY (NAICS)	Businesses	Employees	% Total Employees
<b>Industrial</b>			
Utilities	3	92	0.36%
Construction	292	2,498	9.72%
Manufacturing	136	3,174	12.35%
Wholesale Trade	155	2,978	11.59%
Transportation & Warehousing	112	1,380	5.37%
<b>Subtotal</b>	<b>698</b>	<b>10,122</b>	<b>39.40%</b>
<b>Office/Business Park</b>			
Information	37	194	0.76%
Finance & Insurance	89	252	0.98%
Real Estate, Rental & Leasing	117	604	2.35%
Professional, Scientific & Tech Services	126	2,155	8.39%
Management of Companies & Enterprises	1	3	0.01%
Administrative & Support / Waste Management & Remediation Services	114	952	3.71%
Educational Services	44	1,753	6.82%
Health Care & Social Assistance	99	1,701	6.62%
Public Administration	20	576	2.24%
Other Services (except Public Administration)	299	1,445	5.62%
<b>Subtotal</b>	<b>946</b>	<b>9,635</b>	<b>37.50%</b>
<b>Other Industries</b>			
Retail Trade	363	3,358	13.07%
Arts, Entertainment & Recreation	29	567	2.21%
Accommodation & Food Services	141	1,824	7.10%
Agriculture, Forestry, Fishing & Hunting	12	41	0.16%
Mining	4	45	0.18%
Unclassified Establishments	59	101	0.39%
<b>Subtotal</b>	<b>608</b>	<b>5,936</b>	<b>23.10%</b>
<b>ALL INDUSTRIES</b>	<b>2,252</b>	<b>25,693</b>	<b>100.00%</b>

Source: ESRI Business Analyst Online

TABLE A-3

## Annualized Demand Forecast Based on 2015 Employment Estimate and Employment Projections for 2020 and 2035

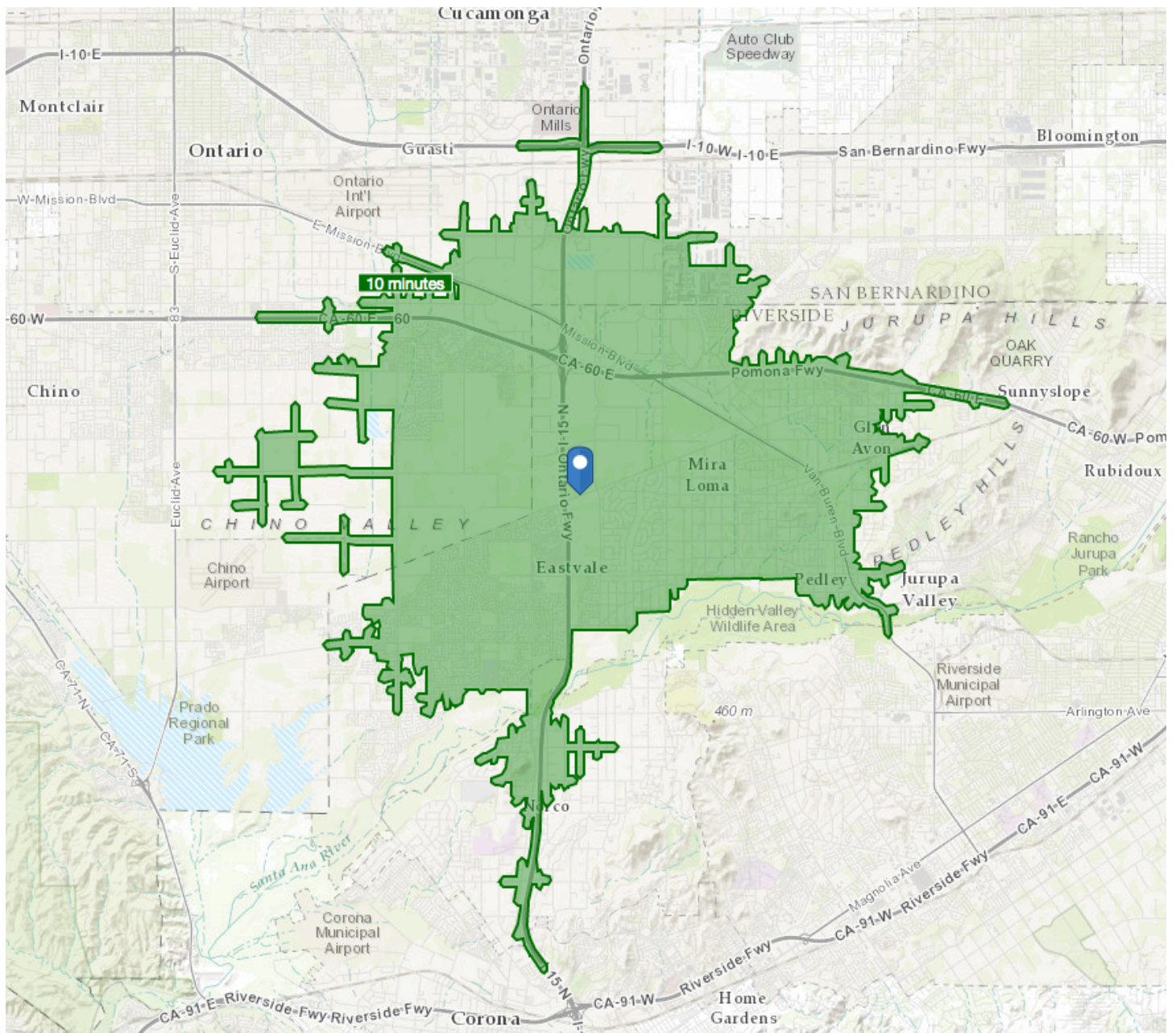
Fiscal Year	All Industries	Light Industrial				Business Park			
	Employment (100%)	Employment (39.4%)	SF per Employee	Total SF	Annual New SF	Employment (37.5%)	SF per Employee	Total SF	Annual New SF
2014-15	25,693	10,123	1,030	10,426,733	-	9,635	600	5,780,925	-
2015-16	27,434	10,809	1,030	11,133,185	706,451	10,288	600	6,172,605	391,680
2016-17	29,175	11,495	1,030	11,839,636	706,451	10,940	600	6,564,285	391,680
2017-18	30,915	12,181	1,030	12,546,088	706,451	11,593	600	6,955,965	391,680
2018-19	32,656	12,867	1,030	13,252,539	706,451	12,246	600	7,347,645	391,680
2019-20	34,397	13,552	1,030	13,958,991	706,451	12,899	600	7,739,325	391,680
2020-21	35,668	14,053	1,030	14,474,788	515,797	13,376	600	8,025,300	285,975
2021-22	36,939	14,554	1,030	14,990,585	515,797	13,852	600	8,311,275	285,975
2022-23	38,210	15,055	1,030	15,506,382	515,797	14,329	600	8,597,250	285,975
2023-24	39,481	15,556	1,030	16,022,179	515,797	14,805	600	8,883,225	285,975
2024-25	40,752	16,056	1,030	16,537,977	515,797	15,282	600	9,169,200	285,975
2025-26	42,023	16,557	1,030	17,053,774	515,797	15,759	600	9,455,175	285,975
2026-27	43,294	17,058	1,030	17,569,571	515,797	16,235	600	9,741,150	285,975
2027-28	44,565	17,559	1,030	18,085,368	515,797	16,712	600	10,027,125	285,975
2028-29	45,836	18,059	1,030	18,601,166	515,797	17,189	600	10,313,100	285,975
2029-30	47,107	18,560	1,030	19,116,963	515,797	17,665	600	10,599,075	285,975
2030-31	48,378	19,061	1,030	19,632,760	515,797	18,142	600	10,885,050	285,975
2031-32	49,649	19,562	1,030	20,148,557	515,797	18,618	600	11,171,025	285,975
2032-33	50,920	20,062	1,030	20,664,354	515,797	19,095	600	11,457,000	285,975
2033-34	52,191	20,563	1,030	21,180,152	515,797	19,572	600	11,742,975	285,975
2034-35	53,466	21,066	1,030	21,697,572	517,421	20,050	600	12,029,850	286,875

Sources: ESRI Business Analyst Online; 2013 Progress Report, County of Riverside, Center for Demographic Research

## Retail Absorption

### EXHIBIT A-1

Retail Trade Area: 10-Minute Drive-time from Sky Country Retail Center Site (11967 Bellegrave Avenue)





**TABLE A-4**  
**2015 Retail Demand (Leakage) Based on 10-Minute Drive-time Trade Area**



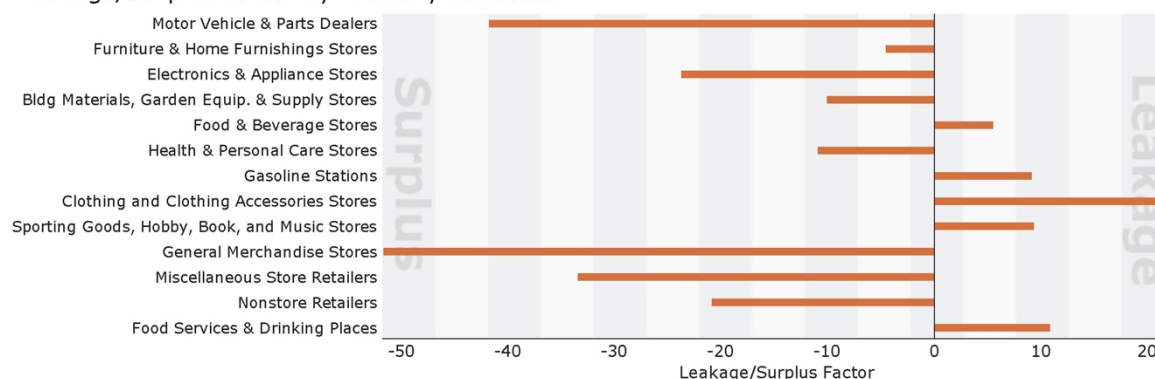
## Retail MarketPlace Profile

11967 Bellegrave Ave, Jurupa Valley, California, 91752  
 Drive Time: 10 minute radius

Prepared by Esri  
 Latitude: 33.99258  
 Longitude: -117.54548

Summary Demographics						
2015 Population						112,427
2015 Households						29,382
2015 Median Disposable Income						\$60,179
2015 Per Capita Income						\$23,516
Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Furniture Stores	4421	\$12,908,802	\$6,993,779	\$5,915,023	29.7	11
Food & Beverage Stores	445	\$173,953,064	\$155,219,647	\$18,733,417	5.7	79
Grocery Stores	4451	\$157,146,175	\$138,241,873	\$18,904,302	6.4	40
Specialty Food Stores	4452	\$6,555,207	\$3,322,869	\$3,232,338	32.7	28
Gasoline Stations	447,4471	\$85,134,190	\$70,650,296	\$14,483,894	9.3	10
Clothing & Clothing Accessories Stores	448	\$69,367,217	\$43,994,340	\$25,372,877	22.4	60
Clothing Stores	4481	\$51,718,142	\$22,442,847	\$29,275,295	39.5	43
Jewelry, Luggage & Leather Goods Stores	4483	\$9,615,978	\$4,051,931	\$5,564,047	40.7	9
Sporting Goods, Hobby, Book & Music Stores	451	\$23,667,787	\$19,578,641	\$4,089,146	9.5	33
Sporting Goods/Hobby/Musical Instr Stores	4511	\$18,823,817	\$18,211,468	\$612,349	1.7	26
Book, Periodical & Music Stores	4512	\$4,843,970	\$1,367,172	\$3,476,798	56.0	7
Florists	4531	\$1,491,741	\$386,670	\$1,105,071	58.8	5
Food Services & Drinking Places	722	\$113,809,802	\$91,212,277	\$22,597,525	11.0	104
Full-Service Restaurants	7221	\$53,791,447	\$36,347,767	\$17,443,680	19.4	36
<b>TOTAL - ALL INDUSTRIES</b>		<b>\$782,827,339</b>	<b>\$782,827,339</b>	<b>\$170,805,762</b>		<b>491</b>

### Leakage/Surplus Factor by Industry Subsector



**Data Note:** Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please view the methodology statement at [Source: Esri and Dun & Bradstreet. Copyright 2015 Dun & Bradstreet, Inc. All rights reserved.](#)

**TABLE A-5****2015 Retail Space Demand/Potential Based on Retail Leakage in 10-Minute Drive-time Trade Area**

Retail Gap (Leakage)	\$ 170,805,762
Average Taxable Sales per SF <sup>1</sup>	\$ 313
<b>Retail Space SF Demand/Potential</b>	<b>546,321 SF</b>

<sup>1</sup> Calculated based on estimated taxable sales and retail SF from Sky Country Retail Center and Thoroughbred Farm Business Park, adjusted to exclude movie theater and fitness center taxable sales and SF.

## B. FORECAST METHODOLOGY

TABLE B-1 – ANNUAL REVENUE & EXPENDITURE FORECASTING METHODOLOGY

	ADOPTED BUDGET	RTRP STUDY AREA PROJECTIONS				SCENARIO #1: NO RTRP		SCENARIO #2: RTRP		SCENARIO #3: RTRP WITH SECONDARY IMPACTS		SCENARIO #4: RTRP WITH POLICE COST INCREASES	
	FY 2015-16	Methodology	Allocation	Service Population	Revenue / Cost Factor	Buildout Service Population	Annual Revenues / Expenditures @ Build-out	Buildout Service Population	Annual Revenues / Expenditures @ Build-out	Buildout Service Population	Annual Revenues / Expenditures @ Build-out	Buildout Service Population	Annual Revenues / Expenditures @ Build-out
GENERAL FUND RECURRING REVENUES													
General Property Tax	\$ 5,789,480	Case Study - Build-out Projection	100%			\$ 746,184		\$ 596,225		\$ 601,057		\$ 596,225	
Sales Tax <sup>3</sup>	9,331,395	Case Study - Build-out Projection	100%			1,438,356		1,005,730		82,729		1,005,730	
Transient Occupancy Tax	165,000	Case Study - Build-out Projection	100%			582,540		291,270		-		291,270	
Property Transfer Tax	250,000	Case Study - Historical Turnover Rate	100%			22,802		18,373		18,529		18,373	
Franchise Fees - Utilities	1,680,000	Per Capita 100% Residents + 50% Employees	100%	111,733	\$ 15.04	7,688	115,599	6,307	94,835	6,481	97,454	6,307	94,835
Franchise Fees - Solid Waste	860,000	Per Capita 100% Residents + 50% Employees	100%	111,733	\$ 7.70	7,688	59,176	6,307	48,547	6,481	49,887	6,307	48,547
TOTAL						\$ 2,964,658		\$ 2,054,981		\$ 849,656		\$ 2,054,981	
GENERAL FUND RECURRING EXPENDITURES													
General Government & Finance <sup>4</sup>	\$ 2,791,541	Per Capita 100% Residents + 50% Employees	50%	111,733	\$ 12.49	7,688	\$ 96,042	6,307	\$ 78,791	6,481	\$ 80,966	6,307	\$ 78,791
Development Services <sup>5</sup>	6,495,039	Per Capita 100% Residents + 50% Employees	30%	111,733	\$ 17.44	7,688	134,075	6,307	109,993	6,481	113,030	6,307	109,993
Police Protection <sup>6</sup>	15,855,697	Case Study - Officer to service population ratio; Average cost per additional sworn officer	100%	111,733		1,090,156		894,343		919,037		1,456,790	
Animal Services	820,124	Per Capita 100% Residents	100%	98,885	\$ 8.29	5,896	48,903	4,807	39,866	4,807	39,866	4,807	39,866
Revenue Neutrality Payments	190,000	Case Study - Project pro rata share of total revenue neutrality payment when project triggers increase in payment	100%			459,397		336,411		109,406		336,411	
TOTAL						\$ 1,828,574		\$ 1,459,403		\$ 1,262,305		\$ 2,021,850	
SURPLUS / (DEFICIT)						\$ 1,136,084		\$ 595,578		\$ (412,649)		\$ 33,130	

<sup>1</sup> 2015 Population = 98,885 per DOF; 2015 Employment = 25,695 per ESRI Business Analyst Online.

<sup>2</sup> Calculated at 1% of taxable sales.

<sup>3</sup> Includes City Council, City Attorney, City Manager, Administration, City Clerk, Finance, and Non-Departmental. Assumes incremental increase of 50% versus 100% per capita service population.

<sup>4</sup> Includes Development Services/Engineering, Planning, Building & Safety, Code Enforcement, and Engineering/Public Works. Assumes 70% cost recovery from fees.

<sup>5</sup> Includes Police Protection via contract with Riverside County Sheriff; Assumes 49 sworn officers and ratio of 0.50 sworn officers per 1,000 residents. Fire protection costs for wildland

## C. REVENUE FORECASTS – CASE STUDY METHODOLOGY

### Residential Property Tax Revenue Projections

**TABLE C-1 – SCENARIO #1: NO RTRP (2015\$)**  
10-Year Residential Build-out Projections with No RTRP

RESIDENTIAL ABSORPTION			FISCAL YEAR											
			1	2	3	4	5	6	7	8	9	10		
PROJECT	STATUS	UNITS	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	TOTAL	
Harmony Trails	Tract Map	176	0	50	50	50	26	0	0	0	0	0	176	
Turnleaf	Construction	111	40	40	31	0	0	0	0	0	0	0	111	
Vernola West	Zoned	516	0	0	0	50	85	85	85	85	85	41	516	
Vernola Apartments	Fully Entitled	397	0	0	135	135	127	0	0	0	0	0	397	
Riverbend	Mass Grading / Utilities	466	50	85	85	85	85	76	0	0	0	0	466	
ANNUAL NEW UNITS		1,666	90	175	301	320	323	161	85	85	85	41	1,666	
Max. Annual Absorption			415	415	415	415	440	440	440	440	440	440		
CUMULATIVE NEW UNITS			90	265	566	886	1,209	1,370	1,455	1,540	1,625	1,666		

NEW RESIDENTIAL ASSESSED VALUE

			FISCAL YEAR											
			1	2	3	4	5	6	7	8	9	10		
PROJECT	STATUS	AV PER DU	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	TOTAL	
Harmony Trails	Tract Map	\$ 446,719	\$ -	\$ 22,335,950	\$ 22,335,950	\$ 22,335,950	\$ 11,614,694	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 78,622,544	
Turnleaf	Construction	531,657	21,266,280	21,266,280	16,481,367	-	-	-	-	-	-	-	59,013,927	
Vernola West	Zoned	565,000	-	-	-	28,250,000	48,025,000	48,025,000	48,025,000	48,025,000	48,025,000	23,165,000	291,540,000	
Vernola Apartments	Fully Entitled	280,000	-	-	37,800,000	37,800,000	35,560,000	-	-	-	-	-	111,160,000	
Riverbend	Mass Grading / Utilities	516,239	25,811,950	43,880,315	43,880,315	43,880,315	43,880,315	39,234,164	-	-	-	-	240,567,374	
ANNUAL NEW ASSESSED VALUE			\$ 47,078,230	\$ 87,482,545	\$ 120,497,632	\$ 132,266,265	\$ 139,080,009	\$ 87,259,164	\$ 48,025,000	\$ 48,025,000	\$ 48,025,000	\$ 23,165,000	\$ 780,903,845	
CUMULATIVE NEW ASSESSED VALUE			\$ 47,078,230	\$ 134,560,775	\$ 255,058,407	\$ 387,324,672	\$ 526,404,681	\$ 613,663,845	\$ 661,688,845	\$ 709,713,845	\$ 757,738,845	\$ 780,903,845		

NEW RESIDENTIAL PROPERTY TAX REVENUES

			FISCAL YEAR											
			1	2	3	4	5	6	7	8	9	10		
PROJECT	STATUS	CITY SHARE	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	TOTAL	
Harmony Trails	Tract Map	0.05995154	\$ -	\$ 13,391	\$ 13,391	\$ 13,391	\$ 6,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,135	
Turnleaf	Construction	0.05995154	12,749	12,749	9,881	-	-	-	-	-	-	-	35,380	
Vernola West	Zoned	0.05995154	-	-	-	16,936	28,792	28,792	28,792	28,792	28,792	13,888	174,783	
Vernola Apartments	Fully Entitled	0.07044153	-	-	26,627	26,627	25,049	-	-	-	-	-	78,303	
Riverbend	Mass Grading / Utilities	0.07044153	18,182	30,910	30,910	30,910	30,910	27,637	-	-	-	-	169,459	
ANNUAL NEW PROPERTY TAX REVENUE			\$ 30,932	\$ 57,050	\$ 80,808	\$ 87,864	\$ 91,714	\$ 56,429	\$ 28,792	\$ 28,792	\$ 28,792	\$ 13,888	\$ 505,060	
CUMULATIVE NEW PROPERTY TAX REVENUE			\$ 30,932	\$ 87,982	\$ 168,790	\$ 256,654	\$ 348,368	\$ 404,797	\$ 433,589	\$ 462,381	\$ 491,172	\$ 505,060		

**TABLE C-2 – SCENARIOS #2 & #3: RTRP (2015\$)**  
**10-Year Residential Build-out Projections with RTRP**

RESIDENTIAL ABSORPTION			FISCAL YEAR										TOTAL
			1	2	3	4	5	6	7	8	9	10	
PROJECT	STATUS	UNITS	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Harmony Trails	Tract Map	176	0	50	50	50	26	0	0	0	0	0	176
Turnleaf	Construction	111	40	40	31	0	0	0	0	0	0	0	111
Vernola West	Zoned	484	0	0	0	43	80	80	80	80	80	41	484
Vernola Apartments	Fully Entitled	182	0	0	135	47	0	0	0	0	0	0	182
Riverbend	Mass Grading / Utilities	360	50	80	80	80	70	0	0	0	0	0	360
<b>ANNUAL NEW UNITS</b>		<b>1,313</b>	<b>90</b>	<b>170</b>	<b>296</b>	<b>220</b>	<b>176</b>	<b>80</b>	<b>80</b>	<b>80</b>	<b>80</b>	<b>41</b>	<b>1,313</b>
	<i>Max. Annual Absorption</i>		415	415	415	415	440	440	440	440	440	440	
<b>CUMULATIVE NEW UNITS</b>			90	260	556	776	952	1,032	1,112	1,192	1,272	1,313	

NEW RESIDENTIAL ASSESSED VALUE			FISCAL YEAR										TOTAL
			1	2	3	4	5	6	7	8	9	10	
PROJECT	STATUS	AV PER DU <sup>1</sup>	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Harmony Trails	Tract Map	\$ 446,719	\$ -	\$ 18,538,839	\$ 19,450,145	\$ 22,335,950	\$ 11,614,894	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 71,939,628
Turnleaf	Construction	531,657	20,814,372	21,266,280	16,481,367	-	-	-	-	-	-	-	58,562,019
Vernola West	Zoned	565,000	-	-	-	20,164,850	37,516,000	44,719,750	45,200,000	45,200,000	45,200,000	23,165,000	261,165,600
Vernola Apartments	Fully Entitled	280,000	-	-	31,374,000	10,922,800	-	-	-	-	-	-	42,296,800
Riverbend	Mass Grading / Utilities	516,239	21,423,919	39,368,386	41,299,120	41,299,120	36,136,730	-	-	-	-	-	179,527,275
<b>ANNUAL NEW ASSESSED VALUE</b>			<b>\$ 42,238,290</b>	<b>\$ 79,173,505</b>	<b>\$ 108,604,632</b>	<b>\$ 94,722,720</b>	<b>\$ 85,267,424</b>	<b>\$ 44,719,750</b>	<b>\$ 45,200,000</b>	<b>\$ 45,200,000</b>	<b>\$ 45,200,000</b>	<b>\$ 23,165,000</b>	<b>\$ 613,491,321</b>
<b>CUMULATIVE NEW ASSESSED VALUE</b>			<b>\$ 42,238,290</b>	<b>\$ 121,411,795</b>	<b>\$ 230,016,427</b>	<b>\$ 324,739,147</b>	<b>\$ 410,006,571</b>	<b>\$ 454,726,321</b>	<b>\$ 499,926,321</b>	<b>\$ 545,126,321</b>	<b>\$ 590,326,321</b>	<b>\$ 613,491,321</b>	

<sup>1</sup> AV per DU reduced by 17% for indirectly impacted housing units.

NEW RESIDENTIAL PROPERTY TAX REVENUES			FISCAL YEAR										TOTAL
			1	2	3	4	5	6	7	8	9	10	
PROJECT	STATUS	CITY SHARE	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Harmony Trails	Tract Map	0.05995154	\$ -	\$ 11,114	\$ 11,661	\$ 13,391	\$ 6,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,129
Turnleaf	Construction	0.05995154	12,479	12,749	9,881	-	-	-	-	-	-	-	35,109
Vernola West	Zoned	0.05995154	-	-	-	12,089	22,491	26,810	27,098	27,098	27,098	13,888	156,573
Vernola Apartments	Fully Entitled	0.07044153	-	-	22,100	7,694	-	-	-	-	-	-	29,795
Riverbend	Mass Grading / Utilities	0.07044153	15,091	27,732	29,092	29,092	25,455	-	-	-	-	-	126,462
<b>ANNUAL NEW PROPERTY TAX REVENUE</b>			<b>\$ 27,570</b>	<b>\$ 51,595</b>	<b>\$ 72,734</b>	<b>\$ 62,266</b>	<b>\$ 54,910</b>	<b>\$ 26,810</b>	<b>\$ 27,098</b>	<b>\$ 27,098</b>	<b>\$ 27,098</b>	<b>\$ 13,888</b>	<b>\$ 391,067</b>
<b>CUMULATIVE NEW PROPERTY TAX REVENUE</b>			<b>\$ 27,570</b>	<b>\$ 79,165</b>	<b>\$ 151,899</b>	<b>\$ 214,165</b>	<b>\$ 269,075</b>	<b>\$ 295,885</b>	<b>\$ 322,983</b>	<b>\$ 350,081</b>	<b>\$ 377,179</b>	<b>\$ 391,067</b>	



# Commercial / Industrial Property Tax Revenue Projections

**TABLE C-3 – SCENARIO #1: NO RTRP (2015\$)**  
**10-Year Commercial/Industrial Build-out Projections with No RTRP**

LIGHT INDUSTRIAL/BUSINESS PARK/RETAIL ABSORPTION			FISCAL YEAR										TOTAL
PROJECT	LAND USE	SF	1	2	3	4	5	6	7	8	9	10	
			2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Thoroughbred Farm Business Park	Light Industrial	917,592		530,150	180,806	206,636							917,592
	Business Park	598,504			264,002	334,502							598,504
	Commercial/Retail	129,635						129,635					129,635
	Tourist/Commercial	112,211					112,211						112,211
I-15 Corridor: Sky Country Industrial	Light Industrial	363,384				181,692	181,692						363,384
I-15 Corridor: Sky Country Retail Center	Commercial/Retail	289,560			144,780	144,780							289,560
	Hotel	60,984				60,984							60,984
Vernola Industrial Park	Industrial Park	162,323					162,323						162,323
<b>ANNUAL NEW SF</b>		<b>2,634,192</b>	<b>0</b>	<b>530,150</b>	<b>589,588</b>	<b>928,594</b>	<b>456,226</b>	<b>129,635</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,634,192</b>
Industrial	Est. Annual Absorption		0	530,150	180,806	388,328	344,015	0	0	0	0	0	1,443,299
	Max. Annual Absorption		706,451	706,451	706,451	706,451	515,797	515,797	515,797	515,797	515,797	515,797	
Business Park	Est. Annual Absorption		0	0	264,002	334,502	0	0	0	0	0	0	598,504
	Max. Annual Absorption		391,680	391,680	391,680	391,680	285,975	285,975	285,975	285,975	285,975	285,975	
Commercial	Est. Annual Absorption		0	0	144,780	144,780	112,211	129,635	0	0	0	0	531,406
	Cumulative Retail Potential		546,321	546,321	546,321	401,541	256,761	144,550	14,915	14,915	14,915	14,915	
<b>CUMULATIVE NEW COMMERCIAL-INDUSTRIAL SF</b>			<b>0</b>	<b>530,150</b>	<b>1,119,738</b>	<b>2,048,332</b>	<b>2,504,557</b>	<b>2,634,192</b>	<b>2,634,192</b>	<b>2,634,192</b>	<b>2,634,192</b>	<b>2,634,192</b>	

NEW COMMERCIAL-INDUSTRIAL ASSESSED VALUE			FISCAL YEAR										TOTAL
PROJECT	LAND USE	AV PER SF	1	2	3	4	5	6	7	8	9	10	
			2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Thoroughbred Farm	Light Industrial	\$ 130	\$ -	\$ 68,919,500	\$ 23,504,780	\$ 26,862,680	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 119,286,960
	Business Park	130	-	-	34,320,260	43,485,260	-	-	-	-	-	-	77,805,520
	Commercial/Retail	235	-	-	-	-	-	30,464,225	-	-	-	-	30,464,225
	Tourist/Commercial	235	-	-	-	-	26,371,640	-	-	-	-	-	26,371,640
I-15 Corridor: Sky Country Industrial	Light Industrial	130	-	-	-	23,619,959	23,619,959	-	-	-	-	-	47,239,918
I-15 Corridor: Sky Country Retail Center	Commercial/Retail	235	-	-	34,023,264	34,023,264	-	-	-	-	-	-	68,046,528
	Hotel	\$ Per Room	-	-	-	13,300,000	-	-	-	-	-	-	13,300,000
Vernola Industrial	Industrial Park	130	-	-	-	-	21,101,942	-	-	-	-	-	21,101,942
<b>ANNUAL NEW ASSESSED VALUE</b>			<b>\$ -</b>	<b>\$ 68,919,500</b>	<b>\$ 91,848,304</b>	<b>\$ 141,291,163</b>	<b>\$ 71,093,542</b>	<b>\$ 30,464,225</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 403,616,734</b>
<b>CUMULATIVE NEW ASSESSED VALUE</b>			<b>\$ -</b>	<b>\$ 68,919,500</b>	<b>\$ 160,767,804</b>	<b>\$ 302,058,967</b>	<b>\$ 373,152,509</b>	<b>\$ 403,616,734</b>	<b>\$ 403,616,734</b>	<b>\$ 403,616,734</b>	<b>\$ 403,616,734</b>	<b>\$ 403,616,734</b>	

NEW COMMERCIAL-INDUSTRIAL PROPERTY TAX REVENUES			FISCAL YEAR										TOTAL
PROJECT	LAND USE	CITY SHARE	1	2	3	4	5	6	7	8	9	10	
			2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Thoroughbred Farm	Light Industrial	0.05995154	\$ -	\$ 41,318	\$ 14,091	\$ 16,105	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 71,514
	Business Park	0.05995154	-	-	20,576	26,070	-	-	-	-	-	-	46,646
	Commercial/Retail	0.05995154	-	-	-	-	-	18,264	-	-	-	-	18,264
	Tourist/Commercial	0.05995154	-	-	-	-	15,810	-	-	-	-	-	15,810
I-15 Corridor: Sky Country Industrial	Light Industrial	0.05995154	-	-	-	14,161	14,161	-	-	-	-	-	28,321
I-15 Corridor: Sky Country Retail Center	Commercial/Retail	0.05995154	-	-	20,397	20,397	-	-	-	-	-	-	40,795
	Hotel	0.05995154	-	-	-	7,974	-	-	-	-	-	-	7,974
Vernola Industrial	Industrial Park	0.07044153	-	-	-	-	14,865	-	-	-	-	-	14,865
<b>ANNUAL NEW PROPERTY TAX REVENUES</b>			<b>\$ -</b>	<b>\$ 41,318</b>	<b>\$ 55,064</b>	<b>\$ 84,706</b>	<b>\$ 44,835</b>	<b>\$ 18,264</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 244,188</b>
<b>CUMULATIVE NEW PROPERTY TAX REVENUES</b>			<b>\$ -</b>	<b>\$ 41,318</b>	<b>\$ 96,383</b>	<b>\$ 181,089</b>	<b>\$ 225,924</b>	<b>\$ 244,188</b>	<b>\$ 244,188</b>	<b>\$ 244,188</b>	<b>\$ 244,188</b>	<b>\$ 244,188</b>	

**TABLE C-4 – SCENARIO #2: RTRP (2015\$)**  
**10-Year Commercial/Industrial Build-out Projections with RTRP**

LIGHT INDUSTRIAL/BUSINESS PARK/RETAIL ABSORPTION			FISCAL YEAR										TOTAL
PROJECT	LAND USE	SF	1	2	3	4	5	6	7	8	9	10	
			2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Thoroughbred Farm Business Park	Light Industrial	800,925		413,483	180,806	206,636							800,925
	Business Park	540,171			338,490	201,681							540,171
	Commercial/Retail	129,635						129,635					129,635
	Tourist/Commercial	47,600					112,211						112,211
I-15 Corridor: Sky Country Industrial	Light Industrial	646,960				323,480	323,480						646,960
I-15 Corridor: Sky Country Retail	Commercial/Retail	79,400			79,400								79,400
Vernola Industrial Park	Industrial Park	54,108					54,108						54,108
<b>ANNUAL NEW SF</b>		<b>2,298,798</b>	<b>0</b>	<b>413,483</b>	<b>598,696</b>	<b>731,797</b>	<b>489,798</b>	<b>129,635</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,363,409</b>
Industrial	Est. Annual Absorption		0	413,483	180,806	530,116	377,587	0	0	0	0	0	1,501,992
	Max. Annual Absorption		706,451	706,451	706,451	706,451	515,797	515,797	515,797	515,797	515,797	515,797	
Business Park	Est. Annual Absorption		0	0	338,490	201,681	0	0	0	0	0	0	540,171
	Max. Annual Absorption		391,680	391,680	391,680	391,680	285,975	285,975	285,975	285,975	285,975	285,975	
Commercial	Est. Annual Absorption		0	0	79,400	0	112,211	129,635	0	0	0	0	321,246
	Cumulative Retail Potential		546,321	546,321	546,321	466,921	466,921	354,710	225,075	225,075	225,075	225,075	
<b>CUMULATIVE NEW COMMERCIAL-INDUSTRIAL SF</b>			<b>0</b>	<b>413,483</b>	<b>1,012,179</b>	<b>1,743,976</b>	<b>2,233,774</b>	<b>2,363,409</b>	<b>2,363,409</b>	<b>2,363,409</b>	<b>2,363,409</b>	<b>2,363,409</b>	

NEW COMMERCIAL-INDUSTRIAL ASSESSED VALUE			FISCAL YEAR										TOTAL
PROJECT	LAND USE	AV PER SF	1	2	3	4	5	6	7	8	9	10	
			2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Thoroughbred Farm	Light Industrial	\$ 130	\$ -	\$ 53,752,790	\$ 23,504,780	\$ 26,862,680	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 104,120,250
	Business Park	130	-	-	44,003,700	26,218,530	-	-	-	-	-	-	70,222,230
	Commercial/Retail	235	-	-	-	-	-	30,464,225	-	-	-	-	30,464,225
	Tourist/Commercial	235	-	-	-	-	26,371,640	-	-	-	-	-	26,371,640
I-15 Corridor: Sky Country Industrial	Light Industrial	130	-	-	-	42,052,373	42,052,373	-	-	-	-	-	84,104,746
I-15 Corridor: Sky Country Retail	Commercial/Retail	235	-	-	18,659,000	-	-	-	-	-	-	-	18,659,000
Vernola Industrial	Industrial Park	130	-	-	-	-	7,033,981	-	-	-	-	-	7,033,981
<b>ANNUAL NEW ASSESSED VALUE</b>			<b>\$ -</b>	<b>\$ 53,752,790</b>	<b>\$ 86,167,480</b>	<b>\$ 95,133,583</b>	<b>\$ 75,457,994</b>	<b>\$ 30,464,225</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 340,976,072</b>
<b>CUMULATIVE NEW ASSESSED VALUE</b>			<b>\$ -</b>	<b>\$ 53,752,790</b>	<b>\$ 139,920,270</b>	<b>\$ 235,053,853</b>	<b>\$ 310,511,847</b>	<b>\$ 340,976,072</b>	<b>\$ 340,976,072</b>	<b>\$ 340,976,072</b>	<b>\$ 340,976,072</b>	<b>\$ 340,976,072</b>	

NEW COMMERCIAL-INDUSTRIAL PROPERTY TAX REVENUES			FISCAL YEAR										TOTAL
PROJECT	LAND USE	CITY SHARE	1	2	3	4	5	6	7	8	9	10	
			2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Thoroughbred Farm	Light Industrial	0.05995154	\$ -	\$ 32,226	\$ 14,091	\$ 16,105	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,422
	Business Park	0.05995154	-	-	26,381	15,718	-	-	-	-	-	-	42,099
	Commercial/Retail	0.05995154	-	-	-	-	-	18,264	-	-	-	-	18,264
	Tourist/Commercial	0.05995154	-	-	-	-	15,810	-	-	-	-	-	15,810
I-15 Corridor: Sky Country Industrial	Light Industrial	0.05995154	-	-	-	25,211	25,211	-	-	-	-	-	50,422
I-15 Corridor: Sky Country Retail	Commercial/Retail	0.05995154	-	-	11,186	-	-	-	-	-	-	-	11,186
Vernola Industrial	Industrial Park	0.07044153	-	-	-	-	4,955	-	-	-	-	-	4,955
<b>ANNUAL NEW PROPERTY TAX REVENUES</b>			<b>\$ -</b>	<b>\$ 32,226</b>	<b>\$ 51,659</b>	<b>\$ 57,034</b>	<b>\$ 45,976</b>	<b>\$ 18,264</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 205,158</b>
<b>CUMULATIVE NEW PROPERTY TAX REVENUES</b>			<b>\$ -</b>	<b>\$ 32,226</b>	<b>\$ 83,884</b>	<b>\$ 140,918</b>	<b>\$ 186,894</b>	<b>\$ 205,158</b>	<b>\$ 205,158</b>	<b>\$ 205,158</b>	<b>\$ 205,158</b>	<b>\$ 205,158</b>	

**TABLE C-5 – SCENARIO #3: RTRP WITH SECONDARY IMPACTS TO THOROUGHBRED FARM BUSINESS PARK (2015\$)**  
**10-Year Commercial/Industrial Build-out Projections with RTRP and Secondary Impacts**

LIGHT INDUSTRIAL/BUSINESS PARK/RETAIL ABSORPTION			FISCAL YEAR										TOTAL
PROJECT	LAND USE	SF	1	2	3	4	5	6	7	8	9	10	
			2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Thoroughbred Farm Business Park	Light Industrial	800,925		413,483	180,806	206,636							800,925
	Business Park	540,171			338,490	201,681							540,171
	Business Park	300,564					150,282	150,282					300,564
	Business Park	198,634				112,385	86,249						198,634
I-15 Corridor: Sky Country Industrial	Light Industrial	646,960				323,480	323,480						646,960
I-15 Corridor: Sky Country Retail	Commercial/Retail	79,400			79,400								79,400
Vernola Industrial Park	Industrial Park	54,108					54,108						54,108
ANNUAL NEW SF		2,620,761	0	413,483	598,696	844,182	614,118	150,282	0	0	0	0	2,620,761
Industrial	Est. Annual Absorption		0	413,483	180,806	530,116	377,587	0	0	0	0	0	1,501,992
	Max. Annual Absorption		706,451	706,451	706,451	706,451	515,797	515,797	515,797	515,797	515,797	515,797	
Business Park	Est. Annual Absorption		0	0	338,490	314,066	236,531	150,282	0	0	0	0	1,039,369
	Max. Annual Absorption		391,680	391,680	391,680	391,680	285,975	285,975	285,975	285,975	285,975	285,975	
Commercial	Est. Annual Absorption		0	0	79,400	0	0	0	0	0	0	0	79,400
	Cumulative Retail Potential		546,321	546,321	546,321	466,921	466,921	466,921	466,921	466,921	466,921	466,921	
CUMULATIVE NEW COMMERCIAL-INDUSTRIAL SF			0	413,483	1,012,179	1,856,361	2,470,479	2,620,761	2,620,761	2,620,761	2,620,761	2,620,761	

NEW COMMERCIAL-INDUSTRIAL ASSESSED VALUE			FISCAL YEAR										TOTAL
PROJECT	LAND USE	AV PER SF	1	2	3	4	5	6	7	8	9	10	
			2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Thoroughbred Farm	Light Industrial	\$ 130	\$ -	\$ 53,752,790	\$ 23,504,780	\$ 26,862,680	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 104,120,250
	Business Park	130	-	-	44,003,700	26,218,530	-	-	-	-	-	-	70,222,230
	Business Park	130	-	-	-	-	19,536,660	19,536,660	-	-	-	-	39,073,320
	Business Park	130	-	-	-	14,610,024	11,212,344	-	-	-	-	-	25,822,368
I-15 Corridor: Sky Country Industrial	Light Industrial	130	-	-	-	42,052,373	42,052,373	-	-	-	-	-	84,104,746
I-15 Corridor: Sky Country Retail	Commercial/Retail	235	-	-	18,659,000	-	-	-	-	-	-	-	18,659,000
Vernola Industrial	Industrial Park	130	-	-	-	-	7,033,981	-	-	-	-	-	7,033,981
ANNUAL NEW ASSESSED VALUE			\$ -	\$ 53,752,790	\$ 86,167,480	\$ 109,743,607	\$ 79,835,358	\$ 19,536,660	\$ -	\$ -	\$ -	\$ -	\$ 349,035,895
CUMULATIVE NEW ASSESSED VALUE			\$ -	\$ 53,752,790	\$ 139,920,270	\$ 249,663,877	\$ 329,499,235	\$ 349,035,895	\$ 349,035,895	\$ 349,035,895	\$ 349,035,895	\$ 349,035,895	

NEW COMMERCIAL-INDUSTRIAL PROPERTY TAX REVENUES			FISCAL YEAR										TOTAL
PROJECT	LAND USE	CITY SHARE	1	2	3	4	5	6	7	8	9	10	
			2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Thoroughbred Farm	Light Industrial	0.05995154	\$ -	\$ 32,226	\$ 14,091	\$ 16,105	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,422
	Business Park	0.05995154	-	-	26,381	15,718	-	-	-	-	-	-	42,099
	Business Park	0.05995154	-	-	-	-	11,713	11,713	-	-	-	-	23,425
	Business Park	0.05995154	-	-	-	8,759	6,722	-	-	-	-	-	15,481
I-15 Corridor: Sky Country Industrial	Light Industrial	0.05995154	-	-	-	25,211	25,211	-	-	-	-	-	50,422
I-15 Corridor: Sky Country Retail	Commercial/Retail	0.05995154	-	-	11,186	-	-	-	-	-	-	-	11,186
Vernola Industrial	Industrial Park	0.07044153	-	-	-	-	4,955	-	-	-	-	-	4,955
ANNUAL NEW PROPERTY TAX REVENUES			\$ -	\$ 32,226	\$ 51,659	\$ 65,793	\$ 48,600	\$ 11,713	\$ -	\$ -	\$ -	\$ -	\$ 209,990
CUMULATIVE NEW PROPERTY TAX REVENUES			\$ -	\$ 32,226	\$ 83,884	\$ 149,677	\$ 198,278	\$ 209,990	\$ 209,990	\$ 209,990	\$ 209,990	\$ 209,990	

## Sales Tax Revenue Projections: Retail Tenant Mix

TABLE C-6 – SCENARIO #1: NO RTRP (2015\$)

### I-15 Corridor: Sky Country Retail Center Tenant Mix

Use / Store Type	Example Stores	Gross Leasable Area (SF)	Est. Taxable Sales per SF	Total Est. Annual Taxable Sales	Annual Sales Tax Revenue
Sporting Goods	Dick's, Sports Authority	45,000	\$ 90	\$ 4,050,000	\$ 40,500
Apparel	Old Navy, Forever 21	20,000	175	3,500,000	35,000
Apparel - Off Price	Stein Mart, Burlington Coat Factory	40,000	125	5,000,000	50,000
Apparel - Off Price	Anna's Linens, Avenue	6,000	135	810,000	8,100
Warehouse-Home Improvement/ Shoes	OSH, DSW	30,000	170	5,100,000	51,000
Specialty Market	Aldi, Grocery Outlet, Sprouts	20,000	100	2,000,000	20,000
Mattress/Bedding	Sit & Sleep, Sleep Train	5,000	400	2,000,000	20,000
Tire/Automotive	Les Schwab, Big O	7,000	360	2,520,000	25,200
Theater	Krikorian, Regency	60,000	25	1,500,000	15,000
Health & Fitness	Crunch Fitness, Planet Fitness	24,000	17	408,000	4,080
Fuel & C-Store	Arco AM/PM, Chevron, Shell	4,000	1,750	7,000,000	70,000
Coffee House	Starbucks, Coffee Bean & Tea Leaf, Dunkin' Donuts	2,200	95	209,000	2,090
Restaurant - Casual Dining	BJ's, Red Robin	7,000	715	5,005,000	50,050
Restaurant - Casual Dining	Islands, Chili's	6,000	585	3,510,000	35,100
Restaurant - Fast Casual - Mexican	Café Rio, Miguel's	3,000	770	2,310,000	23,100
Restaurant - Fast Casual - Burger	Smash Burger, Grub Burger Lounge	3,000	670	2,010,000	20,100
Restaurant - Fast Casual - Pizza	Pieology, Pizza Studio	3,000	733	2,197,500	21,975
Restaurant - Quick Service - Sandwich	Firehouse Subs, Jimmy John's	1,500	470	705,000	7,050
Restaurant - Quick Service w/ Drive-Thru	Chick Fil-A, Jack-in-the-Box	2,700	630	1,701,000	17,010
<b>TOTAL</b>		<b>289,400</b>		<b>\$ 51,535,500</b>	<b>\$ 515,355</b>

### Thoroughbred Farm Business Park Tenant Mix

Planning Area	Use / Store Type	Example Stores	Gross Leasable Area (SF)	Est. Taxable Sales per SF	Total Est. Annual Taxable Sales	Annual Sales Tax Revenue
7	Drug Store / Pharmacy	Walgreens, CVS	14,500	\$ 173	\$ 2,501,250	\$ 25,013
	Fuel & C-Store	Arco AM/PM, Chevron, Shell	4,000	1,750	7,000,000	70,000
	Restaurant - Casual Dining	BJ's, Red Robin	7,000	715	5,005,000	50,050
	Restaurant - Fast Casual - Mexican	Café Rio, Miguel's	3,000	770	2,310,000	23,100
	Restaurant -Fast Casual	Panera Bread, Smash Burger	3,000	733	2,197,500	21,975
	Restaurant - Fast Casual - Pizza	Pieology, Pizza Studio	3,000	733	2,197,500	21,975
	Coffee House	Starbucks, Coffee Bean & Tea Leaf, Dunkin' Donuts	1,100	200	220,000	2,200
<b>Subtotal</b>			<b>35,600</b>		<b>\$ 21,431,250</b>	<b>\$ 214,313</b>
8	100-room Limited Service Hotel	Holiday Inn Express, Best Western, Extended Stay	50,000	\$ 10	\$ 500,000	\$ 5,000
	Restaurant - Casual Dining	Islands, Chili's	6,000	585	3,510,000	35,100
	Restaurant - Casual Dining	Islands, Chili's	6,000	585	3,510,000	35,100
	<b>Subtotal</b>		<b>62,000</b>		<b>\$ 7,520,000</b>	<b>\$ 75,200</b>
6	Warehouse Grocery	Food 4 Less, Smart & Final	52,500	\$ 223	\$ 11,681,250	\$ 116,813
	Craft-Specialty Décor	Hancock Fabrics, Jo-Ann Fabrics & Crafts	20,000	150	3,000,000	30,000
	Bath & Body	Ulta Beauty, Bath & Body Works	5,500	945	5,197,500	51,975
	Shoe Stores - Large	Boot Barn, WSS	6,000	335	2,010,000	20,100
	Health & Fitness	Crunch Fitness, Planet Fitness	24,000	17	408,000	4,080
	Restaurant - Casual Dining	BJ's, Red Robin	7,000	715	5,005,000	50,050
	Restaurant - Fast Casual - Mexican	Café Rio, Miguel's	3,000	770	2,310,000	23,100
	Restaurant - Quick Service - Sandwich	Capriotti's, Firehouse Subs, Jimmy John's	1,500	470	705,000	7,050
	Cell Phones	Verizon Wireless, AT&T Mobility, T-Mobile	2,750	863	2,371,875	23,719
	Coffee House	Starbucks, Coffee Bean & Tea Leaf, Dunkin' Donuts	2,200	95	209,000	2,090
<b>Subtotal</b>			<b>129,450</b>		<b>\$ 34,397,625</b>	<b>\$ 343,976</b>
<b>TOTAL</b>	<b>TOTAL</b>		<b>227,050</b>		<b>\$ 63,348,875</b>	<b>\$ 633,489</b>

TABLE C-7 – SCENARIO #2: RTRP (2015\$)

I-15 Corridor: Sky Country Retail Center (No Change to Thoroughbred Farm Business Park) Tenant Mix

Use / Store Type	Example Stores	Gross Leasable Area (SF)	Est. Taxable Sales per SF	Total Est. Annual Taxable Sales	Annual Sales Tax Revenue
Apparel - Off Price	Stein Mart, Burlington Coat Factory	40,000	\$ 125	5,000,000	50,000
Apparel - Off Price	Anna's Linens, Avenue	6,000	\$ 135	810,000	8,100
Health & Fitness	Crunch Fitness, Planet Fitness	24,000	17	408,000	4,080
Coffee House	Starbucks, Coffee Bean & Tea Leaf, Dunkin' Donuts	2,200	95	209,000	2,090
Restaurant - Fast Casual - Pizza	Pieology, Pizza Studio	3,000	733	2,197,500	21,975
Restaurant - Quick Service - Sandwich	Firehouse Subs, Jimmy John's	1,500	470	705,000	7,050
Restaurant - Quick Service w/ Drive- Thru	Chick Fil-A, Jack- in-the-Box	2,700	630	1,701,000	17,010
<b>TOTAL</b>		<b>79,400</b>		<b>\$ 11,030,500</b>	<b>\$ 110,305</b>



## Sales Tax Revenue Projections: 10-Year Commercial / Industrial Build-out Projections

TABLE C-8 – SCENARIO #1: NO RTRP (2015\$)

NEW TAXABLE SALES & SALES TAX REVENUES			FISCAL YEAR										TOTAL
			1	2	3	4	5	6	7	8	9	10	
PROJECT	LAND USE	FACTOR	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Thoroughbred Farm Business Park	Light Industrial	Variable	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Business Park	Variable	-	-	-	-	-	-	-	-	-	-	-
	Commercial/Retail	Variable	-	-	-	-	-	63,348,875	-	-	-	-	63,348,875
	Tourist/Commercial	Variable	-	-	-	-	28,951,250	-	-	-	-	-	28,951,250
I-15 Corridor: Sky Country Industrial	Light Industrial	Variable	-	-	-	-	-	-	-	-	-	-	-
I-15 Corridor: Sky Country Retail	Commercial/Retail	Variable	-	-	25,767,750	25,767,750	-	-	-	-	-	-	51,535,500
Vernola Industrial	Industrial Park	Variable	-	-	-	-	-	-	-	-	-	-	-
ANNUAL NEW TAXABLE SALES			\$ -	\$ -	\$ 25,767,750	\$ 25,767,750	\$ 28,951,250	\$ 63,348,875	\$ -	\$ -	\$ -	\$ -	\$ 143,835,625
CUMULATIVE NEW TAXABLE SALES			\$ -	\$ -	\$ 25,767,750	\$ 51,535,500	\$ 80,486,750	\$ 143,835,625	\$ 143,835,625	\$ 143,835,625	\$ 143,835,625	\$ 143,835,625	
CUMULATIVE NEW SALES TAX REVENUE			1%	\$ -	\$ -	\$ 257,678	\$ 515,355	\$ 804,868	\$ 1,438,356	\$ 1,438,356	\$ 1,438,356	\$ 1,438,356	

TABLE C-9 – SCENARIO #2: RTRP (2015\$)

NEW TAXABLE SALES & SALES TAX REVENUES			FISCAL YEAR										TOTAL
			1	2	3	4	5	6	7	8	9	10	
PROJECT	LAND USE	FACTOR	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Thoroughbred Farm Business Park	Light Industrial	Variable	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Business Park	Variable	-	-	-	-	-	-	-	-	-	-	-
	Commercial/Retail	Variable	-	-	-	-	-	63,348,875	-	-	-	-	63,348,875
	Tourist/Commercial	Variable	-	-	-	-	28,951,250	-	-	-	-	-	28,951,250
I-15 Corridor: Sky Country Industrial	Light Industrial	Variable	-	-	-	-	-	-	-	-	-	-	-
I-15 Corridor: Sky Country Retail	Commercial/Retail	Variable	-	-	8,272,875	-	-	-	-	-	-	-	8,272,875
Vernola Industrial	Industrial Park	Variable	-	-	-	-	-	-	-	-	-	-	-
ANNUAL NEW TAXABLE SALES			\$ -	\$ -	\$ 8,272,875	\$ -	\$ 28,951,250	\$ 63,348,875	\$ -	\$ -	\$ -	\$ -	\$ 100,573,000
CUMULATIVE NEW TAXABLE SALES			\$ -	\$ -	\$ 8,272,875	\$ 8,272,875	\$ 37,224,125	\$ 100,573,000	\$ 100,573,000	\$ 100,573,000	\$ 100,573,000	\$ 100,573,000	
CUMULATIVE NEW SALES TAX REVENUE			1%	\$ -	\$ -	\$ 82,729	\$ 82,729	\$ 372,241	\$ 1,005,730	\$ 1,005,730	\$ 1,005,730	\$ 1,005,730	

TABLE C-10 – SCENARIO #3: RTRP WITH SECONDARY IMPACTS TO THOROUGHbred FARM BUSINESS PARK (2015\$)

NEW TAXABLE SALES & SALES TAX REVENUES			FISCAL YEAR										TOTAL
			1	2	3	4	5	6	7	8	9	10	
PROJECT	LAND USE	FACTOR	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Thoroughbred Farm Business Park	Light Industrial	Variable	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Business Park	Variable	-	-	-	-	-	-	-	-	-	-	-
	Business Park	Variable	-	-	-	-	-	-	-	-	-	-	-
	Business Park	Variable	-	-	-	-	-	-	-	-	-	-	-
I-15 Corridor: Sky Country Industrial	Light Industrial	Variable	-	-	-	-	-	-	-	-	-	-	-
I-15 Corridor: Sky Country Retail	Commercial/Retail	Variable	-	-	8,272,875	-	-	-	-	-	-	-	8,272,875
Vernola Industrial	Industrial Park	Variable	-	-	-	-	-	-	-	-	-	-	-
ANNUAL NEW TAXABLE SALES			\$ -	\$ -	\$ 8,272,875	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,272,875
CUMULATIVE NEW TAXABLE SALES			\$ -	\$ -	\$ 8,272,875	\$ 8,272,875	\$ 8,272,875	\$ 8,272,875	\$ 8,272,875	\$ 8,272,875	\$ 8,272,875	\$ 8,272,875	
CUMULATIVE NEW SALES TAX REVENUE			1%	\$ -	\$ -	\$ 82,729	\$ 82,729	\$ 82,729	\$ 82,729	\$ 82,729	\$ 82,729	\$ 82,729	

## Transient Occupancy Tax (TOT) Revenue Projections

TABLE C-11 – TOT CALCULATION

Rooms per Hotel	ADR	Occupancy Rate	TOT Rate	Annual TOT Revenue
100	\$ 133	60%	10%	\$ 291,270

TABLE C-12 – SCENARIO #1: NO RTRP (2015\$)

NEW TRANSIENT OCCUPANCY TAX REVENUES	FISCAL YEAR										TOTAL
	1	2	3	4	5	6	7	8	9	10	
PROJECT	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Thoroughbred Farm Business Park	-	-	-	-	291,270	291,270	291,270	291,270	291,270	291,270	1,747,620
I-15 Corridor: Sky Country Retail	-	-	-	291,270	291,270	291,270	291,270	291,270	291,270	291,270	2,038,890
ANNUAL NEW TOT REVENUES	\$ -	\$ -	\$ -	\$ 291,270	\$ 582,540	\$ 582,540	\$ 582,540	\$ 582,540	\$ 582,540	\$ 582,540	\$ 3,786,510
CUMULATIVE NEW TOT REVENUES	\$ -	\$ -	\$ -	\$ 291,270	\$ 873,810	\$ 1,456,350	\$ 2,038,890	\$ 2,621,430	\$ 3,203,970	\$ 3,786,510	

TABLE C-13 – SCENARIO #2: RTRP (2015\$)

NEW TRANSIENT OCCUPANCY TAX REVENUES	FISCAL YEAR										TOTAL
	1	2	3	4	5	6	7	8	9	10	
PROJECT	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Thoroughbred Farm Business Park	-	-	-	-	291,270	291,270	291,270	291,270	291,270	291,270	1,747,620
I-15 Corridor: Sky Country Retail	-	-	-	-	-	-	-	-	-	-	-
ANNUAL NEW TOT REVENUES	\$ -	\$ -	\$ -	\$ -	\$ 291,270	\$ 291,270	\$ 291,270	\$ 291,270	\$ 291,270	\$ 291,270	\$ 1,747,620
CUMULATIVE NEW TOT REVENUES	\$ -	\$ -	\$ -	\$ -	\$ 291,270	\$ 582,540	\$ 873,810	\$ 1,165,080	\$ 1,456,350	\$ 1,747,620	

TABLE C-14 – SCENARIO #3: RTRP WITH SECONDARY IMPACTS TO THOROUGHbred FARM BUSINESS PARK (2015\$)

NEW TRANSIENT OCCUPANCY TAX REVENUES	FISCAL YEAR										TOTAL
	1	2	3	4	5	6	7	8	9	10	
PROJECT	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Thoroughbred Farm Business Park	-	-	-	-	-	-	-	-	-	-	-
I-15 Corridor: Sky Country Retail	-	-	-	-	-	-	-	-	-	-	-
ANNUAL NEW TOT REVENUES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CUMULATIVE NEW TOT REVENUES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

## D. EXPENDITURE FORECASTS – CASE STUDY METHODOLOGY

### Police Protection Expenditure Projections

**TABLE D-1 – POLICE PROTECTION EXPENDITURE CALCULATIONS BASED ON 2015 CITYWIDE STAFFING & COSTS**

Position	Sworn Officers
Patrol Deputies	37
Special Enforcement Team	4
Traffic Deputies	6
Community Services Officers	2
Total	49

FY 2015-16 Sheriff Contract Costs	
Contract Cost	\$ 15,843,197
Average Cost per Officer	\$ 323,331

City Sworn Officer to Population/Employment Ratio	
2015 Population	98,885
2015 Employment	25,695
	<u>x 50%</u>
50% Employment	12,848
Service Population (100% Residents + 50% Employees)	111,733
Sworn Officers per 1,000 Service Population	0.44

	SCENARIO #1: NO RTRP	SCENARIO #2: RTRP	SCENARIO #3: RTRP WITH SECONDARY IMPACTS	SCENARIO #4: RTRP WITH POLICE COST INCREASES
Project Residents	5,896	4,807	4,807	4,807
Project Employment	3,584	3,001	3,349	3,001
	<u>x 50%</u>	<u>x 50%</u>	<u>x 50%</u>	<u>x 50%</u>
50% Employment	1,792	1,501	1,675	1,501
Service Population (100% Residents + 50% Employees)	7,688	6,307	6,481	6,307
Sworn Officers per 1,000 Service Population	0.44	0.44	0.44	0.44
Additional Sworn Officers	3.37	2.77	2.84	2.77
Cost per Sworn Officer	\$ 323,331	\$ 323,331	\$ 323,331	See Table D-2
New Annual Expenditures @ Build-out	\$ 1,090,156	\$ 894,343	\$ 919,037	\$ 1,456,790

**TABLE D-2**  
**SCENARIO #4 –ANNUAL INCREASES IN POLICE CONTRACT COSTS**

	ADOPTED BUDGET	FISCAL YEAR									
		1	2	3	4	5	6	7	8	9	10
	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
<b>Annual Growth Factor</b>		5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
<b>Cost per Sworn Officer</b>	\$ 323,331	\$ 339,497	\$ 356,472	\$ 374,296	\$ 393,010	\$ 412,661	\$ 433,294	\$ 454,959	\$ 477,706	\$ 501,592	\$ 526,671
<b>Service Population (100% Residents + 50% Employees)</b>		345	1,197	2,615	3,825	4,795	5,231	5,537	5,844	6,150	6,307
<b>Sworn Officers per 1,000 Service Population</b>		0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
<b>Additional Sworn Officers</b>		0.15	0.52	1.15	1.68	2.10	2.29	2.43	2.56	2.70	2.77
<b>New Annual Expenditures @ Build- out</b>		\$ 51,321	\$ 187,052	\$ 429,201	\$ 659,323	\$ 867,757	\$ 994,000	\$ 1,104,833	\$ 1,224,265	\$ 1,352,877	\$ 1,456,790

## Revenue Neutrality Payment Expenditure Projections

**TABLE D-3 – REVENUE NEUTRALITY PAYMENT CALCULATIONS BASED ON EXECUTED AGREEMENT WITH COUNTY OF RIVERSIDE**

City Property Tax + Sales Tax Revenues	Revenue Neutrality Payment
< \$15,840,000	\$1,900,000
≥ \$15,840,000	16% of Property Tax + Sales Tax Revenues
≥ \$16,880,000	21% of Property Tax + Sales Tax Revenues
≥ \$17,940,000	22% of Property Tax + Sales Tax Revenues
≥ \$19,030,000	24% of Property Tax + Sales Tax Revenues



TABLE D-4 – REVENUE NEUTRALITY PAYMENT PROJECTIONS

		Base Year	FISCAL YEAR									
			1	2	3	4	5	6	7	8	9	10
			2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25
SCENARIO #1: NO RTRP	Base Property + Sales Tax	\$15,370,875	\$15,370,875	\$15,370,875	\$15,370,875	\$15,370,875	\$15,370,875	\$15,370,875	\$15,370,875	\$15,370,875	\$15,370,875	\$15,370,875
	New Project Property Tax	\$ -	\$ 30,932	\$ 129,300	\$ 265,173	\$ 437,743	\$ 574,292	\$ 648,985	\$ 677,777	\$ 706,569	\$ 735,360	\$ 749,248
	New Project Sales Tax	-	-	-	257,678	515,355	804,868	1,438,356	1,438,356	1,438,356	1,438,356	1,438,356
	Subtotal	-	30,932	129,300	522,851	953,098	1,379,160	2,087,341	2,116,133	2,144,925	2,173,717	2,187,604
	Total Property + Sales Tax	-	15,401,807	15,500,175	15,893,726	16,323,973	16,750,035	17,458,216	17,487,008	17,515,800	17,544,592	17,558,479
	Revenue Neutrality Payment	1,900,000	1,900,000	1,900,000	2,542,996	2,611,836	2,680,006	3,666,225	3,672,272	3,678,318	3,684,364	3,687,281
	Net Increase in Payment	-	-	-	642,996	68,840	780,006	1,766,225	1,772,272	1,778,318	1,784,364	1,787,281
	Project Pro Rata Share of Payment	-	-	-	83,656	152,496	220,666	438,342	444,388	450,434	456,480	459,397
SCENARIO #2: RTRP	New Project Property Tax	\$ -	\$ 27,570	\$ 111,391	\$ 235,783	\$ 355,083	\$ 455,969	\$ 501,043	\$ 528,141	\$ 555,239	\$ 582,337	\$ 596,225
	New Project Sales Tax	-	-	-	82,729	82,729	372,241	1,005,730	1,005,730	1,005,730	1,005,730	1,005,730
	Subtotal	-	27,570	111,391	318,512	437,812	828,210	1,506,773	1,533,871	1,560,969	1,588,067	1,601,955
	Total Property + Sales Tax	-	15,398,445	15,482,266	15,689,387	15,808,687	16,199,085	16,877,648	16,904,746	16,931,844	16,958,942	16,972,830
	Revenue Neutrality Payment	1,900,000	1,900,000	1,900,000	1,900,000	1,900,000	2,591,854	2,700,424	3,549,997	3,555,687	3,561,378	3,564,294
	Net Increase in Payment	-	-	-	-	-	691,854	800,424	1,649,997	1,655,687	1,661,378	1,664,294
	Project Pro Rata Share of Payment	-	-	-	-	-	132,514	241,084	322,113	327,804	333,494	336,411

		FISCAL YEAR											
		Base Year	1	2	3	4	5	6	7	8	9	10	
		2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
SCENARIO #3: RTRP WITH SECONDARY IMPACTS	Base Property + Sales Tax	\$15,370,875	\$15,370,875	\$15,370,875	\$15,370,875	\$15,370,875	\$15,370,875	\$15,370,875	\$15,370,875	\$15,370,875	\$15,370,875	\$15,370,875	
	New Project Property Tax	\$ -	\$ 27,570	\$ 111,391	\$ 235,783	\$ 363,842	\$ 467,352	\$ 505,875	\$ 532,973	\$ 560,071	\$ 587,169	\$ 601,057	
	New Project Sales Tax	-	-	-	82,729	82,729	82,729	82,729	82,729	82,729	82,729	82,729	
	Subtotal	-	27,570	111,391	318,512	446,571	550,081	588,604	615,702	642,800	669,898	683,786	
	Total Property + Sales Tax	-	15,398,445	15,482,266	15,689,387	15,817,446	15,920,956	15,959,479	15,986,577	16,013,675	16,040,773	16,054,661	
	Revenue Neutrality Payment	1,900,000	1,900,000	1,900,000	1,900,000	1,900,000	2,547,353	2,553,517	2,557,852	2,562,188	2,566,524	2,568,746	
	Net Increase in Payment	-	-	-	-	-	647,353	653,517	657,852	662,188	666,524	668,746	
	Project Pro Rata Share of Payment	-	-	-	-	-	88,013	94,177	98,512	102,848	107,184	109,406	

**UFI** URBAN FUTURES | Incorporated