Norco Hills Specific Plan

Amendment #1

Ito Farms

Specific Plan Amendment

Crouse/Beers & Associates Inc.

Engineering • Surveying • Planning • Construction Management

CBA

Draft Specific Plan Submitted: June 4, 1998
Draft Specific Plan (and EIR) Review Period Completed: August 1, 1998
Final Specific Plan approved: September 2, 1998

NORCO HILLS SPECIFIC PLAN
AMENDMENT #1

ITO FARMS AMENDMENT

SPECIFIC PLAN AMENDMENT

Lead Agency:

CITY OF NORCO
2870 Clark Street
Norco, CA 91760
(909) 270-5661

Prepared By:

CROUSE/BEERS & ASSOCIATES
1700 Hamner Avenue, Suite 104
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NORCO HILLS SPECIFIC PLAN AMENDMENT #1
ITO FARMS AMENDMENT
SPECIFIC PLAN AMENDMENT

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EXHIBITS

Crouse/Beers & Associates Inc.

Engineering • Surveying • Planning • Construction Management

Ordinance 738

CBA

ORDINANCE NO. 738

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF NORCO, CALIFORNIA, ESTABLISHING SPECIFIC PLAN 91-02, AMENDMENT NO. 1 PURSUANT TO TITLE 18, CHAPTER 18.52 OF THE NORCO MUNICIPAL CODE, REGULATING AND PERTAINING TO THE DEVELOPMENT OF A LOW-DENSITY, EQUESTRIAN ORIENTED, CUSTOM RESIDENTIAL COMMUNITY.

WHEREAS, TOZAI, INC. filed with the City of Norco (the "City") an application for the adoption of Amendment No. 1 of approved Specific Plan 91-02 as a regulatory plan to serve as the zoning ordinance for property described as follows:

A portion of Section 17, Township 3 South, Range 6 West, San Bernardino Meridian, in the City of Norco; County of Riverside, State of California, as shown by Map of Subdivision of Rancho La Sierra, on file in Book 6, page 70 of Maps, Records of Riverside County.

More generally described as an irregularly-shaped area of about 58.04 gross acres, located at the northwest corner of Norco Hills Road and Hidden Valley Drive, having a frontage of about 2,600 feet on the north side of Norco Hills Road and about 475 feet on the west side of Hidden Valley Drive, and a maximum depth of about 985 feet.

WHEREAS, said Specific Plan Amendment has been duly submitted to the City's Planning Commission for decision at a public hearing for which proper notice was given; and

WHEREAS, said Specific Plan Amendment was scheduled for public hearing on the 26th day of August, 1998 on or about 7:30 P.M. in the City Council Chambers, 2870 Clark Avenue, Norco, California; and

WHEREAS, based on findings of fact, said Commission did adopt Planning Commission Resolution 98-28, recommending to the City Council of the aforesaid City that said Specific Plan Amendment be approved for reasons as set forth in said Resolution; and,

WHEREAS, hearing of said Specific Plan Amendment was duly noticed and scheduled for public hearing by the City Council at their meeting of the 2nd day of September, 1998 on or about 7:00 P.M. in the Council Chambers of the Norco City Hall, 2870 Clark Avenue, Norco, California 91760; and,

NOW, THEREFORE, the City Council of the City of Norco does hereby make the following FINDINGS AND DETERMINATIONS:

I. FINDINGS:

A. The Specific Plan Amendment provides a method for and encourages the orderly implementation of the General Plan and applicable regulations by the comprehensive planning and development of the Specific Plan Amendment Project Area. The Specific Plan Amendment allows the entire Specific Plan Amendment Project Area to be developed in accordance with the General Plan to provide an environment of stable and desirable character.

B. The Specific Plan Amendment provides a flexible regulator procedure to encourage creative planning involving a mixture of uses, as permitted by zoning with open space and community facilities. In addition, the regulations contained within the Specific Plan Amendment provides for a project character which promotes and enhances the lifestyle and values of the community, including animal keeping, which has been increased with the project due to the nature of the grades established.

C. The Specific Plan Amendment promotes the character and unique lifestyle of the community as a whole, while recognizing the varied conditions in hillside areas. Due to the uniqueness of the surrounding land uses and the northerly site being zoned "M-2" (Heavy Industrial) the development of the project will be mass graded to provide isolation and privacy to both land uses. As a result of the mass grading of the project the project will be capable of providing the potential animal-keeping similar to standards of the "A-1-20" zone.

D. The Specific Plan Amendment provides for a high level of public services and facilities to all properties within the Specific Plan project Area, along with the development of a circulation system which facilitates efficient and safe vehicular, equestrian and pedestrian traffic, along with the enhancement of the community design and character.

E. The Specific Plan is consistent with the long-term planning goals and objectives of the General Plan.

F. A Supplemental Environmental Impact Report was prepared for the Specific Plan Amendment as an integral component of the planning process. The Supplemental Environmental Impact Report has been prepared in accordance with the California Environmental Quality Act and State and local guidelines prepared pursuant thereto. Environmental impacts associated with the proposed Specific Plan Amendment have been identified and the Planning Commission finds that each of the significant environmental impacts will be eliminated or mitigated to a level of insignificance by the mitigation measures identified in the Supplemental Environmental Impact Report and the Conditions of Approval as set forth within Planning Commission Resolution 98-28.

II. DETERMINATION:

NOW, THEREFORE, in light of the evidence and testimony presented at the hearing on this application, and in conformity with the findings set forth hereinbefore, the City Council of the City of Norco does hereby approve the establishment of Specific Plan 91-02, Amendment No. 1 on the property described hereinbefore, and does hereby ordain as follows:

SECTION 1: ADOPTION AND ESTABLISHMENT: City of Norco Ordinance No. 738, hereby adopts Specific Plan 91-02, Amendment No. 1 as on file with the City Planning Department as the applicable regulations for the comprehensive planning and development of the subject site, as described hereinbefore, for the reasons stated hereinbefore. The adoption of the Specific Plan Amendment No. 1 by the City of Norco is authorized by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457.

SECTION 2: OFFICIAL MAP: The Official Zoning Map of the City of Norco shall be amended upon adoption of the Specific Plan Amendment for the subject site, as described thereinbefore, with the Director of Community Development hereby directed to reflect said Specific Plan Amendment on said map.

SECTION 3: EFFECTIVE DATE: This Ordinance shall become effective thirty (30) days after final passage thereof.

SECTION 4: POSTING: The Mayor shall sign this Ordinance and the City Clerk shall attest thereto and shall cause the same within fifteen (15) days of its passage to be posted at no less than five (5) public places within the City of Norco.

PASSED AND ADOPTED by the City Council of the City of Norco at a regular meeting held the 16th day of September, 1998.

Mayor of the City of Norco, California

ATTEST:

City Clerk of the City of Norco, California

I, DEBRA L. McNAY, City Clerk of the City of Norco, California, do hereby certify that the foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Norco, California, duly held on the 2nd day of September, 1998 and thereafter at a regular meeting of said City Council duly held on the 16th day of September, 1998, it was duly passed and adopted by the following vote of the City Council, to-wit:

AYES: HALL, KOZIEL, SORENSEN
NOES: CARMICHAEL, CLARK
ABSENT: NONE
ABSTAIN: NONE

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Norco, California this 16th day of September, 1998.

City Clerk of the City of Norco, California

Crouse/Beers & Associates Inc.

Engineering • Surveying • Planning • Construction Management

Resolution 98-61

RESOLUTION NO. 98-61

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF NORCO, APPROVING VESTING TENTATIVE TRACT MAP 28626.

WHEREAS, an application for Vesting Tentative Tract Map 28626 under the provisions of Title 17 of the Norco Municipal Code was made by Tozai, Inc. on property generally described as:

A portion of Section 17, Township 3 South, Range 6 West, San Bernardino Meridian, in the City of Norco, County of Riverside, State of California, as shown by Map of Subdivision of Rancho La Sierra, on file in Book 6, page 70 of Maps, Records of Riverside County.

More generally described as an irregularly-shaped area of about 58.04 gross acres, located at the northwest corner of Norco Hills Road and Hidden Valley Drive, having a frontage of about 2,600 feet on the north side of Norco Hills Road and about 475 feet on the west side of Hidden Valley Drive, and a maximum depth of about 985 feet.

WHEREAS, said application has been duly submitted to said City's Planning Commission for decision at a public hearing for which proper notice was given; and,

WHEREAS, at the time set, to wit; at 7:30 P.M. on the 26th day of August, 1998, within the Council Chambers at 2820 Clark Avenue, Norco, California, 91760, said petition was heard by the Planning Commission for the City of Norco; and said Planning Commission heard and considered both oral and written evidence; and,

WHEREAS, based on findings of fact, said Commission did adopt Planning Commission Resolution 98-29 recommending to the City Council of the aforesaid City that said Vesting Tentative Tract Map 28626 be approved for reasons as set forth in said Resolution; and,

WHEREAS, hearing of said vesting tentative map was duly noticed and scheduled for public hearing by the City Council at their meeting of September 6, 1998, on or about 7:00 P.M. in the Council Chambers of the Norco City Hall, 2820 Clark Avenue, Norco, California 91760; and,

WHEREAS, at the time and place City Council did hold said public hearing and did receive oral and written testimony pertaining to said application; and,

WHEREAS, a Supplemental Environmental Impact Report was prepared for the project, which provides an adequate analysis of environmental concerns as required by the California Environmental Quality Act.

NOW, THEREFORE, the City Council of the City of Norco does hereby make the following FINDINGS AND DETERMINATION:

I. FINDINGS:

A. The map is consistent with the Norco General Plan. The site is designated Hillside Areas. The site is zoned "HS" (Hillside - Agricultural Low-Density). A specific plan amendment has been prepared as a regulatory plan which will serve as the zoning ordinance for this property.

B. The proposed subdivision meets all specific plan amendment requirements related to lot area and dimension standards.

C. None of the conditions for mandatory denial as set forth in Subsections (a) through (g) of Section 66474, Article 1, Chapter 4, Division 2, Title 7, of the California Government Code exist with respect to-said subdivision.

D. The proposed subdivision together with the provisions for its design and improvement, is consistent with applicable general plans of the City pursuant to Section 66473.5, Article 1, Chapter 4, Division 2, Title 7, of the California Government Code.

E. A Supplemental Environmental Impact Report has been recommended by the City Environmental Review Board. The Supplemental Environmental Impact Report has been completed and the Planning Commission has recommends that the City Council certify the document.

II. DETERMINATION:

NOW, THEREFORE, the City Council of the City of Norco, California, does hereby approve Vesting Tentative Tract Map 28626 be approved for a period of twenty-four (24) months, subject to the following conditions:

1. Approval is based on Exhibit "D" incorporated by reference and on file with the Planning Department. Development shall occur as shown unless otherwise noted in these conditions.

2. All provisions of Chapters 17 and 18 of the Norco Municipal Code shall be met as they relate to the division of land.

3. Approval of this tentative map shall expire two (2) years from date of approval of said map by the Norco City Council, if a final map has not been recorded prior to said time. Provided, however, that said time limitation may be extended for good cause shown

subject to approval of an extension of time granted in conformance with all procedures and requirements therefor, not less than thirty (30) days prior to the original expiration date of the vesting tentative map.

4. The area of each and every lot on the final tract map shall be not less than 20,000 square feet. All lots on the map shall meet the minimum lot depth, width, and frontage of the Norco Hills Specific Plan Amendment exclusive of right-of-way dedication, easements and equestrian trails. Furthermore, a minimum pad size of 12,000 square feet with a slope of less than 4:1 shall be maintained.

5. The residential units which are located on Lot nos. 33, 34, 43, 44, 53, 54, 63, 64, and 71 shall be limited to single-story structures. Accessory structures are limited to a maximum 35 feet in height, with no windows allowed facing north on proposed second stories. This restriction shall be identified as a Convenants, Conditions, and Restrictions (C.C.& R's) for the project and appropriate notation included on each grant deed.

6. The submittal, approval, and recordation of a subdivision map in accordance with the provisions of the State Subdivision Map Act and the City Subdivision Ordinance is required prior to the issuance of any building permits.

7. This project shall be subject to the approval of Specific Plan 91-02 Amendment 1.

8. The development shall pay all required school fees to the Corona-Norco Unified School District for all residential and commercial units at the current rate in effect, at the time building permits are issued.

9. Prior to the issuance of any grading permit the applicant will be required to secure a Section 10a Grading Permit from the Fish and Wildlife Service to fully mitigate potential impacts to the Stephen's Kangaroo Rat and/or any other federally endangered species located within the Specific Plan Amendment project boundary.

10. The developer shall pay "in lieu" park fees to meet dedication requirements for Vesting Tentative Tract Map 28626. The required park dedication has been calculated at 1.9 acres of net raw land. Required "in lieu" fees shall total the value of the 1.9 acre site.

11. Developer shall submit a fence and wall plan, which includes type of materials and precise location of all fences and walls, to the Director of Planning for approval prior to issuance of a grading permit for the project site. The applicant shall develop a decorative six (6) foot high masonry block wall at the top of the slope of Lots 1-4. A six (6) foot high, combination wrought iron fence and decorative masonry block wall shall be developed along all lots backing to Norco Hills Road, and a six (6) foot high decorative masonry block wall shall be constructed on all lots siding onto Norco Hills Road.

12. A project site access and traffic circulation analysis report shall be prepared by a Registered Traffic Engineer for approval by the City Engineer. Those recommendations of the report, as approved by the City Engineer, shall be incorporated into the street

improvement plans, street striping plans and site development plans prior to their approval. This report shall be forwarded for review and comment to the City of Corona prior to approval.

13. All lots within this development shall be served by underground utilities. All utility locations shall be shown on the public improvement plans and shall be prepared on standard size sheets by a Registered Civil Engineer for approval by the City Engineer.

14. Parkview Drive shall be dedicated at twenty-five (25') wide on the final map. Construction of the street improvements will be the responsibility of the northerly property owner at the time of development of said property.

15. Street striping and signing plans shall be prepared on standard size sheets by a Registered Civil Engineer for approval by the City Engineer and submitted at the time of initial submission of all improvement plans.

16. Street tree planting and parkway landscaping and irrigation plans shall be prepared on standard size sheets by a Registered Civil Engineer or Landscape Architect for approval by the City Engineer and Director of Community Development, prior to the issuance of building permits. All street tree installations shall conform with the Street Tree Master Plan as approved by the Parks and Recreation Commission and City Council.

17. An on-site precise grading, including erosion control measures shall be prepared by a Registered Civil Engineer for approval by the City Engineer. Plan shall be 24" x 36", ink on mylar, with elevations to nearest 0.01 foot, with a scale no smaller than 1" = 40'.

18. Prior to issuance of a Grading Permit, a complete hydrology and hydraulic study shall be prepared by a Registered Civil Engineer for approval by the City Engineer. Recommendations of the report shall be incorporated into the public improvement plans and site development plans prior to their approval. This report shall be forwarded for review and comment to the City of Corona prior to approval.

19. The project applicant shall pay drainage acreage fees required by the Master Drainage Plan for the City of Norco. Ultimate off-site master drainage plan facilities, if any, shall be constructed and accepted by the Riverside County Flood Control District prior to issuance of Certificate of Occupancy.

20. Prior to issuance of a Grading Permit, a complete sanitary sewer impact study shall be prepared by a Registered Civil Engineer for approval by the City Engineer. Recommendations of the report shall be incorporated into the public improvement plans and site development plans prior to their approval.

21. The applicant shall pay connection fees to the City of Norco for all sewer services prior to building permit issuance.

22. Prior to issuance of a Grading Permit, a complete water system impact study shall be prepared by a Registered Civil Engineer for approval by the City Engineer. Recommendations of the report shall be incorporated into the public improvement plans and site development plans prior to their approval.

23. Sanitary sewer and water services may be provided to this project from existing lines within the City of Corona provided an agreement can be reached between both cities. All billing and metering of said service will be provided by the City of Norco. The "agreement for services" shall terminate once permanent facilities are available from the City of Norco.

24. The applicant shall pay connection fees to the City of Norco for all water system services prior to building permit issuance.

25. A City of Norco Public Works (Encroachment) permit shall be taken out for all work in the public right-of-way prior to the start of work. All work shall be done in accordance with approved to the satisfaction of the City Engineer and completed prior to certificate of occupancy.

26. A bond or surety device shall be posted and an agreement executed to the satisfaction of the City Engineer and City Attorney, guaranteeing completion of all public improvements prior to the recordation of the final map.

27. The Vesting Tentative Tract Map 28626 shall be in compliance with all conditions and mitigation measures contained in the approved and certified Environmental Impact Report prepared with the original Specific Plan 91-02 and the Supplemental Environmental Impact Report prepared for Amendment No. 1.

28. All on-site structures shall be designed in accordance with criteria contained in the Uniform Building Code and shall be designed to withstand earthshaking from the maximum credible earthquake that can be expected.

29. The project will integrate the, following features into the project design; energy efficient buildings; and solar access orientation of structures.

30. Construction adjacent to existing residential development shall be limited to the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday. Construction shall not be allowed on weekends or federal holidays.

31. The project applicant shall participate in the proposed assessment program designed to provide funds for the construction, staffing and equipping of an additional City of Norco fire station needed to provide adequate fire protection to the southern portion of the City, in which the project is located.

32. If residential construction occurs prior to completion of the aforementioned fire station, all residential structures within the project will be constructed with approved automatic fire sprinklers and detection devices in all residential structures.

33. All buildings shall be constructed with fire retardant roofing materials and "boxed" eaves as described in Section 3203 of the Uniform Building Code.

34. For the security and safety of future. residents, the following crime prevention measures shall be implemented within all planning areas: 1) Circulation for pedestrians, vehicles and police patrols; 2) Standard intersection lighting of streets and walkways; 3). Visibility of doors and windows from the street and between buildings; 4) Determinative height and material for fencing; 5) Visibility of the number identification system to emergency response agencies; and, 6) Encouragement of the installation of burglar alarm systems.

35. Chapter 1706 of the State Statutes of 1990 requires the payment of a fee of $1,275 for every Negative Declaration and $875 for every Environmental Impact Report. These funds are payable to the County Clerk or State Office of Planning and Research, and are ultimately forwarded to the State Department of Fish and Game. If this fee requirement is imposed by the County Clerk or the State Office of Planning and Research, the fee shall be payable by the applicant directly thereto; and this application shall not be valid and effective unless and until the applicant furnishes proof to the City that the fee has been paid.

36. The developer shall provide a sufficient buffer in the form of walls, berms, landscaping, open space, or a combination thereof along the north boundary line of the tract to mitigate potential noise, visual and other development-related impacts.

37. Applicant will provide proper disclosure and notification, in the form approved by the City Attorney, of existing surrounding land uses to each buyer prior to the close of escrow.

38. A Landscape Maintenance District, or Community Facilities District, shall be created for the area where slopes are located along Norco Hills Road and to the rear (west) of Lots No.s 1-5. A landscape and open space easement shall be placed on these slope areas.

39. Prior to recordation of the final map, the applicant shall pay off any and all special assessments on the property to be subdivided. In lieu of the payment of said special assessment, the applicant shall pay to have the special assessment "split" for each proposed parcel.

40. No restrictive covenant shall be recorded against any property prohibiting the maintaining or raising of animals as permitted by local ordinance. Covenants, Conditions and Restrictions (C.C.& R.s) shall be subject to the review and approval of the City Attorney and City Council.

PASSED AND ADOPTED by the City Council of the City of Norco at a regular meeting held September 2, 1998.

Mayor of the City of Norco

ATTEST:

City Clerk of the City of Norco

I, DEBRA MCNAY, City Clerk of the City of Norco, California, do hereby certify that the foregoing Resolution was regularly introduced and adopted by the City Council of the City of Norco, California, at a regular meeting thereof held on the 2nd day of September, 1998, by the following vote of the City Council to-wit:

AYES: HALL, KOZIEL, SORENSEN

NOES: CARMICHAEL, CLARK

ABSENT: NONE

ABSTAIN: NONE

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Norco, California, this 2nd day of September, 1998.

City Clerk of the City of Norco, California

Crouse/Beers & Associates Inc.

Engineering • Surveying • Planning • Construction Management

Specific Plan Amendment

I. INTRODUCTION

A. Project Description and Location

Norco Hills Specific Plan Amendment No. 1 (Ito Farms Amendment) is a proposed low-density, equestrian-oriented, residential neighborhood located in the southeastern portion of the City of Norco, adjacent to the northeast boundary of Norco Hills Specific Plan (NHSP) (Exhibit 1). Vesting Tentative Tract 28626 is being processed concurrently and proposes up to 82 single-family residential/equestrian lots on the 58-acre site.

This specific plan amendment is proposed as an addition to NHSP, with uses that are compatible to those found in the existing plan. The overall project concept is to provide a high quality residential product in a hillside setting, featuring views and equestrian trails consistent with NHSP, but with increased pad sizes to accommodate more animal-keeping as is allowed throughout the City in the A-1-20 Zone. For the residential lots being proposed in the Ito Farms Amendment, the animal-keeping capacity for each lot is significantly higher than the lots in NHSP, and also significantly higher than what is normally permitted in the Hillside (HS) Zone. The proposed residential density of the Ito Farms Amendment is .71 du/ac; the average lot size is 24,977 s.f.; and the average pad size is 18,982 s.f. Equestrian trials will connect every lot and tie into the City's existing trail system and into the NHSP trails.

B. Authority and Scope

The California Government Code authorized cities to adopt specific plans by resolution as policy or by ordinance as regulation. Hearings are required by both Planning Commission and City Council, after which an amendment to the NHSP must be adopted by the Council to be in effect.

The adoption of the Norco Hills Specific Plan by the City of Norco is authorized by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457.

This amendment to NHSP is a regulatory plan, which will serve as the zoning ordinance for this property. Proposed development plans or agreements, tentative tract or parcel maps and any other development approval must be consistent with NHSP and the Ito Farms Specific Plan Amendment. Projects, which are found to be consistent with the specific plan, will be deemed consistent with the General Plan. Those regulations not covered as a part of this specific plan amendment will be regulated by NHSP, or by applicable city policies where NHSP does not specify.

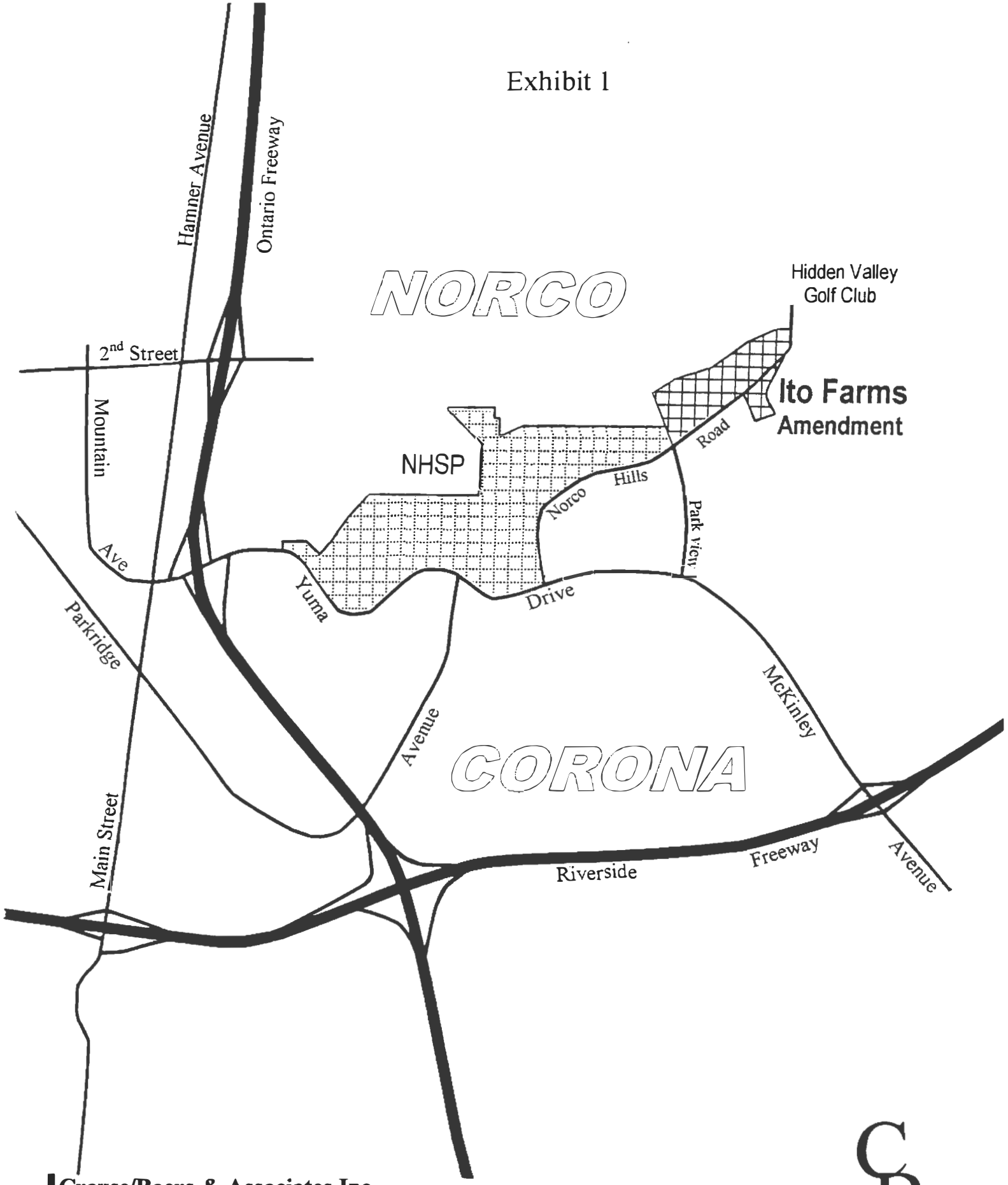
C. Background

The Ito Farms Amendment is contiguous to NHSP, originally part of a 966-acre residential, commercial and industrial mixed-use project. An Environmental Impact Report (EIR) for this original 966-acre project was certified by the Norco City Council on March 4, 1981.

An agreement was then reached between the City of Norco and property owners to approve a deannexation/annexation agreement with the City of Corona. The Local Agency Formation Commission based on complementary positions by the cities of Norco and Corona approved detachment/annexation of 712 acres of the project from the City of Norco to the City of Corona.

The remaining 235 acres became the NHSP. The Program EIR for NHSP was certified by the City Council on March 6, 1991. Amendment No. 1(Ito Farms) would add 58 acres, resulting in 293 total acres in the amended specific plan. A Supplemental EIR is being submitted as a part of Specific Plan Amendment No. 1 entitlements.

Exhibit 1



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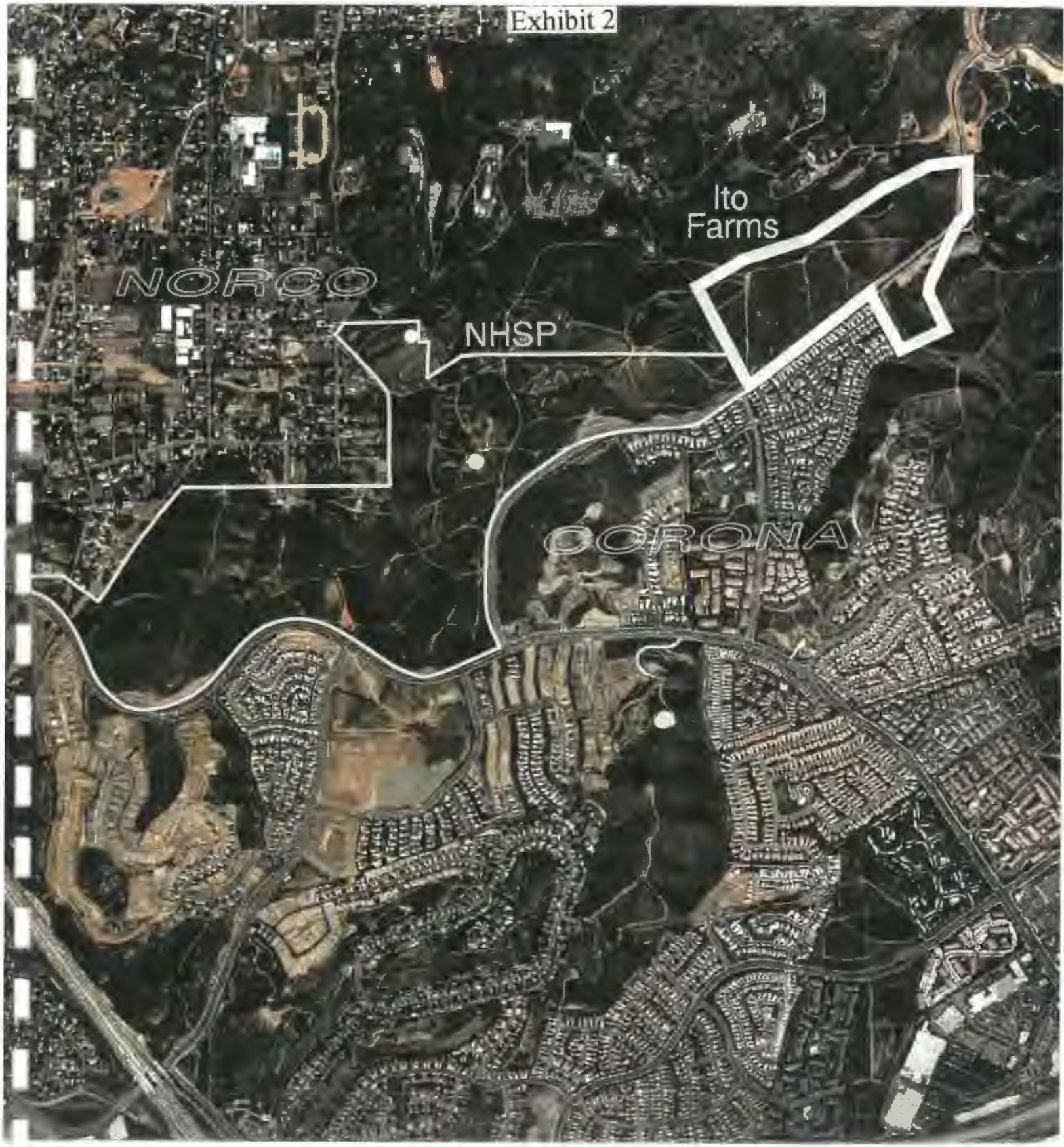
Vicinity Map



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Aerial Photo

D. Purpose

The specific plan amendment, when adopted by City Ordinance, serves both a planning function and regulatory function. It will be the device for implementing the Norco General Plan on this property. The plan will also contain all applicable land use regulations and will thus constitute the zoning for the Ito Farms Amendment property.

E. California Environmental Quality Act Compliance

This amendment to the NHSP is accompanied by a supplement to the original Norco Hills Program EIR. The EIR Supplement addresses potential impacts of the proposed modifications to the original Program EIR. The Supplement to the EIR is in conformance with the most recently adopted CEQA guidelines of the Sate of California and City of Norco.

The EIR Supplement for the Ito Farms Amendment includes an introduction, project description, existing environmental conditions, assessment of impacts and mitigation measures as directed by the City of Norco in accordance with the California Environmental Quality Act.

The NHSP Program EIR and supplement are applicable to future development projects within the Ito Farms Amendment site, thus requiring either no further environmental documentation or, in special cases, only very focused mitigation analysis and action as documented in Section 15182 of the CEQA guidelines.

II. DEVELOPMENT PLAN

A. Introduction

The Ito Farms Amendment (NHSP Amendment No. 1) is a planned equestrian community designed to provide residential/equestrian living in a scenic area, in conjunction with, and compatible with NHSP. This section describes the Land Use Plan for the Ito Farms Amendment, along with the various plan components.

B. Project Goals

The key goals of Ito Farms Amendment are as follows:

1. Compliance with the General Plan.
   NHSP Amendment #1 (Ito Farms) and Vesting Tentative Tract 28626 are consistent with the general plan.
2. Integration of equestrian use.
3. Integration of an altered hillside grading design, to accommodate the project and adjacent uses. The project site is proposed to be mass-graded, taking into consideration the need to physically separate the project site from the adjacent Heavy Industrial zoning (M2) to the north and to allow greater capacity for animal keeping on each individual lot. This grading revision to NHSP for the Ito Farms Amendment is being accomplished through the specific plan amendment process.
4. Lot and pad sizes consistent with the City of Norco's general animal keeping zone (A-1-20).
5. Provision and project-specific attention directed to off-site views.

C. Land Use Plan

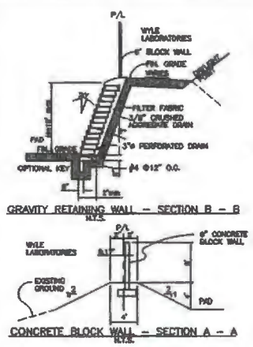
The Norco Hills SPA No. 1 (VTT28626) follows this page. The project includes up to 82 residential lots, ranging in size from .46 acre to 1.24- acres. The intended character of these uses is described in this section and the development regulation for these uses are located in Section 3. Table 1 outlines the land uses and associated acreage for the Ito Farms Amendment.

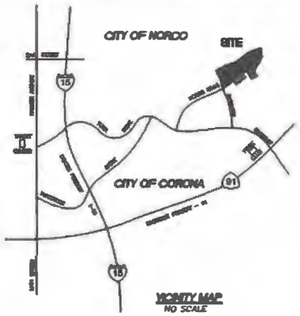
Table 1

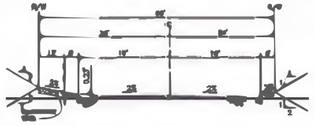
LAND USE	ACRES	% OF TOTAL
Residential/Equestrian Lots	52.29	83.2
Streets	9.75	16.8
TOTAL	**58.04**	**100**

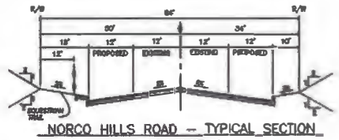
Residential/Equestrian Lots

The majority of the proposed uses are residential/equestrian lots, which occupy 82 percent of the project. Equestrian lot development and proposed grading design provide the focus for the project site design; every lot has access to an equestrian trail. Paddocks are required for animal keeping. The lot sizes vary from .46 acre to 1.24 acres.









VESTING TENTATIVE TRACT MAP NO. 28626

BEING A SUBDIVISION OF A PORTION OF SECTION 17, T3S, R6W, SAN BERNARDINO MERIDIAN, IN THE CITY OF NORCO, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP OF SUBDIVISION OF RANCHO LA SIERRA, ON FILE IN BOOK 6, PAGE 70 OF MAPS, RECORDS OF RIVERSIDE COUNTY.

AUGUST 1998

GENERAL NOTES:

1. AREA:
   GROSS ACREAGE: 56.040
   NET ACREAGE: 45.237
2. LAND USE:
   EXISTING USE: UNDEVELOPED, VACANT LAND
   PROPOSED USE: SINGLE FAMILY RESIDENTIAL/COMMERCIAL

   ADJACENT:
   NORTH – INDUSTRIAL
   SOUTH – RESIDENTIAL
   WEST – RESIDENTIAL
   EAST – GOLF COURSE; CUP
3. RESIDENTIAL LOTS: # 1 – # 82
   COMMERCIAL LOTS: –
   TOTAL LOTS: 82
4. EXISTING ZONING: HS
   PROPOSED ZONING: HS
5. ASSESSOR PARCEL NUMBERS: 123-330-004, -033
6. TOPOGRAPHIC SOURCE: AERIAL MAPPING WITH 5' CONTOURS
7. ALL EASEMENTS OF RECORD NOT SHOWN HEREON SHALL BE HONORED, ABANDONED AND/OR RELOCATED TO THE SATISFACTION OF ALL INTERESTED PARTIES. DRAINAGE EASEMENTS AND PUBLIC UTILITY EASEMENTS NECESSARY TO SERVE THIS PROJECT SHALL BE COORDINATED WITH THE CITY OF NORCO AND SERVING UTILITY COMPANIES.
8. SLOPES SHALL BE A MAXIMUM OF 2:1, EXCEPT THAT 1 1/2:1 MAXIMUM SLOPES MAY BE APPROVED IN ORDER TO MINIMIZED GRADING PER PROVISION OF THE HILLSIDE ZONE, SECTION 18.26.18 OF THE NORCO ZONING CODE.
9. ALL STREETS AND GRADING WILL BE CONSTRUCTED IN CONFORMANCE WITH SECTION 18.26.18 (HILLSIDE ZONE) AND OTHER APPLICABLE CITY OF NORCO STANDARDS, ORDINANCES, AND/OR OTHER APPROVED MODIFICATIONS THERETO.
10. OFF SITE GRADING PERMISSION SHALL BE OBTAINED FROM ADJACENT PROPERTY OWNERS
11. SLOPE DRAINAGE AND TERRACING SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF THE UNIFORM BUILDING CODE.
12. ALL PROPOSED UTILITIES ARE TO BE UNDERGROUND.
13. ACCESS RIGHTS TO RESIDENTIAL LOTS ABUTTING NORCO HILLS ROAD AND HIDDEN VALLEY DRIVE TO BE RESTRICTED.

LOT SUMMARY:

LOT No.	LOT AREA	
1	[illegible] SF	0.601 AC
2	28,137 SF	0.646 AC
3	27,247 SF	0.626 AC
4	[illegible] SF	[illegible] AC
5	35,873 SF	0.824 AC
6	44,946 SF	1.032 AC
7	20,235 SF	0.465 AC
8	22,874 SF	0.525 AC
9	20,441 SF	0.469 AC
10	[illegible]	[illegible]
11	[illegible] SF	0.464 AC
12	[illegible] SF	0.464 AC
13	[illegible] SF	0.464 AC
14	[illegible] SF	0.464 AC
15	[illegible] SF	0.446 AC
16	[illegible] SF	0.477 AC
17	21,431 SF	[illegible] AC
18	21,419 SF	0.492 AC
19	[illegible]	[illegible]
20	[illegible]	[illegible]
21	[illegible] SF	0.492 AC
22	[illegible] SF	0.492 AC
23	[illegible] SF	0.492 AC
24	[illegible] SF	0.492 AC
25	[illegible] SF	[illegible] AC
26	20,614 SF	0.473 AC
27	[illegible] SF	0.472 AC
28	[illegible] SF	[illegible] AC
29	[illegible] SF	0.543 AC
30	[illegible] SF	0.614 AC
31	[illegible] SF	0.576 AC
32	[illegible] SF	0.563 AC
33	[illegible] SF	0.760 AC
34	[illegible] SF	0.762 AC
35	[illegible] SF	0.925 AC
36	[illegible] SF	0.489 AC
37	[illegible] SF	0.507 AC
38	[illegible] SF	[illegible] AC
39	[illegible] SF	0.524 AC
40	[illegible]	[illegible]
41	20,843 SF	0.478 AC
42	20,122 SF	0.462 AC
43	[illegible] SF	[illegible] AC
44	[illegible] SF	0.539 AC
45	20,429 SF	0.469 AC
46	[illegible] SF	[illegible] AC
47	21,391 SF	0.491 AC
48	[illegible] SF	0.534 AC
49	[illegible] SF	[illegible] AC
50	[illegible]	[illegible]
51	20,154 SF	[illegible] AC
52	[illegible] SF	[illegible] AC
53	21,700 SF	0.498 AC
54	30,976 SF	0.711 AC
55	[illegible] SF	[illegible] AC
56	[illegible] SF	[illegible] AC
57	19,630 SF	0.450 AC
58	[illegible] SF	[illegible] AC
59	[illegible] SF	[illegible] AC
60	[illegible]	[illegible]
61	20,142 SF	0.462 AC
62	[illegible] SF	[illegible] AC
63	22,574 SF	0.518 AC
64	20,412 SF	0.469 AC
65	20,735 SF	0.476 AC
66	20,780 SF	0.477 AC
67	21,773 SF	0.500 AC
68	23,915 SF	0.549 AC
69	[illegible] SF	0.472 AC
70	[illegible]	[illegible]
71	[illegible] SF	0.587 AC
72	[illegible] SF	0.746 AC
73	21,112 SF	0.485 AC
74	22,387 SF	0.514 AC
75	34,013 SF	[illegible] AC
76	[illegible] SF	0.589 AC
77	30,820 SF	0.707 AC
78	[illegible] SF	[illegible] AC
79	[illegible] SF	[illegible] AC
80	[illegible]	[illegible]
81	[illegible] SF	[illegible] AC
82	[illegible] SF	[illegible] AC

LEGEND:

WATER	—W—
SEWER	—S—
EXISTING STORM DRAIN	
CATCH BASIN	▬
EX. STREET LIGHT	
EXIST. ELEV.	(49.3)
PROP. ELEV.	65.6
EQUESTRIAN TRAIL	

UTILITIES

WATER & SEWER
CITY OF NORCO
~~2870 CLARK AVENUE~~
NORCO, CA 91760
(909) 270-5654

GAS
SOUTHERN CALIFORNIA GAS CO.
1981 W. LUGONIA AVE.
REDLANDS, CA 92374
(909)

TELEPHONE
PACIFIC BELL
3586 ORANGE STREET
RIVERSIDE, CA 92274
(800) 491-[illegible]

SCHOOL DISTRICT
CORONA/NORCO UNIFIED SCHOOL DISTRICT
2820 CLARK AVENUE
NORCO, CA 91760
(909) 736-[illegible]

ELECTRIC
SOUTHERN CALIFORNIA EDISON CO.
1351 E. FRANCIS
ONTARIO, CA 91761
(800) [illegible]

CABLE TV
CHARTER COMMUNICATIONS
[illegible] VIEW PARK COURT
RIVERSIDE, CA [illegible]
(909) 359 [illegible]

OWNER:
ITO FARMS, INC.
16923 MOUNT HOPE
FOUNTAIN VALLEY, CA 92708
(714) 531 1251

DEVELOPER:
TOZAL, INC.
16923 MOUNT HOPE
FOUNTAIN VALLEY, CA 92708
(714) 531 1251

ENGINEER:
ROBERT M. BEERS
CROUSE\BEERS & ASSOCIATES
1700 HAMNER AVENUE
SUITE 104
NORCO, CA 91760
(909) 736 2040

Crouse/Beers & Associates, Inc.
Civil Engineering * Surveying * Planning
1700 Hamner Avenue, Suite 104
~~Norco, Ca. 91760 (909) 736-2040 Fax (909) 736-3292~~

ROBERT M. BEERS R.C.E. No. 38405 EXP. 12/31/01 DATE

FIELD BOOK REF.

VESTING
TENTATIVE TRACT MAP
NO. 28626
ITO FARMS, INC
NORCO, CALIFORNIA

SHEET 1 OF 1

D. Circulation Plan

1. Background

The Circulation Plan for the Ito Farms Amendment establishes the general layout of internal circulation and design standards for arterial highways and local streets consistent with the NHSP Land Use Plan and the City's Circulation Element. The Circulation Plan provides for both vehicular and equestrian movement.

Two important goals of the Circulation Plan for the project are as follows:

a. Extensive use of cul-de-sacs, to enhance privacy in residential areas.
b. A street pattern for the project, which minimizes cross traffic between developing areas and existing residential neighborhoods.

2. Streets

The following streets will serve Norco Hills Specific Plan Amendment No. 1:

Table 2

STREETS	CLASSIFICATION	RIGHT OF WAY	TRAVEL LANES	PARKING LANES	EQUESTRIAN TRAIL WIDTH
Norco Hills Road	Collector	84'	4	2	12'
"A" St. – "F" St.	Local	60'	2	2	12'

1. Trails

An equestrian trail circulation system is provided throughout the Ito Farms Amendment site, which ties into the City's overall master trail plan and into the trail system of NHSP. See Section G for specific details.

E. Public Facilities Plan

There are three available options to provide public services (water and sewer) to the project site, all of them are described below. The implementation of any of these plans depends on ongoing negotiations between the City of Norco and the City of Corona.

Option 1
Under this scenario, all services would be provided by the City of Norco, and all lines would be connected into the closest existing City of Norco facilities. This option would be developed in conjunction with the development of Tentative Tract 25779 (Norco Hills Specific Plan). A proposed sewer lift station would have to be relocated so as to provide sewer service to the Ito Farms Amendment site. A pump station would also be required to connect the water system with that of the City of Norco.

Option 2
With this option, services would be provided by the City of Corona from existing lines in Parkview Drive through an arrangement with the City of Norco whereby billing and metering would be done by the City of Norco. If a final solution for services is not reached by the time development begins, it may be that this or the following option is used on a temporary basis until permanent facilities are available.

Option 3

With this option the City of Corona will provide services and also be responsible for billing and metering the customers within the City of Norco. The developer will be responsible for the installation of all on-site facilities.

F. Grading Plan

The Ito Farms Amendment grading concept provides for earthwork necessary to accommodate the project while integrating proposed residential uses with adjacent industrial/laboratory uses. The grading being proposed varies from that called out in the NHSP Master Grading Plan in that mass grading is proposed to eliminate views in to, and exposure from the Wyle Laboratories to future residences. This grading concept is also of benefit to Wyle Laboratories so that their operations, which require a certain level of privacy from adjacent residences, can continue uninterrupted. Unless a zone change were to occur in the future, the same land use separation issues would still apply to any future uses on the Wyle Laboratory site, given that the site is zoned Heavy Industrial.

G. Trail system

The trail system for the Ito Farms Amendment is consistent with the City's overall trail system and designed to tie into NHSP to provide equestrian access to all lots and throughout the City. These trails will be 12 feet in width as part of the street rights-of-way and on one side of each street.

H. Fuel Modification

Fuel modification measures, including appropriate irrigation, planting or brush clearing will be provided pursuant to The 1997 Urban Wildland Interface Code, and as approved by the Fire Chief, on two adjacent large slope areas in the eastern and southern portions of the project.

The existing natural vegetation on the two large slope areas referenced above is generally low, consisting of only annual grasses (no trees or shrubs). All necessary fuel modification measures will be provided in detail during processing of Tract Landscape Plans for Vesting Tentative Tract 28626.

III. DEVELOPMENT REGULATIONS

A. Introduction

The purpose of this chapter is to specify regulations governing the use of land within the Ito Farms Amendment area.

Development projects within the amendment area shall comply with these regulations. Any provisions not specified herein shall be in accordance with NHSP, or with the City of Norco Municipal Code, Title 18, relating to zoning, where NHSP does not apply.

The provisions contained in this chapter shall serve as minimum regulations. They are subject to modification through the amendment procedure specified in the Implementation chapter of the Specific Plan.

B. General Provisions

The following provisions are of a general nature and apply to the entire Specific Plan area.

1. Grading

   a. The builder must provide a report prepared by a licensed engineering geologist and soils engineer as the basis for the grading plan. The report is to document methods for providing a safe and stable environment. Site stability must be certified prior to building permit issuance. The amendment area grading plan shall vary from that called out in the NHSP Master Grading Plan in that mass grading will be allowed in order to eliminate views from the site into the adjacent heavy industrial area, and to avoid noise exposure from the heavy industrial area on to future residences.

   b. Setbacks

      Setback standards are developed to achieve usable space that is visually attractive and prevent excessive loading or water saturation.

      1) For toes of slope or slopes, the following shall be observed: buildings or structures shall be located a minimum of 5 feet from the toe or top of slope.

   c. Where cut and fill slopes are created in excess of 4 feet in vertical height, detailed landscaping plans shall be submitted to the City prior to approval of grading plans.

   d. No grading shall be permitted prior to issuance of grading permits.

2. Vehicular Access

   Where a driveway crosses a Pedestrian-Equestrian Zone (equestrian trails) the area of intersection shall be built of decomposed granite, slag, or steel slag with a gradation mixture of between ½ in. maximum size and no. 200 sieve minimum. Other materials may be approved by the City with specific and unique situations as stated in City Ordinance 701.

3. Conflict in Regulations

Whenever the regulations contained in this text conflict with the regulations of title 18 of the Norco Municipal Code, the regulations of NHSP and Amendment No. 1 shall take precedence.

4. Phasing Plan Revisions

Public improvements are proposed to be completed as a single phase.

5. Environmental Impact Report (EIR)

A Program EIR and Supplement thereto have been certified. Environmental Assessment requirements and supplemental reports, if any, shall be focused on subjects identified for such requirements in the Program EIR and Supplement thereto, pursuant to CEQA guidelines.

6. Utilities

Except for high voltage transmission lines, all utility lines shall be underground. No pipe, conduit, cable, line for water, gas, sewage, drainage, electricity or any other energy or service component shall be installed or maintained upon any lot (outside of any building) above the surface of the ground, except for hoses, movable pipes used for irrigation or other purposed during construction, or transformers.

C. Regulations

1. Equestrian Residential District

a. Intent and Purpose

The Equestrian Residential District within the Ito Farms Amendment is intended to provide for the development of low density residential/equestrian and agricultural land uses in a safe, orderly and aesthetically appealing manner, by establishing flexibility in development standards to accommodate the specific needs of this site. It is intended to insure that this site is developed in a manner that will recognize its unique character and location, while encouraging and enhancing Norco's equestrian lifestyle.

The Ito Farms Amendment site is not as hilly as NHSP and is also being mass-graded, hence the animal keeping standards have been increased for the Ito Farms site to match that which is allowed in the A-1-20 Zone throughout the City. Since the site is being mass-graded, it does not have the limited pad sizes that restrict animal keeping in NHSP and can accommodate the animal keeping standards of the A-1-20 Zone.

b. Applicability

The following regulations and general rules set forth in this Chapter shall apply in the Equestrian Residential District of Norco Hills. The regulations provide for a comprehensive review of development plans, and development on existing lots. Any proposed project including, but not limited to, division of land, site plan or any grading, wholly or

partially within the Equestrian Residential District, shall be subject to the provisions of this Chapter.

c. Permitted Uses

The following uses are permitted; building and structures shall hereafter be erected, altered, enlarged, or otherwise modified for the following uses only:

(1) Agricultural Uses as follows:

(a) Field and seed crops
(b) Orchard and vineyards
(c) Pasture and rangeland
(d) Tree farms

(2) Single family detached buildings. No more than one such dwelling shall be permitted on any lot.

(3) Home Occupation as defined in Section 18.02.04(31) of the Norco Municipal Code and subject to conformance to the criteria for home occupation provided in Chapter 18.32 and all the provisions thereof of the Norco Municipal Code.

(4) Animal keeping as provided in Paragraph i. of this Section.

(5) Child home care.

d. Uses Permitted with a Conditional Use Permit

The following uses may be permitted subject to the approval of a Conditional use permit as provided in Chapter 18.45 (CONDITIONAL USE PERMITS) of the Norco Municipal Code:

(1) Schools, both public and private, including all allied activities providing education as required under the California State Education Code.

(2) Government, quasi-government and public utility facilities.

(3) Caretaker dwelling.

(4) Churches, temples or other place used exclusively for religious worship.

(5) Day nurseries or nursery schools.

(6) Veterinarian or veterinary hospital.

e. Lot Requirements.

All lots hereafter created in the Residential District shall meet the following minimum standards.

(1) Lot Area

Each newly created lot shall have a minimum gross area of 20,000 square feet, including any proposed easements.

(2) Lot Dimensions:

Because the terrain in NHSP consists of primarily moderate to steep hills, the development regulations do not require minimum lot dimensions for width or depth as normally required elsewhere in the city. The Ito Farms Amendment site, however, is less hilly and is also being mass graded. Therefore, the City standards for animal keeping lots (A-1-20) as to lot width and depth are appropriate for the Ito Farms Amendment site:

Minimum lot width:	80'
Minimum lot depth:	200'

Likewise for flag lots, the minimum standards shall be the same as those that are required elsewhere by the City.

(3) Lot Design:

Lots should be designed and located to provide areas for large animal keeping.

(4) Pad Size:

Minimum pad size shall be 12,000 square feet, and shall be maintained with a slope gradient at 4:1 or less.

f. On-site Development Standards

(1) Yard Space and Setbacks

The following are the yard area requirements and restrictions:

(a) Front Yard:

The front yard building setback is a minimum 20 feet from the right-of-way line as determined by the City of Norco Master Plan of Streets and Highways for residences with side entry garages; and a minimum 25 feet for residences with front entry garages.

(b) Interior Side Yard::

All lots on which dwellings or buildings are located shall have side yards on each side of the dwelling or building; and the width of each side yard shall be no less than five feet measured between the building and the side property line, with a minimum total of 20 feet for both side yards.

(c) Corner Side Yard:

A side yard on the street side of the lot shall have a width of at least fifteen feet, as measured from the right-of-way line as determined by the City of Norco Master Plan of Streets and Highways.

(d) Rear Yard:

A minimum of 60 feet total rear yard depth is required as measured from the back of the residence to the rear property line. A minimum five-foot setback is required for all accessory structures as measured from the rear property line.

(2) Maximum Height:

The maximum height of any residential structure shall be 35 feet with the exception of Lots 33, 34, 43, 44, 53, 54, 63, 64, and 71. The maximum height of residential structures on these lots shall be 16 feet above grade level, and/or not more than one story above grade level.

The maximum height of any accessory or animal-keeping structure not used for living purposes shall be 35 feet on all lots.

(3) Permitted Coverage:

The maximum lot coverage (building pad) for all permanent structures, including residential and accessory, shall not be more than 40 percent of the total lot area. Accessory structures shall not cover more than 15 percent of the total lot area.

(4) Distance between Buildings:

Minimum distance between buildings shall be controlled by the provision of the Uniform Building Code as adopted by reference in Title 15 of Norco Municipal Code. A minimum distance of 35 feet shall be maintained between paddocks and any habitable buildings on adjacent lots.

(5) Walls, Fences, and Structures in the Setback Area:

The provisions of Section 18.31.08 (WALLS, FENCES, AND STRUCTURES IN THE SETBACK AREAS) of the Norco Municipal Code shall apply, with the following exceptions.

Prior to the issuance of building permits, the developer shall provide a uniform fence plan for the Ito Farms Amendment site. Fences shall be preferably, but not be limited to, natural and earth tones, and wood post construction where appropriate. Other fencing materials including wrought iron and concrete will be allowed as approved by the Planning

Director in the fence plan. Fences may be backed by hardware cloth as appropriate, and as approved in the fence plan. Chain link fences are prohibited for use as perimeter lot line fencing, and within the front yard area as defined as the area between the front wall of the residential portion of the structure and the City right-of-way.①

(6) Off-Street Parking:

The provisions of Chapter 18.38 (OFF-STREET PARKING) of the Norco Municipal Code shall apply. No residential corner side yard shall be used for parking except as approaches to garages.

(7) Signs:

The provisions of Chapter 18.37 (SIGNS) of the Norco Municipal Code shall apply.

(8) Size of Dwellings:

All dwellings shall have a minimum floor area of not less than 2,200 square feet, exclusive of porches and garages.

(9) Landscaping:

Prior to the issuance of occupancy permits, all single-family residences shall have an approved landscape plan instead and established as approved by the City Planning Director and pursuant to the approved landscaping plan.

(10) Architectural Design:

Housing design shall incorporate side-access garages as much as possible. Where front-access garages are used, the proportion of frontage devoted to garage face shall be minimalized as much as possible.

(11) Exception:

The Planning Commission may approve modifications to the above requirements if it is found that the requirements are inappropriate due to such matters as excessive slopes, unusual terrain, rock outcroppings, scenic views, natural area preservation, or location and design of an access street. Such exception shall be incorporated into the approved site plan.

g. Off-Site Development Standards

Streets serving property within the Residential District shall be designed in accordance with City standard street designs as follows:

(1) Street Width:

(a) Through streets are designed to a 60 -foot right-of-way (See City of Norco Standard Drawing No. 100) with pavement width of 36 feet and a 12 foot equestrian trail that lies into the existing City system

①- Added by City Council, February 17, 1999

and is included in the street right-of-way. Parking is permitted on both sides of the street.

(2) Street Design

(a) Street alignments and grades shall conform to the mass-graded site and shall accommodate views as much as possible while maintaining a physical separation to discourage the following:

- views from the residences into the heavy industrial use to the north, and
- noise impacts to the residential dwelling units from the heavy industrial use to the north.

(b) Centerline curve radii shall not be reduced below 150 feet unless otherwise approved by the City Engineer.

(c) Street grades shall not exceed 12%, unless otherwise approved by the City Engineer.

(3) Trails:

Trails shall be a minimum of 12 feet in width on all streets.

h. Grading

Grading regulations may vary from those in the Norco Hills Specific Plan in order to accommodate the project. In order to provide for a harmonious mix of residential land use with the existing adjacent industrial uses, mass grading may be allowed as a part of this amendment. This provision will allow for the orientation of project residential views away from industrial and laboratory uses. To meet this goal, the following criteria shall be used in grading plans:

(1) Transition to natural slopes: at the intersection of manufactured cut or fill slope with a natural slope, a gradual transition of contours with a minimum radius of 50 feet shall be provided. Manufactured banks intersecting at or near right angles at building pads shall be rounded with a radius of no less than 25 feet unless retaining walls are used.

(2) Maximum graded slope: the maximum graded slope shall be two feet horizontal to one foot vertical or as approved by the City Engineer. A slope of one-foot horizontal to one-foot vertical may be permitted if approved by the City Engineer, and a soils report verifying the stability of the slope is submitted to the City. Graded slopes in excess of 50 feet in length should have curvilinear configurations

(3) Design: Design considerations with respect to grading should include rock and soil exposure, size of building pads and material and building arrangements.

ORDINANCE NO. 1020

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF NORCO APPROVING SPECIFIC PLAN 91-02, AMENDMENT 9 FOR THE REGULATION OF ACCESSORY BUILDINGS WITH OTHER AMENDMENTS TO CROSS-REFERENCES IN SPECIFIC PLAN 91-02 AS NEEDED. SPECIFIC PLAN 91-02, AMENDMENT 9

WHEREAS, the CITY OF NORCO initiated Amendment 9 to Specific Plan 91-02 (Norco Hills) for the regulation of accessory buildings; and

WHEREAS, said application has been duly submitted to said City's Planning Commission for decision at a public hearing for which proper notice was given; and

WHEREAS, notice of public hearing on said petition has been given in the manner and for times required by law; and

WHEREAS, at the time set at 7 p.m. on March 8, 2017, within the Council Chambers at 2820 Clark Avenue, Norco, California, 92860, said petition was advertised for hearing before the Planning Commission for the City of Norco; and

WHEREAS, at said time and place, said Planning Commission heard and considered both oral and written evidence, and

WHEREAS, said application for specific plan amendment was duly submitted to said City's City Council for decision at a public hearing for which proper notice was given; and

WHEREAS, at the time set at 7 p.m. on April 5, 2017, within the Council Chambers at 2820 Clark Avenue, Norco, California, 92960, said petition was heard by the City Council for the City of Norco; and

WHEREAS, at said time and place, said City Council heard and considered both oral and written evidence; and

WHEREAS, the public hearing was closed, and then re-opened, and said item was continued to April 19, 2017; and

WHEREAS, the City of Norco, acting as the Lead Agency, has determined that the project is exempt from the California Environmental Quality Act and the City of Norco Environmental Guidelines.

NOW, THEREFORE, the City Council of the City of Norco does hereby find as follows:

A. The proposed amendment to Specific Plan 91-02 complies with all applicable requirements of the Norco Municipal Code, the Zoning Ordinance, the General Plan, and Norco Hills Specific Plan in that the proposed amendment clarifies and updates existing regulations regarding accessory buildings in the Equestrian Residential District.

B. The project (proposed amendment) has been determined to be exempt from the California Environmental Quality Act (CEQA) and the City of Norco Environmental Guidelines.

NOW, THEREFORE, the City Council of the City of Norco does hereby approve as follows:

SECTION 1:

C. Regulations
Intent and Purpose

It is hereby found and declared that the City of Norco lies in a natural setting of rural, scenic and historical beauty; that this rural environment generates a strong characteristic for development of Norco as a new equestrian focal point in Southern California; that this unique rural environment and historically significant location contributes a material economic advantage to the citizens, business, and industry within the City and particularly to the property owners who reside therein; and that development in an orderly manner with compatible uses and appearances of structures within and between zones and with the natural rural environment is necessary to maintain such historic and economic advantage, to stabilize, protect, and maintain property values, and to encourage permanence of desirable residential areas.

(1) Equestrian Residential District

c. Permitted Uses

6) Accessory buildings as regulated by NMC Chapter 18.68 subject to the lot development standards of this specific plan.

f. On-Site Development Standards

2) The maximum height of the primary residential structure shall be 35 feet. The maximum height of an accessory building shall be per the regulations of NMC Chapter 18.68.

3) Permitted Coverage.
The maximum lot coverage (building pad) shall not be more than 15 percent of the total lot area for ~~all~~ the primary dwelling; and 30 percent of pad area for accessory buildings. All in-ground pools and spas along with a five-foot coping around the perimeter of said structures shall be included in the building coverage calculations.

SECTION 2: EFFECTIVE DATE: This Ordinance shall become effective 30 days after final passage thereof.

SECTION 3: SEVERABILITY: If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Ordinance. The Council hereby declares that it would have passed this Ordinance, and each section, subsection, sentence, clause, and phrase, hereof, irrespective of the fact that any one or more of the sections, subsections, sentences, clauses, or phrases hereof be declared invalid or unconstitutional.

SECTION 4: POSTING: The Mayor shall sign this Ordinance and the City Clerk shall attest thereto and shall cause the same within 15 days of its passage to be posted at no less than five public places within the City of Norco.

##

PASSED AND ADOPTED by the City Council of the City of Norco at a regular meeting held May 3, 2017.

Greg Newton, Mayor
City of Norco

ATTEST:

Cheryl Link, CMC, City Clerk
City of Norco, California

I, CHERYL LINK, CMC, City Clerk of the City of Norco, California, do hereby certify that the foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Norco, California, duly held on April 19, 2017 and thereafter at a regular meeting of said City Council duly held on May 3, 2017, it was duly passed and adopted by the following vote of the City Council:

AYES:	BASH, GRUNDMEYER, HANNA, HOFFMAN
NOES:	NEWTON
ABSENT:	NONE
ABSTAIN:	NONE

Cheryl Link, CMC, City Clerk
City of Norco, California

ORDINANCE NO. 792

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF NORCO, CALIFORNIA APPROVING A CITY-INITIATED PROPOSAL TO AMEND THE TEXT OF SPECIFIC PLAN 91-02, MODIFYING REQUIREMENTS FOR PERMITTED COVERAGE AND DISTANCE BETWEEN BUILDINGS. SPECIFIC PLAN 91-02, AMENDMENT NUMBER 2.

WHEREAS, the City of Norco initiated an amendment to Specific Plan 91-02 to modify requirements regarding permitted lot coverage for primary dwellings and accessory structure, and the distance from animal keeping areas and dwellings on adjacent lots; and,

WHEREAS, said specific plan amendment has been duly submitted to said City's Planning Commission for decision at a public hearing for which proper notice was given; and,

WHEREAS, said specific plan amendment was scheduled for public hearing on the 9th day of January 2002 on or about 7:00 P.M., in the City Council Chambers, 2820 Clark Avenue, Norco, California; and,

WHEREAS, at the hearing held on the 9th day of January 2002, said Commission did hold said public hearing and did receive oral and written testimony pertaining to said specific plan amendment; and,

WHEREAS, the Planning Commission took no action at the public hearing and did not make a recommendation to the City Council on this proposal, stating that each situation should be reviewed on a case-by-case basis; and

WHEREAS, the City of Norco, acting as the Lead Agency, has determined that the requested specific plan amendment will not have a significant effect on the environment; and,

WHEREAS, at the regular meeting on the 6th day of February 2002, the City Council did conduct a public hearing and received and considered oral and written testimony concerning the proposed specific plan amendment; and,

WHEREAS, the City Council concurs that the proposed specific plan amendment will not have a significant adverse effect on the environment, as the proposed amendment only specifies lot coverage and distance between buildings on a lot.

NOW, THEREFORE, the City Council of the City of Norco, does hereby ordain as follows:

SECTION 1: Specific Plan 91-02, Chapter III, Section C1f(3) and (4) – "On-Site Development Standards" is hereby amended to read:

3) Permitted Coverage:

The maximum lot coverage (building pad) shall be not more than 15 percent of the total lot area for all primary dwellings and 30 percent of pad area for accessory structures.

4) Distance Between Buildings:

Minimum distance between buildings shall be controlled by the provisions of the Uniform Building Code as adopted by reference in Title 15 of the Norco Municipal Code. A minimum distance of 35 feet shall be maintained between paddocks and habitable buildings on adjacent lots.

SECTION 2: The Director of Community Development shall transmit the Environmental Notice of Determination to the Clerk of Riverside County Board of Supervisors.

SECTION 3: EFFECTIVE DATE: This Ordinance shall become effective thirty (30) days after final passage thereof.

SECTION 4: SEVERABILITY: If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Ordinance. The Council hereby declares that it would have passed this ordinance, and each section, subsection, sentence, clause, and phrase, hereof, irrespective of the fact that any one or more of the sections, subsections, sentences, clauses, or phrases hereof be declared invalid or unconstitutional.

SECTION 5: POSTING: The Mayor shall sign this Ordinance and the City Clerk shall attest thereto and shall cause the same within fifteen (15) days of its passage to be posted at no less than five (5) public places within the City of Norco.

PASSED AND ADOPTED by the City Council of the City of Norco at a regular meeting held on the 20th day of February 2002.

Mayor of the City of Norco

ATTEST:

Acting City Clerk of the City of Norco

I, DIANNA M. HIGDON, Acting City Clerk of the City of Norco, California, do hereby certify that the foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Norco, California, duly held on the 6th day of February 2002 and thereafter at a regular meeting of said City Council duly held on the 20th day of February, 2002, it was duly passed and adopted by the following vote of the City Council:

AYES: CLARK, HALL, SULLIVAN, HIGGINS
NOES: CARMICHAEL
ABSENT: NONE
ABSTAIN: NONE

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Norco, California, this 20th day of February 2002.

Acting City Clerk of the City of Norco, California

37725

Variation: The City Council may permit or require variation to these regulations if a finding is made that such variation will reduce grading or the variation is compatible with the intent of this district.

i. Animal Keeping:

Because the terrain in NHSP consists of primarily moderate to steep hills, the specific plan regulations reduce the allowed number of animal units per acre to accommodate the contour grading and the smaller pad sizes that occur. The Ito Farms Amendment site, however, is less hilly and is also being mass-graded. It is possible and appropriate, therefore, that the number of animal units per acre can be increased to the same ratio as is allowed throughout the City in the A-1-20 Zone districts.

(1) Numbers Permitted: the maximum number of animal units (AU, as defined by the Norco Municipal Code) shall be based on lot size. The maximum number of AU per lot shall be as follows:

Table 3

ANIMAL KEEPING	MAXIMUM # AU*
20,000 – 24,999 square foot lot size	5.0
25,000 – 29,999 square foot lot size	6.0
30,000 – 34,999 square foot lot size	7.0
35,000 – 39,999 square foot lot size	8.0
40,000 – 44,999 square foot lot size	10.0
45,000 – 49,999 square foot lot size	12.0
50,000 – 54,999 square foot lot size	14.0
55,000 – 60,000 square foot lot size	16.0
*One additional AU per 4,000 s.f. above 60,000 s.f.	

(2) The Planning Commission may permit additional animals pursuant to the procedures set forth in Chapter 18.45 (CONDITIONAL USE PERMIT) of the Norco Municipal Code for the following:

4-h Projects
Future Farmers Projects
Horse Ranches
Training Stables
Boarding Stables
Breeding Farms

(3) Facilities:

To insure that the development of animal keeping facilities do not visually detract from the physical setting of the area, the following is required:

(a) For each animal unit allowed, a minimum pad area of 500 square feet shall be provided with a finished slope not to exceed 15 percent.

(b) All other animal keeping including swine and roosters shall be done in accordance with the requirements of the A-1 Zone.

(c) Owing to the requirement for trails to be on the streets, equestrian trail facilities will typically be in the front yard. Other animal facilities are prohibited in the front yard.

(d) All animal keeping shall be done in accordance with the animal keeping setback requirements of the A-1 Zone. With regard to setbacks for animal keeping enclosures on neighboring lots, the Planning Commission may permit or require variation from these regulations if a finding is made that such variation is agreeable to an adjacent owner or owners and is compatible with the intent of this district. A solid wall shall be built as approved by the Planning Director when animal keeping structures are being proposed within the standard animal-keeping setback area.

IV. IMPLEMENTATION

A. Introduction

This section describes the implementing measures for Norco Hills Specific Plan Amendment No. 1, including phasing, amendments to the Specific Plan Amendment, and the Vesting Tract Map.

B. Phasing

The phasing for Norco Hills Specific Plan Amendment No. 1 is envisioned at this time to be completed in a single phase, including all infrastructure, grading and pad construction. If future conditions dictate a phased approach, additional Vesting Tentative Map phasing information and plans will be submitted to the City of Norco, for review and approval.

C. Tract Map Processing

A vesting tentative map is being processed concurrently with this Specific Plan Amendment. The vesting tentative map, as necessary will implement all the regulations of this Specific Plan Amendment and will be processed in accordance with applicable provisions of the Norco Municipal Code.

V. GENERAL PLAN CONSISTENCY

The Norco Hills Specific Plan and the Ito Farms Amendment are designed to implement the intent and goals of the Norco General Plan. The General Plan is divided into seven elements, each of which is addressed in this plan.

A. Land Use Element

The City's current Land Use Element contains 16 land use designations, of which only one is contained within the Ito Farms Amendment boundary.

The current zoning for the amendment property is Hillside (HS), which allows for agricultural and low-density residential uses in hillside areas. The proposed amendment is consistent with the current zoning, with the following exceptions:

1. the inclusion of mass-grading, which is being proposed as part of the specific plan amendment; and
2. the animal-keeping capacity for the Ito Farms Amendment is being increased as part of the specific plan amendment.

B. Circulation Element

The City of Norco Circulation element of the General Plan list transportation goals that if economically justified, are recognized as essential to sound transportation planning in Norco. Below are the Circulation Element goals that are implemented by the Norco Hills Specific Plan and Amendment.

1. The circulation system should promote conservation of energy and land.
2. Integration into developing regional public transit systems should be pursued.
3. Acquisition and development of public roadways should be made with regard to the medium and long-term needs of the City.
4. Alternative modes of travel to the private auto should be considered.
5. Through traffic on residential streets should be minimized where it is likely to cause congestion or conflict with equestrian activities.

All streets in the project will also contain an equestrian trail, which will link the project to the existing trails in Norco.

C. Resource Element

The Resource Element for the City of Norco contains the Open Space and Conservation components of the General Plan. The Norco Hills Specific Plan has been designed to implement these components within the Norco Hills project, and amendment #1 does not alter this.

The City's Resource Element lists goals and objectives for the City regarding Open Space, Conservation and Recreation. Below is a list of the Goals and Objectives from the General Plan which are implemented by the Norco Hills Specific Plan.

Goals:

1. To promote and insure the conservation, development and utilization of those natural resources, open spaces, and recreation elements deemed essential to the well being of the present and future residents of the City of Norco.

2. To provide and insure a coordinated inter-relationship of these elements, not only within the City, but also with the surrounding communities and the County of Riverside.

3. Preserve Norco's unique rural environment and way of life by protecting those land areas in the City of Norco which are deemed necessary for the protection of residents from danger of harmful environmental conditions and valuable for the conservation of those physical land amenities that are predominant in the trends and circumstances that established Norco's unique heritage and environment.

Objectives:

1. To provide continued availability of land for the production of food and fiber, for the enjoyment of scenic beauty, for recreation, and for the use of natural resources.

2. To assist and participate in any way possible with other agencies towards achieving local, regional, and statewide conservation, open space, and recreational goals and plans; and to interrelate with those plans where physically and economically possible.

3. To link, through recreation ways, such as hiking, or equestrian riding trails, certain segments of the local park system with surrounding regional recreation facilities.

4. In conjunction with the above objective, to formulate and develop a pedestrian/equestrian trail system interrelated with surrounding tri-county systems (Orange, Riverside and San Bernardino), utilizing the local systems established as conditions of new subdivision developments, etc. Such an equestrian trail system will be so designed as to provide a three-fold function; recreation and health, safe and easily accessible routes to park facilities, and as a transportation mode.

5. To maintain the quality of topsoil and open spaces, and devise means to eliminated or alleviate any erosion of such areas.

6. To provide a system of pedestrian ways and riding trails designed to serve both residents and visitors to the City, coordinating these with the streets and highways in order to minimize points of conflict and maximize safety and convenience for horse riders, drivers and pedestrians.

7. To develop a system of scenic and view highways and trails taking advantage of hills, river, and public and private development.

Because of its steeper slopes, NHSP uses many techniques to conserve and preserve the open space and natural resources of the site. Provisions are included in those development regulations, which limit grading on the steeper slopes and protect rock outcroppings. The Ito Farms Amendment site does not have the same steep slopes, or any rock outcroppings, and therefore does not have the same level of grading restrictions.

Also, because of its location and topography, development of the Ito Farms Amendment site requires different grading standards from NHSP. Mass grading is necessary so that future residences can maintain the City's unique rural environment and be protected from any potential danger of harmful environmental conditions from adjacent heavy industrial uses.

The Equestrian Residential District provides for large lots with equestrian access, thus preserving the rural atmosphere of the area and integrating the proposed development with the existing development in Norco. The equestrian trails also provide equestrian access throughout the project and are tied into the City's existing system at three points.

D. Seismic Safety and Public Safety Elements

The City of Norco's Seismic and Public Safety Element of the General Plan was adopted on November 15, 1976. This element describes the existing seismic, flood and fire hazards found within Norco, along with recommendations for mitigating said hazards.

Goals:

1. To minimize injury and loss of life from hazardous events created by either man or nature.
2. To minimize damage to public and private property resulting from hazardous events caused by either man or nature.
3. To minimize social and economic dislocations resulting from injury, loss of life, and property damage caused by either man or nature.

Hazard mitigation Recommendations

1. Risks associated with hazardous structures should be reduced to acceptable levels through orderly hazard reduction programs.

2. Regulate land use in areas of significant natural hazard.

Method of Implementation:

The Norco Hills Specific Plan provides consistency with the City of Norco's Seismic and Public Safety Element in several areas. The Plan calls for a low-density residential development, which will minimize injury and the loss of life from hazardous events caused by either man or nature. Constructing, staffing, and equipping an additional City fire station in the Southern portion of the City will correct a recognized imbalance in community fire protection services, and subsequently insure the best possible fire protection.

Evaluation of Fire Protection Services to the Project Area

A building/structure fire in the project area receives the following initial or first alarm assignment: one four-person structural engine company from City Fire Station No. 822, which is located at 1281 Fifth Street in the City's eastern portion; one four-person structural engine company from the City Fire Station No. 821, which is located at 3367 Corydon Ave. in the City's western portion; and, through a formal agreement, and when available, one four-person company from the City of Corona; as well as one City Chief Officer, when available. The Corona engine is a pay for service contract. No local ladder company service is currently available. Twenty-four foot extension ladders are currently the longest pumper-borne ground ladders.

Nationally recognized sources have established that build-up areas of the City should be within 1½ miles of a first-due engine company. The current deployment of City fire stations/fire companies does not meet this standard in the Southern portion of the City, in which the project area is situated. First-due engine company response distances to major intersections at the perimeter entry points into the project area include:

Table 4

INTERSECTION FIRE RESPONSE	RESPONSE DISTANCES
Corona Avenue at Yuma Drive	2.6 miles
First Street at Temescal Avenue	2.2 miles
Hillside Avenue south of First Street	2.4 miles

As identified in the City's Seismic and Public Safety Element, constructing, staffing and equipping an additional City fire station in the Southern portion of the City will correct this recognized imbalance in community fire protection services, and subsequently insure the best possible fire protection.

Capital expenditure funding for this third City fire station is proposed at the time of this writing through a desired method of assessment distracting involving both the Norco Hills and Gateway Specific Plan areas.

Understanding the probability of residential occupancy in the Specific Plan area prior to the construction, staffing, and equipping of this third City fire station, the recognized first-due engine company response time deficiency would be required to be mitigated by the installation of approved automatic fire sprinkler systems in all residential properties constructed in the Specific Plan area. The project developer will also be required to provide their fair share of the funding program to be established by the City to fund a new station in the southern portion of the City.

E. Noise Element

The Noise Element of the Norco City General Plan is designed to meet the State requirements of Governmental Code Section 65302(a). This element contains goals and objectives to protect the City and its residents from harmful noise levels. The Ito Farms Amendment has been designed so as to comply with this element of the General Plan.

Goal

To protect the health and welfare of the community through the identification, control and abatement of noise.

Objective

To avoid locating noise-generating facilities in the proximity of areas devoted to noise sensitive land uses, such as schools and hospitals, and vice-versa. While development of the Ito Farms site will not create a new significant noise impact, it will place a sensitive land use (single-family residences) adjacent to an existing noise generating facility. The Ito Farms Amendment site is located adjacent to the highest noise producing land use in the City of Norco and therefore requires unique design considerations to accommodate this existing impact.

The project has been designed, through mass grading, to provide a mitigation to noise impacts in the form of a physical barrier between the existing heavy manufacturing land use to the north and the future residences of the Ito Farms Amendment site. The physical barrier will consist of either a graded manufactured slope and/or a block wall. Without mass-grading, the future residences would be exposed to the noise impacts already being produced from this existing heavy manufacturing land use.

F. Housing Element

The following goals and policy are from the City of Norco Housing Element, which was adopted in 1995.

Goals

1. Housing Accessibility

Pursue all measures to prevent discrimination in housing based on race, color, creed, sex, age, family size, religion, national origin, martial status and other arbitrary factors.

2. Standards and Plans for Adequate Sites

Designate specific sites as suitable for housing production and periodically review continued adequacy of the sites.

Sites selected shall be based on such factors as economic feasibility quality of construction, and proximity to employment, transportation and other services.

Prepare specific criteria for site selection and development.

Policy

Housing production shall be developed only at the rate for which adequate City services can be provided.

The Ito Farms Amendment, as with NHSP, is a residential community that will provide residential/equestrian lots, which is a permitted use under the current zoning for the area. Specific grading guidelines have been incorporated with the amendment to assure quality construction and community design.

(1) Lot Area

Each newly created lot shall have a minimum gross area of 20,000 square feet, including any proposed easements.

(2) Lot Dimensions:

Because the terrain in NHSP consists of primarily moderate to steep hills, the development regulations do not require minimum lot dimensions for width or depth as normally required elsewhere in the city. The Ito Farms Amendment site, however, is less hilly and is also being mass graded. Therefore, the City standards for animal keeping lots (A-1-20) as to lot width and depth are appropriate for the Ito Farms Amendment site:

Minimum lot width:	80'
Minimum lot depth:	200'

Likewise for flag lots, the minimum standards shall be the same as those that are required elsewhere by the City.

(3) Lot Design:

Lots should be designed and located to provide areas for large animal keeping.

(4) Pad Size:

Minimum pad size shall be 12,000 square feet, and shall be maintained with a slope gradient at 4:1 or less.

f. On-site Development Standards

(1) Yard Space and Setbacks

The following are the yard area requirements and restrictions:

(a) Front Yard:

The front yard building setback is a minimum 20 feet from the right-of-way line as determined by the City of Norco Master Plan of Streets and Highways for residences with side entry garages; and a minimum 25 feet for residences with front entry garages.

(b) Interior Side Yard::

All lots on which dwellings or buildings are located shall have side yards on each side of the dwelling or building; and the width of each side yard shall be no less than five feet measured between the building and the side property line, with a minimum total of 20 feet for both side yards.

(c) Corner Side Yard:

A side yard on the street side of the lot shall have a width of at least fifteen feet, as measured from the right-of-way line as determined by the City of Norco Master Plan of Streets and Highways.

(d) Rear Yard:

A minimum of 60 feet total rear yard depth is required as measured from the back of the residence to the rear property line. A minimum five-foot setback is required for all accessory structures as measured from the rear property line.

(2) Maximum Height:

The maximum height of any residential structure shall be 35 feet with the exception of Lots 33, 34, 43, 44, 53, 54, 63, 64, and 71. The maximum height of residential structures on these lots shall be 16 feet above grade level, and/or not more than one story above grade level.

The maximum height of any accessory or animal-keeping structure not used for living purposes shall be 35 feet on all lots.

(3) Permitted Coverage:

The maximum lot coverage (building pad) for all permanent structures, including residential and accessory, shall not be more than 40 percent of the total lot area. Accessory structures shall not cover more than 15 percent of the total lot area.

(4) Distance between Buildings:

Minimum distance between buildings shall be controlled by the provision of the Uniform Building Code as adopted by reference in Title 15 of Norco Municipal Code. A minimum distance of 35 feet shall be maintained between paddocks and any habitable buildings on adjacent lots.

(5) Walls, Fences, and Structures in the Setback Area:

The provisions of Section 18.31.08 (WALLS, FENCES, AND STRUCTURES IN THE SETBACK AREAS) of the Norco Municipal Code shall apply, with the following exceptions.

Prior to the issuance of building permits, the developer shall provide a uniform fence plan for the Ito Farms Amendment site. Fences shall be preferably, but not be limited to, natural and earth tones, and wood post construction where appropriate. Other fencing materials including wrought iron and concrete will be allowed as approved by the Planning

City of Norco
General Requirements for Accessory Buildings

EFFECTIVE 10/1/2010, ALL DETATCHED ACCESSORY BUILDINGS MUST BE REVIEWED AND APPROVED BY THE PLANNING COMMISSION.

APPLICATION REQUIREMENTS:

- 864 square feet or under: requires a Site Plan Review
- Over 864 square feet: requires a Conditional Use Permit

MINIMUM SETBACK REQUIREMENTS:

- Between Buildings: 10'
- Side: 5'
- If the lot is on a corner, 15' must be provided on the corner street side of the lot.
- Rear: 5'

MAXIMUM HEIGHT REQUIREMENTS:

- Under 864 square feet: 14' or as approved by the Planning Commission.
- Over 864 square feet: 20' or as approved by the Planning Commission.

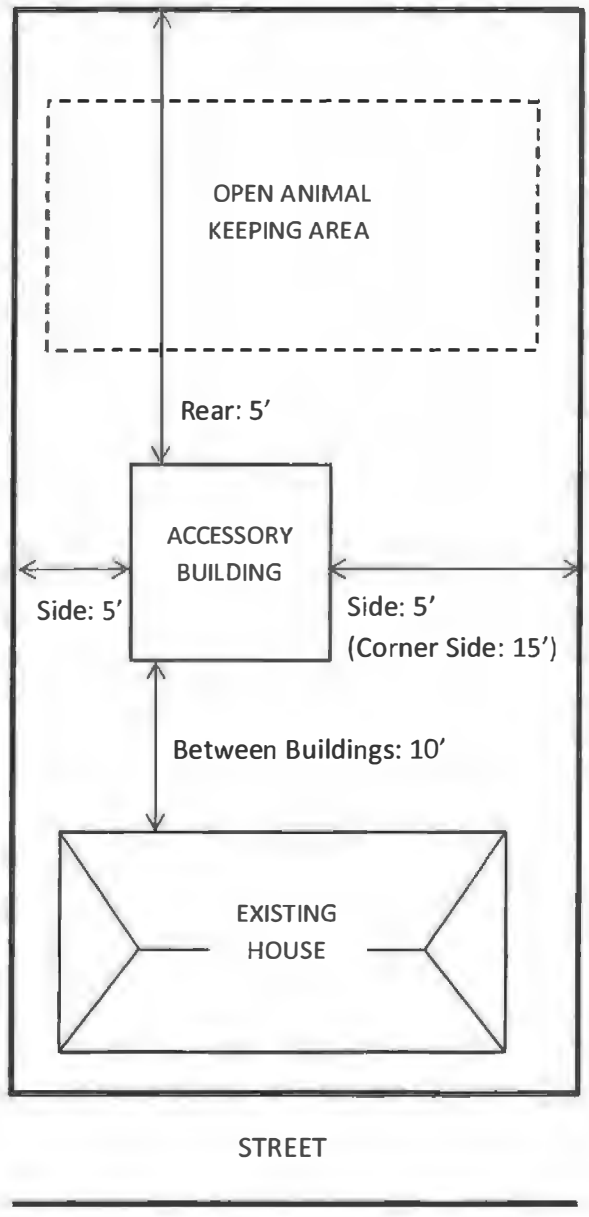
ANIMAL KEEPING AREA:

If there is no Primary Animal Keeping Area on the property, a contiguous animal keeping area will be required, and must be maintained. The provisions for an Animal Keeping Area are as follows:

- The area must be rectangular in shape, with a minimum of 24' on any side.
- The total open area shall be equal to the allowed number of animal units multiplied by 576 square feet. For example, if 5 animal units are allowed in a property, then the total open space must be 2880 sq. ft. or bigger.

LOT COVERAGE:

- The maximum lot coverage of all structures shall not be more than 40% of the total pad area. The pad area is defined as the "flat" part of the lot (4% grade or less).
- For properties with PAKA's, that maximum PAKA coverage is 40%.



18.30.46 Second Units.

(1) Intent and Purpose: This section is intended to provide for the creation of second units as an accessory use to existing single-family dwellings while maintaining the rural and low-density character of Norco's residential neighborhoods.

(2) Definition: For the purposes of this section, second unit shall mean a subordinate dwelling unit with complete and independent living facilities that can either be attached to or contained within a primary single-family dwelling or detached from the primary dwelling with a maximum 10-foot separation between the two buildings.

(3) Development Requirements: A single second unit is permitted on any lot which is zoned or designated to permit residential uses provided the following are met:

(a) A Minor Site Plan is approved at staff level, after approval of the proposed architecture by the Architectural Review Subcommittee (ARC), pursuant to all requirements contained in Chapter 18.40 (Site Plan Review).

(b) The lot upon which the second unit is to be established complies with the minimum lot requirements of the land use district in which it is located.

(c) The lot contains only one existing single-family dwelling which complies with the development standards for the land use district.

(d) The lot contains no other second unit.

(e) The owner of the lot must occupy either the existing primary dwelling or the second unit. Prior to issuance of a building permit for the second unit, a covenant of restriction to run with the land, shall be recorded which specifies that the use of the second unit as an independent dwelling may continue only as long as one unit on the property is owner-occupied.

(f) Except as otherwise provided in this section, second units shall comply with all development requirements for new single-family dwelling units as specified for the land use district in which it is located, including, but not limited to, setbacks, height limitations, and total maximum lot coverage.

(g) The total area of floor space for a second unit shall not exceed 30 percent of the existing living area of the primary dwelling, or 1,200 square feet, whichever is less.

(h) Second residential units shall not be detached, rather they must be attached along a common residential wall and not separated by a breezeway or garden wall, or contained within the walls of the primary dwelling.

(i) The second unit shall be architecturally compatible with the primary dwelling.

(j) The second unit shall be provided with parking in addition to and the same as that required for the main dwelling, pursuant to Chapter 18.38 (Off-Street Parking and Loading). No variance may be filed to allow parking within the required front or side yard setbacks.

(k) There shall not be more than one exterior entrance on the front or on any street side of the building and no exterior stairway shall be located on the front of the primary dwelling.

(l) The second unit shall be metered separately from the primary dwelling for any utility. No new private wastewater disposal systems shall be permitted for second dwelling units. For second units proposed on lots with existing septic systems, the existing septic system shall be expanded to accommodate the second unit unless sewer service is available within 200 feet of the property line. Where sewer service is available within 200 feet of the property line, one sewer connection to serve both units shall be installed prior to the issuance of an occupancy permit for the second unit.

(m) Notwithstanding Chapter 18.44, there shall be no variance or exemption granted from the requirements contained in this section.

(n) This section shall not validate any existing illegal second unit. An application for a minor site plan may be made pursuant to the provisions of Chapter 18.40 (Site Plan Review).

(o) The second dwelling unit shall be assessed all applicable building permit and development impact fees.

(p) A primary animal-keeping area pursuant to Section 18.13.11, and as approved by the Planning Commission, shall be recorded on the subject lot prior to the issuance of an occupancy permit.

(4) Finding: The following finding shall be made in order to approve a second unit permit:

(a) The second unit is compatible with the design of the main dwelling unit and the surrounding neighborhood in terms of height, architectural style, and exterior treatment.

(b) The second unit shall not cause a high concentration of such units sufficient to change the character of the surrounding residential neighborhood.

(5) Compliance with General Plan: A second unit which conforms to the standards of this section shall not be considered to exceed the allowable density for the lot upon which it is located and shall be deemed to be a residential use which is consistent with the existing General Plan and land use designation for the lot.

(6) Progress Report: Upon approval of a second unit the Planning Commission shall be provided a housing attainment progress report.

(7) Conflict Resolution: When an applicant for a second unit and City staff are in disagreement over consistency of the proposed structure to the intent of this section of the code, the matter shall be resolved on appeal to the Planning Commission. (Ord. 969 Sec. 1, 2014; Ord. 814, 2003; Ord. 674, 1993)

Plan Requirements for New Construction

Additions, Garages, Accessory Structures, Etc.

Submit (3) complete sets of plans. All plans shall be neatly drawn upon substantial paper (minimum 8-1/2" x 11", **maximum 24" x 36"**), exactly as the building is to be constructed. Minimum font size is 10. Provide job address and property owner's name, address and telephone number on all pages. Defaced, incomplete, illegible or faded plans will not be accepted. Number pages & provide index.

Minimum plan requirements: Provide additional info as necessary to indicate the exact nature & extent of the proposed construction:

- ❑ **Plot Plan:** Of the entire lot & drawn to scale (suggested scale 1" = 40'). Provide North arrow. Identify all property lines. Indicate the size, use & setback dimensions of **all proposed & existing** construction, including all accessory structures, patios, retaining walls, flatwork, etc. Provide flow lines indicating the drainage pattern of the property after improvement. Include adequate dimensions, elevations & section views to indicate proper drainage around & away from proposed construction.

- ❑ **Foundation Plan:** Provide a plan view of the foundation slab & cross-sectional details of all footings. Indicate all holddown devices & anchor bolt size & spacing.

- ❑ **Floor Plan:** Scale to be 1/4"=1'. Provide a fully dimensioned plan view of proposed construction (double-line walls), including all rooms adjacent to additions & alterations. Indicate the size, types & locations of all windows & doors. Indicate all header & beam sizes. Show the size, spacing & direction of ceiling joists. Identify all plumbing fixtures & electrical outlets, lights, switches, etc. Differentiate new construction & new components from existing.

- ❑ **Roof Plan:** Provide a plan view of the proposed roof. Indicate the size, spacing & directions of all rafters, including all existing rafters below areas of new "California" fills. Indicate lines of purlin bracing & dimension all spans. Truss roofs require the submittal of "wet-signed" truss plans & calculations (2 sets, no deferrals). Indicate any rooftop equipment (HVAC, solar, etc.).

- ❑ **Exterior Elevations:** Provide elevations adequate to identify all exterior features. Indicate doors, windows, finish floor line, grade line at foundation, wall heights, braced wall panels, exterior finish, attic vents & roofing material. Roofing material to be minimum Class "B" fire-rated & installed to meet all high wind requirements. Indicate roof pitch(s).

- ❑ **Structural Details:** Provide a cross-sectional detail of all spans, plus details of all main structural connections. Cross-section to show the foundation & the size & spacing of all structural members (studs, joists, rafters, beams, etc.). Indicate all required hardware & the species & grade of all structural lumber. Indicate insulation and interior wall & ceiling finish materials.

- ❑ **Energy:** Provide Title 24 energy documentation based on 2013 Building Energy Efficiency Standards (BEES).

- ❑ **Design:** All work is to comply with 2013 CBC. All structures or portions of structures not conforming to the conventional framing provisions of the CBC will require professional design.

NORCO HILLS SPECIFIC PLAN

AUGUST 1990

REVISED SUBMITTAL DRAFT

NORCO HILLS SPECIFIC PLAN
City of Norco, California

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Contact: Alan Fishman

Submitted: August 1, 1990

Wester Specific

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INTRODUCTION

I. INTRODUCTION

A. Project Description and Location

Norco Hills is a proposed low-density, equestrian-oriented, custom residential community located in the southeastern portion of the City of Norco. This Specific Plan proposes 217 residential estate lots on the 235 acre site. Neighborhood commercial uses are proposed for 3.9 acres of the project. A Neighborhood Park consisting of 1 acre is also proposed, primarily for equestrian use. The proposed gross density of Norco Hills is .9 du/ac.

The overall concept for the project is to provide high quality residential product in a hillside setting, featuring views, equestrian trails and rest areas, a park, local shopping facilities, and open space. Equestrian trails will connect every lot and tie into the City's existing trail system. Adequate space for paddocks will also be provided for animal keeping on all lots. These uses are compatible with the adjacent residential neighborhoods in Norco. The site is characterized by gentle to steep slopes which offer many opportunities for quality, large lot development. The lots will offer scenic views for the residents and the regulations contained herein will assure the residents in the surrounding valleys that the character of the hillsides and rock outcroppings will be preserved. Refer to Figures 1 and 2, Site Location and Vicinity Map, which follow this page, for the project location.

B. Authority and Scope

The California Government Code authorizes cities to adopt specific plans by resolution as policy or by ordinance as regulation. Hearings are required by both Planning Commission and City Council after which the Specific Plan must be adopted by the Council to be in effect.

The adoption of the Norco Hills Specific Plan by the City of Norco is authorized by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457.

The Norco Hills Specific Plan is a regulatory plan which will serve as the zoning ordinance for this property. Proposed development plans or agreements, tentative tract or parcel maps and any other development approval must be consistent with this Specific Plan. Projects which are found consistent with the Specific Plan will be deemed consistent with the General Plan.

C. Background

The Norco Hills project was originally a part of 966 acres of residential, commercial

and industrial uses. An Environmental Impact Report (EIR) for the original project was certified by the Norco City Council on March 4, 1981.

An agreement was then reached between the City of Norco and property owners to approve a deannexation/annexation agreement with the City of Corona. The Local Agency Formation Commission, based on complementary positions by the cities of Norco and Corona approved detachment/annexation of 712 acres of the project. The remaining 235 acres of the original project are the focus of this Specific Plan and the accompanying Supplemental EIR.

D. Purpose

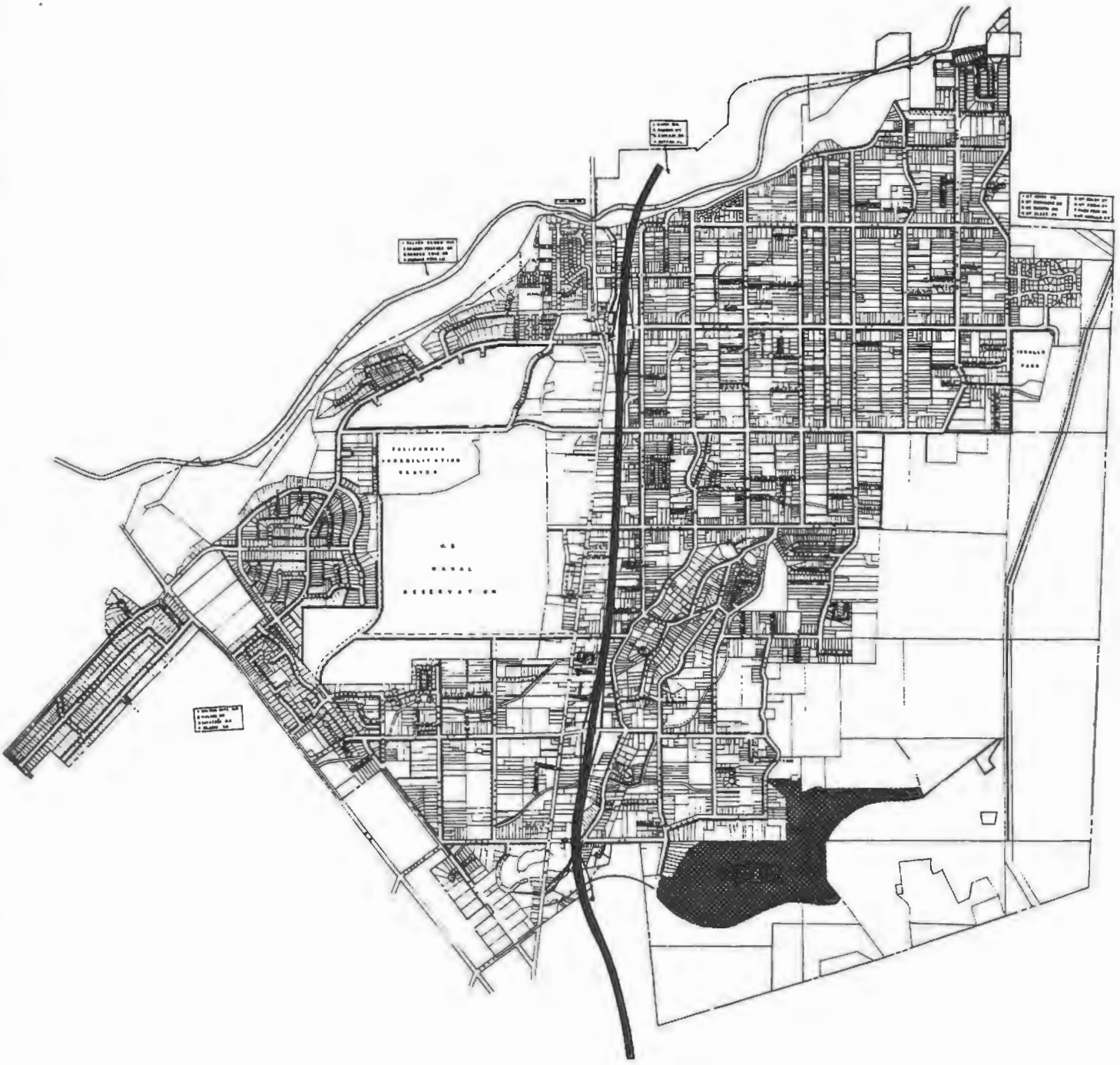
The Specific Plan, when adopted by City Ordinance, serves both a planning function and regulatory function. It will be the device for implementing the Norco General Plan on this property. The plan will also contain all applicable land use regulations and will thus constitute the zoning for the Norco Hills property.

E. California Environmental Quality Act Compliance

This Specific Plan will be accompanied by a supplemental focused EIR which addresses potential impacts of the proposed modifications to the originally certified EIR. The supplement is in conformance with the most recently adopted guidelines of the State of California and City of Norco.

The Norco Hills EIR and Supplement includes an introduction, project description, existing environmental conditions, assessment of impacts and mitigation measures as directed by the City of Norco in accordance with the California Environmental Quality Act.

These EIR's are also applicable to future development projects which are processed in conformance with Norco Hills Specific Plan, thus requiring either no further environmental documentation or, in special cases, only very focused mitigation analysis and action as documented in Section 15182 of the CEQA guidelines.



SITE LOCATION
NORCO HILLS
CITY OF NORCO, CA

FIGURE 1

TIERRA

0 200 400 800

VICINITY MAP
NORCO HILLS
CITY OF NORCO, CA

FIGURE 2

TIERRA

DEVELOPMENT PLAN

II. DEVELOPMENT PLAN

A. Introduction

Norco Hills is a planned equestrian community designed to provide custom residential living in a scenic area. This section describes the Land Use Plan for Norco Hills, along with the various plan components.

B. Project Goals

The key goals of Norco Hills Planned Community are as follows:

1. Compliance with the General Plan.
2. Compliance with the Hillside Ordinance.
3. Integration of equestrian use.
4. Sensitive hillside grading design, minimizing grading.
5. Variety of lot and pad sizes in a low density setting.
6. Provision for off-site views.
7. Provision for open space, neighborhood park use.
8. Provision for convenience/neighborhood shopping.

C. Land Use Plan

The Norco Hills Land Use Plan is depicted on Figure 3, following this page. The project includes 217 residential lots, ranging in size from 1/2 acre to 6 acres. The 3.9 acre commercial site is located in the southern portion of the project, along Yuma Drive.

There are three (3) Land Uses proposed for the Norco Hills project: Residential Custom Lots, Neighborhood Commercial and Neighborhood Park. The intended character of these uses is described in this Section and the development regulations for these uses are located in Section III. Table 1 outlines the land uses and acres for Norco Hills.

Table 1

Land Use	Acres	Percent
Residential Lots	218.5	92.9
Neighborhood Commercial	3.9	1.6
Neighborhood Park	1.0	0.5
Arterial Highways	11.6	5.0
	235.0	100.0

LAND USE PLAN
NORCO HILLS
CITY OF NORCO, CA

FIGURE 3

TIERRA Planning & Design

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7/26/90

1. Residential Lots

The majority of the proposed uses are residential lots which occupy 92.9 percent of the project. The intent is to provide a low intensity land use, in order to restore and preserve the beauty of the hills. Custom lot development and minimum grading design provide the focus for the project site design; every lot has access to an equestrian trail. Paddocks are required for animal keeping. The lot sizes vary from 1/2 acre to 6.6 acres; the average lot size is approximately 1 acre. The average pad size is approximately 9,300 square feet. Pad sizes range from 6,000 square feet to 21,000 square feet. Refer to Appendix D, lot/pad size tabulation.

2. Neighborhood Commercial

Commercial land uses occupy 3.9 acres, or 1.6 percent of the total Norco Hills project. The commercial site is located opposite a major intersection along Yuma Drive. The site is intended to provide support commercial uses for the residents of Norco Hills and nearby neighborhoods, and reduce traffic to and from adjacent commercial areas.

3. Park

A Neighborhood Park consisting of 1 acre is proposed to be located in the northern portion of the project, on "K" Street. The park will provide a riding area and picnic area.

Refer to Figure 4, which follows and provides a schematic design of the park site.

The remaining 11.6 acres are devoted to arterial highway usage. The arterials which border the project are Yuma Drive and Norco Hills Road, both of which form the City boundary with the City of Corona.

D. Density Calculation

The total dwelling units proposed for Norco Hills was calculated based on the average natural slope table contained in the City of Norco Hillside (HS) Zone Ordinance, as follows:

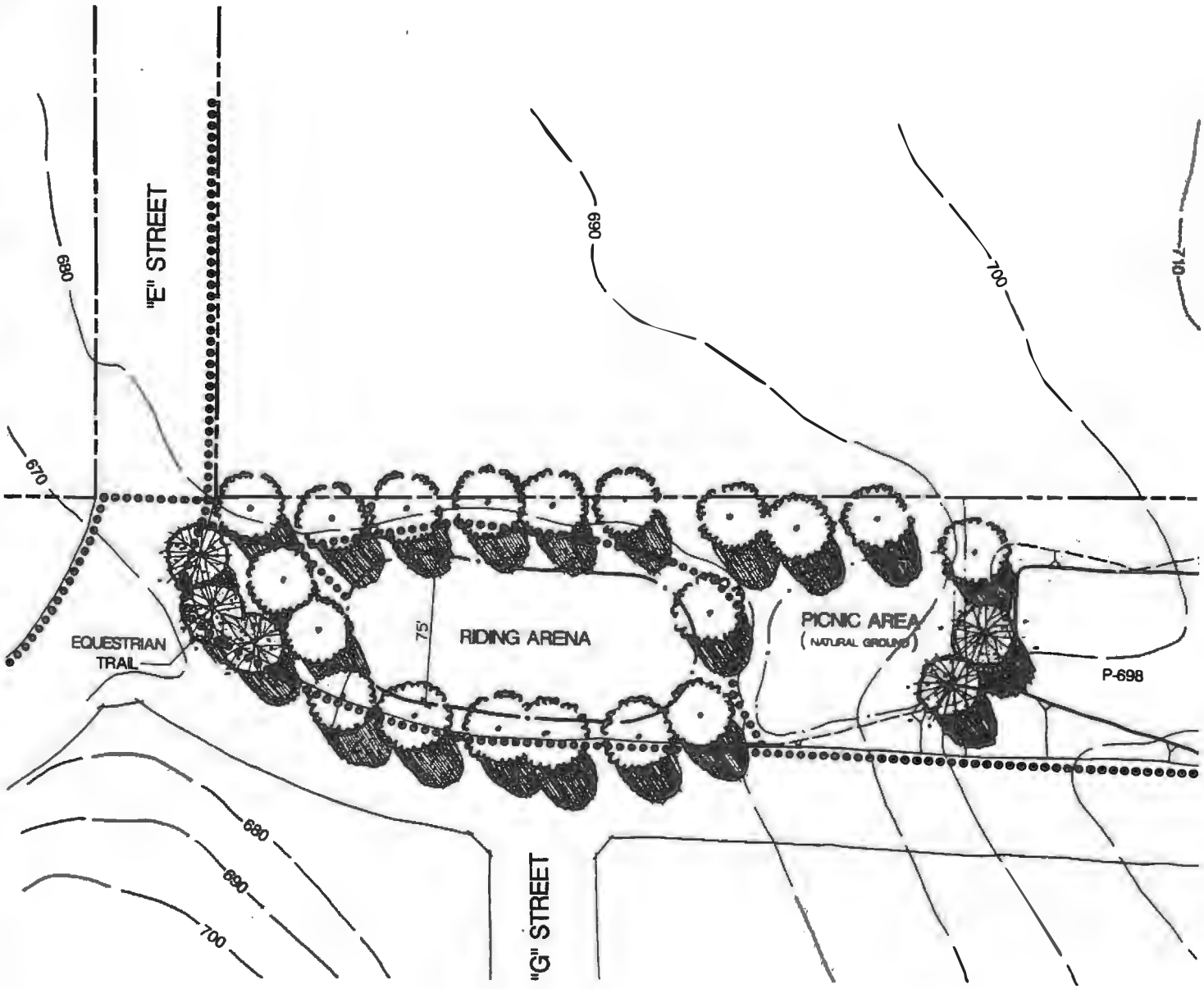


FIGURE 4

NEIGHBORHOOD PARK SITE

NORCO HILLS

CITY OF NORCO, CA

Table 2

Slope	Acres Factor	Maximum No. of Lots	Percent Total of Lots
0-10%	59.35 x 1.5 =	89	26%
10-20%	69.84 x 1.0 =	69	30%
20-30%	52.52 x .75 =	39	23%
30-40%	37.74 x .50 =	18	16%
40% +	11.57 x .25 =	2	5%
	223.02 Acres	217 Lots	100%

Refer to Appendix A for the slope analysis map which was utilized for the calculation above.

E. Circulation Plan

1. Background

The Norco Hills Circulation Plan establishes the general layout of internal circulation and design standards for arterial highways and local streets in support of both the Norco Hills Land Use Plan and the City's Circulation Element. The Circulation Plan provides for both vehicular and equestrian movement.

Two important goals of the Circulation Plan for the project are as follows:

a. extensive use of cul-de-sacs, to enhance privacy in residential areas

b. a street pattern for the project which minimizes cross traffic between developing areas to the south and existing residential neighborhoods to the north

2. Streets

The Norco Hills development will be served by the following streets:

Table 3

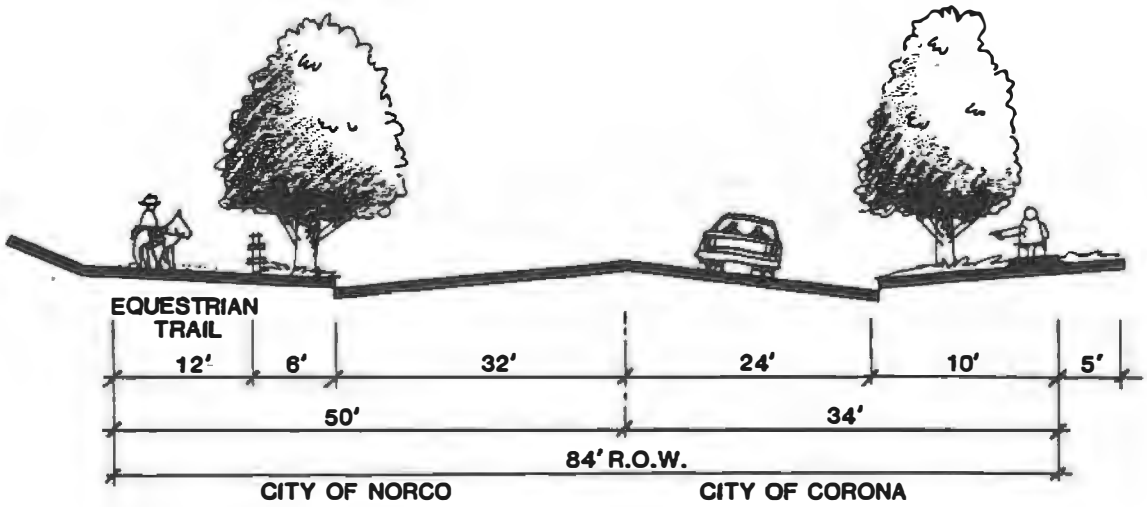
Route	Classi-fication	Approx. Length	Row	Travel Lanes	Parking Lanes	Equestrian Trail Width
Yuma Drive	Collector	5,900'	94'-108'*	4	2	12'
Norco Hills Rd.	Collector	4,220'	94'*	4	2	12'
Corona Avenue	Local	240	60-68'	2	2	12'
A thru Q Streets	Hillside	19,260'	56'**	2	1	12'**
Private Drive	Private	2,700'	40'	2	0	8'

* Fifty feet of the right-of-way is in the City of Norco with the remaining 44-58 feet in the City of Corona.

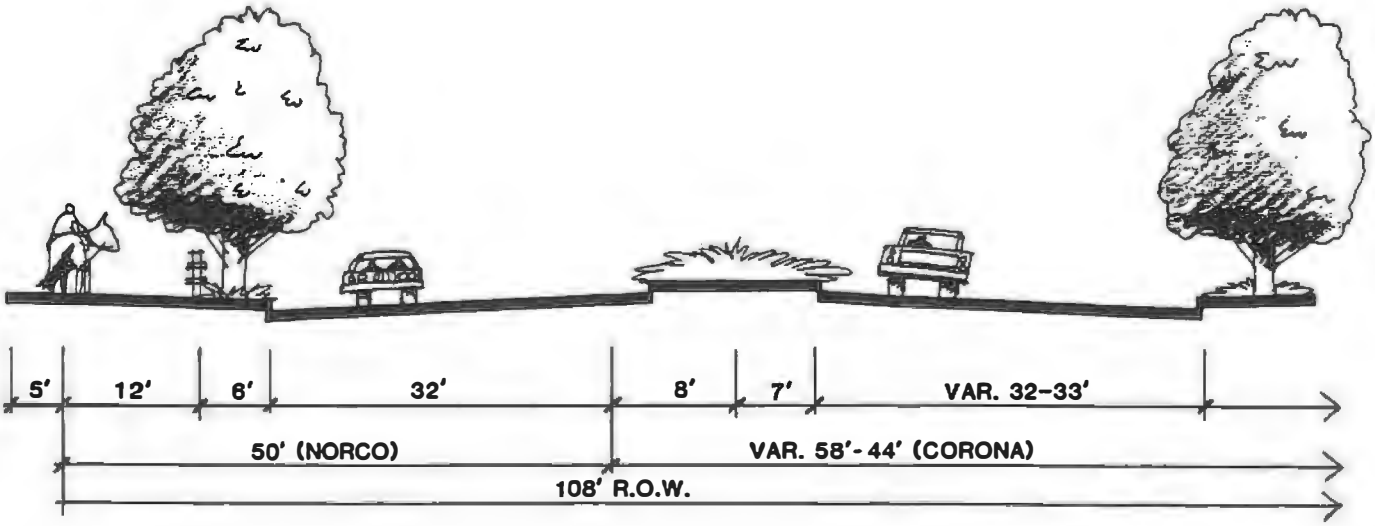
**Note: Regulations allow for reduction of trail widths on cul-de-sac streets to a minimum of 6' and on selected hillside streets to a minimum of 9'. Right-of-way widths would be reduced accordingly.

The hierarchy of roadways and their associated sections are consistent with citywide standards and are shown on the Tentative Map for Norco Hills.

Refer to the Norco Hills Specific Plan Circulation Impact Study by Endo Engineering, completed in 1986 for Tentative Tract 20909, in Appendix B for all traffic mitigation measures.



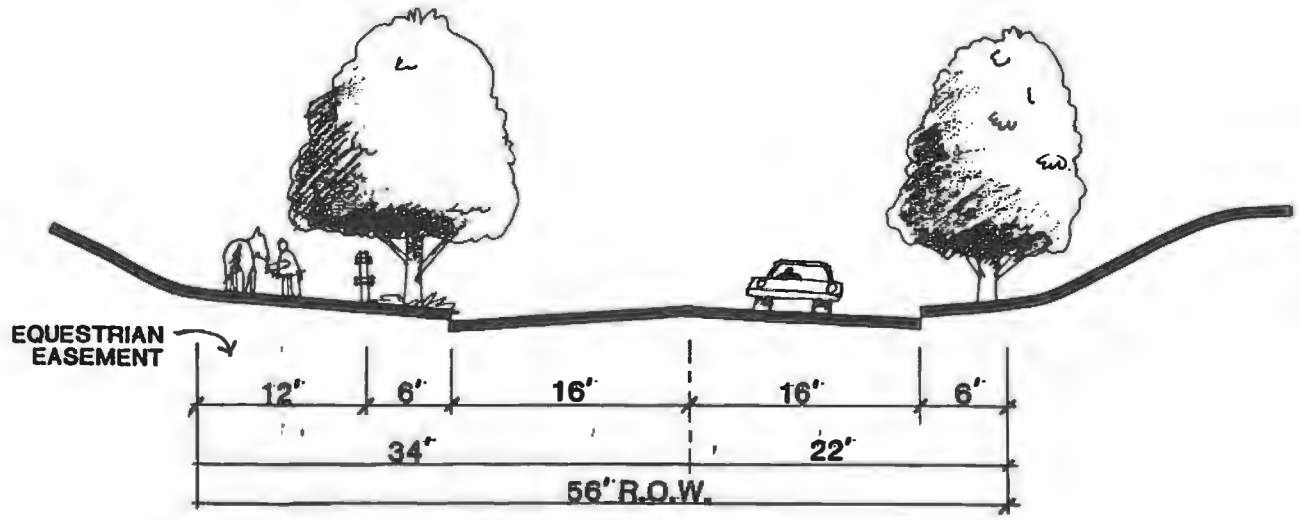
NORCO HILLS ROAD



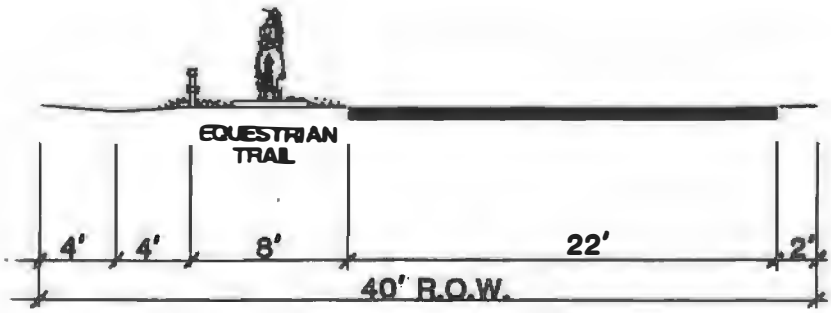
YUMA DRIVE

FIGURE 5

TYPICAL STREET SECTIONS



TYPICAL SECTION HILLSIDE ZONE



PRIVATE DRIVEWAY

FIGURE 5A

TYPICAL STREET SECTIONS

F. Public Facilities Plan

1. Water Supply and Distribution System

The Norco Hills project is adjacent to the City's Numbers 1 and 4 reservoirs. The table below demonstrates that these tanks can serve the project from elevation 730 feet and below.

Table 4

Tank	Material	Capacity (mil gal)	Diameter (feet)	L.W.L. (ft.)	H.W.L. (ft.)
No. 1	Concrete	2.25	126	833	857
No. 4	Steel	4.00	132	818	857

The project service area should be as follows:

- o 65 dwelling units for the 857 foot zone. (29%)
- o 152 dwelling units for the 1,000 foot zone. (71%)
- o 217 total units.
- o 3.9 Acres Commercial.

The water demands for this project are estimated as follows:

- o 217 dwelling units.
- o 200 gallons per capita per day average day demand.
- o 3.5 persons per dwelling unit occupancy.
- o Maximum day demand is 1.75 times average day demand.
- o Peak hour demand is 3.5 times average day demand.

- o Maximum day/DU = 200 x 3.5 gpd x 1.75 = 1,225 gpd.
- o Maximum day demand = 1,225 gpd x 217 DU = 265,825 gallons.
- o 4000 gal/day/acre for commercial x 3.9 = 15,600 gdp.
- o Total project maximum day demand = 195 gpm.

- o 1,000 foot HGL water system = 152 dwelling units.
- o Maximum day demand = 152 x 1,225 gpd = 186,200 gpd.
- o Maximum day demand 1,000 HGL system - 128 gpm.
- o Peak hour demand 1,000 HGL system - 256 gpm.

While the City has a 1,021 foot elevation reservoir, it is located in the north east portion of the City and is not convenient to this project.

A new service zone will be created in order to serve approximately 71 percent of this project. The new service zone should have a HGL of about 1,000 feet based upon a high dwelling pad of 970 feet. The new service zone will be a hydropneumaticly pumped closed system.

A closed system pump station with a capacity of 400 gpm peak domestic flow at 170 feet TDH and a 1,500 gpm fire flow pump at 200 feet TDH could serve the project. The connected load for the electric pumps which would provide normal domestic service requirements would be about 30 horsepower. A diesel or natural gas engine fire flow pump would be about 100 horsepower.

A typical water tank to serve the 1,000 HGL system would be sized as follows:

- Fire flow of 1,500 gpm for 2 hours = 180,000 gallons.
- Maximum day demand for 217 DU's = 270,000 gallons.
- Total 1,000 HGL reservoir = 450,000 gallons.
  Recommend reservoir = 500,000 gallons

It appears that the reservoirs adjacent to the Norco Hills are well connected to the City's well field in the northern part of the City, based upon review of The Water Master Plan "Hydraulic Network Analysis". The 18-inch pipeline connecting the reservoirs to the transmission main system should have a capacity of at least 3,000 gpm. Therefore, the addition of the Norco Hills maximum days flow of 195 gpm appears will have a negligible effect on the City's water system.

2. Wastewater Collection and Treatment System

The City sewage treatment is provided by connections to the SARI sewer line and by connection to the City of Corona's sewage treatment plant. It is understood by the applicant that the City of Norco has adequate sewage treatment capacity for the subject project.

Sewage collection to the subject project should be provided through three off-site connections to the City's sewer system. The points of connection are as follows:

- Point No. 1 - 29 DU's tributary to an existing sewage lift station located in Corona Avenue. Table No. 1 (See Appendix C) shows that a typical lift station should have adequate capacity for the units to be added. The City could require that the Norco Hills project provide minor improvements such as additional emergency storage or

a electric generator set for power failure conditions.

- o Point No. 2 - 142 DU's tributary to First Street through an easement from this project. Table No. 2 (See Appendix C) shows that there is adequate existing capacity in the City's sewer system for this connection.

- o Point No. 3 - 46 DU's tributary to Hillside Avenue. Table No. 3 (See Appendix C) shows there is adequate sewer capacity for the project.

3. Drainage and Flood Control

Existing natural drainage ways within the tract boundary will be utilized to the maximum extent possible in order to minimize grading and to maintain the natural terrain. Design flows will be established in accordance with Riverside County Flood Control District (RCFCD) criteria and guidelines. Hydrology and hydraulic calculations shall be accomplished during detailed design of grading and street improvement plans, to identify needs for drainage structures, erosion protection and drainage easements.

Three storm drain facilities in and adjacent to Norco Hills are proposed to accommodate storm flows. These are as follows:

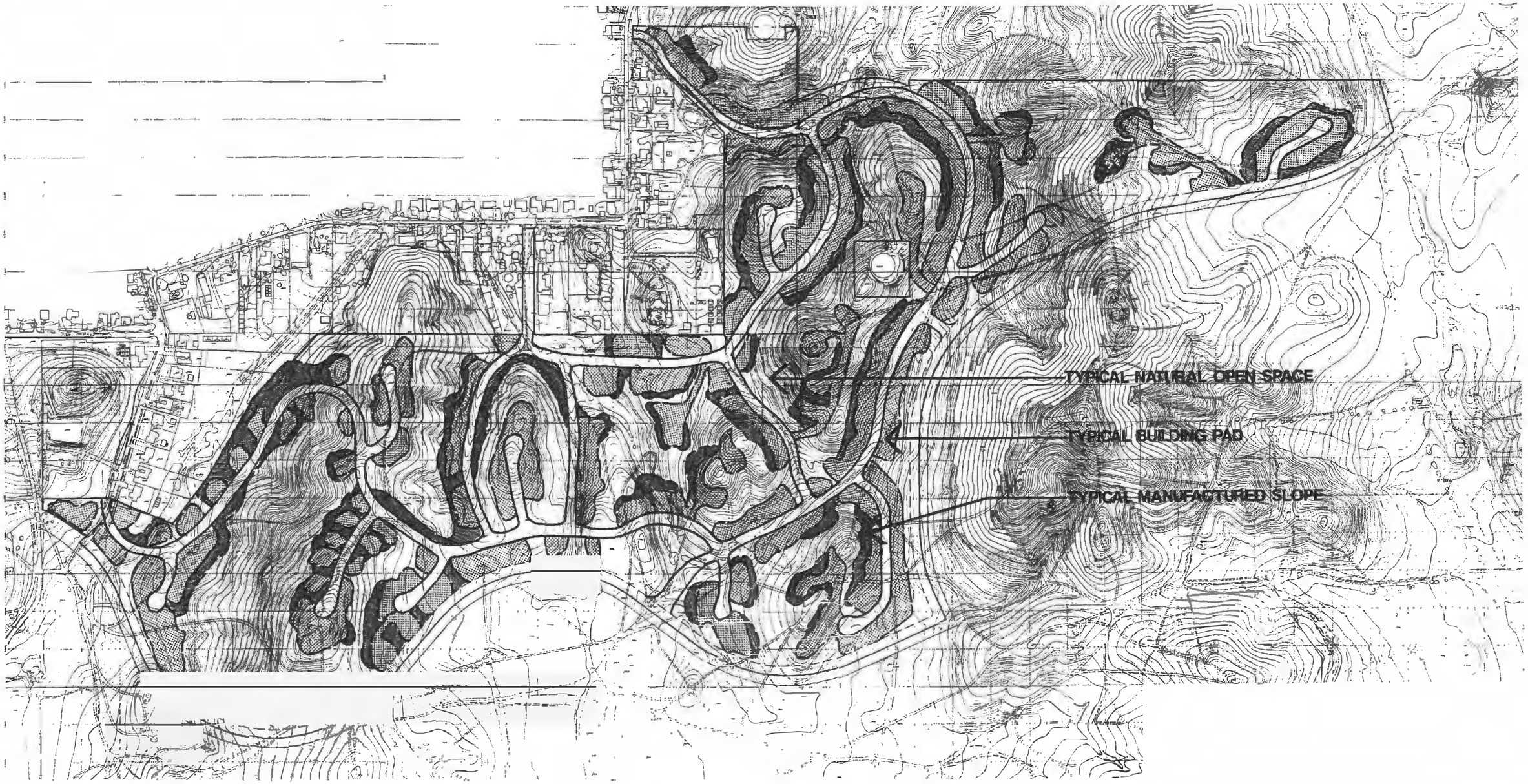
a. A 66" to 90" R.C.P. in the west portion of the site in the area of First Street and Corona Avenue (North Norco Storm Drain Line SB).

b. A 48" R.C.P. west of the proposed commercial site at Yuma Drive.

c. A 36" R.C.P. on Norco Hills Road, in the eastern portion of the site.

G. Grading Plan

The grading concept provides for minimizing earthwork while retaining natural terrain and rock outcroppings to the maximum extent possible. Figure 4, which follows this page, illustrates proposed graded pad areas, manufactured slopes and areas left in a natural state. The curvilinear street pattern for the project conforms to the natural terrain as much as possible. In most cases, houses will be built on custom tiered foundations or posts and beams with no additional pad grading. The purpose of this approach is to retain as much of the natural hillside character of the site as possible and enable custom lot buyers to use their sites in such a way that the desired rural, natural character is consistently maintained.



GRADING PLAN

NORCO HILLS

CITY OF NORCO, CA

FIGURE 6

TIERRA Planning & Design

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H. Open Space/Scenic Preservation

The Norco Hills Specific Plan provides for a large amount of open space to preserve the scenic beauty of the site. This open space will be privately held and maintained by the homeowners. Through limited development and sensitive grading techniques the existing scenic hillside beauty will be preserved. Approximately 43 percent of the project area will remain undeveloped and ungraded, based on current grading design.

I. Trail System

A trail system is designed within Norco Hills to provide equestrian access to all lots. These trails will be from 6 feet to 12 feet in width as part of the street rights-of-way and on one side of each street. Reduced trail widths in certain locations will minimize grading. In the case of single loaded streets, trails will be on the side which provides residential access, or where street crossings can be minimized.

These trails will connect with the City's existing trail system at three points: the intersection of the project and Hillside Avenue (existing), the intersection of the project and First Street, and the extension of Corona Avenue into the project. Existing trails are located on Yuma Drive and Norco Hills Road. The City's trail system connects with the Riverside County Primary Riding and Hiking Trail system which connects Norco Hills with most of the existing trail systems in Southern California.

Additional equestrian trail access to the Wiley Property north of Norco Hills has been provided in three (3) locations. Fifteen (15) foot easements are located off of "I" and "N" streets, and from private drives adjacent to lots 146 and 162.

Four (4) equestrian rest areas are planned at the commercial site, the City Reservoir area west of Norco Hills Road, the Neighborhood Park, and at the intersection of "I" Street and Hillside Drive. The rest areas will include a hitching post and 12'x12' trail cut-out.

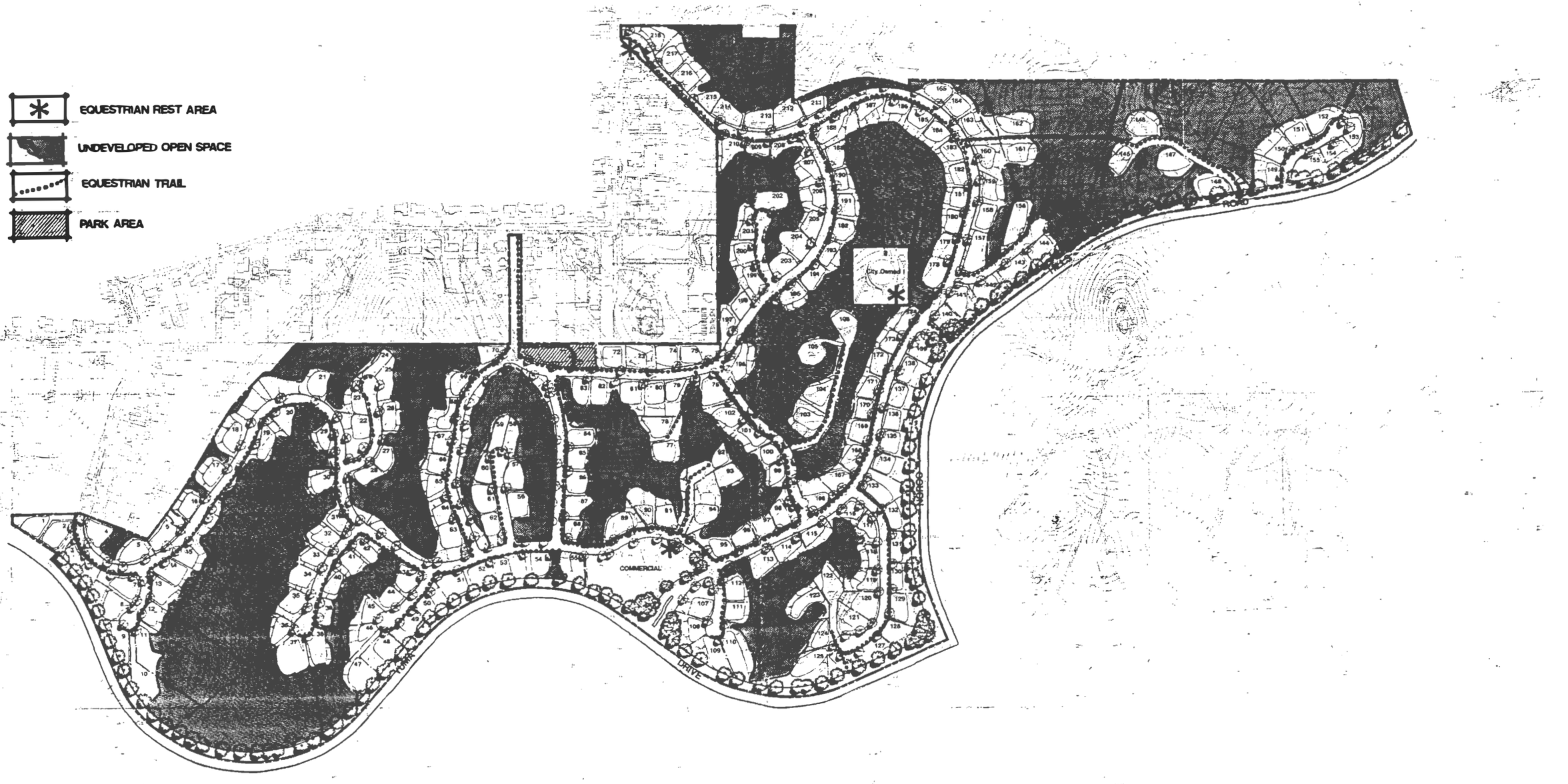
Refer to Figure 5, Open Space and Trail Plan, which follows this page.

J. Fuel Modification

Fuel modification measures, including appropriate irrigation, planting or brush clearing will be provided per Orange County Standards adjacent to two large slope areas in the eastern portion of the project (Lots 156-165) and the western portion of the project (Lots 29-37).

Existing natural vegetation on the two large slope areas referenced above are generally low, consisting of only annual grasses (no trees or shrubs). However, all

necessary fuel modification measures will be provided in detail during processing of Tract Landscape Plans or Site Plans for Norco Hills.



OPEN SPACE/TRAIL PLAN

NORCO HILLS

CITY OF NORCO, CA

FIGURE 7

TIERRA Planning & Design

0 200 400 800

DEVELOPMENT REGULATIONS

III. DEVELOPMENT REGULATIONS

A. Introduction

The purpose of this chapter is to specify regulations governing the use of land within the Specific Plan area.

Development projects within the plan area shall comply with these regulations. Any provisions not specified herein shall be in accordance with the City of Norco Municipal Code, Title 18, relating to zoning.

The provisions contained in this chapter shall serve as minimum regulations. They are subject to modification through the amendment procedure specified in the Implementation chapter of this Specific Plan.

B. General Provisions

The following provisions are of a general nature and apply to the entire Specific Plan area.

1. Grading

a. The builder must provide a report prepared by a licensed engineering geologist and soils engineer as the basis for the grading plan. The report is to document methods for providing a safe and stable development. Site stability must be certified prior to building permit issuance. The Grading Plan shall be in conformance with the approved Norco Hills Master Grading Plan.

b. Setbacks

Setback standards are developed to achieve usable space that is visually attractive and prevent excessive loading or water saturation.

1) For toes of slope or slopes, the following shall be observed: buildings or structures shall be located a minimum of 5 feet from the toe or top of a slope.

c. Where cut and fill slopes are created in excess of 4 feet in vertical height, detailed landscaping plans shall be submitted to the City prior to approval of grading plans.

d. No grading shall be permitted prior to parcel map or tentative tract map approval and issuance of grading permits.

2. Vehicular Access

Each building or lot shall have permanent paved access to a street on which the building or lot abuts.

3. Conflict in Regulations

Whenever the regulations contained in this text conflict with the regulations of Title 18 of the Norco Municipal Code, the regulations of the Norco Hills Specific Plan shall take precedence.

4. Phasing Plan Revisions

All public improvements and private streets shall be phased and constructed as per the phasing program in this Specific Plan, except that revisions may be approved by the City's Board of Zoning Adjustment.

5. Environmental Impact Report (EIR)

A Master EIR and Supplement thereto have been certified. Environmental Assessment requirements and supplemental reports, if any, shall be focused on subjects identified for such requirements in the Master EIR and Supplement thereto pursuant to CEQA guidelines.

6. Utilities

Except for high voltage transmission lines, all utility lines shall be underground. No pipe, conduit, cable, line for water, gas sewage, drainage, electricity or any other energy or service component shall be installed or maintained upon any lot (outside of any building) above the surface of the ground, except for hoses, movable pipes used for irrigation or other purposes during construction, or transformers.

C. Regulations

1. Equestrian Residential District

a. Intent and Purpose

The Equestrian Residential District is intended to provide for the development of agricultural, equestrian and low density residential uses in a safe, orderly and aesthetically appealing manner, by establishing a more comprehensive review procedure and flexibility in development standards to accommodate the varied condition in hillside areas. It is intended to insure that hillside areas are developed in a manner that will recognize the unique character and problems of hillside development and minimize mass grading and any other techniques adverse to Norco's rural character.

b. Applicability

The following regulations and general rules set forth in this Chapter shall apply in the Equestrian Residential District of Norco Hills. The regulations provide for a comprehensive review of development plans, and development on existing lots. Any proposed project including, but not limited to, division of land, site plan or any grading, wholly or partially within the Equestrian Residential District, shall be subject to the provisions of this Chapter.

c. Permitted Uses

The following uses are permitted; buildings and structures shall hereafter be erected, altered, enlarged, or otherwise modified for the following uses only:

1) Agricultural Uses as follows:

(a) Field and seed crops
(b) Orchard and vineyards
(c) Pasture and rangeland
(d) Tree farms

2) Single family detached dwellings. No more than one such dwelling shall be permitted on any lot.

3) Home Occupation as defined in Section 18.02.04(31) of the Norco Municipal Code and subject to conformance to the

criteria for home occupation provided in Chapter 18.32 and all the provisions thereof of the Norco Municipal Code.

4) Animal keeping as provided in paragraph i. of this Section.

5) Child home care.

d. Uses Permitted with a Conditional Use Permit

The following uses may be permitted subject to the approval of a Conditional Use Permit as provided in Chapter 18.45 (CONDITIONAL USE PERMITS) of the Norco Municipal Code:

1) Schools, both public and private, including all allied activities providing education as required under the California State Education Code.

2) Government, quasi-government and public utility facilities.

3) Caretaker dwelling.

4) Churches, temples or other places used exclusively for religious worship.

5) Day nurseries or nursery schools.

6) Veterinarian or veterinary hospital.

e. Lot Requirements

All lots hereafter created in the Residential District shall meet the following minimum standards.

1) Lot Area:

Each newly created lot shall have a minimum net area of 20,000 square feet.

2) Lot Dimensions:

No minimum lot dimension for width or depth is required except for lots with easement access (flag lots) of 150 feet or less in length. For such lots, the width of the access shall be no less than 20 feet. If the access exceeds 150 feet in length, the

width shall be no less than 30 feet. In no case shall the length of the access strip exceed 600 feet. When the access portion abuts a dead-end street or cul-de-sac, the combined length of the street and the access strip shall be no more than 1200 feet.

3) Lot Design:

Lots should be designed and located to provide areas for large animal keeping and to avoid extensive terracing effects of grading.

4) Animal Unit Recordation:

At time of subdivision, or prior to a building permit, if the lot is existing, the maximum number of animal units shall be determined per this section and recorded with the County Recorder.

f. On-Site Development Standards

Refer to Figure 6, Typical Site Plan, which follows this page, which illustrates a typical lot and pad configuration with proposed yard setbacks.

1) Yard Space:

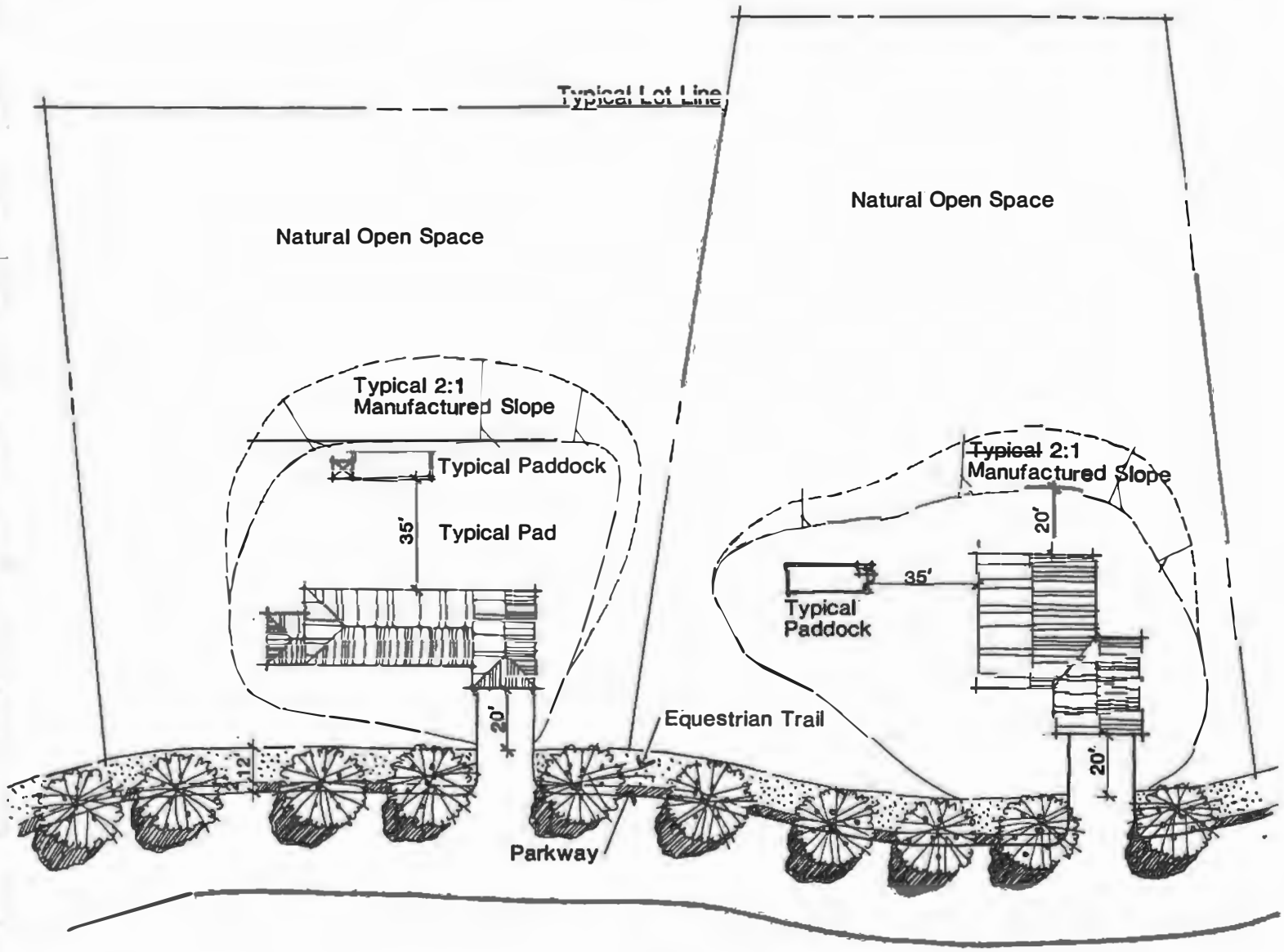
The following minimum yard areas are required:

(a) Front Yard:

Minimum of 20 feet from the right-of-way line as determined by the City of Norco Master Plan of Streets and Highways in the case of side-on garages; a minimum of 25 feet for residential structures and front entry garages.

(b) Interior Side Yard:

All lots on which dwellings or buildings are located shall have side yards on each side of the dwelling or building and the width of each side yard shall be no less than five feet, with a total of 20 feet for both side yards.



TYPICAL SITE PLAN

NORCO HILLS

CITY OF NORCO, CA

FIGURE 8

TIERRA

1"=40'

Per JED: We are not including Lattice patio covers in lot coverage calcs. We do count setbacks from patio. 5/10/02

(c) Corner Side Yard:

A side yard on the street side of the lot shall have a width of at least fifteen feet, as measured from the right-of-way line as determined by the City of Norco Master Plan of Streets and Highways.

(d) Rear Yard:

A minimum of 30 feet.

2) Maximum Height:

The maximum height of any structure shall be 35 feet.

3) Permitted Coverage: Per Resolution 2002-02, Specific Plan Amendment 91-02 #2.

The maximum lot coverage (building pad) shall be not more than 15 percent of the total lot area for all primary dwellings and 30% of pad area for accessory structures.

4) Distance between Buildings:

Minimum distance between buildings shall be controlled by the provision of the Uniform Building Code as adopted by reference in Title 15 of the Norco Municipal Code. A minimum distance of 35 feet shall be maintained between paddocks and habitable buildings on adjacent Lots.

5) * Walls, Fences, and Structures in the Setback Area: (Tract 25779)

The provisions of Section 18.31.08 (WALLS, FENCES, AND STRUCTURES IN THE SETBACK AREAS) of the Norco Municipal Code shall apply, with the following exceptions.

Fences shall be in natural or earth tones, preferably of wood post construction. They may be backed by hardware cloth. Chain link fences are prohibited.

Fences shall not be located on natural slope areas in excess of 20%, or in a location where natural drainage courses will be blocked or altered. * Important See Fencing Guidelines (Part of CC&R's) attached pages 25a-g.

6) Off-Street Parking:

The provisions of Chapter 18.38 (OFF-STREET PARKING) of the Norco Municipal Code shall apply. No required front or corner side yard shall be used for parking except for driveway approaches to garages.

7) Signs:

The provisions of Chapter 18.37 (SIGNS) of the Norco Municipal Code shall apply.

8) Size of Dwellings:

Every single-family dwelling having two bedrooms or less shall have a floor area of not less than 1,100 square feet, exclusive of porches and garages. All other single-family dwellings shall have a minimum floor area of not less than 1,300 square feet, exclusive of porches and garages.

9) Exception:

The Planning Commission may approve modifications to the above requirements if it is found that the requirements are inappropriate due to such matters as excessive slopes, unusual terrain, rock outcroppings, scenic views, natural area preservation, or location and design of an access street. Such exception shall be incorporated into the approved site plan.

g. Off-Site Development Standards

Streets serving property within the Equestrian Residential District shall be designed to minimize grading. To meet these goals, the following criteria are to be incorporated into the development plans to the satisfaction of the Norco City Engineer.

1) Street Width:

(a) Through streets may be reduced to a 50 foot right-of-way with pavement width of 32 feet provided a trail system is designed into the street right-of-way.

(b) Cul-de-sac and loop streets may be reduced to 40 feet right-of-way, with pavement width of 22 feet, provided

parking bays are provided at intervals that will reasonably service the area. In such case, three parking spaces shall be provided for every two lots being served. These changes may be incorporated, subject to City approval, in the final subdivision map.

2) Street Design:

(a) Street alignments and grades shall conform to natural topography and shall accommodate views.

(b) Centerline curve radii shall not be reduced below 150 feet unless otherwise approved by the City Engineer.

(c) Streets should be located on contours and should avoid natural water courses and significant rock outcroppings wherever possible.

(d) Hillside streets should avoid being designed at right angles to contour lines except where necessary to provide for streets within canyons, on short ridge crests or other similar geological features.

(e) Parking bays may be substituted on the ratio of 3 spaces for every 2 lots in lieu of a parking lane as part of the final subdivision design.

3) Trails:

Trails may be a minimum of 6 feet in width on cul-de-sac streets. Other hillside streets may provide a minimum of 9 feet wide trails. All others must be a minimum of 12 feet in width.

h. Grading

The purpose of the grading regulations are to reduce grading and minimize scarring of natural hillside areas on both private property and street right-of-way. To meet this goal, the following criteria shall be used in grading plans:

1) Transition to natural slopes: At the intersection of a manufactured cut or fill slope with a natural slope, a gradual transition of contours with a minimum radius of 50 feet shall be provided. Manufactured banks intersecting at or near right

angles at building pads shall be rounded with a radius of no less than 25 feet unless retaining walls are used.

2) Maximum graded slope: The maximum graded slope shall be two feet horizontal to one foot vertical. A slope of one foot horizontal to one foot vertical may be permitted if approved by the City Engineer, and a soils report verifying the stability of the slope is submitted to the City. Graded slopes in excess of 50 feet in length should have curvilinear configurations. Linear slopes shall be avoided.

3) Design: Design considerations with respect to grading should include rock and soil exposure, size of building pads, and materials and building arrangement.

Variation: The Planning Commission may permit or require variation to these regulations if a finding is made that such variation will reduce grading or the variation is compatible with the intent of this district.

i. Animal Keeping:

1) Numbers Permitted: The maximum number of animal units (AU, by the Norco Municipal Code) shall be based on the average natural slope. The maximum number of animals based on an apportionment per acre shall be as follows:

Table 5

Grade of the Slope ~~Average Natural Slope~~	Maximum Number of AU Per 40,000 square foot lot*
0 - 9.9%	4.0
10 - 19.9%	3.00
20 - 29.9%	2.00
30 - 39.9%	1.00
40 - +	0.5

*Note: Allowable animal units shall be permitted based on lot size rounded to nearest 5000 square foot increment.

2) The Planning Commission may permit additional animals pursuant to the procedures set forth in Chapter 18.45 (CONDITIONAL USE PERMIT) of the Norco Municipal

Code for projects sponsored by the 4-H and Future Farmers of America or any other similar youth oriented organization.

3) Facilities:

To insure that the development of animal keeping facilities do not visually detract from the physical setting of the area, the following is required:

(a) For each animal unit allowed, a minimum pad area of 240 square feet shall be provided with a finished slope not to exceed 10 percent. For each animal unit over one, there shall be provided a pad area of 100 square feet. The cutting of pad areas beyond pad limits approved in the Tentative Map shall be subject to the administrative approval of the Planning Director; however, in no case shall pad areas be cut from hillside areas where the ungraded slope exceeds 20 percent. The property owner shall provide a plot plan and any other information required by the Planning Department.

(b) No barn, shelter, corral, pen, coop, or other enclosure with a roof area greater than 120 square feet for the purpose of keeping large animals, rabbits, fowl, or poultry or other animals, shall be constructed on a finished or natural slope greater than 15 percent.

(c) If the minimum City requirements for size, setbacks and grading for paddocks cannot be met for any reason, animal keeping units shall be prohibited on that lot.

(d) Owing to the rough terrain and the requirement for trails to be on the streets, equestrian trail facilities will typically be in the front yard. Other animal facilities are prohibited in front yards.

(e) With regard to setbacks for animal keeping enclosures on neighboring lots, the Planning Commission may permit or require variation from these regulations if a finding is made that such variation is agreeable to an adjacent owner or owners and is compatible with the intent of this district.

j. Site Development

The following reviews are necessary prior to the development of any legal parcel of record:

1) Site Plan Review:

Site Plan approval as specified in Chapter 18.40 (SITE PLAN REVIEW) of the Norco Municipal Code shall be required for all primary use structures and accessory structures on individual lots prior to the issuance of building permits. In addition to the criteria of Chapter 18.41, the Planning Commission shall consider the following:

(a) Housing: Split level housing design is encouraged to minimize grading.

(b) Fencing: Private fences shall be architecturally compatible throughout the project. The type, color, and height of fencing shall be specified by the developer and approved by the Planning Director during Site Plan Review. Precise details of design and construction shall be supplied at that time. Natural materials (or their simulation) without painted surfaces are strongly preferred.

(c) Roof lines shall be parallel to prevailing slopes. Flat roofs or gables which visually "flatten" the original ridge aspect are prohibited.

2. Neighborhood Commercial District

a. Intent and Purpose:

This zone is intended to provide for and encourage the orderly development of general commercial uses, with a wide variety of goods and services for the residents of Norco Hills and nearby neighborhoods, and provisions designed to insure that such commerce will be efficient, functionally related, and compatible with adjacent non-commercial development.

b. Permitted Uses:

1) Retail

(a) Appliance sales
(b) Art gallery
(c) Art supplies sales
(d) Bakery
(e) Bicycle shop
(f) Cigar or tobacco store
(g) Clothing or apparel sales
(h) Delicatessen
(i) Dress or millinery shop
(j) Drug store
(k) Dry goods store
(l) Feed and fuel store and related products
(m) Grocery, fruit or vegetable store; meat market
(n) Hardware stores
(o) Interior decorator
(p) Lapidary
(q) Leather goods, luggage sales
(r) Medical, orthopedic, appliance stores
(s) Music store
(t) Office and business machine stores
(u) Paint and wallpaper stores, no storage of paint or related flammable substances in bulk (20 gallon or larger) containers
(v) Pet shop, including grooming, but no kennel
(w) Photographic supplies
(x) Picture framing stores
(y) Radio and television sales
(z) Restaurant, without cocktail lounge
(aa) Shoe store
(bb) Sporting goods store
(cc) Toy store
(dd) Yardage store
(ee) Lawn mower sales

2) Service Businesses:

(a) Animal parlor
(b) Barber or Beauty shop
(c) Bicycle repair shop
(d) Charitable institutions
(e) Cleaning and dyeing
(f) Employment agencies
(g) Household repair shops
(h) Interior decorating shops

(i) Locksmiths
(j) Music, dance studios
(k) Photography studios
(l) Private lodges, clubs, meeting halls, banquet rooms
(m) Secretarial service
(n) Shoe repair
(o) Small appliance repair
(p) Telephone answering service
(q) Travel agencies
(r) Sharpening and repair of lawn mowers
(s) Shoeing horses, if said use is not being conducted at a fixed place of business, which is being operated wholly or partially for farrier purposes.
(t) Video rentals and sales

3) Office uses of all types, including but not limited to, the following:

(a) Medical and dental offices
(b) Administrative, business, executive and editorial offices
(c) Professional offices
(d) Financial, insurance, real estate offices, including banks and related institutions
(e) General offices

4) Outdoor Uses:

Only the following outdoor use is permitted:

(a) Plant nurseries, providing that all areas devoted to outdoor storage of other than live plant material shall be completely screened from view from abutting streets and highways and from abutting properties. No bulk storage of sand, gravel, fertilizer or other chemical or organic materials is permitted.

5) Accessory Uses:

The following buildings, structures and uses are permitted when clearly accessory and incidental to a primary permitted use and located on the same lot:

(a) The processing, treatment, storage, or repair of products which is clearly incidental to the retail business

conducted on the premises, provided that:

(1) No more than 25 percent of the ground floor area shall be used for such purposes.

(2) No motor exceeding one horsepower be used for processing, treatment, or repair in connection therewith, and that the total horsepower so used shall not exceed five horsepower. This restriction shall not apply to air conditioning or refrigeration equipment.

(3) No portion of any building or premises so used shall be less than 50 feet from any residential district.

(b) Canopies, arcades, carports, or similar shading devices located wholly on private property.

(c) Other accessory uses customarily appurtenant to a primary permitted use.

6) Other similar uses by Commission Determination, in accordance with Chapter 18.42 (SIMILAR USES) of the Norco Municipal Code.

c. Uses Which May Be Permitted with a Conditional Use Permit:

The following uses may be permitted subject to approval of a Conditional Use Permit, as provided in Chapter 18.45 (CONDITIONAL USE PERMITS).

1) Public schools.

2) Private schools providing education as required under the California State Education Code.

3) Day nurseries or nursery schools.

4) Churches, temples or other places used exclusively for religious worship.

5) Public utility uses, both publicly and privately owned.

6) Governmental and civic uses.

7) Hospitals, sanitariums, convalescent and rest homes.

8) Clubs, museums and libraries.

9) Institutions of a philanthropic nature.

10) Athletic, sport and recreation uses.

11) Small animal clinics and hospitals.

12) Drive-in, walk-up, and other outdoor restaurants. No drive-thru restaurants will be permitted.

13) Any establishment entailing the on-premises sale of liquor.

14) Automobile washing.

15) Farrier at a fixed place of business to be operated wholly or partially for farrier purposes.

d. Lot Area:

Minimum area will be determined by the Planning Commission relative to the building footprint or individually owned parcels within the commercial center. Required parking must either be provided on-site or within an approved mutual property owners' agreement and easement for parking and access.

e. Lot Dimensions:

Minimum lot dimensions will be determined by the Planning Commission relative to the building footprint of individually owned parcels within the commercial center.

f. Yard Requirements:

1) Yard Abutting Street:

Minimum of 30' from the right-of-way line as determined by the Master Plan of Streets and Highways; parking to be permitted in the required front yard excepting for the front 10 feet, which shall be landscaped in accordance with Section III.C.2.K.

2) Interior Side Yard and Rear Yard:

There shall be no requirement. Where any rear yard is provided, there shall also be provided a side yard of twelve (12) feet on at least one side of the lot or a recorded vehicular access easement from a public street to said rear yard.

g. Building Height:

The maximum height of any building or structure shall be two stories or 35 feet.

h. Maximum Coverage:

No requirements.

i. Distance Between Buildings:

Buildings not actually adjoining shall be separated by a distance equal to one-half of the height of the taller building, but in no event less than twelve (12) feet.

j. Off-Street Parking:

The provisions of Chapter 18.38 (OFF-STREET PARKING) of the Norco Municipal Code shall apply.

k. Landscaping:

Notwithstanding anything to the contrary stated in Title 18 of the Norco Municipal Code, all property developed with a building or structure shall have landscaping in an amount equal to no less than five percent (5%) of the total area of the property having land improvements thereon and at least twenty-five percent (25%) of such required landscaping shall be located in that portion of the property being used for off-street parking. In addition to said amount of landscaping there shall be additional landscaping installed to a depth not less than ten feet (10') immediately adjacent to and along the extension of those lot lines of the property, including front and side yards which abut streets, including the sidewalk portion thereof, provided, however, that portion of the area required for landscaping which constitutes an access way from the property to the street need not be landscaped.

Any portion of and all of said required landscaped area shall be separated from any portion of the property which is used for parking or movement of vehicles by a wall or curb not less than six inches (6" higher in elevation than the adjacent area being used for vehicular parking or movement.

* Any landscaping installed immediately adjacent to a lot line, which abuts a street, shall not exceed three (3') in height at any point within twenty feet (20') of the intersection of a vehicular driveway and a street or sidewalk or the intersection of two or more vehicular driveways or streets.

A permanent irrigation system shall be installed and maintained in an operable condition at all times for irrigation of all such required landscaped areas, maintained in a clean, neat and healthy condition, which maintenance shall include but be limited to pruning, weeding, fertilizing, mowing of lawns, removal of letter, regular watering and replacement of landscaping when it has become incurably unhealthy or has died.

No building permit or occupancy permit shall be issued for any building or structure until landscaping plans for the property on which a building or structure is proposed has been submitted for review and approval by the City's Planning Department and/or Planning Commission pursuant to Site Plan approval. Such plans shall include, but not be limited to showing the following data and information on drawings and plans:

(1) The size and dimension of all landscaped area;

(2) The type and location of irrigation system to be installed and maintained;

(3) The type of proposed plant material for each area to be landscaped;

(4) Manner of constructing planter curbs, including location thereof, height, width and type of materials therefor.

l. Mechanical Equipment:

All air conditioning and heating equipment shall be so designed and located so as to transmit no noise or vibration to adjacent properties, insofar as practicable. Furthermore, such equipment shall be screened

from view from adjacent properties or public streets by use of landscaped screens, walls or other devices; and such screening shall consider the view of mechanical equipment from adjacent multi-story buildings. Determination of the adequacy of screening shall be made at the time of Site Plan Review.

m. Signs:

The provisions of Chapter 18.37 (SIGNS) of the Norco Municipal Code shall apply.

n. Trash Areas:

A special trash pick-up area shall be provided for each building at a location and of a certain size as established after Site Plan Review and approval. All trash areas shall conform with the City's Standard Plans for trash collection areas. Said trash area shall be completely enclosed in such a manner as to prevent the attraction of flies thereto, unless the trash receptacle in such are is a dumpster, having a volume of fifty (50) cubic feet or more, and is kept shut in a manner as to prevent the attraction of flies. Any such dumpster shall be screened from view by the public on adjacent streets, which screening may include buildings and structures on the site. The final determination as to the adequacy of the proposed screening as to height and component materials shall be determined by the Planning Department after Site Plan Review.

3. Neighborhood Park District

a. Intent and Purpose

The purpose of this section is to provide for development of the Neighborhood Park in Norco Hills.

b. Applicability

This section applies to the 1 acre Neighborhood Park on "K" Street. Refer to Figure 3, Land Use Plan, and Figure 4, Neighborhood Park Plan.

c. Permitted Uses

1) Parks and Open Space

2) Equestrain Use

3) Picnic

d. Accessory Uses

1) Equestrian trails, pedestrian trails

2) Equestrian riding, rest areas

e. Site Development

Site Development shall conform to Figure 4, Neighborhood Park Plan, and applicable City Park Standards.

IMPLEMENTATION

IV. IMPLEMENTATION

A. Introduction

The section which follows describes the implementing measures for Norco Hills, including phasing, amendments to the Specific Plan, and Tract Map and Site Plan processing.

B. Phasing

The phasing for Norco Hills is envisioned at this time to be completed in a single phase, including all infrastructure, grading and pad construction. If future conditions dictate a phased approach, additional Tentative Map phasing information and plans will be submitted to the City of Norco, for review and approval.

C. Tract Map Processing and Site Plan Review

A tentative map is being processed concurrently with this Specific Plan. Future tentative maps, as necessary, and site plans, will implement the policies and regulations of this Specific Plan, and will be processed in accordance with the applicable provisions of the Norco Municipal Code.

GENERAL PLAN CONSISTENCY

V. GENERAL PLAN CONSISTENCY

The Norco Hills Specific Plan is designed to implement the intent and goals of the Norco General Plan. The General Plan is divided into seven elements, each of which is addressed in this plan.

A. Land Use Element

The City's current Land Use Element contains 16 land use designations, of which three are contained within the Norco Hills Specific Plan boundary.

These are Residential Agriculture, Hillside and Commercial Neighborhood. The current zoning for the property is Hillside, which allows for agricultural and low density residential uses in hillside areas. The proposed development in Norco Hills is consistent with the current zoning, with the exception of the 3.9 acre support commercial site.

B. Circulation Element

The City of Norco Circulation Element of the General Plan lists transportation goals that if economically justified, are recognized as essential to sound transportation planning in Norco. Below are the Circulation Element goals that are implemented by the Norco Hills Specific Plan.

1. The circulation system should promote conservation of energy and land.

2. Integration into developing regional public transit systems should pursued.

3. Acquisition and development of public roadways should be made with regard to the medium and long term needs of the City.

4. Alternative modes of travel to the private auto should be considered.

5. Through traffic on residential streets should be minimized where it is likely to cause congestion or conflict with equestrian activities.

The Norco Hills circulation plan has been designed to implement these goals utilizing sensitive design techniques and limited amount of streets. The majority of the streets are hillside streets which have a maximum right-of-way of 50 feet. These streets are circuitous in order to follow the natural topography and to limit through traffic through the project.

The collector roads will follow the city boundary and provide ingress and egress from the project.

All streets in the project will also contain an equestrian trail which will link the project to the existing trails in Norco.

C. Resource Element

The Resource Element for the City of Norco contains the Open Space and Conservation components of the General Plan. The Norco Hills Specific Plan has been designed to implement these components within the Norco Hills project.

The City's Resource Element lists goals and objectives for the City regarding Open Space, Conservation and Recreation. Below is a list of the Goals and Objectives from the General Plan which are implemented by the Norco Hills Specific Plan.

Goals

1. To promote and insure the conservation, development and utilization of those natural resources, open spaces, and recreation elements deemed essential to the well being of the present and future residents of the City of Norco.

2. To provide and insure a coordinated inter-relationship of these elements, not only within the City, but with surrounding communities and the County of Riverside.

3. Preserve Norco's unique rural environment and way of life by protecting those land areas in the City of Norco which are deemed necessary for the protection of residents from danger of harmful environmental conditions and valuable for the conservation of those physical land amenities that are predominant in the trends and circumstances that established Norco's unique heritage and environment.

Objectives

1. To provide continued availability of land for the production of food and fiber, for the enjoyment of scenic beauty, for recreation, and for the use of natural resources.

2. To assist and participate in any way possible with other agencies towards achieving local, regional, and statewide conservation, open space, and recreational goals and plans, and to interrelate with those plans where physically and economically possible.

3. To link, through recreation ways, such as hiking, or equestrian riding trials, certain segments of the local park system with surrounding regional recreation facilities.

4. In conjunction with the above objective, to formulate and develop a pedestrian/equestrian trail system interrelated with surrounding tri-county systems ((Orange, Riverside and San Bernardino), utilizing the local systems established as conditions of new subdivision developments, etc. Such an equestrian trail system will be so designed as to provide a three-fold function: recreation and health, safe and easily accessible routes to park facilities, and as a transportation mode.

5. To maintain the quality of topsoil and open spaces, and devise means to eliminate or alleviate any erosion of such areas.

6. To provide a system of pedestrian ways and riding trails designed to serve both residents and visitors to the City, coordinating these with the streets and highways in order to minimize points of conflict and maximize safety and convenience for horse riders, drivers and pedestrians.

7. To develop a system of scenic and view highways and trails taking advantage of hills, river, and public and private development.

The Norco Hills Specific Plan uses many techniques to conserve and preserve the open space and natural resources of the site. Provisions are included in the development regulations which limit grading on steep slopes and protects rock outcroppings. Hillside streets have been designed to limit the amount of grading.

The Equestrian Residential District provides for large lots with equestrian access, thus preserving the rural atmosphere of the area and integrating the proposed development with the existing development in Norco. The equestrian trails also provide equestrian access throughout the project and are tied into the City's existing system at three points.

D. Seismic Safety and Public Safety Elements

The City of Norco's Seismic and Public Safety Element of the General Plan was adopted on November 15, 1976. This element describes the existing seismic, flood and fire hazards found within Norco, along with recommendations for mitigating said hazards.

Goals

1. To minimize injury and loss of life from hazardous events created by either man or nature.

2. To minimize damage to public and private property resulting from hazardous

events caused by either man or nature.

3. To minimize social and economic dislocations resulting from injury, loss of life, and property damage caused by either man or nature.

Hazard Mitigation Recommendations

1. Risks associated with hazardous structures should be reduced to acceptable levels through orderly hazard reduction programs.

2. Regulate land use in areas of significant natural hazard.

Method of Implementation

"The Norco Hills Specific Plan provides consistency with the City of Norco's Seismic and Public Safety Element in several areas. The Plan calls for a low-density residential development, which will minimize injury and the loss of life from hazardous events caused by either man or nature. Constructing, staffing, and equipping an additional City fire station in the Southern portion of the City will correct a recognized imbalance in community fire protection services, and subsequently insure the best possible fire protection.

Evaluation of Fire Protection Services to the Project Area

A building/structure fire in the project area receives the following initial or first alarm assignment: one three-person structural engine company and one two-person service company and one two-person service company (rescue squad vehicle) from City Fire Station No. 12, which is located at 1281 Fifth Street in the City's Eastern portion; one three-person structural engine company from City Fire Station No. 11, which is located at 3367 Corydon Avenue in the City's Western portion; and, through a formal automatic aid agreement, and when available, one two-person wildland engine company from County Fire Station No. 14, which is located at 1511 Hamner Avenue in the City's Southern portion; as well as one City Chief Officer, when available.

No local ladder company service is currently available, although the City's 5-year Capital Improvement Program includes provision for the FY 1990-91 purchase of a combination pumper-ladder truck, which would replace the aforementioned pumper at Fire Station No. 11. Twenty-four-foot extension ladders are currently the longest pumper-borne ground ladders.

Nationally recognized sources have established that build-up areas of the City should be within 1 1/2 miles of a first-due engine company.

The current deployment of City fire stations/fire companies does not meet this standard in the Southern portion of the City, in which the project area is situated. First-due engine company response distances to major intersections at the perimeter entry points into the project area include:

Intersection	Response Distance
Corona Avenue at Yuma Drive	2.6 miles
First Street at Temescal Avenue	2.2 miles
Hillside Avenue south of First Street	2.4 miles

As identified in the City's Seismic and Public Safety Element, constructing, staffing and equipping an additional City fire station in the Southern portion of the City will correct this recognized imbalance in community fire protection services, and subsequently insure the best possible fire protection.

Capital expenditure funding for this third City fire station is proposed at the time of this writing through a desired method of assessment distracting involving both the Norco Hills and Gateway Specific Plan areas.

Understanding the probability of residential occupancy in the Specific Plan area prior to the construction, staffing, and equipping of this third City fire station, the recognized first-due engine company response time deficiency would be required to be mitigated by the installation of approved automatic fire sprinkler systems in all residential properties constructed in the Specific Plan area.

E. Noise Element

The Noise Element of the Norco General Plan is designed to meet the State requirements of Governmental Code Section 65302(a). This element contains goals and objectives for the City. The following goal and objective from the element will be implemented by the Norco Hills Specific Plan.

Goal

To protect the health and welfare of the community through the identification, control and abatement of noise.

Objective

To avoid locating noise generating facilities in the proximity of areas devoted to noise sensitive land uses, such as schools and hospitals, and vice-versa.

The site design of Norco Hills provides for a quiet residential community by locating

the lots away from major arterials as often as possible and locating the commercial site at the intersection of two major arterials. There are no noise generating facilities proposed in the area.

F. Housing Element

The following goals and policy are from the City of Norco Housing Element which was adopted in June, 1989.

Goals

1. Housing Accessibility

Pursue all measures to prevent discrimination in housing based on race, color, creed, sex, age, family size, religion, national origin, marital status and other arbitrary factors.

2. Standards and Plans for Adequate Sites

Designate specific sites as suitable for housing production and periodically review continued adequacy of the sites.

Sites selected shall be based on such factors as economic feasibility, quality of construction, and proximity to employment, transportation and other services.

Prepare specific criteria for site selection and development.

Policy

Housing production shall be developed only at the rate for which adequate City services can be provided.

Norco Hills is a residential community that will provide custom equestrian lots which is a permitted use under the current zoning for the area. Specific grading guidelines are included in this plan to assure quality construction without adversely disturbing the natural terrain.

APPENDICES

APPENDIX A

SLOPE ANALYSIS

SLOPE ANALYSIS
NORCO HILLS
CITY OF NORCO, CA

FIGURE 9

TIERRA

APPENDIX B

BDI TRAFFIC STUDY

BASMACIYAN-DARNELL, INC.

ENGINEERING AND PLANNING
Transportation, Traffic, Municipal, Transit

17701 Mitchell North, Suite 101 Irvine, California 92714 (714) 474-1131

May 15, 1990

Mr. Bill Tackabery
Windward Development Company
1200 Quail Street
Suite 200
Newport Beach, CA 92660

BDI Ref. No.: 900406

SUBJECT: Traffic Study for Tentative Tract 25779 in the City of Norco

Dear Mr. Tackabery:

Enclosed, in accordance with your request, is a copy of the revised traffic study for the subject project. This report addresses the traffic-related impacts of the proposed development of 217 single-family homes and 39,000 square feet of commercial development in the City of Norco.

If you have any questions regarding this study, or if you need further information, please do not hesitate to call.

Sincerely,

BASMACIYAN-DARNELL, INC.

Serine Ciandella

Serine Ciandella

0406Norc.Txt/#90-4

TRAFFIC IMPACT STUDY

FOR

TENTATIVE TRACT 25779

IN THE CITY OF NORCO

Prepared for:

WINDWARD DEVELOPMENT COMPANY
1200 Quail Street, Suite 200
Newport Beach, CA 92660

Prepared by:

BASMACIYAN-DARNELL, INC.
17701 Mitchell North, #101
Irvine, CA 92714
(714) 474-1131

May 15, 1990

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TRAFFIC IMPACT STUDY
FOR
TENTATIVE TRACT 25779
IN THE CITY OF NORCO

INTRODUCTION

Windward Development proposes the development of a 235-acre parcel north of Yuma Drive and east of the I-15 Freeway in the southern portion of the City of Norco. The project is proposed to consist of 217 single-family homes and approximately 39,000 square feet of commercial use. Basmaciyan-Darnell, Inc. (BDI) has been retained to prepare a traffic impact study addressing the traffic-related impacts of the project.

This study includes a description of existing traffic conditions in the surrounding area, estimated project trip generation and distribution and its impacts on the surrounding circulation system and analysis of future traffic conditions. On-site circulation and site access have also been evaluated. Where necessary, circulation system improvements have been identified to ensure satisfactory traffic operating conditions along the roadways surrounding the project site.

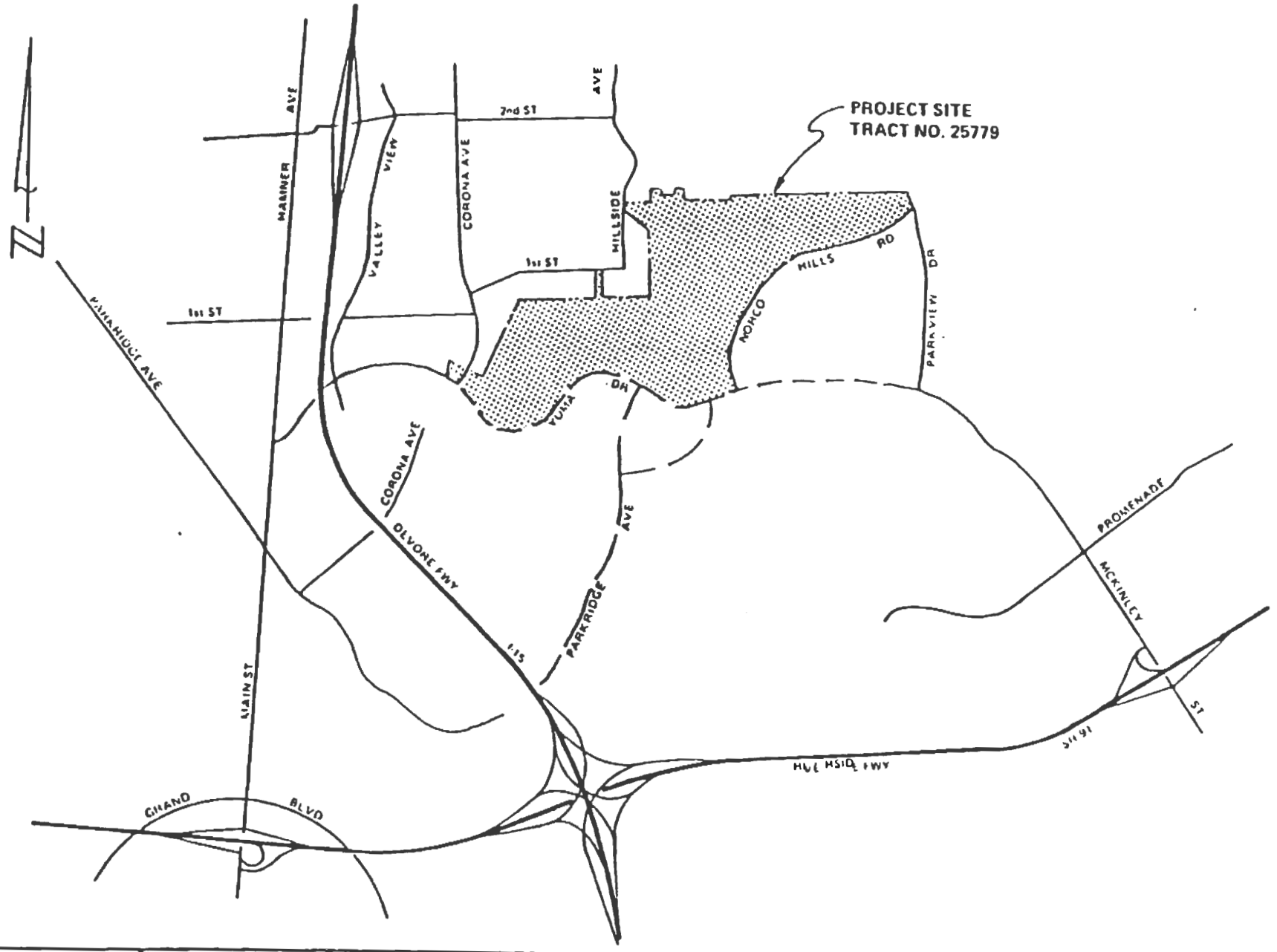
Project Description

The project site is 235 acres bounded on the south by Yuma Drive, and on the west by the I-15 Freeway. The project is shown in its regional context on Figure 1. Regional access to and from the site is provided by the 91 (Riverside) Freeway and by the 15 (Devore) Freeway. Local access will be provided by McKinley Street/Yuma Drive, Parkridge Avenue, Norco Hills Road, and Corona Avenue.

The project proposes 217 single-family detached homes and approximately 39,000 square feet of commercial use. The project site plan is shown on Figure 2. The project site is in an area which is currently undergoing much growth and development. The Corona Ranch development is to the south of this project and large commercial centers are planned on Hamner Avenue/Main Street, between Yuma Drive and First Street.

Access into and out of the project will be provided by one major access on Yuma Drive and one access each on Norco Hills Road, Corona Avenue, First Street and Hillside Avenue. Also, one cul-de-sac and one driveway serving four homes will take access onto Norco Hills Road on the eastern side of the project.

Access into the commercial site will be provided by one driveway off "A" Street and one driveway of "I" Street.



BASMACIYAN-DARNELL, INC.

FIGURE 1

VICINITY MAP

BDI
BASMACIYAN-DARNELL, INC.

FIGURE 2

SITE PLAN

Roadway Characteristics

McKinley Street/Yuma Drive extends from south of the 91 Freeway, northwesterly to Parkview Drive in Norco, where it curves to the west and becomes Yuma Drive. McKinley Street is a four-lane primary roadway with parallel parking lanes on either side of the street. When fully constructed, Yuma Drive will extend as a curving four-lane secondary roadway from McKinley Street to Hamner Avenue/Main Street. Yuma Drive is currently under construction between Corona Avenue and Parkview Avenue. An interchange at I-15 and Yuma Drive is scheduled for construction in 1992.

Norco Hills Road is a two-lane collector roadway extending from Yuma Drive northeasterly to Parkview Drive. Norco Hills Road may be extended as a local roadway serving low density development anticipated to occur in the eastern portions of the City of Norco. The volume of traffic expected to use Norco Hills Road in the future could be accommodated by the collector roadway planned.

Parkview Drive extends from McKinley Street northerly to a future intersection with Norco Hills Road. Parkview Drive is a four-lane secondary roadway from Yuma Drive to 500 feet north of Yuma Drive, where it narrows to a two-lane collector roadway for the remainder of its length to Norco Hills Road.

Parkridge Avenue is a four-lane secondary roadway extending from northwestern Norco, southeasterly for approximately three miles to shortly past Harrison Street. Parkridge Avenue is under construction from its present terminus north of the I-15 Freeway to Yuma Drive.

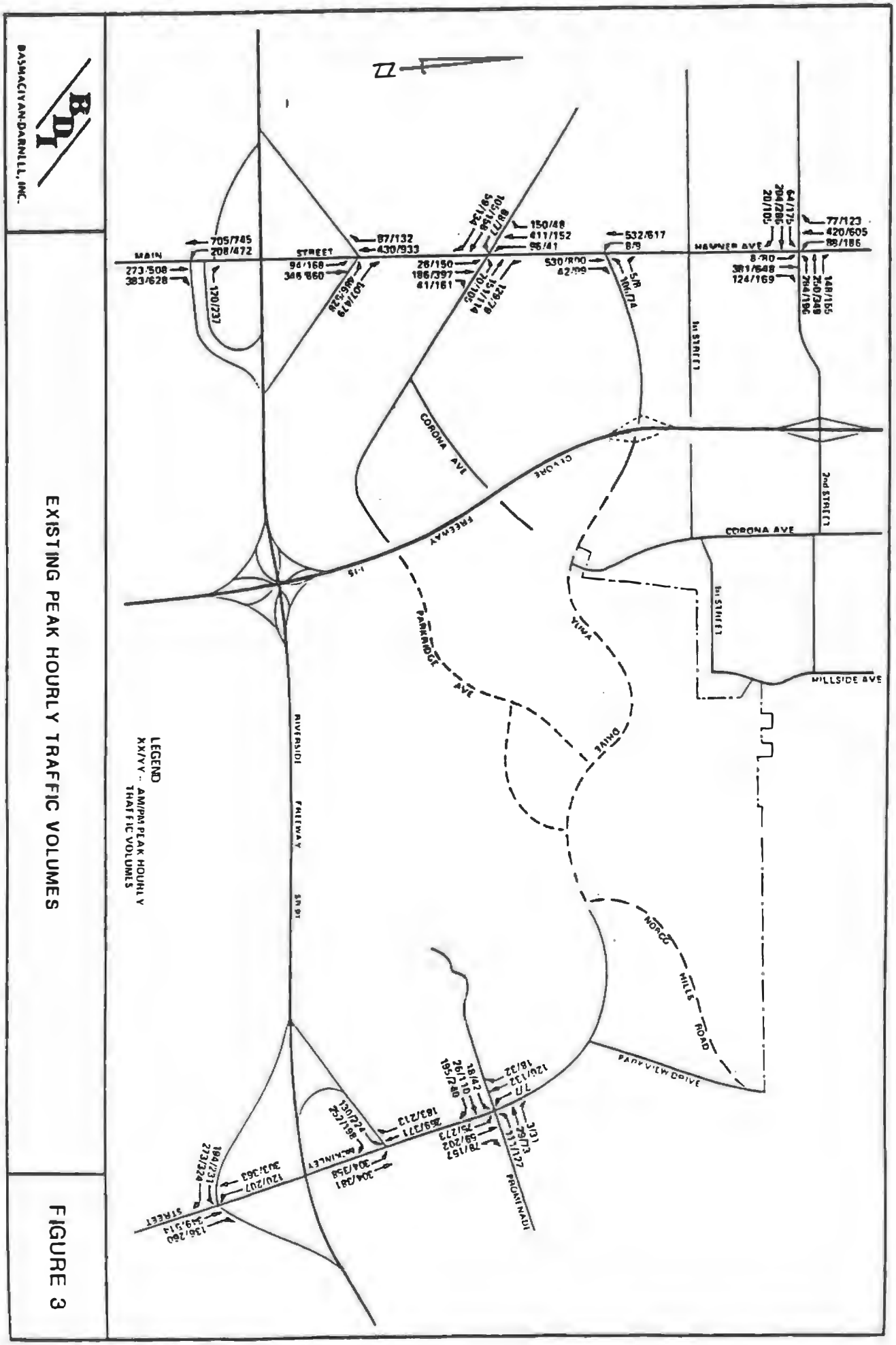
Corona Avenue is a two-lane undivided collector roadway extending from the northern part of the City of Norco southerly to Yuma Drive. Corona Avenue is proposed, as a part of this project, to terminate within this project. The intersection with Yuma Drive will be eliminated.

EXISTING CONDITIONS

Intersection Operation

Existing morning and evening peak hourly traffic counts were collected between June 1989 and April 1990 and are shown on Figure 3. All of the counts were conducted after the June, 1989 opening of the extension of the I-15 Freeway.

Eight intersections in the vicinity of the project have been evaluated to determine the level of service for existing operations. The eight intersections analyzed are:



BASMACIYAN-DARNELL, INC.

EXISTING PEAK HOURLY TRAFFIC VOLUMES

FIGURE 3

- Hamner Avenue at Second Street
- Hamner Avenue at Yuma Drive
- Main Street at Parkridge Avenue
- Main Street at 91 Freeway Westbound Off/On Ramps
- Main Street at 91 Freeway Eastbound Off/On Ramps
- McKinley Street at Promenade Avenue
- McKinley Street at 91 Freeway Westbound Off/On Ramps
- McKinley Street at 91 Freeway Eastbound Off/On Ramps

All intersections are currently signalized with the exception of the 91 Freeway eastbound ramps at Main Street and the 91 Freeway east and westbound ramps at McKinley Street. Level of service for signalized intersections has been analyzed using the Intersection Utilization Capacity (ICU) methodology and the unsignalized intersections have been analyzed using the Highway Capacity Manual (HCM) methodology. An explanation of the ICU operational analysis process is provided in Appendix A along with ICU and HCM worksheets for each intersection.

The results of the intersection analysis are shown on Table 1. Review of Table 1 shows that all signalized intersections are currently operating at Level of Service "D" or better. In the morning peak hour, all unsignalized intersections operate at LOS "D" or better. In the evening peak hour, all unsignalized intersections operate at LOS "B" or better with the exception of the following critical movements:

- Main Street at the SR-91 EB Ramps: Southbound left - LOS "F"
- McKinley Street at the SR-91 EB Ramps: Eastbound left - LOS "F"
- McKinley Street at SR-91 WB Ramps: Eastbound left - LOS "F"

FUTURE TRAFFIC

Approved Projects

Before evaluating the impact of the proposed project on the area intersections, it is first necessary to consider any approved projects in the area. Information regarding approved projects was obtained from the City of Norco Planning Department and from the traffic study prepared by BDI in September 1989 for the Corona Ranch Specific Plan Amendment. Approved projects in the vicinity of the project site are as follows:

Hamner Avenue at Commerce Street - 55-unit motel

South of Yuma Drive, East of I-15 Freeway - Corona Ranch: 2,515 residential units, 12.3 acres of commercial use, 3 park sites and two school sites

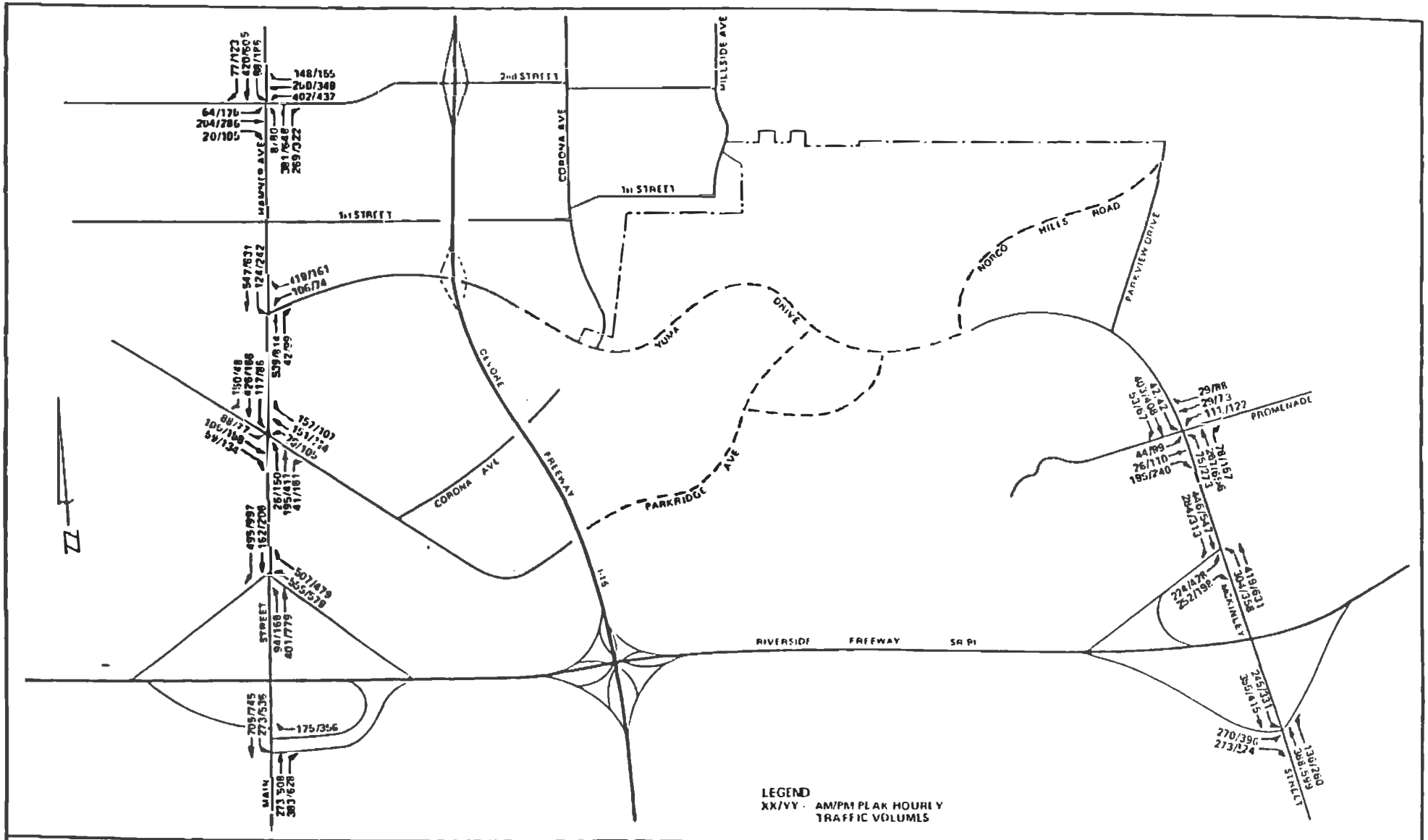
Traffic from these projects is estimated to be 33,587 daily trips with 2,197 in the morning peak hour and

TABLE 1

SUMMARY OF
INTERSECTION CAPACITY UTILIZATION ANALYSIS
EXISTING CONDITIONS

	AM Peak Hour		PM Peak Hour	
Signalized Intersection	ICU	LOS	ICU	LOS
HAMNER AVENUE AT:				
Second Street	.46	A	.64	B
Yuma Drive	.25	A	.33	A
MAIN STREET AT:				
Parkridge Avenue	.29	A	.31	A
91 Freeway WB Ramps	.63	B	.86	D
McKINLEY STREET AT:				
Promenade Avenue	.24	A	.28	A

	AM Peak Hour		PM Peak Hour	
Unsignalized Intersection	Reserve Capacity	LOS	Reserve Capacity	LOS
MAIN STREET @ 91 FWY EB RAMPS				
Minor WB Right	633	A	318	B
Major SB Left	365	B	-182	F
McKINLEY ST. @ 91 FWY EB RAMPS				
Minor EB Left	170	D	-47	F
Minor EB Right	636	A	475	A
Major SB Left	748	A	471	A
McKINLEY ST. @ 91 FWY WB RAMPS				
Minor EB Left	100	D	-84	F
Minor EB Right	656	A	673	A
Major NB Left	539	A	402	A



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EXISTING PLUS APPROVED PROJECTS PEAK HOURLY TRAFFIC VOLUMES

FIGURE 4

TABLE 2

SUMMARY OF
INTERSECTION CAPACITY UTILIZATION ANALYSIS
EXISTING PLUS APPROVED PROJECTS

	AM Peak Hour		PM Peak Hour	
Signalized Intersection	ICU	LOS	ICU	LOS
HAMNER AVENUE AT:				
Second Street	.58	A	.81	D
Yuma Drive	.51	A	.48	A
MAIN STREET AT:				
Parkridge Avenue	.30	A	.34	A
91 Freeway WB Ramps	.70	B	.94	E
McKINLEY STREET AT:				
Promenade Avenue	.33	A	.38	A

	AM Peak Hour		PM Peak Hour	
Unsignalized Intersection	Reserve Capacity	LOS	Reserve Capacity	LOS
MAIN STREET @ 91 FWY EB RAMPS				
Minor WB Right	572	A	187	D
Major SB Left	293	C	-252	F
McKINLEY ST. @ 91 FWY EB RAMPS				
Minor EB Left	-50	F	-328	F
Minor EB Right	626	A	454	A
Major SB Left	591	A	299	C
McKINLEY ST. @ 91 FWY WB RAMPS				
Minor EB Left	-87	F	-382	F
Minor EB Right	559	A	579	A
Major NB Left	372	B	247	C

Table 3 summarizes the trip generation rates used in this analysis, the land uses proposed for the development, and the resulting traffic volumes estimated to be generated by the project on a daily and peak hourly basis. The single family homes are estimated to generate approximately 2,116 trip ends on a daily basis, with 163 trips in the morning peak hour (44 inbound and 119 outbound) and 225 trips in the evening peak hour (142 inbound and 83 outbound). The commercial site is estimated to generate 4,029 trip ends on a daily basis, with 100 trips in the morning peak hour (70 inbound and 30 outbound) and 382 trips in the evening peak hour (187 inbound and 195 outbound).

Trip Distribution

Trip distribution characteristics of the project were estimated taking into account the nature of the project itself (residential and commercial), and the spatial orientation of surrounding residential land uses (trip producers) and competing commercial and employment uses (trip attractors) and also the distribution characteristics used in previous studies done by BDI in the area. Trip distribution assumptions were based on the expectation that the majority of trips to and from the commercial site will be made by the residents of the adjacent neighborhoods and that the majority of the trips to and from the residential site will be made by residents in response to trip attractors, primarily employment and commercial uses. In the distribution process, it was also assumed that the Yuma interchange with I-15 would be completed. The anticipated distribution assumptions for the project are shown on Figure 5 for commercial trips and on Figure 6 for residential trips.

The estimates of project-related traffic volumes presented in Table 3 were distributed to the roadway system based on the trip distribution characteristics depicted in Figures 5 and 6. Figure 7 presents the project-related morning and evening peak hourly traffic.

Project Impacts

The eight intersections previously analyzed were then reevaluated with the additional traffic added by the proposed project. Figure 8 presents the cumulative (existing plus approved projects plus project-related) peak hourly traffic volumes. A summary of the intersection capacity analysis for the eight intersections is presented on Table 4. The ICU/HCM worksheets are included in Appendix A.

Review of Table 4 shows that with the addition of project traffic, all signalized intersections continue to operate at LOS "D" or better with the exception of Main Street at the 91 Freeway westbound on/off-ramps which will continue to operate at LOS "E". At the unsignalized intersections, reserve capacity is decreased in some critical movements, but the level of service does not decrease further in either morning or evening peak hours.

TABLE 3

SUMMARY OF TRIP GENERATION

		Trip Generation Rates				
			AM Peak Hour		PM Peak Hour	
Land Use	Units	Daily	In	Out	In	Out
Single-Family Detached	DU	9.75	.20	.55	.65	.38
Commercial	KSF	103.31	1.78	.76	4.80	4.99

		Project Trip Generation				
			AM Peak Hour		PM Peak Hour	
Land Use	Units	Daily	In	Out	In	Out
Single-Family Detached	217	2,116	44	119	142	83
Commercial	39,000	4,029	70	30	187	195

KSF = Thousand Square Feet
DU = Dwelling Unit

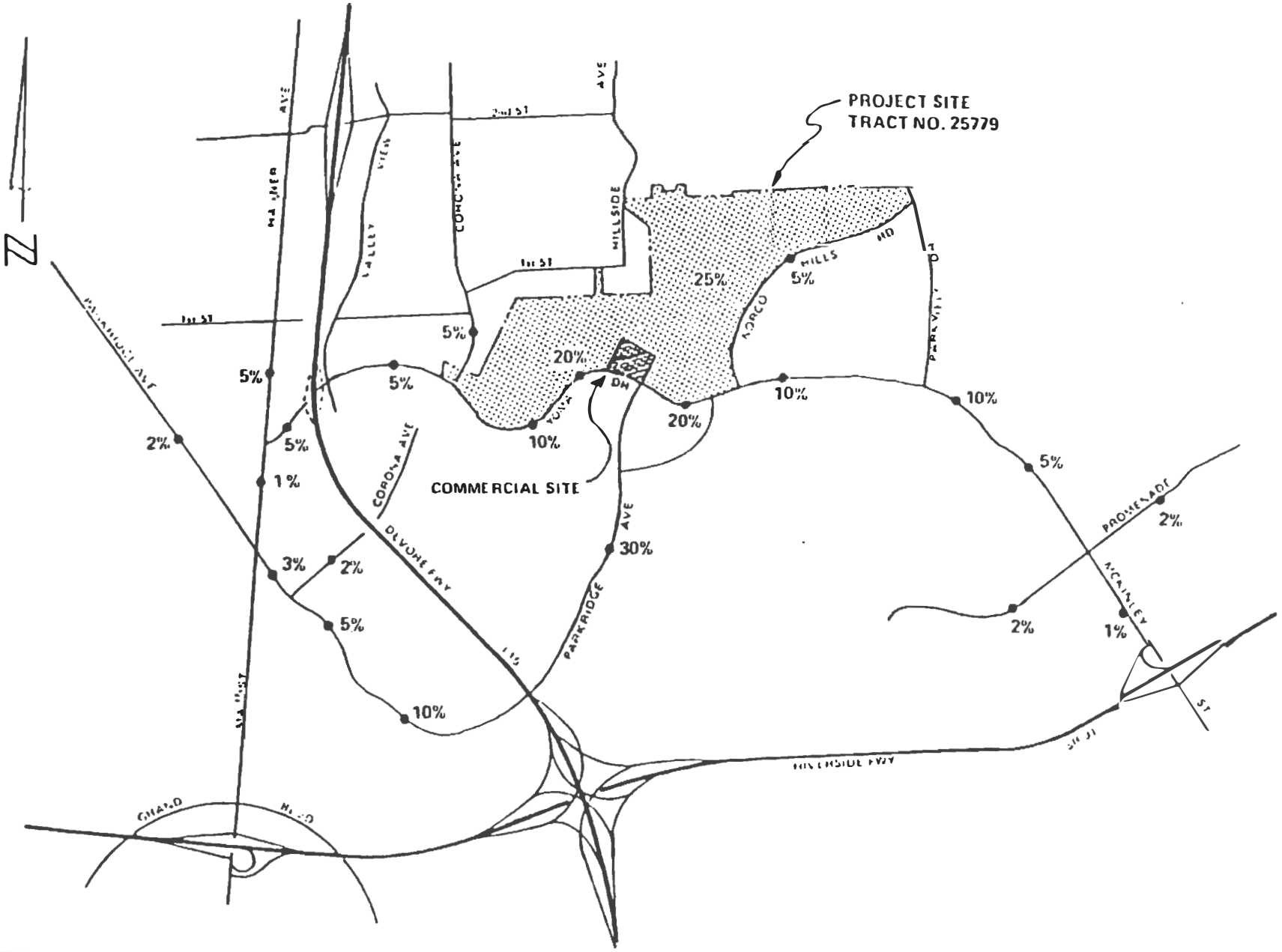

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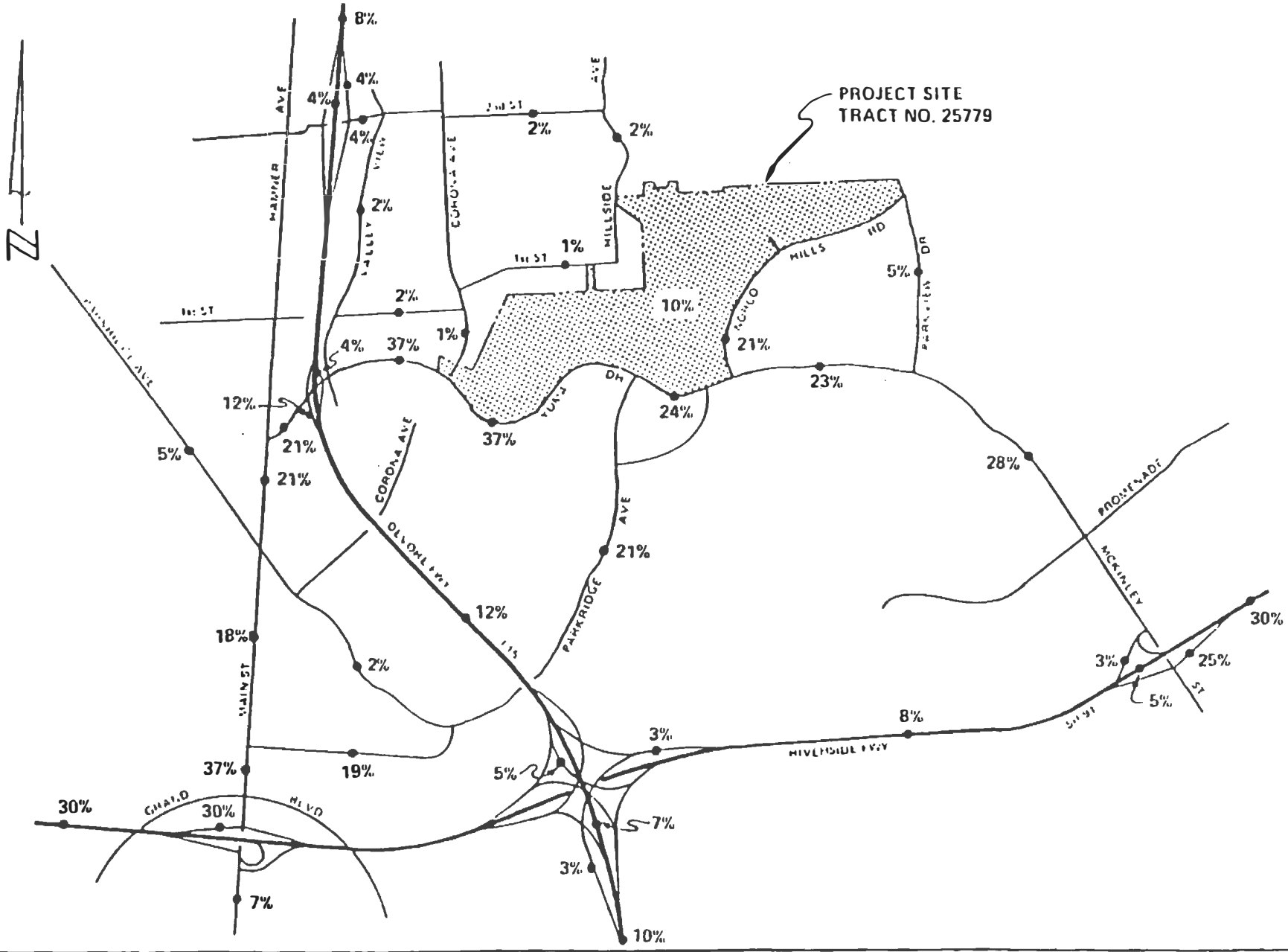
FIGURE 5

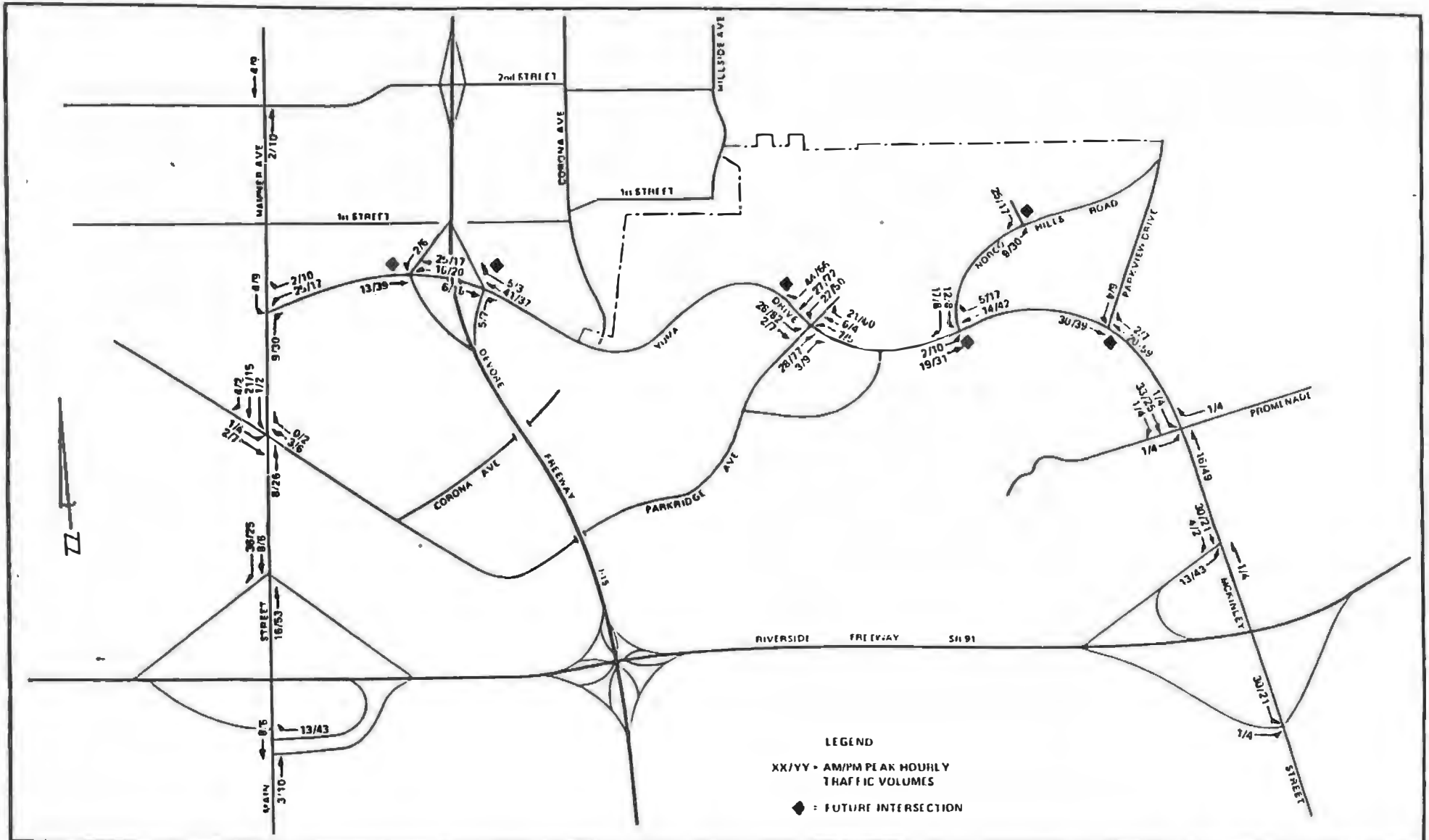
PROJECT TRIP DISTRIBUTION – COMMERCIAL



BASMACIYAN DARNELL, INC.

FIGURE 6

PROJECT TRIP DISTRIBUTION - RESIDENTIAL



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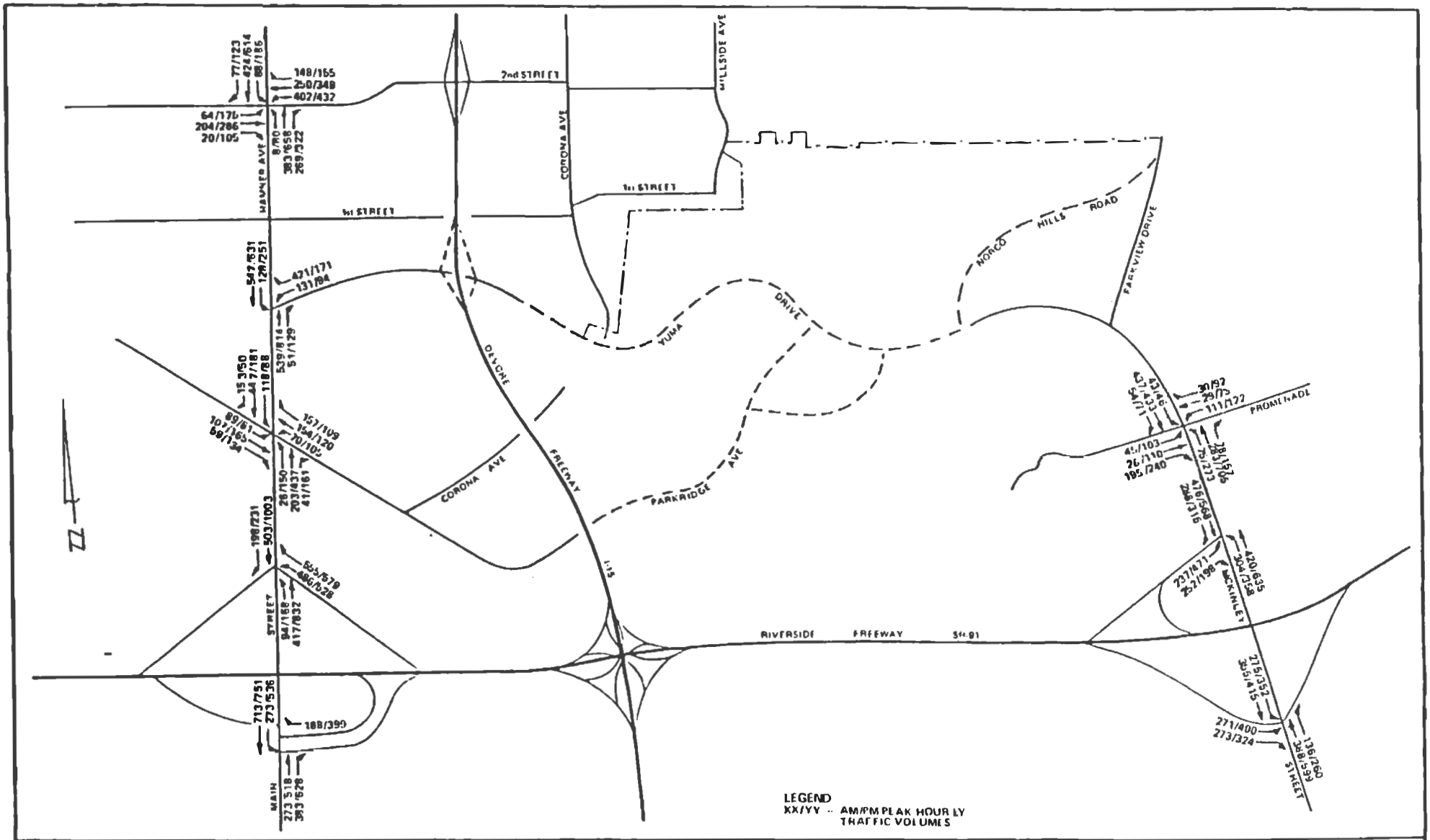
PROJECT-RELATED PEAK HOURLY TRAFFIC VOLUMES

FIGURE 7



BASMACIYAN-DARNELL, INC.

CUMULATIVE PEAK HOURLY TRAFFIC VOLUMES

FIGURE 8

TABLE 4

SUMMARY OF
INTERSECTION CAPACITY UTILIZATION ANALYSIS
EXISTING PLUS APPROVED PROJECTS PLUS PROJECT

	AM Peak Hour		PM Peak Hour	
Signalized Intersection	ICU	LOS	ICU	LOS
HAMNER AVENUE AT:				
Second Street	.58	A	.81	D
Yuma Drive	.53	A	.50	A
MAIN STREET AT:				
Parkridge Avenue	.31	A	.35	A
91 Freeway WB Ramps	.71	C	.95	E
McKINLEY STREET AT:				
Promenade Avenue	.34	A	.40	A

	AM Peak Hour		PM Peak Hour	
Unsignalized Intersection	Reserve Capacity	LOS	Reserve Capacity	LOS
MAIN STREET @ 91 FWY EB RAMPS				
Minor WB Right	557	A	136	D
Major SB Left	291	C	-257	F
McKINLEY ST. @ 91 FWY EB RAMPS				
Minor EB Left	-75	F	-344	F
Minor EB Right	626	A	454	A
Major SB Left	558	A	276	C
McKINLEY ST. @ 91 FWY WB RAMPS				
Minor EB Left	-115	F	-434	F
Minor EB Right	540	A	570	A
Major NB Left	341	B	234	C

SITE ACCESS, INTERNAL CIRCULATION AND TRAFFIC SIGNAL WARRANTS

Site Access

Access to and from the residential site is proposed via five locations. The locations are lettered "A" through "E" and are shown on Figure 9. Accesses "A" and "B" are the main driveways to the site and will be analyzed to determine if the driveways warrant signalization. Access "A" intersects Yuma Drive in alignment with Parkridge Avenue, approximately one-third of a mile west of Norco Hills Road, and is proposed to allow all turning movements. As shown on the site plan, Access "A" is proposed to be median divided for approximately 120 feet, with adequate width for two travel lanes in each direction.

Access "B" is on Norco Hills Road, slightly less than one-third of a mile north of Yuma Drive and is proposed to allow all turning movements. Adequate width for two travel lanes in each direction will be provided at this access point.

Access to and from the commercial site is proposed via two locations. One driveway each will be provided off "A" Street and "I" Street.

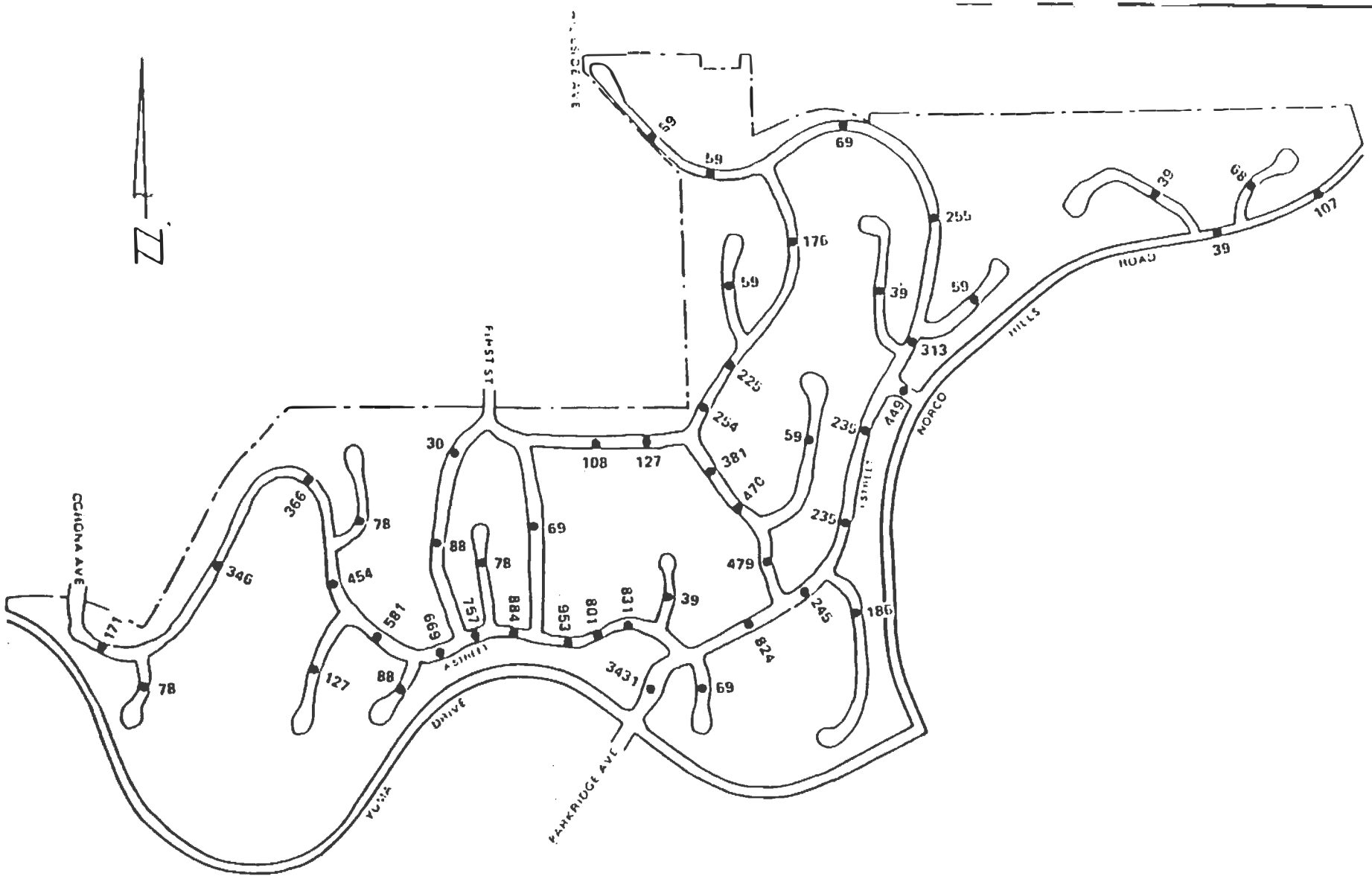
Internal Circulation

The internal roadway system (as shown on the project site plan, Figure 2) has been reviewed for adequacy. The two main streets through the project are "A" Street and "I" Street. "A" Street is an east-west curving roadway extending from the project to slightly north of the Parkridge Avenue access point. "I" Street is a north-south curving roadway extending from Parkridge Avenue northerly to Hillside Avenue on the northern edge of the project. A number of shorter streets and cul-de-sacs extend from these two main roadways. Except at the access points, the internal roadway system is a two-lane, undivided roadway with 50 feet of right-of-way and a 32-foot curb-to-curb width, as specified in the Hillside Zone Section. The 32-foot curb-to-curb width allows for single 12-foot drive aisles in each direction, and room for on-street parking on one side.

Based on the distribution of project traffic, an estimate of project-related traffic on the internal roadway was conducted and is presented on Figure 10. Daily volumes are anticipated to be less than 1,000 ADT, with the greatest volumes expected in the vicinity of the commercial site. Based on the project-related traffic volumes, widening "A" Street between "C" and "I" Street to provide room for left-turn lanes into the commercial site would improve circulation. Other than this recommended change, the internal circulation system has been determined to be adequate to meet the needs of the project traffic.

FIGURE 9

SITE ACCESS



BDI

BASMAJIYAN DARNELL, INC.

FIGURE 10

DAILY PROJECT-RELATED TRAFFIC ON INTERNAL ROADWAYS

Traffic Warrants

The need for traffic control at the two main project access points and at the unsignalized intersections in the vicinity of the project was analyzed utilizing the California Department of Transportation (CALTRANS) daily warrants for estimated future traffic. The analysis found that neither project access met warrant for signalization at this time. Signalization is currently warranted at the three unsignalized are freeway on/off-ramps.

The traffic signal warrant worksheets are provided in Appendix B.

Yuma Drive Interchange on I-15

The Yuma Drive interchange on the I-15 Freeway has been approved and is now under design. Estimates of Year 2010 traffic volumes have been developed based on regional traffic volume forecasts provided by Caltrans and by SCAG (the RIVSAN model) and on traffic volumes forecasts developed using a computer model created by Basmaciyan-Darnell, Inc. (BDI) (Traffic Study for Yuma Interchange on Interstate 15 by BDI, 1987).

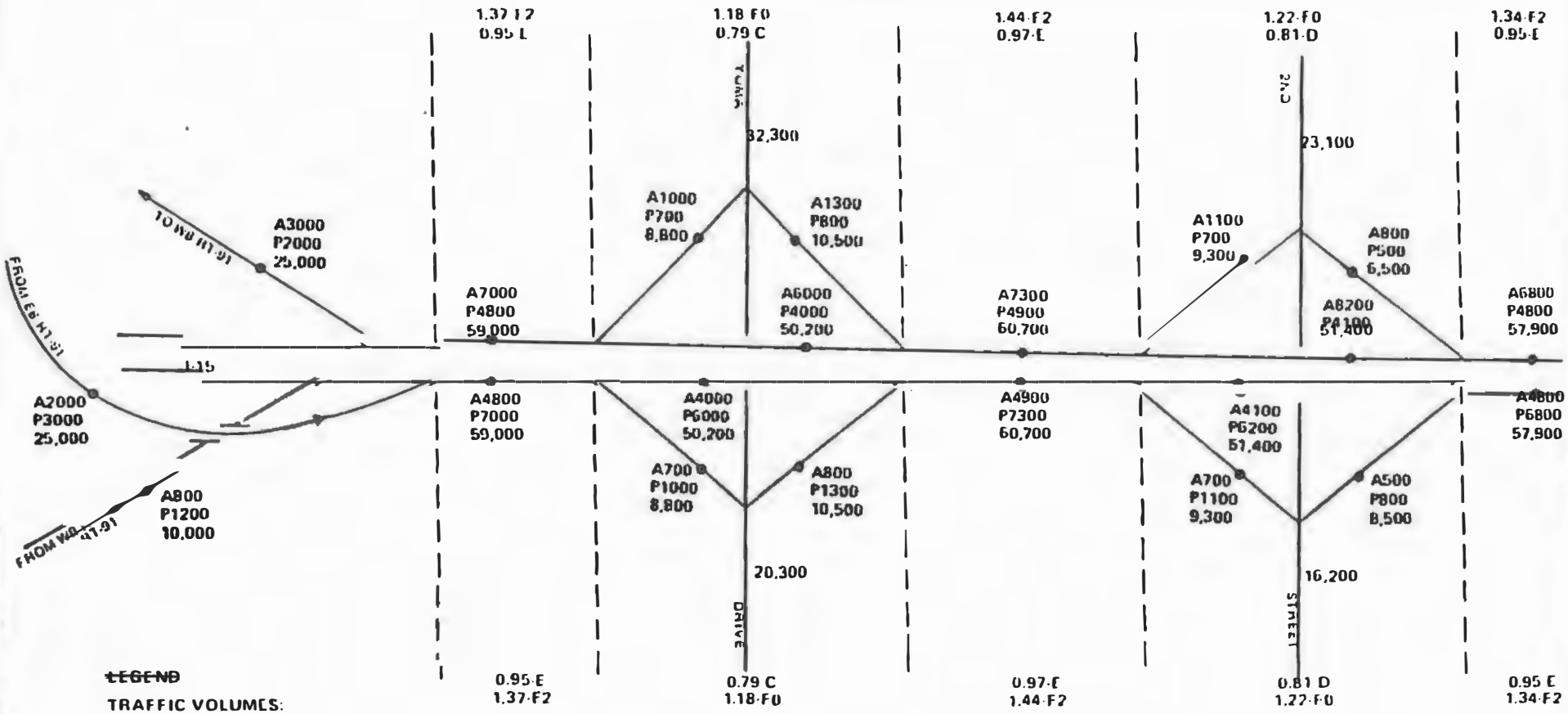
Figure 11 shows Post Year 2010 average daily and peak hour volumes along I-15 in the vicinity of Yuma Drive, assuming the construction of the interchange. Also shown is the volume-to-capacity ratio and corresponding freeway level of service, by freeway segment. Table 5 summarizes the traffic flow characteristics corresponding to each level of service designation assumed by Caltrans.

The Post Year 2010 traffic volume forecasts include tripmaking estimates for the project vicinity and the project site consistent with the General Plan in 1987. At the time, Tentative Tract 25779 was proposed to have 250 single-family homes. Currently the same site is proposed for 217 single family homes and 39,000 square feet of commercial use. The current proposed uses generate a larger number of trips than the previous uses, however, decrease in development intensity in the Corona Ranch Development to the south will offset the increase.

Review of Figure 11 shows that congested conditions are projected along the I-15 Freeway, with travel speeds under 30 mph in the southbound direction in the morning peak hour and in the northbound direction in the evening peak hour.

Without the construction of the Yuma Drive interchange, traffic volumes along roadways in the area and at adjacent freeway interchanges would be significantly higher.

Yuma Drive is projected to carry over 20,000 daily vehicles east of the I-15 interchange.



~~LEGEND~~

TRAFFIC VOLUMES:

A000 = AM PEAK HOUR

P000 = PM PEAK HOUR

XXXXX = AVERAGE DAILY

CAPACITY ANALYSIS:

0.00 A AM V/C RATIO - LOS

0.00 A PM V/C RATIO - LOS

BASMACIYAN-DARNELL, INC

FIGURE 11

YEAR 2010 TRAFFIC CONDITIONS

INTERSTATE 15 FREEWAY WITH YUMA DR INTERCHANGE

TABLE 5

SUMMARY OF
LEVEL OF SERVICE (LOS)
TRAFFIC FLOW CHARACTERISTICS (FREEWAYS)

LOS	Average Speed	Duration of Congestion
A	55 mph	
B	55 mph	
C	50-54 mph	
D	40-49 mph	
E	30-39 mph	
F0	under 30 mph	15 min. - 1 hour
F1	under 30 mph	1 hour - 2 hours
F2	under 30 mph	2 hours - 3 hours
F3	under 30 mph	over 3 hours

SUMMARY OF FINDINGS AND CONCLUSIONS

- Windward Development proposes the development of a 235-acre parcel in the southern portion of the City of Norco. The project is proposed to consist of 217 single-family homes and 39,000 square feet of commercial use.

- Peak hour analysis was performed for five signalized intersections and three unsignalized intersections. All signalized intersections analyzed currently operate at LOS "D" or better. In the morning peak hour, all unsignalized intersections operate at LOS "D" or better. In the evening peak hour, all unsignalized intersections operate at LOS "B" or better with the exception of the following critical movements:

  - Main Street at SR-91 EB Ramps: Southbound left - LOS "F"

  - McKinley Street at SR-91 EB Ramps: Eastbound left - LOS "F"

  - McKinley Street at SR-91 WB Ramps: Eastbound left - LOS "F"

- Two approved projects have been identified in the vicinity of the project area. It is estimated that the traffic generated by these projects will be approximately 33,587 daily trips with 2,197 in the morning peak hourly and 3,292 in the evening peak hour. The addition of approved project traffic to the five signalized intersections causes one intersection - Main Street at the 91 Freeway eastbound on/off-ramps - to operate at LOS "E". At the unsignalized intersections, approved project traffic causes two critical movements to operate unacceptably in the morning peak hour:

  - McKinley Street at SR-91 EB Ramps: Eastbound left - LOS "F"

  - McKinley Street at SR-91 WB Ramps: Eastbound left - LOS "F"

- In the evening peak hour, the addition of approved project traffic causes a decrease in the reserve capacity of each critical movement but does not cause a change in the level of service for any critical movement.

- The proposed residential site is estimated to generate approximately 2,116 daily trips with 163 in the morning peak hour and 225 in the evening peak hour.

- The proposed commercial site is estimated to generate approximately 4,029 daily trips with 100 in the morning peak hour and 382 in the evening peak hour.

- The addition of project traffic to the eight previously analyzed intersections does not significantly impact intersection operation.

- Access to and from the residential site is provided via five locations. Accesses "A" and "B" are the main driveways to the site and have been analyzed for traffic signalization. Neither access is anticipated to meet warrant at this time.

- Access to the commercial site is provided via two driveways; one each on "A" Street and "I" Street.

- Internal circulation has been reviewed and it is recommended that "A" Street be widened in the vicinity of the commercial center to provide left turn lanes, which would improve circulation. Daily volumes are anticipated to be less than 1,000 cars, with the greatest volumes expected in the vicinity of the commercial site.

- Post Year 2010 average daily and peak hourly traffic volumes in the vicinity of the proposed Yuma Drive/I-15 interchange were analyzed and it was found that congested conditions are projected along the I-15. Without the construction of the Yuma interchange, traffic volumes along roadways in the area and at adjacent freeway interchanges would be significantly higher.

- The three unsignalized freeway on/off-ramps, have also been analyzed for traffic signalization and were found to meet warrant under current operating conditions.

APPENDIX A

INTERSECTION CAPACITY UTILIZATION WORKSHEETS HIGHWAY CAPACITY MANUAL WORKSHEETS

Explanation of Intersection Capacity Utilization

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually greater between intersections and less at intersections because traffic flows continuously between them, and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green; if the green phase is 50 percent of the cycle and there are three lanes, then the capacity is 1600 times 50 percent times 3 lanes, or 2400 vehicles per hour.

The technique used to compare the volume and capacity of an intersection is known as Intersection Capacity Utilization (ICU). ICU, usually expressed as a percent, is the proportion of an hour required to provide sufficient time to accommodate all vehicles on all approaches. If an intersection is operating at 80 percent of capacity, then 20 percent of the signal cycle is not used. The signal could show red on all indications 20 percent of the time and the signal would just accommodate approaching traffic.

ICU analysis consists of (a) determining the proportion of signal time needed to serve each conflicting movement of traffic, (b) summing the times for the movements, and (c) comparing the total time required to the total time available. For example, if for north-south traffic the northbound traffic is 1600 vehicles per hour, the southbound traffic is 1200 vehicles per hour, and the capacity of either direction is 3200 vehicles per hour, then the northbound traffic is critical and requires 1600/3200 or 50 percent of the signal time. If for the east-west traffic 30 percent of the signal time is required, then it can be seen that the ICU is 50 plus 30, or 80 percent. When left-turn phases exist, they are incorporated into the analysis. The critical movements are usually the heavy left-turn movements and the opposing through movements.

Level of service is used to describe the quality of traffic flow. Levels of Service "A" to "C" operate quite well. Level of Service "C" is typically the standard to which rural roads are designed, and Level of Service "D" is the standard to which urban roadways are typically designed. Level of Service "D" is characterized by fairly restricted traffic flow. Level of Service "E" is the maximum volume a facility can accommodate and will result in possible stoppages of momentary duration. Level of Service "F" occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration. A description of the various levels of traffic service appears on the following page, along with the relationship between ICU and level of traffic service.

The ICU calculation assumes that an intersection is signalized and that the signal is ideally timed. Although calculating ICU for an unsignalized intersection is invalid, the presumption is that a signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volume.

It is possible to have an ICU well below 100 percent, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient time to satisfy its demand, and excess time exists on other movements. This is an operational problem which should be remedied.

Capacity is often defined in terms of roadway width; however, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Data indicates a typical lane, whether a through lane or a left-turn lane, has a capacity of approximately 1700 vehicles per hour, with nearly all locations showing a capacity greater than 1600 vehicles per hour per lane. This finding is published in the August, 1978 issue of ITE Journal in the article entitled, "Another Look at Signalized Intersection Capacity by William Kunzman. For this study, a capacity of 1600 vehicles per hour per lane will be assumed for both through and left-turn lanes.

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for less than 10 percent of a cycle, and a penalty of up to five percent is reasonable. On the other hand, during peak hour traffic operation, the yellow times are nearly completely used. If there are no left-turn phases, the left-turn vehicles completely use the yellow time. If there are left-turn phases, the through traffic continues to enter the intersection on the yellow until just a split second before the red.

The ICU technique is an ideal tool to quantify existing as well as future intersection operation. The impact of adding a lane can be quickly determined by examining the effect the lane has on the intersection capacity utilization.

Figure 9-1A

TRAFFIC SIGNAL WARRANTS

CALC _____ DATE _____

CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: McKinley street Critical Approach Speed _____ mph

Minor St: 91 Freeway WB on/off Ramps Critical Approach Speed _____ mph

Critical speed of major street traffic ≥40 mph ---------- ☒ OR ☐ RURAL (R)

In built up area of isolated community of ≤ 10,000 pop. --------- ☐ ☐ URBAN (U)

WARRANT 1 – Minimum Vehicular Volume

100% SATISFIED YES ☒ NO ☐

80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7am	8am	4pm	5pm					
	U	R	U	R									Hour
APPROACH LANES	1		2 or more										
Both Approchs Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1060	900	1288	1304					
Highest Approch Minor Street*	150 (120)	105 (84)	200 (160)	140 (112)	384	269	328	423					

* NOTE: Heavier left turn movement from Major Street included when LT-phasing is proposed ☐

WARRANT 2 – Interruption of Continuous Traffic

100% SATISFIED YES ☒ NO ☐

80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7am	8am	4pm	5pm					
	U	R	U	R									Hour
APPROACH LANES	1		2 or more										
Both Approchs Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1060	900	1288	1304					
Highest Approch Minor Street*	75 (60)	53 (42)	100 (80)	70 (56)	384	269	328	423					

*NOTE: Heavier left turn movement from Major Street included when LT-phasing is proposed ☐

WARRANT 3 – Minimum Pedestrian Volume

100% SATISFIED YES ☐ NO ☐

80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												
		U	R										Hour
Both Approchs Major Street Volume	No Median	600 (480)	420 (336)										
	Raised 4' Median	1000 (800)	700 (560)										
Peds On Highest Volume X-Walk Xing Major Street		150 (120)	105 (84)										

IF MIDBLOCK SIGNAL PROPOSED ☐

MIN. REQUIREMENT	DISTANCE TO NEAREST ESTABLISHED CRWLK.	FULFILLED
150 Feet	N/E ____ ft S/W ____ ft	Yes ☐ No ☐

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right of way assignment must be shown.

Figure 9-1 D
TRAFFIC SIGNAL WARRANTS

(Based on Estimated Average Daily Traffic - See Note 2)

Yuma Drive at Parkridge Avenue - Access "A"

URBAN ✓ RURAL .....

1. Minimum Vehicular

Satisfied _____ Not Satisfied ✓

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles per day on major street (total of both approaches) Urban	Rural	Vehicles per day on higher-volume minor-street approach (one direction only) Urban	Rural
1	1	8,000	5,600	2,400	1,680
2 or more	1	9,600	6,720	2,400	1,680
2 or more	2 or more	(9,600)	6,720	(3,200)	2,240
1	2 or more	8,000	5,600	3,200	2,240

7674 - No 3259 Yes

2. Interruption of Continuous Traffic

Satisfied _____ Not Satisfied ✓

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles per day on major street (total of both approaches) Urban	Rural	Vehicles per day on higher-volume minor-street approach (one direction only) Urban	Rural
1	1	12,000	8,400	1,200	850
2 or more	1	14,400	10,080	1,200	850
2 or more	2 or more	(14,400)	10,080	(1,600)	1,120
1	2 or more	12,000	8,400	1,600	1,120

7674 - No 3259 Yes

3. Combination

Satisfied _____ Not Satisfied ✓

No one warrant satisfied but following warrants fulfilled

80% or more ..... 1 _____ 2 _____

2 Warrants | 2 Warrants

NOTE:

1. Heavier left turn movement from the major street may be included with minor street volume if a separate signal phase is to be provided for the left-turn movement.
2. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

Figure 9-1D
TRAFFIC SIGNAL WARRANTS

(Based on Estimated Average Daily Traffic - See Note 2)

Norco Hills Road at Access "B"

URBAN ✓ RURAL

	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied _____ Not Satisfied ✓	Vehicles per day on major street (total of both approaches)	Vehicles per day on higher-volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach Major Street / Minor Street	Urban / Rural	Urban / Rural
1 / 1	8,000 / 5,600	2,400 / 1,680
2 or more / 1	9,600 / 6,720	2,400 / 1,680
2 or more / 2 or more	9,600 / 6,720	3,200 / 2,240
1 / 2 or more	8,000 / 5,600	3,200 / 2,240
	1144 - NO	444 - NO
2. Interruption of Continuous Traffic Satisfied _____ Not Satisfied ✓	Vehicles per day on major street (total of both approaches)	Vehicles per day on higher-volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach Major Street / Minor Street	Urban / Rural	Urban / Rural
1 / 1	12,000 / 8,400	1,200 / 850
2 or more / 1	14,400 / 10,080	1,200 / 850
2 or more / 2 or more	14,400 / 10,080	1,600 / 1,120
1 / 2 or more	12,000 / 8,400	1,600 / 1,120
	1144 NO	444 - NO
3. Combination Satisfied _____ Not Satisfied ✓ No one warrant satisfied but following warrants fulfilled 80% or more ..... 1 / 2	2 Warrants	2 Warrants

NOTE:

1. Heavier left turn movement from the major street may be included with minor street volume if a separate signal phase is to be provided for the left-turn movement.
2. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

Figure 9-1A

TRAFFIC SIGNAL WARRANTS

CALC _____ DATE _____

CHK _____ DATE _____

DIST CO RTE PM

Major St: Main Street Critical Approach Speed _____ mph

Minor St: 91 EWY EB ON/OFF RAMPS Critical Approach Speed _____ mph

Critical speed of major street traffic ≥ 40 mph ---------- ☒ RURAL (R)

In built up area of isolated community of ≤ 10,000 pop. --------- ☐ URBAN (U)

☐ URBAN (U)

WARRANT 1 – Minimum Vehicular Volume

100% SATISFIED YES ☒ NO ☐

80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7a.m.	8a.m.	4p.m.	5p.m.					Hour
	U	R	U	R									
APPROACH LANES	1		2 or more										
Both Apprchs. Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1397	1506	2193	2344					
Highest Apprch Minor Street*	150 (120)	105 (84)	200 (160)	140 (112)	119	115	227	228					

* *NOTE: Heavier left turn movement from Major Street included when LT-phasing is proposed* ☐

WARRANT 2 – Interruption of Continuous Traffic

100% SATISFIED YES ☒ NO ☐

80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7a.m.	8am	4 pm	5 pm					Hour
	U	R	U	R									
APPROACH LANES	1		2 or more										
Both Apprchs. Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1397	1506	2193	2344					
Highest Apprch Minor Street*	75 (60)	53 (42)	100 (80)	70 (56)	119	115	227	228					

**NOTE: Heavier left turn movement from Major Street included when LT-phasing is proposed* ☐

WARRANT 3 – Minimum Pedestrian Volume

100% SATISFIED YES ☐ NO ☐

80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
		U	R										
Both Apprchs. Major Street Volume	No Median	600 (480)	420 (336)										
	Raised 4' Median	1000 (800)	700 (560)										
Ped's On Highest Volume X-Walk Xing Major Street		150 (120)	105 (84)										

IF MIDBLOCK SIGNAL PROPOSED ☐

MIN. REQUIREMENT	DISTANCE TO NEAREST ESTABLISHED CRWLK	FULFILLED
150 Feet	N/E____ ft S/W____ ft	Yes ☐ No ☐

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right of way assignment must be shown.

Figure 9-1A

TRAFFIC SIGNAL WARRANTS

CALC _____ DATE _____

CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: McKinley Street Critical Approach Speed _____ mph

Minor St: 91 FWY EB ON/OFF RAMPS Critical Approach Speed _____ mph

Critical speed of major street traffic ≥ 40 mph ---------- ☒ OR RURAL (R)

In built up area of isolated community of ≤ 10,000 pop. --------- ☐

☐ URBAN (U)

WARRANT 1 – Minimum Vehicular Volume

100% SATISFIED YES ☒ NO ☐

80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS) U	R	(U)	R	7am	8am	4pm	5pm					Hour
APPROACH LANES	1		2 or more										
Both Approchs. Major Street	500 (400)	350 (280)	600 (480)	420 (336)	908	800	1243	1218					
Highest Approch Minor Street*	150 (120)	105 (84)	200 (160)	140 (112)	469	356	516	521					

* *NOTE: Heavier left turn movement from Major Street included when LT-phasing is proposed* ☐

WARRANT 2 – Interruption of Continuous Traffic

100% SATISFIED YES ☒ NO ☐

80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS) U	R	(U)	R	7am	8am	4pm	5pm					Hour
APPROACH LANES	1		2 or more										
Both Approchs. Major Street	750 (600)	525 (420)	900 (720)	630 (504)	908	800	1243	1218					
Highest Approch Minor Street*	75 (60)	53 (42)	100 (80)	70 (56)	469	356	516	521					

* *NOTE: Heavier left turn movement from Major Street included when LT-phasing is proposed* ☐

WARRANT 3 – Minimum Pedestrian Volume

100% SATISFIED YES ☐ NO ☐

80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)	U	R									Hour
Both Approchs. Major Street Volume	No Median	600 (480)	420 (336)									
	Raised 4' Median	1000 (800)	700 (560)									
Ped's On Highest Volume X-Walk Xing Major Street		150 (120)	105 (84)									

IF MIDBLOCK SIGNAL PROPOSED ☐

MIN. REQUIREMENT	DISTANCE TO NEAREST ESTABLISHED CRWLK.	FULFILLED
150 Feet	N/E ____ ft S/W ____ ft	Yes ☐ No ☐

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right of way assignment must be shown.

9-13A

APPENDIX C

WATER/SEWER INVESTIGATION LETTER

734-1

James H. Smith, P.E.
Consulting Civil Engineer
25042 Reflejo
Mission Viejo, CA 92692

(714) 855-8883

Mr. Carl F. Taylor, P.E.
Vice President
Hunsaker & Associates, Riverside
732 E. Carneige Drive
San Bernardino, CA 92408

October 20, 1989

Subject: Tackabery Property, Norco
Water & Sewer Investigations

Dear Mr. Taylor;

The purpose of this letter is to provide you with a summary of this writer's findings regarding the water and sewer investigation for the subject property. All information contained herein is based upon the best available information obtainable from the staff of the City of Norco.

WATER

1. According to the City's Water Master Plan, dated March 1985, the City received it's water supply from wells constructed in the Temescal and Chino ground water basins. The City has abandoned it's wells in the Temescal Basin, those wells near the subject property, and now relies on the Chino Basin for it's water supply.

2. The City has constructed a new well, known as Well No. 11 in the Chino Basin. This well produces 2,200 gpm and was recommended in the City's Master Plan.

4. The subject project is adjacent to the City's Numbers 1 and 4 reservoirs. From the table below it is apparent that these tanks can serve our project from elevation 730 feet and below.

Tank	Material	Capacity (mil gal)	Dia. (ft)	L.W.L. (ft)	H.W.L. (ft)
No. 1	Concrete	2.25	126	833	857
No. 4	Steel	4.00	132	818	857

4. The project service area should be as follows:

   - o 62 dwelling units for the 857 foot zone. (29%)
   - o 151 dwelling units for the 1,000 foot zone. (71%)
   - o 213 total units.

5. The water demands for this project are estimated as follows:

   - o 213 dwelling units
   - o 200 gallons per capita per day average day demand.
   - o 3.5 persons per dwelling unit occupancy.
   - o Maximum day demand is 1.75 times average day demand.
   - o Peak hour demand is 3.5 times average day demand.

   - o Max. day / DU = 200 x 3.5 gpd x 1.75 = 1225 gpd.
   - o Max day demand = 1225 gpd x 213 DU = 260,925 gallons.
   - o Total project max day demand = 181 gpm

   - o 1000 foot HGL water system = 151 dwelling units
   - o Max day demand = 151 x 1225 gpd = 185,000 gpd
   - o Max day demand 1000 HGL system = 128 gpm.
   - o Peak hour demand 1000 HGL system = 256 gpm.

6. While the City has a 1021 foot elevation reservoir, it is located in the north east portion of the City and is not convenient to this project.

7. A new service zone will have to be constructed in order to serve approximately 71 percent of this project. The new service zone should have a HGL of about 1,000 feet based upon a high dwelling pad of 970 feet. The new service zone could be either a closed system hydropneumatic pumped system or one which is served by a small reservoir.

8. A closed system pump station with a capacity of 400 gpm peak domestic flow at 170 feet TDH and a 1,500 gpm fire flow pump at 200 feet TDH could serve the project. The connected load for the electric pumps which would provide normal domestic service requirements would be about 30 horsepower. A diesel or natural gas engine fire flow pump would be about 100 horsepower.

9. A typical water tank to serve the 1000 HGL system would be sized as follows:

   - o Fire flow of 1,500 gpm for 2 hours = 180,000 gals.
   - o Maximum day demand for 213 DU's = 260,000 gals.

   Total 1000 HGL reservoir = 440,000 gals.
   Recommend reservoir = 500,000 gallons.

10. The Master Plan indicates that a "Hydraulic Network Analysis" was performed in order to identify any problem areas in the City's water distribution system. The undersigned obtained a copy of a "work sheet" network map and one copy of a computer analysis.

    Based upon this writer's review of the geometry shown in the computer analysis it appears that the reservoirs adjacent to the Tackabery property are well connected to the City's well field in the northern part of the City. The 18-inch pipeline connecting the reservoirs to the transmission main system should have a capacity of at least 3,000 gpm. Therefore the addition of the Tackabery project maximum days flow of 181 gpm appears will have a negligible effect on the City's water system. A network analysis of the connection to the City's water system does not appear warranted at this time.

SEWER

1. The City sewage treatment is provided by connections to the SARI sewer line and by connection to the City of Corona's sewage treatment plant. It is understood by this writer that the City of Norco has adequate sewage treatment capacity for the subject project.

2. Sewage collection to the subject project should be provided through three offsite connections to the City's sewer system. The points of connection are as follows:

    - Point No. 1 - 28 DU's tributary to an existing sewage lift station located in Corona Avenue. Table No. 1 enclosed shows that a typical lift station should have adequate capacity for the units to be added. The City could require that the Tackabery project provide minor improvements such as additional emergency storage or a electric generator set for power failure conditions.

    - Point No. 2 - 139 DU's tributary to First Street through an easement from this project. Table No. 2 shows that there is adequate existing capacity in the City's sewer system for this connection.

    - Point No. 3 - 45 DU's tributary to Hillside Avenue. Table No. 3 shows there is adequate sewer capacity for the project.

Table No. 1

Point of Connection No. 1 (Connect 28 DU's)

	Locations of sewers
Item	Corona Avenue
Sewer Size	8"
From	Connection
To	First St.
Min Slope	0.0062
Q (mgd)	0.310
Qp (cfs) *	0.481
Qa (cfs)	0.165
Qa (mgd)	0.106
DU's @ 300 gpDU	353
% of Qp	7 %
% of 167 DU's	47 %

* Qp = 2.4(Qa)^.089

Typical minimum size sewage lift station will pump 100 gpm. Such a flow will accommodate 125 to 150 dwelling units at peak flow conditions.

Table No. 2

Point of Connection No. 2 (Connect 139 DU's)

	Locations of sewers	
Item	Corona Avenue	First Street
Sewer Size	8"	8"
From	First St.	Temescal
To	MH # 51	Corona Ave.
Min Slope	0.0062	0.0058
Qa (mgd)	0.310	0.300
Qp (cfs) *	0.481	0.465
Qa (cfs)	0.165	0.159
Qa (mgd)	0.106	0.103
DU's @ 300 gpDU	353 **	343
% of Qp	39 %	41 %
% of 167 DU's	47 %	

* $Qp = 2.4 (Qa)^{0.89}$

** There appears to be less than 100 dwelling units connected to this reach of sewer, therefore, maximum possible connections:

Maximum additions = 100 DU + 167 DU = 267 DU < 353 DU's.

Therefore sewer is OK.

Table No. 3

Point of Connection No. 1 (Connect 45 DU's)

Locations of sewers (see below)

Item	1.	2.	3.	4.	5.
Sewer Size	15"	8"	8"	8"	8"
From	2nd	Corona	MH241	Hillsdale	Connect
To	MH#51	Temescal	2nd	MH #244	Easement
Min Slope	0.0029	0.0050	0.0052	0.0098	0.0170
Qa (mgd)	2.000	0.280	0.285	0.395	0.520
Qp (cfs) *	3.100	0.434	0.442	0.612	0.806
Qa (cfs)	1.332	0.147	0.150	0.216	0.295
Qa (mgd)	0.859	0.095	0.097	0.139	0.190
DU's @ 300 gpDU	3,863	316	323	463	633
% of Qp	2 %	14 %	14 %	10 %	7 %

Street Names

1. Corona Avenue
2. Second Street
3. Temescal
4. Sewer easement
5. Hillside Avenue

* Qp = 2.4(Qa)^0.89

The undersigned sincerely appreciates the opportunity to work on this project and am looking forward to any questions you or Mr. Tackabery may have.

Very Truly Yours

James H. Smith, P.E.

INTERSECTION CAPACITY UTILIZATION
WORKSHEET

INTERSECTION:McKinley Street (N/S) @ Promenade Avenue (E/W)
DATE:April 20, 1990
TIME:PM Peak

MCKNPROM/C-20

			Existing Traffic				Existing Plus Approved				Existing Plus Approve Plus Project		
Movemnt	No. Lanes	Cap.	Vol.	PM Peak V/C	Crit. Mvmt.	APPVD. PROJ. TRAFC	Vol.	PM Peak V/C	Crit. Mvmt.	PROJ. TRAFC	Vol.	PM Peak V/C	Crit Mvmt
NL	2	3200	273	0.09	1		273	0.09	1		273	0.09	0
NR	1	1600	157	0.10	0		157	0.10	0		157	0.10	0
NT	2	3200	202	0.06	0	454	656	0.21	0	49	705	0.22	1
SL	1	1600	7	0.00	0	35	42	0.03	0	4	46	0.03	1
SR	NA	NA	32	NA	0	35	67	NA	0	4	71	NA	0
ST	2	3200	132	0.05	1	276	408	0.15	1	25	433	0.16	0
EL	1	1600	92	0.03	0	57	99	0.06	1	4	103	0.06	1
ER	1	1600	240	0.15	1		240	0.15	1		240	0.15	1
ET	2	3200	110	0.03	1		110	0.03	0		110	0.03	0
WL	1	1600	122	0.08	1		122	0.08	0		122	0.08	0
WR	NA	NA	31	NA	0	57	88	NA	0	4	92	NA	0
WT	2	3200	73	0.03	0		73	0.05	1		73	0.05	1
			N/S Component	0.14			N/S Component	0.23			N/S Component	0.25	
			E/W Component	0.11			E/W Component	0.11			E/W Component	0.12	
			Rt.Tn. Comp.	0.03			Rt.Tn. Comp.	0.03			Rt.Tn. Comp.	0.03	
			ICU	0.28			ICU	0.38			ICU	0.40	

Critical movement identified by a 1.
Ten lanes for a right turn indicates free movement
NA - Not Applicable

INTERSECTION CAPACITY UTILIZATION
WORKSHEET

INTERSECTION:Main Street (N/S) @ SR-91 Westbound On/Off Ramps (E/W)
DATE:April 18, 1990
TIME:AM Peak

MAINSIWB/C-20

			Existing Traffic			APPVD.	Existing Plus Approved				Existing Plus Approved Plus Project		
Movement	No. Lanes	Cap.	Vol.	AM Peak V/C	Crit. Mvmt.	PROJ. TRAFC	Vol.	AM Peak V/C	Crit. Mvmt.	PROJ. TRAFC	Vol.	AM Peak V/C	Crit. Mvmt.
NL	1	1600	94	0.06	1		94	0.06	1		94	0.06	1
NR	NA	NA	0	NA	0		0	NA	0		0	NA	0
NT	2	3200	346	0.11	0	55	401	0.13	0	16	417	0.13	0
SL	NA	NA	0	0.00	0		0	0.00	0		0	0.00	0
SR	NA	NA	87	NA	0	75	162	NA	0	36	198	NA	0
ST	2	3200	430	0.16	1	65	495	0.21	1	8	503	0.22	1
EL	NA	NA	0	NA	0		0	NA	0		0	NA	0
ER	NA	NA	0	NA	0		0	NA	0		0	NA	0
ET	NA	NA	0	0.00	1		0	0.00	1		0	0.00	1
WL	1.5	2400	486	0.20	1		486	0.20	1		486	0.20	1
WR	1.5	2400	507	0.21	1	48	555	0.23	1		555	0.23	1
WT	NA	NA	0	0.00	0		0	0.00	0		0	0.00	0
			N/S Component		0.22		N/S Component		0.26		N/S Component		0.28
			E/W Component		0.20		E/W Component		0.20		E/W Component		0.20
			Rt.Tn. Comp.		0.21		Rt.Tn. Comp.		0.23		Rt.Tn. Comp.		0.23
			ICU		0.63		ICU		0.70		ICU		0.71

ritical movement identified by a 1.
en lanes for a right turn indicates free movement
A - Not Applicable

INTERSECTION CAPACITY UTILIZATION
WORKSHEET

INTERSECTION: Main Street (N/S) & SR-91 Westbound On/Off Ramps (E/W)
DATE: April 18, 1990
TIME: PM Peak
MAIN91WB/C-20

Movement	No. Lanes	Cap.	Existing Traffic Vol.	Existing Traffic PM Peak V/C	Existing Traffic Crit. Mvmt.	APPVD. PROJ. TRAFC	Existing Plus Approved Vol.	Existing Plus Approved PM Peak V/C	Existing Plus Approved Crit. Mvmt.	PROJ. TRAFC	Existing Plus Approve Plus Project Vol.	Existing Plus Approve Plus Project PM Peak V/C	Existing Plus Approve Plus Project Crit Mvmt
NL	1	1600	168	0.11	1		168	0.11	1		168	0.11	1
NR	NA	NA	0	NA	0		0	NA	0		0	NA	0
NT	2	3200	660	0.21	0	119	779	0.24	0	53	832	0.26	0
SL	NA	NA	0	0.00	0		0	0.00	0		0	0.00	0
SR	NA	NA	132	NA	0	74	206	NA	0	25	231	NA	0
ST	2	3200	933	0.33	1	64	997	0.38	1	6	1003	0.39	1
EL	NA	NA	0	NA	0		0	NA	0		0	NA	0
ER	NA	NA	0	NA	0		0	NA	0		0	NA	0
ET	NA	NA	0	0.00	1		0	0.00	1		0	0.00	1
WL	1.5	2400	528	0.22	1		528	0.22	1		528	0.22	1
WR	1.5	2400	479	0.20	1	100	579	0.24	1		579	0.24	1
WT	NA	NA	0	0.00	0		0	0.00	0		0	0.00	0
			N/S Component	0.44			N/S Component	0.48			N/S Component	0.49	
			E/W Component	0.22			E/W Component	0.22			E/W Component	0.22	
			Rt.In. Comp.	0.20			Rt.In. Comp.	0.24			Rt.In. Comp.	0.24	
			ICU	0.86			ICU	0.94			ICU	0.95	

Critical movement identified by a 1.
Ten lanes for a right turn indicates free movement
NA - Not Applicable

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 40

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 20,000

NAME OF THE EAST/WEST STREET..... Shaw EB On/Off Ram

NAME OF THE NORTH/SOUTH STREET..... Main Street

NAME OF THE ANALYST..... Susan Kosmer

DATE OF THE ANALYSIS (mm/dd/yy)..... 04/19/90

TIME PERIOD ANALYZED..... AM Peak

OTHER INFORMATION: Existing Traffic

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	0	0	208
THRU	--	0	273	355
RIGHT	--	120	383	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	1	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	------	---	---	
WESTBOUND	0.00	40	30	N
NORTHBOUND	0.00	30	20	N
SOUTHBOUND	0.00	30	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND		0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS					
	Rb	5.50	5.40	0.00	5.40
MAJOR LEFTS					
	Sb	5.70	5.20	0.00	5.20
MINOR LEFTS					
	Mb	7.60	7.10	0.00	7.10

INTERSECTION CAPACITY UTILIZATION
WORKSHEET

INTERSECTION:Main Street (N/S) & Parkridge Avenue (E/W)
DATE:April 29, 1990
TIME:AM Peak

MAINPARK/C-20

			Existing Traffic				Existing Plus Approved				Existing Plus Approved Plus Project		
Movemnt	No. Lanes	Cap.	Vol.	AM Peak V/C	Crit. Mvmt.	APPVD. PROJ. TRAFC	Vol.	AM Peak V/C	Crit. Mvmt.	PROJ. TRAFC	Vol.	AM Peak V/C	Crit. Mvmt.
NL	1	1600	26	0.02	1		26	0.02	1		26	0.02	1
NR	1	1600	41	0.03	0		41	0.03	0		41	0.03	0
NT	2	3200	186	0.06	0	9	195	0.06	0	8	203	0.06	0
SL	1	1600	96	0.06	0	21	117	0.07	0	1	118	0.07	0
SR	1	1600	150	0.09	0	-	150	0.09	0	4	154	0.10	0
ST	2	3200	411	0.13	1	15	426	0.13	1	21	447	0.14	1
EL	1	1600	88	0.06	1		88	0.06	1	1	89	0.06	1
ER	NA	NA	59	NA	0		59	NA	0		59	NA	0
ET	2	3200	105	0.05	0		105	0.05	0	2	107	0.05	0
WL	1	1600	70	0.04	0		70	0.04	0		70	0.04	0
WR	1	1600	129	0.08	0	28	157	0.10	0		157	0.10	0
WT	1	1600	151	0.09	1		151	0.09	1	3	154	0.10	1
			N/S Component	0.14			N/S Component	0.15			N/S Component	0.16	
			E/W Component	0.15			E/W Component	0.15			E/W Component	0.15	
			Rt. In. Comp.	0.00			Rt. In. Comp.	0.00			Rt. In. Comp.	0.00	
			ICU	0.29			ICU	0.30			ICU	0.31	

ritical movement identified by a 1.
en lanes for a right turn indicates free movement
) - Not Applicable

INTERSECTION CAPACITY UTILIZATION
WORKSHEET

INTERSECTION:Main Street (N/S) e Parkridge Avenue (E/W)
DATE:April 24, 1990
TIME:PM Peak

MAINPARK/C-20

			Existing Traffic				Existing Plus Approved				Existing Plus Approve Plus Project			
Movement	No. Lanes	Cap.	Vol.	PM Peak V/C	Crit. Mvmt.	APPVD. PROJ. TRAFC	Vol.	PM Peak V/C	Crit. Mvmt.	PROJ. TRAFC	Vol.	PM Peak V/C	Crit Mvmt
NL	1	1600	150	0.09	0		150	0.09	0		150	0.09	0
NR	1	1600	161	0.10	0		161	0.10	0		161	0.10	0
NT	2	3200	397	0.12	1	14	411	0.13	1	26	437	0.14	1
SL	1	1600	81	0.05	1	45	86	0.05	1	2	88	0.06	1
SR	1	1600	48	0.03	0		48	0.03	0	2	50	0.03	0
ST	2	3200	152	0.05	0	14	166	0.05	0	15	181	0.06	0
EL	1	1600	77	0.05	0		77	0.05	0	4	81	0.05	0
ER	NA	NA	134	NA	0		134	NA	0		134	NA	0
ET	2	3200	158	0.05	1		158	0.09	1	7	165	0.09	1
WL	1	1600	105	0.07	1		105	0.07	1		105	0.07	1
WR	1	1600	79	0.05	0	28	107	0.07	0	2	109	0.07	0
WT	1	1600	114	0.07	0		114	0.07	0	6	120	0.08	0
N/S Component				0.15			N/S Component		0.18		N/S Component		0.19
E/W Component				0.16			E/W Component		0.16		E/W Component		0.16
Rt.In. Comp.				0.00			Rt.In. Comp.		0.00		Rt.In. Comp.		0.00
ICU				0.31			ICU		0.34		ICU		0.35

Critical movement identified by a 1.
Ten lanes for a right turn indicates free movement
NA - Not Applicable

INTERSECTION CAPACITY UTILIZATION
WORKSHEET

INTERSECTION:McKinley Street (N/S) & Promenade Avenue (E/W)
DATE:April 20, 1990
TIME:AM Peak

MCKNPKOM/C-20

			Existing Traffic			Existing Plus Approved				Existing Plus Approved Plus Project		
Movement	No. Lanes	Cap.	Vol.	AM Peak V/C	Crit. Mvmt.	APPVD. PROJ. TRAFC	Vol.	AM Peak V/C	Crit. Mvmt.	PROJ. TRAFC	Vol.	AM Peak V/C	Crit. Mvmt.
NL	2	3200	75	0.02	1		75	0.02	1		75	0.02	1
NR	1	1600	78	0.05	0		78	0.05	0		78	0.05	0
NT	2	3200	59	0.02	0	208	267	0.08	0	16	283	0.09	0
SL	1	1600	7	0.00	0	35	42	0.03	0	1	43	0.03	0
SR	NA	NA	18	NA	0	35	53	NA	0	1	54	NA	0
ST	2	3200	126	0.05	1	277	403	0.14	1	33	436	0.15	1
EL	1	1600	18	0.01	0	26	44	0.03	0	1	45	0.03	0
ER	1	1600	195	0.12	1		195	0.12	1		195	0.12	1
ET	2	3200	26	0.01	1		26	0.01	1		26	0.01	1
WL	1	1600	111	0.07	1		111	0.07	1		111	0.07	1
WR	NA	NA	3	NA	0	26	29	NA	0	1	30	NA	0
WT	2	3200	29	0.01	0		29	0.02	0		29	0.02	0
			N/S Component	0.07			N/S Component	0.17			N/S Component	0.18	
			E/W Component	0.08			E/W Component	0.08			E/W Component	0.08	
			Rt.Tn. Comp.	0.09			Rt.Tn. Comp.	0.09			Rt.Tn. Comp.	0.09	
			ICU	0.24			ICU	0.33			ICU	0.34	

ritical movement identified by a 1.
en lanes for a right turn indicates free movement
- Not Applicable

LEVEL OF SERVICE DESCRIPTION

LEVEL OF SERVICE	TRAFFIC QUALITY	RANGE OF ICU
A	Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00 - 0.60
B	Operating speed beginning to be affected by other traffic; between one and ten percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.61 - 0.70
C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; recommended ideal design standard.	0.71 - 0.80
D	Tolerable operating speeds; 31 to 70 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81 - 0.90
E	Capacity; the maximum traffic volume an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.91 - 1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume which occurs at Level of Service "E".	Over 1.00

INTERSECTION CAPACITY UTILIZATION
WORKSHEET

INTERSECTION: Manner Avenue (N/S) @ Second Street (E/W)
DATE: August 30, 1989
TIME: AM Peak

HANNSCND/C-20

			Existing Traffic				Existing Plus Approved				Existing Plus Approved Plus Project			
Movement	No. Lanes	Cap.	Vol.	AM Peak V/C	Crit. Mvmt.	APPVD. PROJ. TRAFFIC	Vol.	AM Peak V/C	Crit. Mvmt.	PROJ. TRAFFIC	Vol.	AM Peak V/C	Crit. Mvmt.	
NL	1	1600	8	0.01	0		8	0.01	0		8	0.01	0	
NR	NA	NA	124	NA	0	145	269	NA	0		269	NA	0	
NT	2	3200	381	0.16	1		381	0.20	1	2	383	0.20	1	
SL	1	1600	88	0.06	1		88	0.06	1		88	0.06	1	
SR	NA	NA	77	NA	0		77	NA	0		77	NA	0	
ST	2	3200	420	0.16	0		420	0.16	0	4	424	0.16	0	
EL	1	1600	64	0.04	0		64	0.04	0		64	0.04	0	
ER	NA	NA	20	NA	0		20	NA	0		20	NA	0	
ET	2	3200	204	0.07	1		204	0.07	1		204	0.07	1	
WL	1	1600	284	0.18	1	118	402	0.25	1		402	0.25	1	
WR	NA	NA	148	NA	0		148	NA	0		148	NA	0	
WT	2	3200	250	0.12	0		250	0.12	0		250	0.12	0	
			N/S Component		0.21		N/S Component		0.26		N/S Component		0.26	
			E/W Component		0.25		E/W Component		0.32		E/W Component		0.32	
			Rt.Tn. Comp.		0.00		Rt.Tn. Comp.		0.00		Rt.Tn. Comp.		0.00	
			ICU		0.46		ICU		0.58		ICU		0.58	

Critical movement identified by a 1.
Ten lanes for a right turn indicates free movement
NA = Not Applicable

INTERSECTION CAPACITY UTILIZATION
WORKSHEET

INTERSECTION:Hamner Avenue (N/S) @ Second Street (E/W)
DATE:August 30, 1989
TIME:PM Peak

HAMMSCND/C-20

			Existing Traffic				Existing Plus Approved				Existing Plus Approve Plus Project		
Movemnt	No. Lanes	Cap.	Vol.	PM Peak V/C	Crit. Mvmt.	APPVD. PROJ. TRAFC	Vol.	PM Peak V/C	Crit. Mvmt.	PROJ. TRAFC	Vol.	PM Peak V/C	Crit Mvmt
NL	1	1600	80	0.05	0		80	0.05	0		80	0.05	0
NR	NA	NA	169	NA	0	153	322	NA	0		322	NA	0
NT	2	3200	648	0.26	1		648	0.30	1	10	658	0.31	1
SL	1	1600	186	0.12	1		186	0.12	1		186	0.12	1
SR	NA	NA	123	NA	0		123	NA	0		123	NA	0
ST	2	3200	605	0.23	0		605	0.23	0	9	614	0.23	0
EL	1	1600	175	0.11	1		175	0.11	0		175	0.11	0
ER	NA	NA	105	NA	0		105	NA	0		105	NA	0
ET	2	3200	286	0.12	0		286	0.12	1		286	0.12	1
WL	1	1600	196	0.12	0	236	432	0.27	1		432	0.27	1
WR	NA	NA	155	NA	0		155	NA	0		155	NA	0
WT	2	3200	349	0.16	1		349	0.16	0		349	0.16	0
			N/S Component	0.37			N/S Component	0.42			N/S Component	0.42	
			E/W Component	0.27			E/W Component	0.39			E/W Component	0.39	
			Rt.In. Comp.	0.00			Rt.In. Comp.	0.00			Rt.In. Comp.	0.00	
			ICU	0.64			ICU	0.81			ICU	0.81	

Critical movement identified by a 1.
Ten lanes for a right turn indicates free movement
NA - Not Applicable

INTERSECTION CAPACITY UTILIZATION
WORKSHEET

INTERSECTION:Hamner Avenue (N/S) @ Yuma Drive (E/W)
DATE:August 30, 1989
TIME:AM Peak

HARRIUMA/C-20

			Existing Traffic				Existing Plus Approved				Existing Plus Approved Plus Project		
Movemnt	No. Lanes	Cap.	Vol.	AM Peak V/C	Crit. Mvmt.	APPVD. PROJ. TRAFC	Vol.	AM Peak V/C	Crit. Mvmt.	PROJ. TRAFC	Vol.	AM Peak V/C	Crit. Mvmt.
NL	NA	NA		NA	0			NA	0		0	NA	0
NK	NA	NA	42	NA	0		42	NA	0	9	51	NA	0
NT	2	3200	530	0.18	1	9	539	0.18	1		539	0.18	1
SL	1	1600	8	0.01	1	116	124	0.08	1	4	128	0.08	1
SR	NA	NA		NA	0			NA	0		0	NA	0
ST	2	3200	532	0.17	0	15	547	0.17	0		547	0.17	0
EL	NA	NA		NA	0			NA	0		0	NA	0
ER	NA	NA		NA	0			NA	0		0	NA	0
ET	NA	NA		0.00	1			0.00	1		0	0.00	1
WL	1	1600	106	0.07	1		106	0.07	1	23	131	0.08	1
WK	1	1600	5	0.00	0	414	419	0.26	1	2	421	0.26	1
WT	NA	NA		0.00	0			0.00	0		0	0.00	0
			N/S Component		0.18		N/S Component		0.26		N/S Component		0.26
			E/W Component		0.07		E/W Component		0.07		E/W Component		0.08
			Rt.In. Comp.		0.00		Rt.In. Comp.		0.18		Rt.In. Comp.		0.18
			ICU		0.25		ICU		0.51		ICU		0.53

Critical movement identified by a 1.
Ten lanes for a right turn indicates free movement
NA - Not Applicable

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c (pcph) p	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS
MINOR STREET						
WB LEFT	0	75	0	0	0	E
RIGHT	392	578	578	578	187	D
MAJOR STREET						
SB LEFT	590	337	337	337	-252	F

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 40

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 300000

NAME OF THE EAST/WEST STREET..... SR-91 EB On/Off Ram

NAME OF THE NORTH/SOUTH STREET..... Main Street

NAME OF THE ANALYST..... Susan Mosner

DATE OF THE ANALYSIS (mm/dd/yy)..... 04/19/90

TIME PERIOD ANALYZED..... AM Peak

OTHER INFORMATION: Ex. Plus App. Plus Project

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	0	0	273
THRU	--	0	276	363
RIGHT	--	188	383	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	1	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	WB	5.90	5.40	0.00	5.40
MAJOR LEFTS	SB	5.70	5.20	0.00	5.20
MINOR LEFTS	WB	7.80	7.10	0.00	7.10

MOVEMENT	FLOW-RATE v(pcph)	POTEN-TIAL CAPACITY c (pcph) p	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS
MINOR STREET						
WB LEFT	0	164	94	> 94	> 94	> E
				> 763	> 557	>A
RIGHT	207	763	763	> 763	> 557	> A
MAJOR STREET						
SB LEFT	300	592	592	592	291	C

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 40

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 300000

NAME OF THE EAST/WEST STREET..... SR-91 EB On/Off Ramp

NAME OF THE NORTH/SOUTH STREET..... Main Street

NAME OF THE ANALYST..... Susan Rosner

DATE OF THE ANALYSIS (mm/dd/yy)..... 04/19/90

TIME PERIOD ANALYZED..... PM Peak

OTHER INFORMATION: Ex. Plus App. Plus Project

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	0	0	536
THRU	--	0	518	329
RIGHT	--	399	628	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	1	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	WB	5.90	5.40	0.00	5.40
MAJOR LEFTS	SB	5.70	5.20	0.00	5.20
MINOR LEFTS	WB	7.60	7.10	0.00	7.10

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 40

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 300000

NAME OF THE EAST/WEST STREET..... SR-91 EB On/Off Ram

NAME OF THE NORTH/SOUTH STREET..... McKinley Street

NAME OF THE ANALYST..... Susan Rosner

DATE OF THE ANALYSIS (mm/dd/yy)..... 06/13/89

TIME PERIOD ANALYZED..... AM Peak

OTHER INFORMATION: Existing Traffic

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	194	0	120
THRU	--	0	175	150
RIGHT	--	273	136	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	2	2	2

CAPACITY AT LEVEL-OF-SERVICE

MOVEMENT	FLOW-RATE (pcph)	POTENTIAL CAPACITY (pcph)	ACTUAL MOVEMENT CAPACITY (pcph)	SHARED CAPACITY (pcph)			
MINOR STREET							
WB LEFT		107	96	96		96	
RIGHT	88	765	765	765	765	572	A
MAJOR STREET							
SB LEFT	177	594	594	594		548	A

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 40

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 300000

NAME OF THE EAST/WEST STREET..... SR-91 EB On/Off Ram

NAME OF THE NORTH/SOUTH STREET..... Main Street

NAME OF THE ANALYST..... Susan Rosner

DATE OF THE ANALYSIS (mm/dd/yy)..... 04/19/90

TIME PERIOD ANALYZED..... PM Peak

OTHER INFORMATION: Existing Plus Approved Project

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	0	0	536
THRU	--	0	508	323
RIGHT	--	356	628	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	1	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	WB	5.90	5.40	0.00	5.40
MAJOR LEFTS	SB	5.70	5.20	0.00	5.20
MINOR LEFTS	WB	7.60	7.10	0.00	7.10

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS WB	5.90	5.40	0.00	5.40
MAJOR LEFTS SB	5.70	5.20	0.00	5.20
MINOR LEFTS WB	7.60	7.10	0.00	7.10

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
WB LEFT	0	75	0	0	0	E
RIGHT	261	578	578	0	-261	F
				578	318	B
MAJOR STREET						
SB LEFT	519	337	337	337	-182	F

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IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.............. [illegible]

PEAK HOUR FACTOR................................ [illegible]

AREA POPULATION................................. [illegible]

NAME OF THE EAST/WEST STREET.................... [illegible]

NAME OF THE NORTH/SOUTH STREET.................. Main Street

NAME OF THE ANALYST............................. Susan [illegible]

DATE OF THE ANALYSIS (mm/dd/yy)................. 04 1?/90

TIME PERIOD ANALYZED............................ AM Peak

OTHER INFORMATION: Existing Plus Approved Project

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	0	0	273
THRU	--	[illegible]	273	355
RIGHT	--	175	383	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	1	2	1

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND BUSES	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND		0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-5)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	WB	5.50	5.40	0.00	5.40
MAJOR LEFTS	SB	5.70	5.20	0.00	5.20
MINOR LEFTS	WB	7.50	7.10	0.00	7.10

MOVEMENT	FLOW-RATE v(pcph)	POTEN-TIAL CAPACITY (pcph) c_p	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY SH	LOS
MINOR STREET						
WB LEFT	[illegible]	183	125	[illegible]	125	[illegible]
				[illegible]	[illegible]	[illegible]
RIGHT	[illegible]	765	765	[illegible]	[illegible]	[illegible]
MAJOR STREET						
SB LEFT	[illegible]	[illegible]	594	[illegible]	[illegible]	[illegible]

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 40

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 300000

NAME OF THE EAST/WEST STREET..... SR-91 EB On/Off Ram

NAME OF THE NORTH/SOUTH STREET..... Main Street

NAME OF THE ANALYST..... Susan Rosner

DATE OF THE ANALYSIS (mm/dd/yy)..... 04/19/90

TIME PERIOD ANALYZED..... PM Peak

OTHER INFORMATION: Existing Traffic

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	0	0	472
THRU	--	0	508	323
RIGHT	--	237	628	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	1	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	WB	5.90	5.40	0.00	5.40
MAJOR LEFTS	SB	5.70	5.20	0.00	5.20
MINOR LEFTS	WB	7.60	7.10	0.00	7.10

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
WB LEFT	436	202	107	107	-328	F
RIGHT	356	810	810	810	454	A
MAJOR STREET						
SB LEFT	364	663	663	663	299	C

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 40

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 300000

NAME OF THE EAST/WEST STREET..... SR-91 EB On/Off Ramp

NAME OF THE NORTH/SOUTH STREET..... McKinley Street

NAME OF THE ANALYST..... Susan Rosner

DATE OF THE ANALYSIS (mm/dd/yy)..... 06/13/89

TIME PERIOD ANALYZED..... AM Peak

OTHER INFORMATION: Ex. Plus App. plus Project

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	271	0	275
THRU	--	0	195	176
RIGHT	--	273	136	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	2	2	2

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 40

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 300000

NAME OF THE EAST/WEST STREET..... SR-91 EB On/Off Ram

NAME OF THE NORTH/SOUTH STREET..... McKinley Street

NAME OF THE ANALYST..... Susan Rosner

DATE OF THE ANALYSIS (mm/dd/yy)..... 06/13/89

TIME PERIOD ANALYZED..... AM Peak

OTHER INFORMATION: Existing Plus Approved Projects

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	270	0	245
THRU	--	0	195	176
RIGHT	--	273	136	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	2	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	WB	5.90	5.40	0.00	5.40
MAJOR LEFTS	SB	5.70	5.20	0.00	5.20
MINOR LEFTS	WB	7.60	7.10	0.00	7.10

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
WB LEFT	297	326	247	247	-50	F
RIGHT	300	926	926	926	626	A
MAJOR STREET						
SB LEFT	270	861	861	861	591	A

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 40

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 300000

NAME OF THE EAST/WEST STREET..... SR-91 EB On/Off Ramp

NAME OF THE NORTH/SOUTH STREET..... McKinley Street

NAME OF THE ANALYST..... Susan Rosner

DATE OF THE ANALYSIS (mm/dd/yy)..... 06/13/89

TIME PERIOD ANALYZED..... PM Peak

OTHER INFORMATION: Existing Plus Approved Projects

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	396	0	331
THRU	--	0	300	207
RIGHT	--	324	260	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	2	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	WB	5.90	5.40	0.00	5.40
MAJOR LEFTS	SB	5.70	5.20	0.00	5.20
MINOR LEFTS	WB	7.60	7.10	0.00	7.10

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
WB LEFT	213	427	384	384	170	D
RIGHT	300	937	937	937	636	A
MAJOR STREET						
SB LEFT	132	880	880	880	748	A

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IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.................. 40

PEAK HOUR FACTOR...

AREA POPULATION..

NAME OF THE EAST/WEST STREET.............................

NAME OF THE NORTH/SOUTH STREET.................... Street

NAME OF THE ANALYST............................... Susan

DATE OF THE ANALYSIS (mm/dd/yy)...................

TIME PERIOD ANALYZED.............................. AM

OTHER INFORMATION: Existing Traffic

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	101	0	207
THRU	--	0	257	181
RIGHT	--	214	200	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	2	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN RATE	CURB RADIUS FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	[illegible]	---	---	
WESTBOUND	[illegible]	50	1	
NORTHBOUND	[illegible]	50	1	
SOUTHBOUND	[illegible]	50	20	

VEHICLE COMPOSITION

	% HEAVY VEHICLES (Table 10-2)	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	-	---	---
WESTBOUND	[illegible]	0	[illegible]
NORTHBOUND	[illegible]	0	0
SOUTHBOUND	[illegible]	0	[illegible]

CRITICAL GAPS

		FACTOR VALUES (Table 10-2)	ADJUSTED VALUE	RIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	WB	[illegible]	5.40	0.00	[illegible]
MAJOR LEFTS	SB	5.70	5.20	0.00	5.20
MINOR LEFTS	WB	[illegible]	7.10	0.00	7.10

MOVEMENT	FLOW-RATE v(pcph)	POTEN-TIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
WB LEFT	[illegible]	278	207	[illegible]	[illegible]	
RIGHT	[illegible]	832	830	[illegible]	[illegible]	[illegible]
MAJOR STREET						
SB LEFT	[illegible]	898	898	898	[illegible]	A

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IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 40

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 300000

NAME OF THE EAST/WEST STREET..... SR-91 WB On/Off Ramp

NAME OF THE NORTH/SOUTH STREET..... McKinley Street

NAME OF THE ANALYST..... Susan Kosner

DATE OF THE ANALYSIS (mm/dd/yy)..... 06/13/89

TIME PERIOD ANALYZED..... PM Peak

OTHER INFORMATION: Ex. Plus App. Plus Project

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 1-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	471	--	358	0
THRU	0	--	211	289
RIGHT	198	--	0	315

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	--	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	-----	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	---	---	---
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	EB	5.90	5.40	0.00	5.40
MAJOR LEFTS	NB	5.70	5.20	0.00	5.20
MINOR LEFTS	EB	7.60	7.10	0.00	7.10

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c (pcph) p	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS
MINOR STREET						
EB LEFT	518	186	84	84	-434	F
RIGHT	218	788	788	788	570	A
MAJOR STREET						
NB LEFT	394	627	627	627	234	C

APPENDIX B

TRAFFIC SIGNAL WARRANTS

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IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 40

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 300000

NAME OF THE EAST/WEST STREET..... SR-91 WB On/Off Ramp

NAME OF THE NORTH/SOUTH STREET..... McKinley Street

NAME OF THE ANALYST..... Susan Rosner

DATE OF THE ANALYSIS (mm/dd/yy)..... 06/13/89

TIME PERIOD ANALYZED..... AM Peak

OTHER INFORMATION: Ex. Plus App. Plus Project

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	237	--	304	0
THRU	0	--	138	257
RIGHT	252	--	0	288

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	--	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	-----	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	---	---	---
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	EB	5.90	5.40	0.00	5.40
MAJOR LEFTS	NB	5.70	5.20	0.00	5.20
MINOR LEFTS	EB	7.60	7.10	0.00	7.10

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c (pcph) p	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS
MINOR STREET						
EB LEFT	261	249	146	146	-115	F
RIGHT	277	818	818	818	540	A
MAJOR STREET						
NB LEFT	334	675	675	675	341	B

MOVEMENT	FLOW-RATE v(pcph)	POTEN-TIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
EB LEFT	246	262	159	159	-87	F
RIGHT	277	837	837	837	559	A
MAJOR STREET						
NB LEFT	334	707	707	707	372	B

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IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 40

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 300000

NAME OF THE EAST/WEST STREET..... SR-91 WB On/Off Ramp

NAME OF THE NORTH/SOUTH STREET..... McKinley Street

NAME OF THE ANALYST..... Susan Rosner

DATE OF THE ANALYSIS (mm/dd/yy)..... 06/13/89

TIME PERIOD ANALYZED..... PM Peak

OTHER INFORMATION: Existing Plus Approved Projects

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	428	--	358	0
THRU	0	--	210	274
RIGHT	198	--	0	313

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	--	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	-----	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	---	---	---
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	EB	5.90	5.40	0.00	5.40
MAJOR LEFTS	NB	5.70	5.20	0.00	5.20
MINOR LEFTS	EB	7.60	7.10	0.00	7.10

MOVEMENT	FLOW-RATE v(pcph)	POTEN-TIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
EB LEFT	471	191	89	89	-382	F
RIGHT	218	797	797	797	579	A
MAJOR STREET						
NB LEFT	394	641	641	641	247	C

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	-----	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	---	---	---
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	EB	5.90	5.40	0.00	5.40
MAJOR LEFTS	NB	5.70	5.20	0.00	5.20
MINOR LEFTS	EB	7.60	7.10	0.00	7.10

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
EB LEFT	246	277	162	162	-84	F
RIGHT	218	891	891	891	673	A
MAJOR STREET						
NB LEFT	394	796	796	796	402	A

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 40

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 300000

NAME OF THE EAST/WEST STREET..... SR-91 WB On/Off Ramp

NAME OF THE NORTH/SOUTH STREET..... McKinley Street

NAME OF THE ANALYST..... Susan Rosner

DATE OF THE ANALYSIS (mm/dd/yy)..... 06/13/89

TIME PERIOD ANALYZED..... AM Peak

OTHER INFORMATION: Existing Plus Approved Project

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	224	--	304	0
THRU	0	--	138	223
RIGHT	252	--	0	284

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	--	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	-----	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	---	---	---
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	EB	5.90	5.40	0.00	5.40
MAJOR LEFTS	NB	5.70	5.20	0.00	5.20
MINOR LEFTS	EB	7.60	7.10	0.00	7.10

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 40

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 300000

NAME OF THE EAST/WEST STREET..... SR-91 WB On/Off Ramp

NAME OF THE NORTH/SOUTH STREET..... McKinley Street

NAME OF THE ANALYST..... Susan Rosner

DATE OF THE ANALYSIS (mm/dd/yy)..... 06/13/89

TIME PERIOD ANALYZED..... AM Peak

OTHER INFORMATION: Existing Traffic

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	130	--	304	0
THRU	0	--	100	135
RIGHT	252	--	0	183

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	--	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	-----	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	---	---	---
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	EB	5.90	5.40	0.00	5.40
MAJOR LEFTS	NB	5.70	5.20	0.00	5.20
MINOR LEFTS	EB	7.60	7.10	0.00	7.10

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
EB LEFT	143	354	243	243	100	D
RIGHT	277	933	933	933	656	A
MAJOR STREET						
NB LEFT	334	873	873	873	539	A

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 40

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 300000

NAME OF THE EAST/WEST STREET..... SR-91 WB On/Off Ramp

NAME OF THE NORTH/SOUTH STREET..... McKinley Street

NAME OF THE ANALYST..... Susan Rosner

DATE OF THE ANALYSIS (mm/dd/yy)..... 06/13/89

TIME PERIOD ANALYZED..... PM Peak

OTHER INFORMATION: Existing Traffic

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	224	--	358	0
THRU	0	--	127	186
RIGHT	198	--	0	213

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	--	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	WB	5.90	5.40	0.00	5.40
MAJOR LEFTS	SB	5.70	5.20	0.00	5.20
MINOR LEFTS	WB	7.60	7.10	0.00	7.10

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
WB LEFT	298	310	223	223	-75	F
RIGHT	300	926	926	926	626	A
MAJOR STREET						
SB LEFT	303	861	861	861	558	A

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 40

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 300000

NAME OF THE EAST/WEST STREET..... SR-91 EB On/Off Ramp

NAME OF THE NORTH/SOUTH STREET..... McKinley Street

NAME OF THE ANALYST..... Susan Rosner

DATE OF THE ANALYSIS (mm/dd/yy)..... 06/13/89

TIME PERIOD ANALYZED..... PM Peak

OTHER INFORMATION: Ex. Plus App. plus Project

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	400	0	352
THRU	--	0	300	207
RIGHT	--	324	260	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	2	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	WB	5.90	5.40	0.00	5.40
MAJOR LEFTS	SB	5.70	5.20	0.00	5.20
MINOR LEFTS	WB	7.60	7.10	0.00	7.10

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
WB LEFT	440	194	96	96	-344	F
RIGHT	356	810	810	810	454	A
MAJOR STREET						
SB LEFT	387	663	663	663	276	C

APPENDIX D

LOT/PAD SIZE TABULATION

Lot Number	Pad Size (S.F.)	Lot Size (S.F.)
1	10173	22629
2	12995	22443
3	6921	22672
4	10269	21945
5	12010	27209
6	12743	25121
7	12083	23583
8	13720	26820
9	13603	24324
10	16703	61888
11	12949	96255
12	86771	69595
13	12650	29794
14	15271	46362
15	9966	95193
16	9274	21502
17	8995	27784
18	9529	47889
19	3413	98598
20	12103	35274
21	11531	93699

Lot Number	Pad Size (S.F.)	Lot Size (S.F.)
22	11005	30613
23	8614	37735
24	8182	44305
25	11144	35578
26	10033	29961
27	8812	41229
28	9468	50347
29	8311	42658
30	11375	39199
31	8926	34401
32	9208	57458
33	7809	51312
34	11160	51587
35	11249	60915
36	9485	66908
37	24099	268622
38	15330	41020
39	8298	24204
40	9097	22244
41	11090	22494
42	9717	21978
43	13213	30128
44	9197	27047
45	8651	22990

Lot Number	Pad Size (S.F.)	Lot Size (S.F.)
46	6262	26737
47	16004	71222
48	13157	28538
49	10162	20384
50	10145	24008
51	10059	21233
52	11224	21984
53	9304	22681
54	11904	26693
55	8673	22666
56	12098	56399
57	12597	46535
58	12891	88421
59	12695	83438
60	9962	29086
61	14937	30517
62	10573	26749
63	13250	55221
64	9090	55292
65	8387	54895
66	8598	22269
67	9870	22835
68	8505	42291

Lot Number	Pad Size (S.F.)	Lot Size (S.F.)
69	8186	45344
70	8176	67834
71	10698	29206
72	8586	23833
73	9521	24706
74	11793	23876
75	12310	32822
76	12830	26579
77	13940	99607
78	14604	58403
79	9537	22934
80	12108	22699
81	12236	24434
82	10221	27383
83	9884	27747
84	10052	41332
85	9807	30169
86	11092	27368
87	12224	27044
88	7981	26138
89	13753	33954
90	9266	25873
91	11436	29932
92	11167	60891

Lot Number	Pad Size (S.F.)	Lot Size (S.F.)
93	12344	34342
94	10845	38185
95	8707	27517
96	11002	23543
97	11757	22851
98	10292	24578
99	8554	25026
100	9789	24336
101	8487	23491
102	14517	29831
103	11230	79542
104	11987	88830
105	15393	86763
106	10751	28657
107	8866	30383
108	15384	28218
109	18165	43406
110	8877	21590
111	10741	34109
112	14965	30682
113	11411	29110
114	7321	26727
115	7816	23092

Lot Number	Pad Size (S.F.)	Lot Size (S.F.)
116	8383	21411
117	6199	21744
118	7614	22172
119	15182	22985
120	9568	22580
121	15467	45585
122	11923	50499
123	8418	103397
124	14445	36284
125	12585	19957
126	10340	20250
127	9342	25663
128	13945	33827
129	9806	25548
130	11236	20889
131	9490	23749
132	10553	29195
133	9204	24498
134	9759	21153
135	8733	20542
136	8873	19969
137	8932	21300
138	16521	19774
139	9967	18754

Lot Number	Pad Size (S.F.)	Lot Size (S.F.)
140	13992	24356
141	10944	19305
142	11468	20550
143	11654	100961
144	20615	29352
145	11979	38783
146	8023	72107
147	10346	106761
148	9842	53670
149	12913	65251
150	10926	101756
151	8932	22476
152	10770	21219
153	17241	44114
154	10412	31803
155	9616	24048
156	9145	23315
157	8520	26455
158	10547	128970
159	12031	195043
160	7797	27301
161	9475	28070
162	10106	24224

Lot Number	Pad Size (S.F.)	Lot Size (S.F.)
163	20302	39257
164	12536	30525
165	10521	29924
166	10162	24330
167	9321	24545
168	10135	27578^]
169	10857	25120
170	10168	23790
171	12111	34515
172	9523	36316
173	12143	37687
174	40347	93727
175	11456	35076
176	9609	20966
177	11124	22978
178	11076	28089
179	9979	24600
180	10411	25838
181	9701	26041
182	9130	28880
183	9020	22792
184	10880	33931
185	10772	30673
186	6349	25967

Lot Number	Pad Size (S.F.)	Lot Size (S.F.)
187	9582	26306
188	10010	23758
189	9141	26902
190	11220	29204
191	10124	27468
192	10321	102596
193	11270	25518
194	9332	31471
195	10885	24129
196	11061	25696
197	9387	47786
198	16122	49620
199	13064	25751
200	17261	27192
201	11279	22922
202	8890	20751
203	7871	25726
204	10776	30036
205	9808	25716
206	14236	29493
207	8580	42435
208	15198	55500
209	13684	52089

Lot Number	Pad Size (S.F.)	Lot Size (S.F.)
210	13312	55272
211	7850	47498
212	10530	49878
213	12904	39438
214	9173	27588
Total		156835

APPENDIX D

LOT/PAD SIZE TABULATION

Lot Number	Pad Size (S.F.)	Lot Size (S.F.)
1	10173	22629
2	12995	22443
3	6921	22672
4	10269	21945
5	12010	27209
6	12743	25121
7	12083	23583
8	13720	26820
9	13603	24324
10	16703	61888
11	12949	96255
12	86771	69595
13	12650	29794
14	15271	46362
15	9966	95193
16	9274	21502
17	8995	27784
18	9529	47889
19	3413	98598
20	12103	35274
21	11531	93699

TRACT 25779 - ANIMAL UNITS TABLE

	Lot No.	Lot Size (sf)	Maximum AU Per Table 5	Animal Keeping Area	Actual Allowed AU
PHASE 1	3	31,902	3	9641	3
	4	31,120	3	11605	3
	5	27,266	3	2145	3
	6	37,345	3	3115	3
	7	28,580	2	275	1
	8	27,322	3	6913	3
	9	44,892	2	4349	2
	10	78,769	5	950	5
	11	63,400	3	492	3
	12	73,402	5	0	0
	13	43,102	2	0	0
	14	102,684	6	0	0
	15	26,502	3	1188	3
	16	26,408	3	1801	3
	17	49,076	4	1055	4
	18	75,580	6	1689	6
	19	36,959	3	877	3
	20	106,572	6	2736	6

The Maximum AU is the number of animal units allowed per lot based on the formula in the Specific Plan, which is based on square footage and slope percentage. The Animal Keeping Area is an additional restriction of the Specific Plan requiring flat pad area of 240 square feet for the 1st animal unit and 100 for each additional animal unit. The animal keeping area is calculated after allowing for the 35' setback from the house as required in the Specific Plan. Wherever the Actual Allowed Animal Units is "0", the number would match the number shown in the Maximum AU column if the 35' setback was not required.

Western Pacific Housing

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TRACT 25779 - ANIMAL UNITS TABLE

	Lot No.	Lot Size (sf)	Maximum AU Per Table 5	Animal Keeping Area	Actual Allowed AU
PHASE 2	52	22,451	2	0	0
	53	23,588	2	2122	2
	54	21,802	2	2322	2
	55	28,261	2	0	2
	56	26,638	2	1005	2
	57	29,557	2	0	0
	58	50,457	4	4328	4
	59	63,400	3	3423	3
	60	35,750	3	0	0
	61	26,930	3	0	0
	62	24,750	3	7528	3
	63	36,600	3	0	0
	64	57,215	3	2445	3
	65	39,691	3	1580	3
	66	27,099	2	0	0
	67	28,172	2	0	0
	68	27,333	2	0	0
	69	51,854	4	0	0
	70	69,696	5	7220	5
	84	24,853	2	1853	2
	85	22,314	2	1499	2
	86	21,625	2	4086	2
	87	21,614	2	4409	2
	88	21,771	2	1288	2
	89	35,324	3	0	0
	90	27,226	3	209	0
	220	27,392	3	0	0

The Maximum AU is the number of animal units allowed per lot based on the formula in the Specific Plan, which is based on square footage and slope percentage. The Animal Keeping Area is an additional restriction of the Specific Plan requiring flat pad area of 240 square feet for the 1st animal unit and 100 for each additional animal unit. The animal keeping area is calculated after allowing for the 35' setback from the house as required in the Specific Plan. Whenever the Actual Allowed Animal Units is "0", the number would match the number shown in the Maximum AU column if the 35' setback was not required.

TRACT 25779 - ANIMAL UNITS TABLE

	Lot No.	Lot Size (sf)	Maximum AU Per Table 5	Animal Keeping Area	Actual Allowed AU
PHASE 3	21	28,832	3	4541	3
	22	36,956	3	2083	3
	23	51,114	2	1612	2
	24	25,098	2	510	2
	25	30,791	2	479	2
	26	42,343	3	0	0
	27	51,246	4	422	3
	28	41,962	4	151	0
	29	37,989	3	526	3
	30	34,716	2	0	0
	31	50,771	3	0	0
	32	51,270	2	0	0
	33	42,419	2	0	0
	34	50,767	3	0	0
	35	65,843	3	682	3
	36	269,308	8	1754	8
	37	47,751	3	5792	3
	38	24,664	3	0	0
	39	22,426	2	341	2
	40	21,334	2	964	2
	41	25,400	2	0	0
	42	20,590	2	2048	2
	43	20,472	2	1216	2
	44	20,184	2	0	0
	45	33,253	3	1139	3
	46	73,267	4	3619	4
	47	26,047	3	1940	3
	48	20,693	2	2194	2
	49	21,125	2	1979	2
	50	22,242	2	475	2
	51	21,428	2	750	2

The Maximum AU is the number of animal units allowed per lot based on the formula in the Specific Plan, which is based on square footage and slope percentage. The Animal Keeping Area is an additional restriction of the Specific Plan requiring flat pad area of 240 square feet for the 1st animal unit and 100 for each additional animal unit. The animal keeping area is calculated after allowing for the 35' setback from the house as required in the Specific Plan. Wherever the Actual Allowed Animal Units is "0", the number would match the number shown in the Maximum AU column if the 35' setback was not required.

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TRACT 25779 - ANIMAL UNITS TABLE

	Lot No.	Lot Size (sf)	Maximum AU Per Table 5	Animal Keeping Area (sf)	Actual Allowed AU
PHASE 4	95	22,409	2	0	0
	96	21,577	2	0	0
	97	21,577	2	0	0
	98	21,410	2	1025	2
	113	27,764	2	0	0
	114	24,615	2	1180	2
	115	28,124	3	202	0
	116	29,215	3	188	0
	117	22,255	2	492	2
	118	22,556	2	683	2
	119	20,850	2	0	0
	120	20,705	2	3974	2
	121	20,577	2	495	2
	122	31,773	3	3352	3
	123	60,413	5	6434	5
	124	28,124	1	6166	1
	125	42,922	4	1817	4
	126	22,342	2	1744	2
	127	20,317	2	4201	2
	128	23,833	2	5746	2
	129	29,283	2	4249	2
	130	21,996	2	3505	2
	131	20,203	2	4459	2
	132	23,263	2	1136	2
	133	30,771	3	4262	3
	134	25,507	2	4121	2
	135	21,439	2	1623	2
	136	19,949	2	3722	2
	137	20,192	2	6023	2
	138	20,091	2	3550	2
	166	24,795	3	4518	3
	167	20,014	2	1996	2
	168	24,942	3	2016	3
	169	23,420	2	0	0
	170	21,490	2	0	0
	171	28,044	3	967	3
	172	25,639	2	0	0
	173	25,601	2	0	0
	174	31,638	3	0	0

(340 sf?)

The Maximum AU is the number of animal units allowed per lot based on the formula in the Specific Plan, which is based on square footage and slope percentage. The Animal Keeping Area is an additional restriction of the Specific Plan requiring flat pad area of 240 square feet for the 1st animal unit and 100 for each additional animal unit. The animal keeping area is calculated after allowing for the 35' setback from the house as required in the Specific Plan. Wherever the Actual Allowed Animal Units is "0", the number would match the number shown in the Maximum AU column if the 35' setback was not required.

ANIMAL KEEPING
TRACT 25779

74% OF THE LOTS ALLOW ANIMAL KEEPING (40 of 54 lots)

PHASE 5

Lot No.	No. AU
72	4
73	2
74	2
75	5
76	5
77	5
78	2
79	3
80	2
81	2
91	3
92	1
93	3
94	3
99	2
100	0
101	2
102	2
103	3
104	1
105	5
106	5
221	5

PHASE 6

Lot No.	No. AU
188	4
189	0
190	0
191	0
192	2
193	3
194	4
195	1
196	5
197	1
198	1
199	5
200	0
201	1
202	5
203	5
204	5
205	4
206	0
207	0
208	5
209	0
210	4
211	3
212	0
213	0
214	0
215	0
216	0
217	0
218	2

ANIMAL KEEPING
TRACT 25779

90% OF THE LOTS ALLOW ANIMAL KEEPING (47 of 52 lots)

MODELS		PHASE 7		PHASE 8	
Lot No.	No. AU	Lot No.	No. AU	Lot No.	No. AU
136 (model)	4	82	2	135	3
137 (model)	5	83	3	145	5
138 (model)	5	139	5	146	5
		140	5	147	5
		141	3	148	3
		142	1	149	2
		143	3	150	1
		144	4	151	2
		156	5	152	4
		157	2	153	2
		158	1	154	3
		159	2	155	1
		160	3	169	1
		161	2	170	1
		162	5	171	3
		163	1	172	1
		164	1	173	1
		165	3		
		174	1		
		175	2		
		176	0		
		177	3		
		178	3		
		179	0		
		180	2		
		181	0		
		182	1		
		183	0		
		184	0		
		185	1		
		186	1		
		187	2		