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VERNOLA RANCH

SPECIFIC PLAN

Submitted on January 3rd, 2024

CITY OF JURUPA VALLEY
COMMUNITY DEVELOPMENT DEPARTMENT

APPROVED BY:
Planning Com. 11/29/2023
City Council 12/21/2023

MA: MA22153

DATE: 1/3/2024

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NOTE: MA22153 (SP266A5, SP22001, GPA22003,
TTM38504, CZ22002, DA22001)
Document includes Pages 1-206

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Summary of Changes 0.0-X

1.0 Introduction 1.0-1

1.1 Executive Summary..... 1.0-1

1.2 The Vision 1.0-1

1.3 Planning Context..... 1.0-2

1.4 Location 1.0-3

1.5 Background 1.0-6

1.6 Existing General Plan Land Use and Zoning Designations 1.0-6

1.7 Surrounding Land Uses..... 1.0-6

1.8 Discretionary Actions 1.0-6

1.9 Objectives..... 1.0-7

1.10 Organization 1.0-8

2.0 Regulatory Framework 2.0-1

2.1 Purpose of the Specific Plan 2.0-1

2.2 Authority and Scope..... 2.0-1

2.2.1 Subdivision 2.0-2

2.2.2 General Plan 2.0-2

2.2.3 Zoning Code 2.0-3

2.2.4 Inclusionary Housing/Affordable Housing in Lieu Fee 2.0-3

2.3 Environmental Assessment 2.0-3

2.4 Approvals..... 2.0-4

3.0 Community Plan 3.0-1

3.1 Land Use Plan 3.0-1

3.1.1 Land Use Designations 3.0-2

3.1.2 Planning Areas 3.0-4

3.2 Mobility Plan..... 3.0-7

3.2.1 Existing Roadway Network..... 3.0-7

3.2.2 Ultimate Roadway Improvements 3.0-8

3.2.3 Project Access 3.0-16

3.2.4 Public Transit..... 3.0-21

3.2.5 Vehicular Circulation Plan 3.0-23

3.2.6 Courts, Motor Courts, and Streets within Planning Areas 3.0-23



3.2.7	Traffic Calming.....	3.0-30
3.2.8	Pedestrian and Cycling Circulation Plan.....	3.0-30
3.3	Open Space and Recreation Plan.....	3.0-33
3.3.1	Park Areas	3.0-34
3.3.2	Amenity Areas.....	3.0-37
3.3.3	Vernola Ranch Recreation Center Campus Layout	3.0-37
3.3.4	Vernola Ranch Neighborhood Park.....	3.0-39
3.3.5	Basins	3.0-39
3.4	Public Facilities.....	3.0-52
3.4.1	Domestic Water	3.0-52
3.4.2	Non-Potable Water.....	3.0-52
3.4.3	Sanitary Sewer.....	3.0-53
3.4.4	Drainage	3.0-53
3.5	Conceptual Grading Plan.....	3.0-61
3.6	Conceptual Phasing Plan.....	3.0-65
4.0	Permitted Uses and Development Standards.....	4.0-1
4.1	Permitted Uses	4.0-4
4.2	Surrounding Schools and School Overlay	4.0-5
4.3	Attached Residential Building	4.0-7
4.4	Detached Cluster Homes	4.0-14
4.5	Single Family Detached Homes	4.0-23
4.6	Planning Area 17	4.0-32
4.7	Planning Area 18	4.0-37
4.8	Planning Area 19	4.0-40
4.9	Planning Area 20	4.0-43
5.0	Landscape Design Guidelines.....	5.0-1
5.1	Landscape Guidelines Description.....	5.0-1
5.2	Planting Overview	5.0-1
5.3	General Landscape Design Guidelines	5.0-7
5.3.1	Streetscape Trees	5.0-7
5.3.2	Front Yard Landscaping.....	5.0-8
5.3.3	Interior Slope Landscape	5.0-8
5.3.4	Lighting	5.0-8



5.3.5	Signage and Monumentation	5.0-9
5.3.6	Irrigation.....	5.0-10
5.3.7	Management Considerations	5.0-13
5.3.8	Maintenance Responsibility	5.0-13
5.4	Wall and Fence Plan.....	5.0-14
5.4.1	Perimeter Theme Walls	5.0-14
5.4.2	Residential Walls	5.0-14
5.4.3	Accent Walls and Fences.....	5.0-15
5.4.4	View Fencing	5.0-15
6.0	Architectural Objective Design Standards.....	6.0-1
6.1	Purpose and Intent.....	6.0-1
6.2	Residential Design Guidelines	6.0-2
6.2.1	Neighborhood Design.....	6.0-2
6.2.2	Residential Building Typologies	6.0-2
6.2.3	Livable Streets	6.0-15
6.2.4	Pedestrian Connectivity	6.0-15
6.3	Building and Site Design	6.0-17
6.3.1	Architectural Styles	6.0-17
6.3.2	Building Placement and Orientation	6.0-20
6.3.3	Form and Massing.....	6.0-20
6.3.4	Garage Placement and Parking Areas.....	6.0-22
6.3.5	Roof Considerations	6.0-23
6.3.6	Articulation and Details.....	6.0-24
6.3.7	Materials and Colors.....	6.0-25
6.3.8	Functional Elements.....	6.0-26
6.3.9	Trash Enclosures	6.0-28
7.0	Administration and Implementation	7.0-1
7.1	Implementation Plan	7.0-1
7.1.1	General Administration	7.0-1
7.1.2	Applicability	7.0-1
7.1.3	Severability	7.0-1
7.1.4	Interpretation	7.0-2
7.1.5	Specific Plan Modifications.....	7.0-2



Table of Contents



- 7.1.6 Implementation and Approval Process.....7.0-3
- 7.2 Financing Plan7.0-6
 - 7.2.1 Developer Funding7.0-8
 - 7.2.2 Special Assessment Districts7.0-8
 - 7.2.3 Landscaping and Lighting Districts.....7.0-8
 - 7.2.4 Community Facilities Districts and Mello-Roos.....7.0-8
 - 7.2.5 Other Funding Sources7.0-9
- 7.3 Maintenance Plan7.0-9
 - 7.3.1 Apportionment of Cost for Maintenance of Common Areas7.0-9
 - 7.3.2 Master Area Maintenance7.0-9
 - 7.3.3 Specific Facilities Maintenance.....7.0-10
 - 7.3.4 Plan Roadways and Roadway Landscaping.....7.0-10
 - 7.3.5 Private Area Maintenance7.0-10
- Appendix AA-1**
 - A-1 General Plan ConsistencyA-1

List of Acronyms



BMPs	Best Management Practices
Burrtec	Burrtec Waste Industries, Inc.
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFD	Community Facilities District
cfs	Cubic Feet per Second
CGB	California Green Builder
CNUSD	Corona-Norco Unified School District
CPTED	Crime Prevention through Environmental Design
CSA	County Service Area
EIR	Environmental Impact Report
EV	Electrical Vehicles
HOA	Home Owners Association
HVAC	Heating, Ventilation, and Air Conditioning
I-15	Interstate 15
JCSD	Jurupa Community Services District
kv	kilovolt
LEED	U.S. Green Building Council's Leadership in Energy and Environmental Design
LID	Low Impact Development
LLD	Landscaping and Lighting Districts
MDP	Master Drainage Plan
mph	Miles per Hour
MWELo	Model Water Efficient Landscape Ordinance
NAHB's	National Association of Home Builders
NEV	Neighborhood Electric Vehicle
NPDES	National Pollution Discharge Elimination System
PVC	Polyvinyl Chloride
RTA	Riverside Transit Agency
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCTC	Riverside County Transportation Commission



List of Acronyms



ROW	Right-of-Ways
SCE	Southern California Edison
SCG	Southern California Gas Company
SP	Specific Plan
SWPPP	Storm Water Pollution Prevention Plan
TPM	Tentative Parcel Map
TTM	Tentative Tract Map
VRSP	Vernola Ranch Specific Plan
WM	Waste Management



List of Figures



Figure 1.1, Regional Map 1.0-4

Figure 1.2, Vicinity Map 1.0-5

Figure 3.1, Land Use Plan 3.0-5

Figure 3.2 A, Pats Ranch Road - South of Boca Place..... 3.0-10

Figure 3.2 B, Pats Ranch Road - South of Boca Place 3.0-11

Figure 3.3 A, Pats Ranch Road - North of Boca Place 3.0-12

Figure 3.3 B, Pats Ranch Road - North of Boca Place 3.0-13

Figure 3.4, Bellegrave Avenue 3.0-14

Figure 3.5, Roundabout – Pats Ranch Road & Park Center Drive 3.0-15

Figure 3.6, Main Access Points 3.0-17

Figure 3.7 A, Entry – Park Center Drive 3.0-18

Figure 3.7 B, Entry – Park Center Drive – Interior Road Street “F” 3.0-19

Figure 3.8, Multi-Family Entry - South of Boca Place 3.0-20

Figure 3.9, Adjacent Existing Transit Services 3.0-22

Figure 3.10, Vehicular Circulation Plan 3.0-24

Figure 3.11 A, Standard Interior Road – Street “D” & Street “C” East of Street “E” 3.0-25

Figure 3.11 B, Interior Road With Trail – Street “A” & “G” 3.0-26

Figure 3.11 C, Interior Road With Trail – Street “C” West of Street “E”, Street “E” & “H”
..... 3.0-27

Figure 3.11 D, Interior Road – Street “B” 3.0-28

Figure 3.12, Courts, Motor Courts, and Streets within Planning Areas 3.0-29

Figure 3.13, Pedestrian and Cycling Circulation Plan 3.0-31

Figure 3.14, Conceptual Open Space and Recreation Plan 3.0-35

Figure 3.15, Pocket Park - Conceptual Plan 3.0-36

Figure 3.16, Recreation Center Campus Layout 3.0-38

Figure 3.17, Overall Neighborhood Park Plan 3.0-40

Figure 3.18, Conceptual Dog Parks - Enlargements 3.0-41

Figure 3.19 A, Neighborhood Park Enlargement - Agrarian Area 3.0-42

Figure 3.19 B, Neighborhood Park 3D Views - Agrarian Area 3.0-43

Figure 3.20 A, Neighborhood Park Enlargement - Activity Area 3.0-44

Figure 3.20 B, Neighborhood Park 3D Views - Activity Area 3.0-45

Figure 3.21, Cross Section B in PA-2 & PA-19A 3.0-46

Figure 3.22, Cross Section C in PA-2 & PA-19A 3.0-47

Figure 3.23, Cross Section D in PA-3 & PA-19B 3.0-48



List of Figures



Figure 3.24, Cross Section E in PA-4 & PA-19C	3.0-49
Figure 3.25, Detention Basins Conceptual Layout	3.0-50
Figure 3.26, Entry and Basin Imagery	3.0-51
Figure 3.27, Conceptual Water, Sanitary Sewer and Non-Potable Water Plan	3.0-57
Figure 3.28, Day Creek ADP Storm Drain Infrastructure	3.0-58
Figure 3.29, Conceptual Drainage Plan	3.0-59
Figure 3.30, Basin & Drainage Area Map.....	3.0-60
Figure 3.31, Existing Topography.....	3.0-63
Figure 3.32, Conceptual Grading Plan	3.0-64
Figure 3.33, Conceptual Phasing Plan	3.0-66
Figure 4.1, Potential School Location.....	4.0-6
Figure 4.2, Planning Area 1	4.0-10
Figure 4.3, Planning Area 2	4.0-11
Figure 4.4, Planning Area 3	4.0-12
Figure 4.5, Planning Area 4	4.0-13
Figure 4.6, Planning Area 5	4.0-17
Figure 4.7, Planning Area 6	4.0-18
Figure 4.8, Planning Area 7	4.0-19
Figure 4.9, Planning Area 8	4.0-20
Figure 4.10, Planning Area 15	4.0-21
Figure 4.11, Planning Area 16	4.0-22
Figure 4.12, Planning Area 9	4.0-26
Figure 4.13, Planning Area 10	4.0-27
Figure 4.14, Planning Area 11	4.0-28
Figure 4.15, Planning Area 12	4.0-29
Figure 4.16, Planning Area 13	4.0-30
Figure 4.17, Planning Area 14	4.0-31
Figure 4.18, Planning Area 17	4.0-35
Figure 4.19, Cross Section A in PA-17	4.0-36
Figure 4.20, Planning Area 18	4.0-39
Figure 4.21, Planning Area 19	4.0-42
Figure 4.22, Planning Area 20	4.0-45
Figure 5.1, Street Tree Exhibit	5.0-11
Figure 5.2, Conceptual Monumentation Location	5.0-12



List of Figures



Figure 5.3, Overall Fence and Wall Plan	5.0-16
Figure 5.4 A, Fence Types	5.0-17
Figure 5.4 B, Wall Types	5.0-18
Figure 6.1, Plotting Concept Examples – Single-Family Detached Homes	6.0-7
Figure 6.2, Plotting Concept Examples – Detached Cluster Homes	6.0-9
Figure 6.3, Plotting Concept Examples – Attached Residential Buildings	6.0-12
Figure 6.4, Pedestrian Connectivity Concepts	6.0-16
Figure 6.5, Front-Loaded Garage Examples.....	6.0-23
Figure 6.6, Conceptual Trash Enclosure Layout	6.0-29



List of Tables



Table A, Land Use Plan Summary and Details	3.0-6
Table B, Allowable Flow Rates for Line J	3.0-56
Table C, Residential Planning Development Standards (PA-1 to PA-16)	4.0-2
Table D, Residential Planning Development Standards (PA-17).....	4.0-3
Table E, Parking Ratio	4.0-4
Table F, Plant Palette	5.0-2
Table G, Street Tree Matrix	5.0-7
Table H, Appropriate Residential Building Typologies by Planning Areas	6.0-5
Table I, Permit Process	7.0-5
Table J, Funding and Maintenance Responsibilities.....	7.0-7



Summary of Changes



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1.1 Executive Summary

A specific plan is a policy tool to implement the vision for a defined area in greater detail than provided for in a general plan and through more customized development and design standards than those found in a zoning code.

The Vernola Ranch Specific Plan (VRSP) is a residential neighborhood, north of Limonite Ave., south of Bellegrave Ave., east of the I-15 freeway, and west of Pats Ranch Rd. The VRSP will allow for high-quality and innovative residential development with an array of housing-product types, lot sizes, styles, and a variety of public benefits. The project includes 1,576 residential dwelling units (single-family, multi-family, townhomes, and other housing types) recreation areas, a network of trails & parks, internal street network, open space, landscaping, and street improvements on approximately 153 gross acres. The Specific Plan is divided into 20 Planning Areas to guide land use types and intensity. The project also includes an overlay for a potential school site located at the northeast portion of the site.

The VRSP serves as the long-range plan for development of residential, public facility, open space, and recreational amenities along with the guide to all future development proposals within the VRSP. This Specific Plan provides detailed text and conceptual exhibits describing the various land uses, development standards, design guidelines, and circulation and infrastructure improvements, as well as a systematic approach for the VRSP's implementation and administration. This document guides the buildout of the property in a manner that is consistent with City and other applicable regulations ensuring that the various Plan elements will be developed in a coordinated manner.

1.2 The Vision

One of the primary value statements of the 2017 City of Jurupa Valley General Plan describes the City as a "Community of Communities." The vision of the Vernola Ranch Specific Plan is to provide the framework to allow a new vibrant, diverse and unique neighborhood within the community. It will provide diverse home choices that will serve both first-time and move-up home buyers. It also embraces additional value statements from the 2017 General Plan such as small town feel, open space and visual quality, active outdoor life, and mobility.

The Vernola Ranch Specific Plan is located in an area in western Jurupa Valley. The area has high potential but is limited on amenities which provides an opportunity to deliver dramatic change. A more contemporary storyline can be provided for this area by



advancing a neo-traditional approach towards place-making. A neo-traditional design concept provides the most opportunity for all-age neighborhoods within the VRSP by providing a mix of housing opportunities, walkable neighborhoods, a strong sense of place, a discernible center, a network of interconnected streets, and the location of active uses at the core of the community.

The VRSP is designed to encourage distinct neighborhood spaces that provide for all-age neighborhoods, recreational amenities, and public facilities. The need for amenities will be addressed by creating an overarching vision for this area and will include not only a large central social/recreational amenity to act as the heartbeat of this new community, but will provide a network of active and passive recreation facilities surrounding the community recreation center to serve residents. In addition, a host of parks, bike paths, trails and greenbelts, and land for a potential school site have been included.

The VRSP is sensitive to the site's surrounding physical and environmental conditions. A detailed evaluation of the site's environmental conditions was analyzed to establish a sound basis for land use planning decisions. Backbone infrastructure comprised of streets, sewer, water, and drainage facilities have been included to facilitate development of the site.

1.3 Planning Context

The City of Jurupa Valley was officially established July 1, 2011. The City is approximately 44 square miles, and the population consists of 105,384¹ residents. Jurupa Valley is situated in northwestern Riverside County, approximately 6 miles northwest of the City of Riverside as illustrated in **Figure 1.1, Regional Map**. The City encompasses the communities of Jurupa Hills, Mira Loma, Glen Avon, Pedley, Indian Hills, Belltown, Sunnyslope, Crestmore Heights, and Rubidoux. It borders San Bernardino County to the north, Riverside to the south and east, Eastvale and San Bernardino County to the west. Portions of the Santa Ana River traverse the southern portion of the City.

¹ Department of Finance, Table E-5, Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022, with 2020 Benchmark, August 11, 2021. Available at <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/>.



1.4 Location

The VRSP is located along the western border of the City of Jurupa Valley, Riverside County, California on approximately 153 acres specifically located at the southwest corner of the intersection of Bellegrave Avenue and Pats Ranch Road. The VRSP is bound by Bellegrave Avenue to the north, Interstate 15 (I-15) to the west, Limonite Avenue to the south, and Pats Ranch Road to the east as reflected on **Figure 1.2, Vicinity Map**. Limonite Avenue provides access to the I-15.

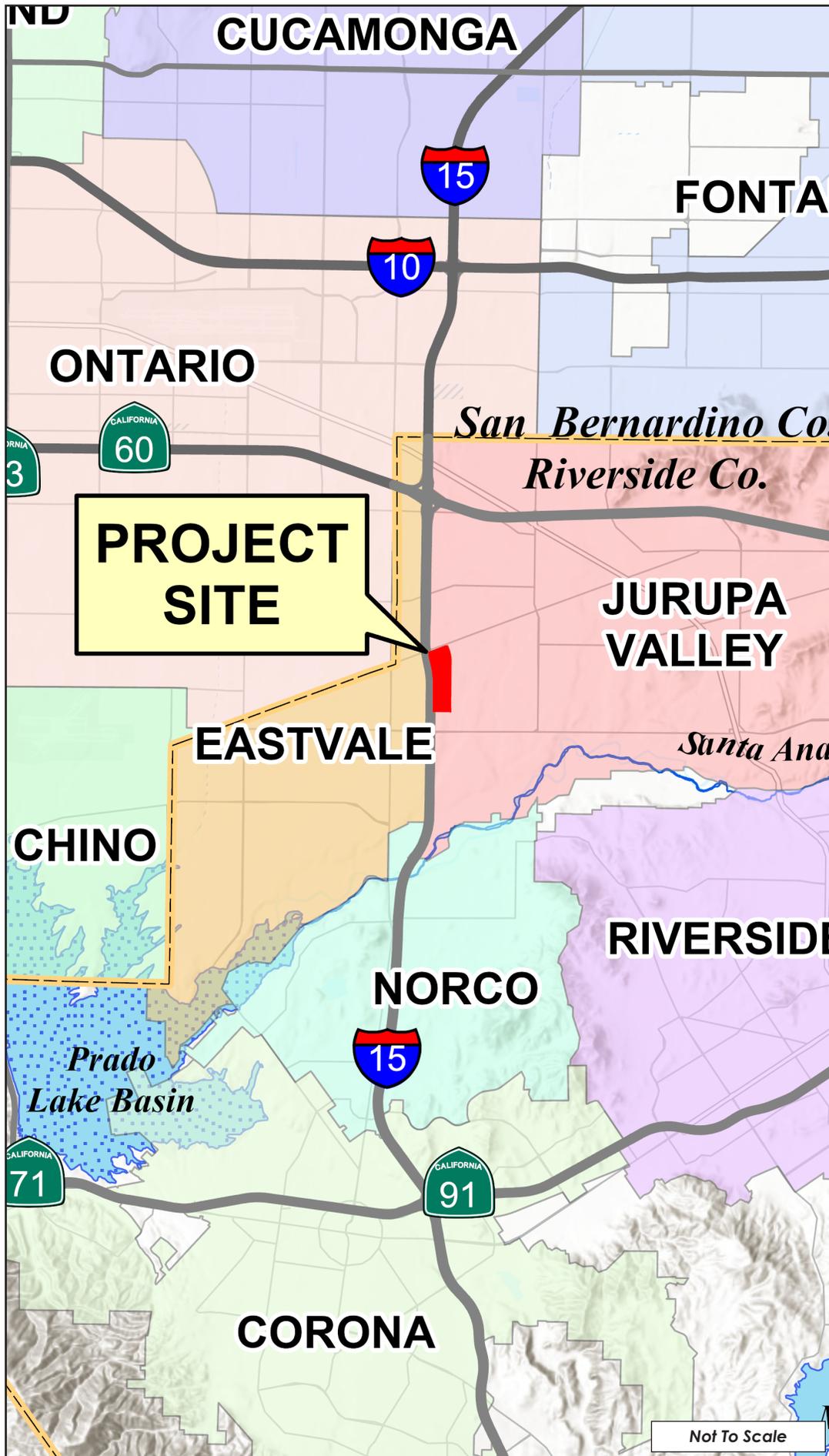


Figure 1.1, Regional Map



Not To Scale

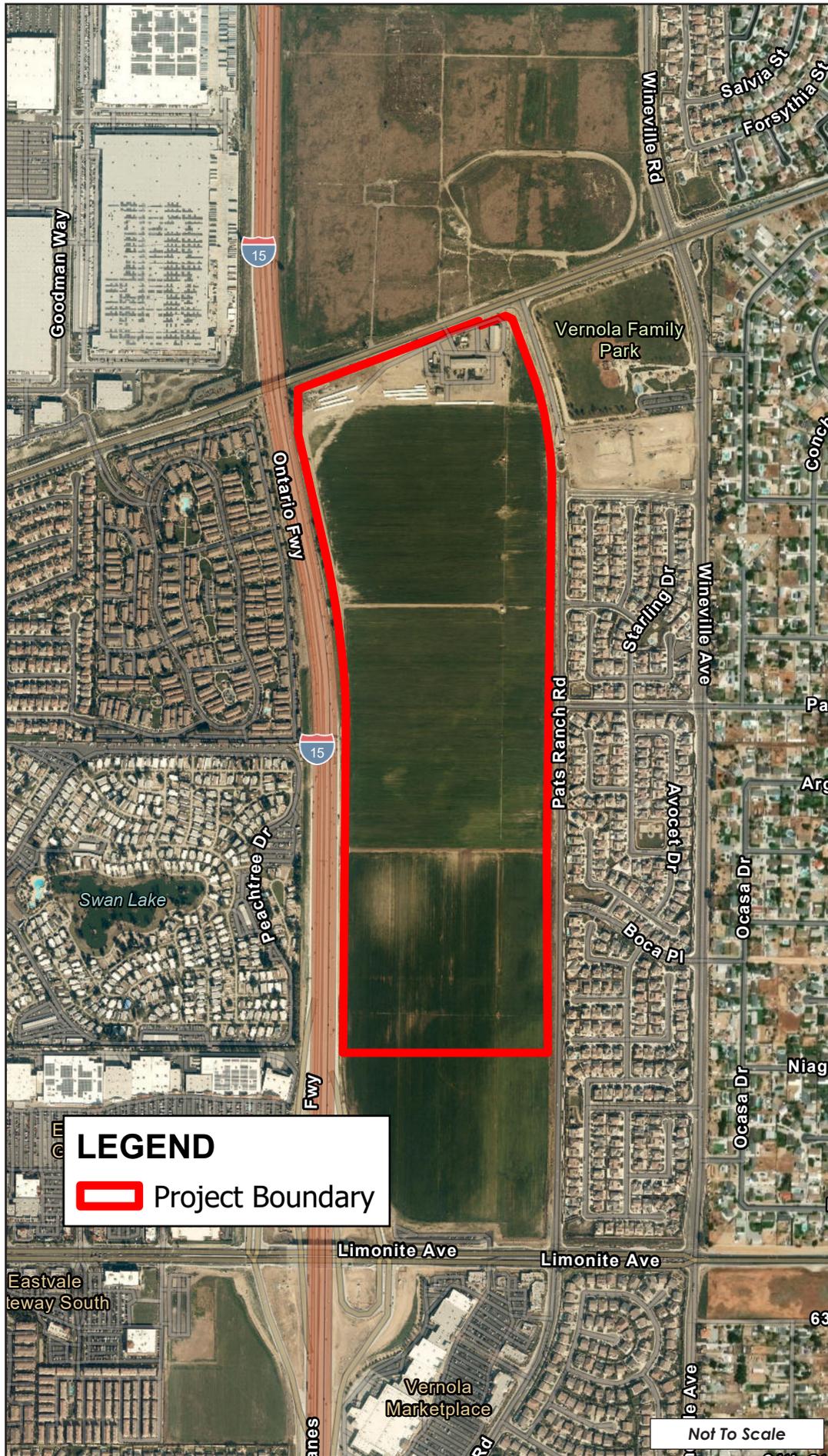


Figure 1.2, Vicinity Map





1.5 Background

On November 2, 1993, the Riverside County Board of Supervisors adopted the I-15 Corridor Specific Plan No. 266 (SP No. 266). The specific plan consists of over 750 acres fronting both sides of I-15 and generally located between Hammer Avenue to the west, Wineville Avenue to the east, Bellegrave Avenue to the north, and Oakdale/68th Street to the south. The City of Eastvale incorporated October 2010, and later the City of Jurupa Valley incorporated on July 1, 2011 resulting in the bifurcation of SP No. 266. Upon incorporation, the City of Jurupa valley adopted the Riverside County General Plan, the Jurupa Area Plan, and the Zoning Ordinance applicable to the City. The portion of SP No. 266 west of the I-15 is now in Eastvale and the portion east of the I-15 is now located in the City of Jurupa Valley. In September 2017, the City adopted its first General Plan which defined general plan land uses for the city including the project area.

1.6 Existing General Plan Land Use and Zoning Designations

The existing site is vacant and undeveloped land utilized for irrigated farming. The City of Jurupa Valley General Plan identifies the site as having a General Plan land use designation of Business Park (BP), Commercial Retail (CR), and Medium Density Residential (MDR) with R-1 (One Family Dwelling and I-P (Industrial Park) Zoning Designation under a Specific Plan Overlay (SP No. 266).

1.7 Surrounding Land Uses

Immediately north of the VRSP (north of Bellegrave Avenue) is the Thoroughbred Farm Specific Plan No. 376, which is vacant lands currently, includes Commercial Retail, Commercial Tourist, and Business Park. The areas west of VRSP (west of I-15 freeway) are mobile home parks (Medium High Density Residential), apartment buildings (High Density Residential), and the Eastvale Gateway shopping mall (Commercial Retail) in the City of Eastvale. To the east, there is a large Medium Density Residential community (Harvest Villages), Vernola Family Park, and Skyview Event Center. Adjacent properties to the south of VRSP are vacant lands and the Vernola Market Place shopping mall, designated as Business Park and Commercial Retail.

1.8 Discretionary Actions

The property is currently zoned within the I-15 Corridor Specific Plan No. 266 for Medium Density Residential (Planning Areas 10, 13, & 15) and Industrial Park (Planning Area 20). This project includes a Specific Plan Amendment to remove Planning Areas 10, 13, 15, & 20 consisting of approximately 153 Acres from the I-15 Corridor Specific Plan No. 266 and



implement the new VRSP for this area. Planning areas 11 and 12 will remain commercially zoned with the same acreage in SP No. 266.

The project also includes a General Plan Amendment to change from Medium Density Residential, Commercial Retail, and Business Park to the appropriate designation for the proposed densities (HHDR, VHDR, HDR, MHDR, OS-R, and OS-W) , and a Change of Zone from Residential (R-1) and Industrial (I-P) to Specific Plan (SP).

1.9 Objectives

The Vernola Ranch Specific Plan will implement the City of Jurupa Valley's General Plan and establish a contemporary and comprehensive land use policy document for the development of the Vernola Ranch Plan Area by meeting the following objectives.

- **Housing** – Provide a range of housing opportunities in a diverse mix of neighborhoods to support an array of housing choices for a variety of population, lifestyles and family groups.
- **Quality of Life** – Create a master planned neighborhood that has a unique character and quality with a commitment to exemplary living, working, and recreational environments by providing a mix of uses that includes residential, and recreational opportunities that meet local, community, and regional needs.
- **Recreation and Open Space** – Develop parks, open space, and an integrated trails network with pedestrian and bicycle amenities to create passive and active recreational opportunities to serve its residents and the surrounding community.
- **Mobility Choices** – Provide a comprehensive circulation network with integrated mobility options including pedestrian and bicycle amenities, with enhanced connectivity and safety as alternatives to automobile use. Incorporate enhanced traffic calming design elements and multi-modal systems that facilitate the ultimate vision of the City.
- **Diversity** – Establish a planning and zoning concept that is responsive to the market by implementing a comprehensive Specific Plan that contains a variety of housing, recreation land uses to reduce the vehicle miles driven in the region.
- **Community Design** – Facilitate development of infrastructure needed to serve the VRSP through efficiently designed and responsibly phased infrastructure improvements; develop residential neighborhoods with a commitment to quality site design, architecture and landscape design, and enhance the character and quality of the Pats Ranch Road and Bellegrave Avenue.



1.10 Organization

The Vernola Ranch Specific Plan has been prepared in a collaborative effort by a multi-disciplinary design team and is organized as follows:

Chapter 1: Introduction. Provides planning context, Plan background, location, and summary of conceptual plan.

Chapter 2: Regulatory Framework. Establishes the purpose, intent, authority, and scope of the Specific Plan.

Chapter 3: Community Plan. Establishes the vision for the Specific Plan, and implementing strategies applicable to the proposed land uses. It begins with the land use plan and subsequently describes major development components (i.e. circulation plan, drainage plan, water and sewer plan, drainage plan, and grading plan).

Chapter 4: Development Standards and Permitted Uses. Establishes development standards specific to the residential building types and planning areas.

Chapter 5: Landscape Design Guidelines. Contains the landscape design guidelines that provide the general provisions for landscaping and irrigation.

Chapter 6: Architectural Objective Design Standards. Contains architectural design guidelines that provide a general framework for neighborhood, building, and site design.

Chapter 7: Administration and Implementation. Describes administration procedures for implementation of the Vernola Ranch Specific Plan, including financing mechanisms and maintenance procedures.

Appendix A: General Plan Consistency Analysis. Contains the consistency analysis between the Specific Plan and the City of Jurupa Valley General Plan.



2.1. Purpose of the Specific Plan

A specific plan is defined by Government Code Section 65450, et seq. as a tool for the systematic implementation of the General Plan for all or part of the area covered by the General Plan. It effectively establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area. To an extent, the range of issues contained in a specific plan is left to the discretion of the decision-making body. However, all specific plans must comply with §65450 - 65457 of the Government Code. These provisions require that a specific plan be consistent with the adopted general plan of the jurisdiction within which it is located. In turn, all subsequent subdivision and parcel maps, all development, all public works projects, and zoning ordinances within an area covered by a specific plan must be consistent with the specific plan. The VRSP is intended to comprehensively define the regulations, requirements, and design guidelines for the development of the neighborhoods, commercial and public facility spaces, and recreational amenities within the VRSP designed to produce a project that is consistent with the goals, objectives, and policies of the General Plan. It will establish the type, location, intensity, and character of development, and identify the required infrastructure to support the planned land uses and defines the methods and requirements necessary for development of the VRVSP to ensure that City of Jurupa Valley General Plan requirements are implemented.

2.2. Authority and Scope

The VRSP is established through the authority granted to the City of Jurupa Valley by the California Government Code, Title 7, Division 1, Chapter 3, Sections 65450 through 65457 which set forth the minimum requirements and review procedures for specific plans. Section 65451 (a) of the Government Code mandates that a "Specific Plan shall include a text and diagram or diagrams which specify all of the following:

- The distribution, location, and extent of the uses of land, including open space, within the area covered by the VRSP.
- The distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities to be located within the area and needed to support the land uses described in the VRSP.
- Standards and criteria by which improvements will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures including regulations, programs, public works projects, and financing measures to implement all of the above.



- A statement of the relationship of the specific plan to the general plan.”

In addition, the specific plan may address other subjects that, in the judgment of the planning agency, are necessary or desirable for implementation of the general plan. State law permits a specific plan to be prepared, adopted, or amended in the same manner as a general plan, except that a specific plan may be adopted by resolution or by ordinance, and may be amended as often as is deemed necessary by the legislative body and must be consistent with a city’s general plan. A Planning Commission hearing and City Council hearing are required, and specific plans must be adopted by the City Council.

In addition, the 2017 City of Jurupa Valley General Plan stipulates at follows:

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

2.2.1. Subdivision

A Tentative Tract Map (TTM 38504) will be processed concurrently with the VRSP through the City of Jurupa Valley. TTM 38504 will be prepared pursuant to the applicable provisions of the State of California Subdivision Map Act (Government Code Section 66410 through 66499), the Title 7 of Jurupa Valley Municipal Code, and the applicable provisions contained within the financing, conveyance, and ultimately the VRSP. This tentative map will create the individual Planning Areas within the approximately 153 acres VRSP. In addition, approximately 36 acres to the south of VRSP will be mapped to separate that portion which will remain in the I-15 Corridor Specific Plan No. 266 as commercial.

2.2.2. General Plan

Specific plans are required to be consistent with the goals and policies of the governing General Plan. The California Government Code Section 65451 states that a “specific plan shall include a statement of the relationship of the Specific Plan to the General Plan, and

2.0 Regulatory Framework



further, that it may not be adopted or amended unless found to be consistent with the General Plan.” The consistency between VRSP and the City of Jurupa Valley General Plan is detailed in **Appendix A, General Plan Consistency Analysis**.

Future subdivisions, building permits, and public works projects must be consistent with VRSP (Government Code Sections 65455, 66473.5, 65860, and 65401). All projects that are found to be consistent with VRSP will likewise be deemed consistent with the City of Jurupa Valley General Plan.

2.2.3. Zoning Code

VRSP provides standards, design guidelines, and development parameters unique to the VRSP and is the “zoning code” for the VRSP. As such, VRSP is the first source for direction regarding any proposed development and use within the VRSP. However, it is not the only source. In some cases, VRSP provides direct references to the City of Jurupa Valley Code. In addition, where VRSP is silent, applicable provisions of the City of Jurupa Valley Zoning Code, as determined to be appropriate by City staff, shall be utilized. Where a conflict exists between the standards contained herein and those found in the City of Jurupa Valley Zoning Code, the standards in this document apply. Please see Chapter 7, Administration and Implementation, for more detail regarding interpretations, authority, and Plan administration. Since the land use designations and accompanying development standards are uniquely tailored to this Plan area, there is no direct correlation to any one zoning category in the City of Jurupa Valley Zoning Code. The City of Jurupa Valley adopts the VRSP by ordinance as a regulatory zoning document for this specific plan.

2.2.4. Inclusionary Housing/Affordable Housing in Lieu Fee

Implementing projects within the VRSP are subject to City of Jurupa Valley Ordinance No. 2022-14, an ordinance adding Chapter 9.267 to Title 9 of the Jurupa Valley Municipal Code to establish an Inclusionary Housing requirement and Affordable Housing In-Lieu Fee.

2.3. Environmental Assessment

The California Environmental Quality Act (CEQA) informs decision makers, staff, and the public about the potential environmental impacts of development. The CEQA process provides an opportunity to address potential environmental impacts in order to maintain public health and safety. An environmental impact report (EIR provided under separate cover) has been prepared to analyze and disclose the significant environmental impacts

2.0 Regulatory Framework



of VRSP. The EIR details the consistency between VRSP and the City of Jurupa Valley General Plan. The EIR also analyzes the VRSP and potential alternative projects to identify any potential significant environmental impacts associated with the proposed future development of the site. The EIR includes mitigation measures and a mitigation monitoring program that are required to be implemented as conditions of development approval.

2.4. Approvals

Actions and entitlements necessary to facilitate implementation of the Vernola Ranch Specific Plan include the following:

- Approval of a Specific Plan Amendment, Substantial Conformance or Administrative Determination
- Approval of Tentative Tract Map(s) and Site Development Permit(s)
- Certification of CEQA documentation for the VRSP



This chapter presents the VRSP that will govern the major aspects of the future development within the VRSP. It begins with the land use plan which breaks the VRSP into 20 individual “Planning Areas” and subsequently describes major development components (i.e. circulation, water, sewer, drainage, grading, and plan phasing). A Planning Area is a geographic area within the VRSP that identifies development standards and allowable land uses that may develop within that designated boundary. Each section describes some of the existing conditions and constraints and then provides a strategy as to how the community will develop within this Plan. Community-wide development standards follow in Chapter 4, Permitted Uses and Development Standards.

3.1 Land Use Plan

The VRSP’s vision is to provide a unique community that offers an array of housing products and opportunities through a neo-traditional approach towards place making. The land use plan has been designed to encourage walking and bicycling to destinations close to home through pedestrian friendly street patterns, offering residents a pleasant walking/riding environment. The approximately 153± acre Vernola Ranch Specific Plan features a traditional neighborhood lifestyle with pedestrian connectivity through a system of trails and sidewalks, that will link residential neighborhoods to one another as well as to parks, recreational amenities and schools. A major component of the VRSP will be a Recreation Center Campus and the Neighborhood Park that is planned for a wide range of activities that may include swimming pool, picnic areas, tot lots, dog parks, as well as informal open space and recreational areas. The pedestrian network is discussed later in Chapter 3.2.8.



3.1.1 Land Use Designations

Approximately 153 acres are identified for residential development with a density not to exceed 25 dwelling units per acre. The VRSP includes an array of residential densities, lots sizes, housing-product types and styles.



By Lennar Homes

The neighborhoods are intended to support families and individuals seeking diversity in housing products and will allow for development of a school site, if necessary, on approximately 9 acres of the area designated with a School Site Overlay.

Residential

The VRSP will provide a menu of product types for residential Planning Areas 1-17 including 3,000, 4,000, and 5,000 square foot single-family lots, condominium product and multi-family units. All residential product types could be for sale or rent. The VRSP's Residential land use designations will also allow for parks, greenbelts, the Neighborhood Park, water quality features, and amenity areas as allowable uses so that development of such uses may occur within any residential Planning Area as appropriate or needed in order to better serve the community. The Planning Area will be categorized into the following five land use designations that are consistent with the density in the 2017 Jurupa Valley General Plan:

Medium High Density Residential (MHDR) land use designation provides for the development of detached single-family dwellings on parcels typically ranging from 3,150 to 5,000 square feet, for a density not to exceed 8 dwelling units per acre. Planning Areas 9 to 14 will be designated as MHDR.

High Density Residential (HDR) land use designation provides for the development of smaller lot, single-family and attached dwellings. Typical allowable uses in this category include detached, small-lot single family homes, attached single-family patio homes, courtyard development, duplex, and townhouses. Clustered



development is encouraged in this category. The density is not to exceed 14 dwelling units per acre. Planning Areas 5 to 8, 15, and 16 will be designated as HDR.

Very High Density Residential (VHDR) land use designation allows attached small lot single-family dwellings, homes, patio homes, zero lot line homes, duplexes, and townhouses. The potential for clustered development is also provided for in this land use category. The density is not to exceed 20 dwelling units per acre. Planning Areas 1 to 4 will be designated as VHDR.

Highest Density Residential (HHDR) land use designation allows for the development of multi-family apartments, duplexes, and condominiums, with a minimum density of 23 to 25 dwelling units per acre. Planning Area 17 will be designated as HHDR.

Open Space – Recreation

Approximately 10.23 acres in Planning Areas 18 and 19 are identified as open space-recreation to provide land devoted to active and passive recreational uses. This land use designation provides areas of community focal points and areas for community gatherings. Approximately 2.15 acres total of the basins in Planning Areas 20A to F designated as Open Space-Water will also provide opportunities for passive recreational uses.

Open Space - Water

Approximately 9.47 acres located in Planning Area 20 is identified as basin areas which will provide common open space areas, trails, and also serve as drainage and water quality best management practices. Approximately 2.15 acres within the basins will be available to be utilized for open space and passive recreational activities.

School Overlay

Approximately 9 acres are identified for possible public facility development. This land use overlay area will provide for development of a school if necessary. A portion of Planning Areas 15, 16, and all of 20F located at the northeast corner section of the VRSP is designated as a potential school site under the overlay area. If the School District declines to develop a school in this location the underlying land uses will apply. If the School Develops, any dwelling units taken by the school may be redistributed throughout



the Specific Plan up to 100 units. Density Transfers will be allowed between planning areas with Staff Level approval not to exceed the maximum allowable density of targeted planning areas.

3.1.2 Planning Areas

The VRSP is divided into 20 Planning Areas to guide land use type and intensity while allowing for flexibility. The VRSP has considered the sites' opportunities and designed around the many constraints in order to provide appropriate amenities to both the VRSP's residents and surrounding communities. **Figure 3.1, Land Use Plan** identifies the location of each Planning Area and land use designation while **Table A, Land Use Plan Summary and Details** provides a description of each of the respective Planning Areas.

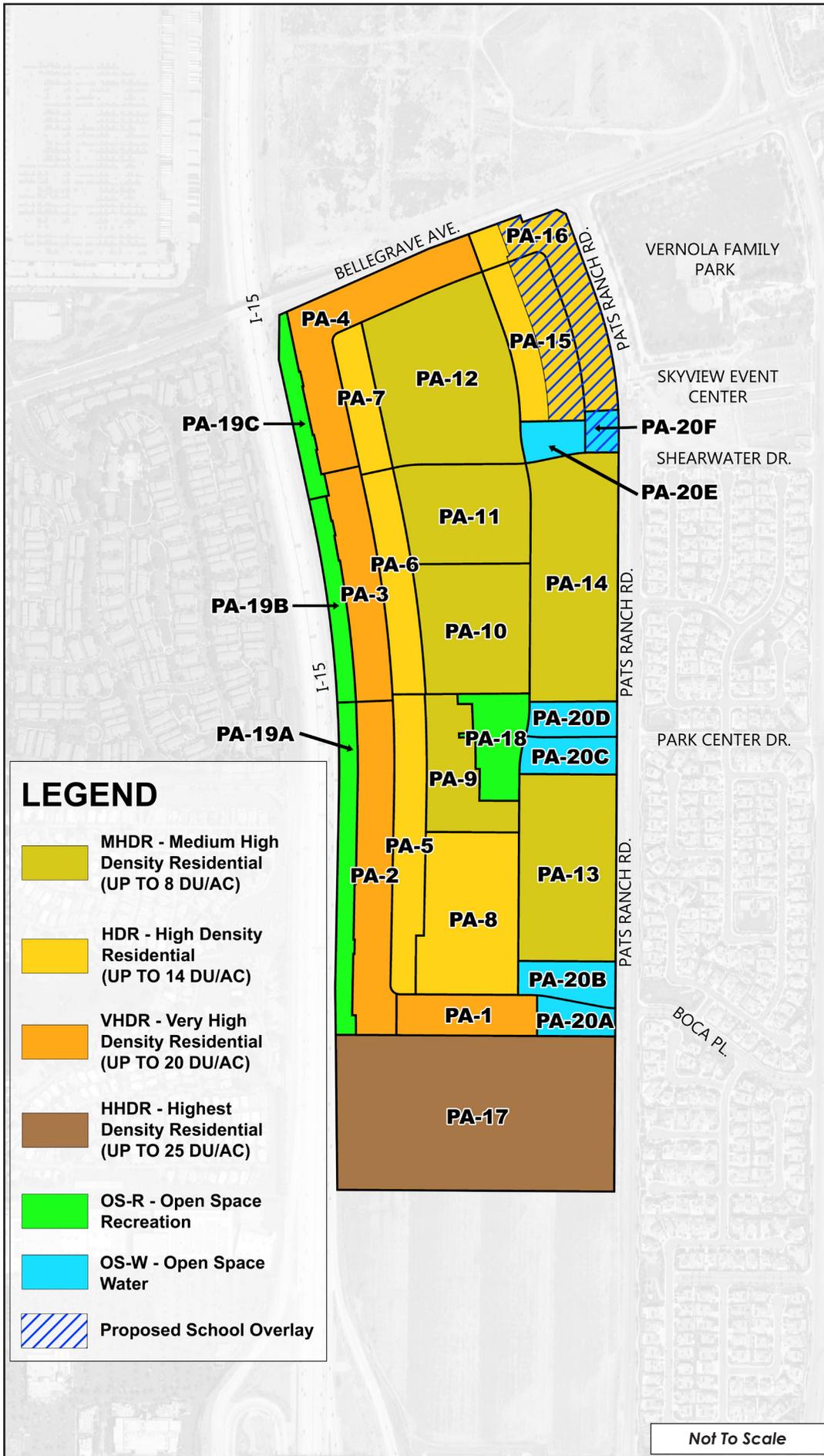


Figure 3.1, Land Use Plan





Table A, Land Use Plan Summary and Details

Land Use Designations		Density Range (DU/AC)	Gross Areas (Acres)	Maximum Dwelling Units	Percent of Total Acres
Residential					
Medium High	MHDR	Up To 8	54.93	351	35.8%
High	HDR	Up To 14	32.02	291	20.9%
Very High	VHDR	Up To 20	22.48	330	14.7%
Highest	HHDR	23 To 25	24.1	604	15.7%
Subtotal			133.53	1576	87.1%
Open Space					
Open Space Recreation	OS-R		10.23		6.7%
Open Space Water	OS-W		9.47		6.2%
Subtotal			19.7		12.9%
Total			153.23	1576	100%

Planning Area Number	Density Range (DU/AC)	Gross Area (Acres)	Target Dwelling Units
PA-1	VHDR	Up To 20	52
PA-2	VHDR	Up To 20	116
PA-3	VHDR	Up To 20	68
PA-4	VHDR	Up To 20	94
PA-5	HDR	Up To 14	47
PA-6	HDR	Up To 14	39
PA-7	HDR	Up To 14	24
PA-8	HDR	Up To 14	81
PA-9	MHDR	Up To 8	26
PA-10	MHDR	Up To 8	42
PA-11	MHDR	Up To 8	55
PA-12	MHDR	Up To 8	77
PA-13	MHDR	Up To 8	61
PA-14	MHDR	Up To 8	90
PA-15	HDR	Up To 14	49
PA-16	HDR	Up To 14	51
PA-17	HHDR	23 To 25	604
PA-18	OS-R		3
PA-19	OS-R		7.23
PA-20	OS-W		9.47
Totals		153.23	1576

Note: Maximum Dwelling Units within the Vernola Ranch Specific Plan is 1,576. Under no circumstances will more than 1,576 Dwelling Units be developed.

Note: Overall Density of VRSP: 1,576 Units/153.19 gross acres = 10.29DU/Acre.

Note: Approximately 9.06 acres of Planning Area 15 and 16 are within a School Site Overlay as depicted on the Land Use Plan. If the School Develops, any dwelling units taken by the School may be redistributed throughout the Specific Plan up to 100 units.

Note: Density Transfers will be allowed between planning areas with Staff Level approval not to exceed the maximum allowable density of targeted planning areas.



3.2 Mobility Plan

The Mobility Plan reinforces the concept of traditional neighborhood design. The VRSP includes a circulation system comprised of roads, bike lanes, and pedestrian walkways/trails to provide for efficient and effective access to and through the site. The Mobility Plan is designed to provide optimal circulation efficiency as well as safety for residents.

3.2.1 Existing Roadway Network

Existing roadway network near the site includes:

I-15 Freeway is a ten-lane regional freeway including two express lanes on both directions located along the border of City of Jurupa Valley and City of Eastvale, west of the project site. It has a north-south orientation and is one of the primary transportation corridors traversing the Jurupa Valley area.

Pats Ranch Road has been dedicated to the ultimate 118' right of way, but the ultimate improvements have not been constructed. Pat's Ranch Road is currently a two-lane neighborhood collector roadway which runs north to south along the eastern boundary of VRSP and provides direct access to and from the site. Pats Ranch Road intersects with Limonite Avenue to the south and Bellegrave Avenue to the north. Currently, the intersection of Pats Ranch Road at Shearwater Drive, Park Center Drive, and Boca Place along the project site are all side-street stop controlled. The intersection of Pats Ranch Road and Limonite Avenue is a signalized intersection, while the intersection of Pats Ranch Road at Bellegrave Avenue is side-street stop-controlled T intersection. Currently, there is a roadway disconnection along Pats Ranch Road north of Shearwater Drive. Existing on the east side is a 21-foot parkway with a 6-foot meandering sidewalk.

Limonite Avenue is a four to six lane major roadway located south of the project site providing access to Interstate 15 freeway. It has an east-west orientation. This roadway is primarily for through traffic and is classified as primary corridor in the City of Jurupa Valley 2017 General Plan.

Bellegrave Avenue is classified as a major roadway located north of the project site providing east-west connection. The segment between I-15 freeway and Pats Ranch Road is a two-lane arterial. This roadway extends from Sumner Avenue on the west to Keneth Street on the east. City of Jurupa Valley 2017 General Plan classifies Bellegrave Avenue as primary corridor.



3.2.2 Ultimate Roadway Improvements

Pats Ranch Road Improvements

Pat's Ranch Road will be constructed to the ultimate 118' right-of-way per a modified section which will remove the Class II bike lanes identified in the City's Circulation Master Plan for bicyclists and pedestrians and will construct a two-way Class I path within the parkway. The project will convert the side-street stop-controlled intersections at Shearwater Drive, Park Center Drive, and Boca Place to roundabouts. These roundabouts will function as a traffic calming measure that smoothly transition the roadway to a lower speed operation within the VRSP neighborhood. Final design of Pats Ranch Road with less than 24-foot clear-width for each direction along with the proposed traffic calming design and associated mitigations will require review and approval by both the City Engineer and Riverside County Fire Department.

Pats Ranch Road between Limonite Avenue and Boca Place will be improved to a four-lane roadway depicted in **Figure 3.2 A & B, Pats Ranch Road – South of Boca Place**.

The Pat's Ranch Road roadway segment between Boca Place and Bellegrave Avenue will remain as two-lane roadway. The layout consists of a 12-foot raised median, 12-foot travel lanes, 8-foot shoulder, 7-foot landscaping, 12-foot two-way Class I bike path, and an approximately 26-foot landscape setback that includes a 6 to 10-foot meandering trail on the west side of Pats Ranch Road depicted in **Figures 3.3 A&B, Pats Ranch Road – North of Boca Place**.

Bellegrave Avenue Improvements

As part of the VRSP, the project will be widening the southern half of Bellegrave Avenue to the ultimate half right-of-way width of fifty-nine (59) feet as shown on **Figure 3.4, Bellegrave Avenue**. The widening will include five (5) additional feet of pavement, placing curb and gutter thirty-eight (38) feet south of the roadway centerline with an 8-foot-wide Class II bike lane. Within the remaining twenty-one (21) feet of the right-of-way the project will construct a 5' wide meandering sidewalk and landscape the remaining area. The approximately nineteen (19) feet of existing pavement located north of the roadway centerline that will remain, for a total of fifty-seven (57) feet of pavement. This as an interim condition until Bellegrave Avenue is widened on the north side by a future development.



Interior Roads

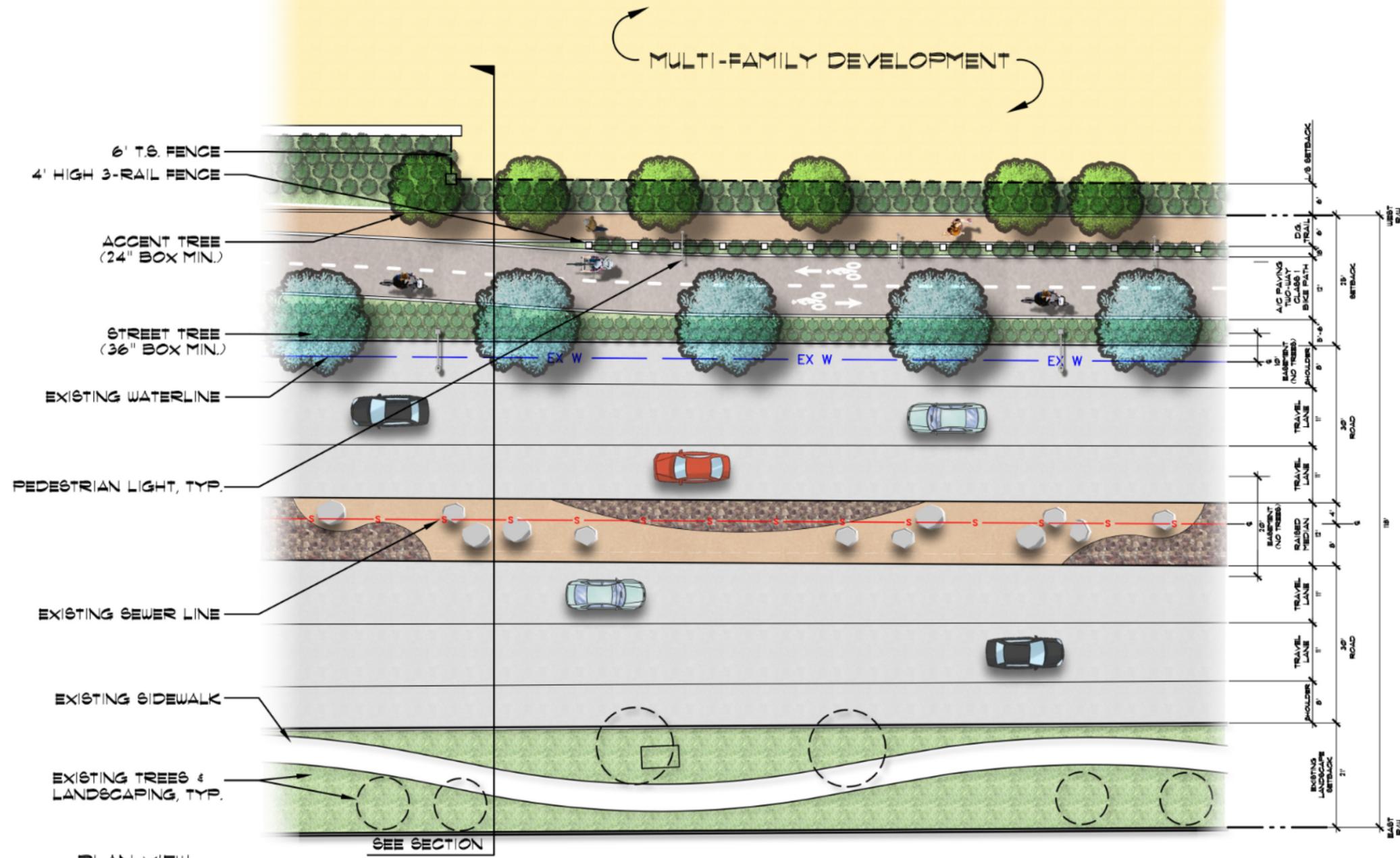
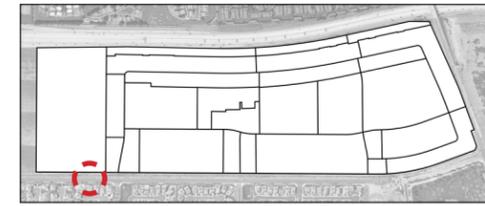
The standard interior local street right-of-way width is 60 feet with two 18-foot-wide travel lanes, 5-foot-wide sidewalks, 5 and a half-foot-wide parkways between travel lanes and sidewalks, and 1.5 feet of landscaping buffers between the sidewalk and right of way.

Roads within single family residential planning areas will be 56' right of way with 36' paving with two 5-foot-wide sidewalks and two 5-foot-wide parkways.

Additional interior road section will be discussed in Section 3.2.5 Vehicular Circulation Plan.

Roundabout layouts

Interconnecting pedestrian friendly sidewalks, walking trails and bike facilities that connect neighborhoods and communities are an important part of VRSP. **Figure 3.5, Roundabout – Pats Ranch Road and Park Center Drive** provides conceptual depictions of typical roundabout details at the key access points along Park Center Drive. This concept layout reflects important ideas about how the pedestrian, bicycle, and vehicular network will work together. Final design of roundabouts will be reviewed and approved by the City Engineer.



PLAN VIEW

Not To Scale

VERNOLA RANCH

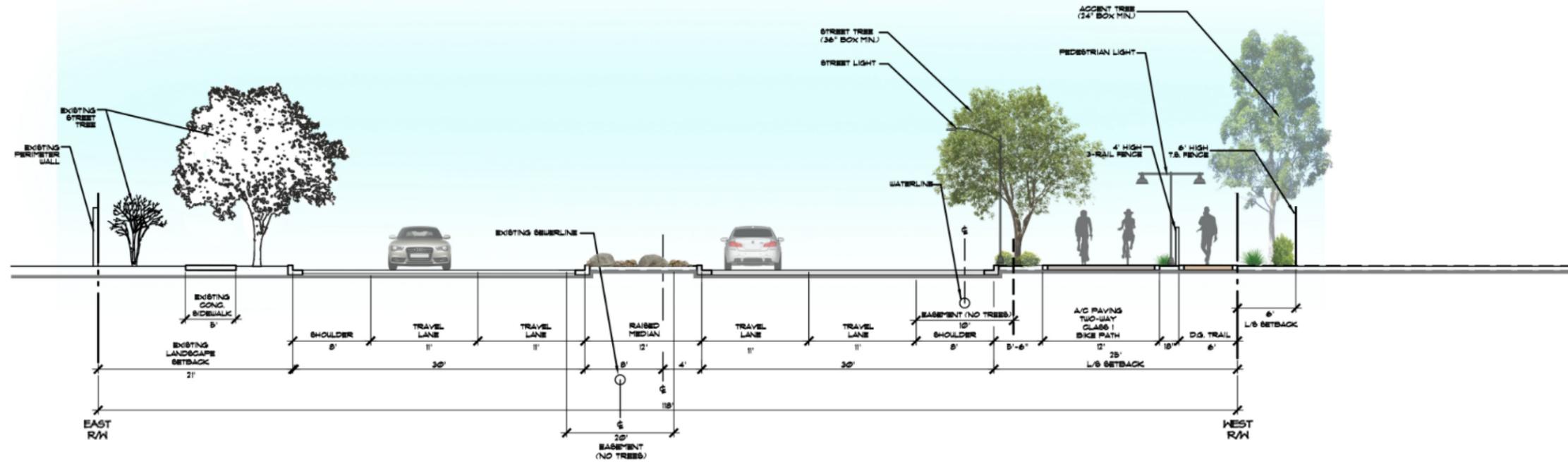
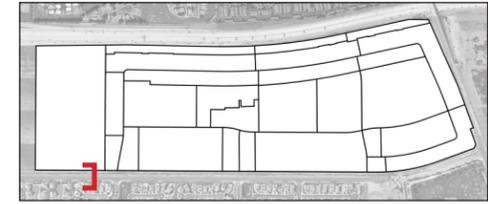
PAT'S RANCH ROAD - SOUTH OF BOCA PLACE

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 Landscape Architecture & Planning
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 Costa Mesa, CA 92626
 Phone: (949) 444-9270 Fax: (714) 210-2148

JOB# 21-040 DATE: 07-26-23

Figure 3.2 A, Pat's Ranch Road - South of Boca Place





SECTION
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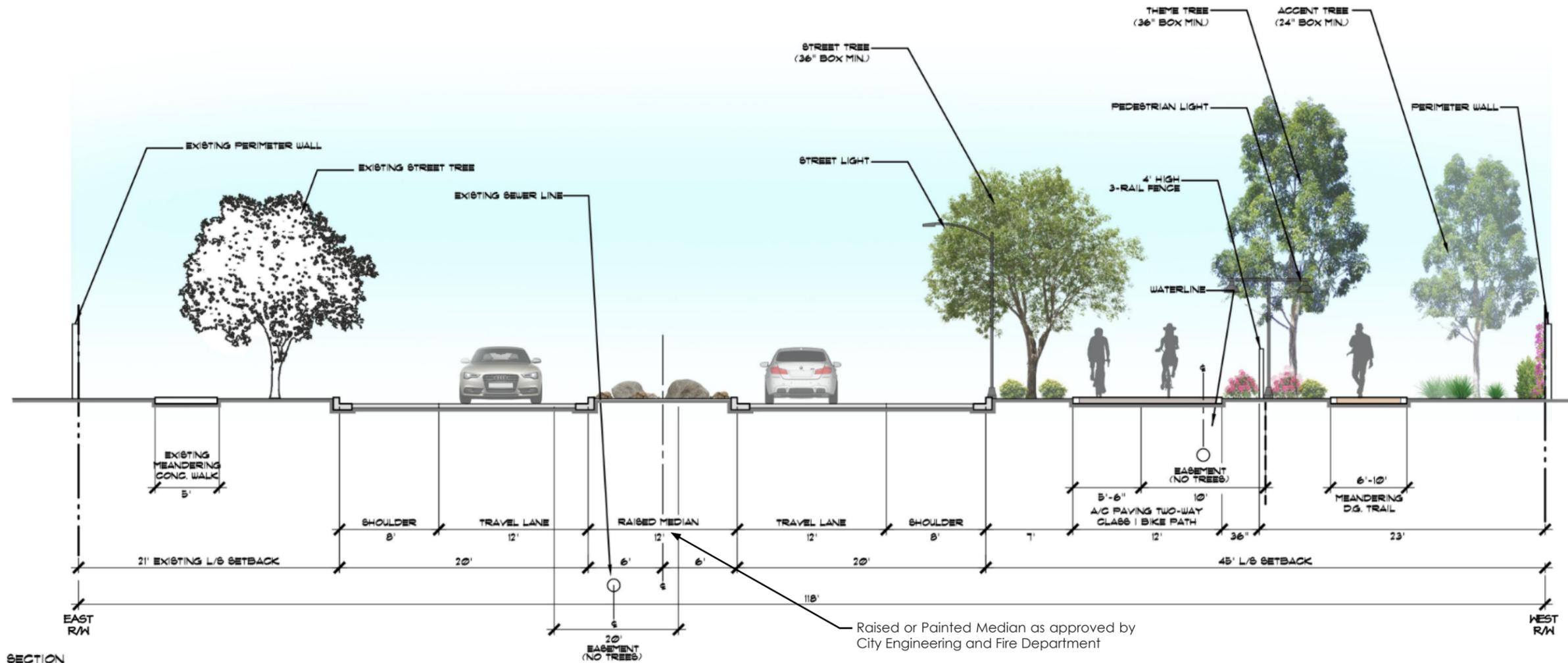
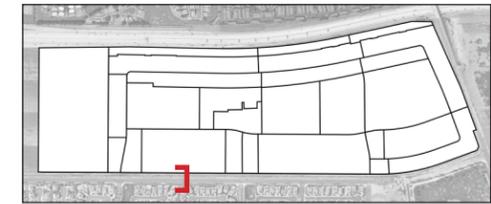
VERNOLA RANCH

PATS RANCH ROAD - SOUTH OF BOCA PLACE



JOB# 21-040 DATE: 05-08-23

Figure 3.2 B, Pats Ranch Road - South of Boca Place



Raised or Painted Median as approved by City Engineering and Fire Department



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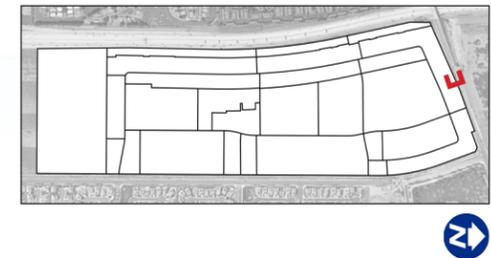
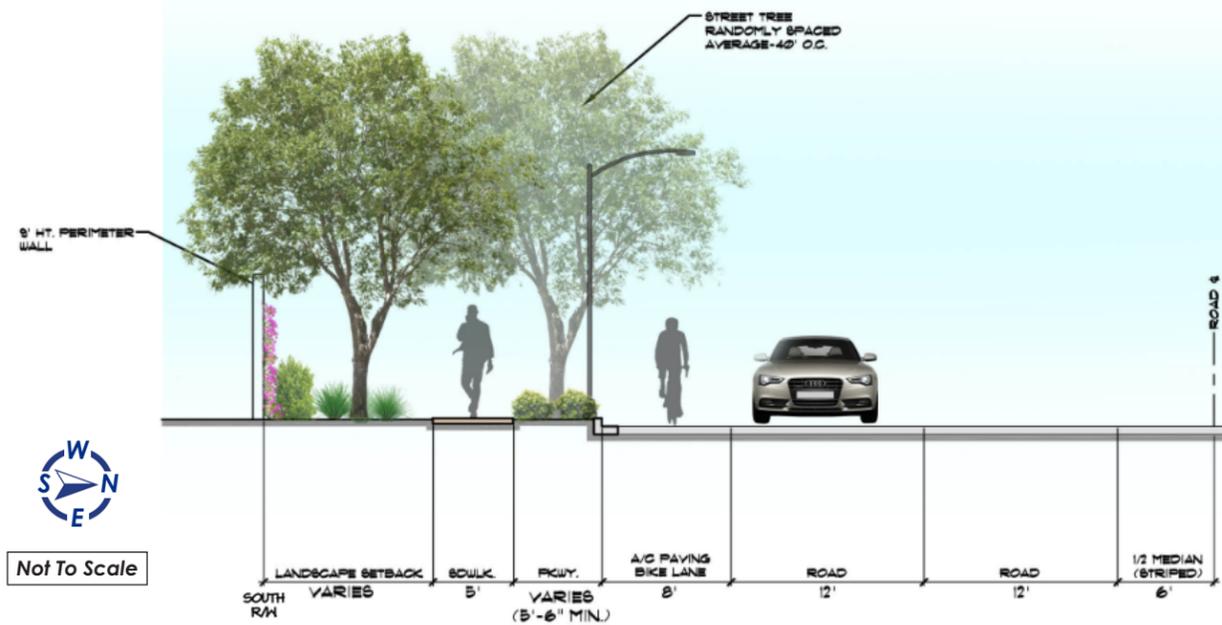
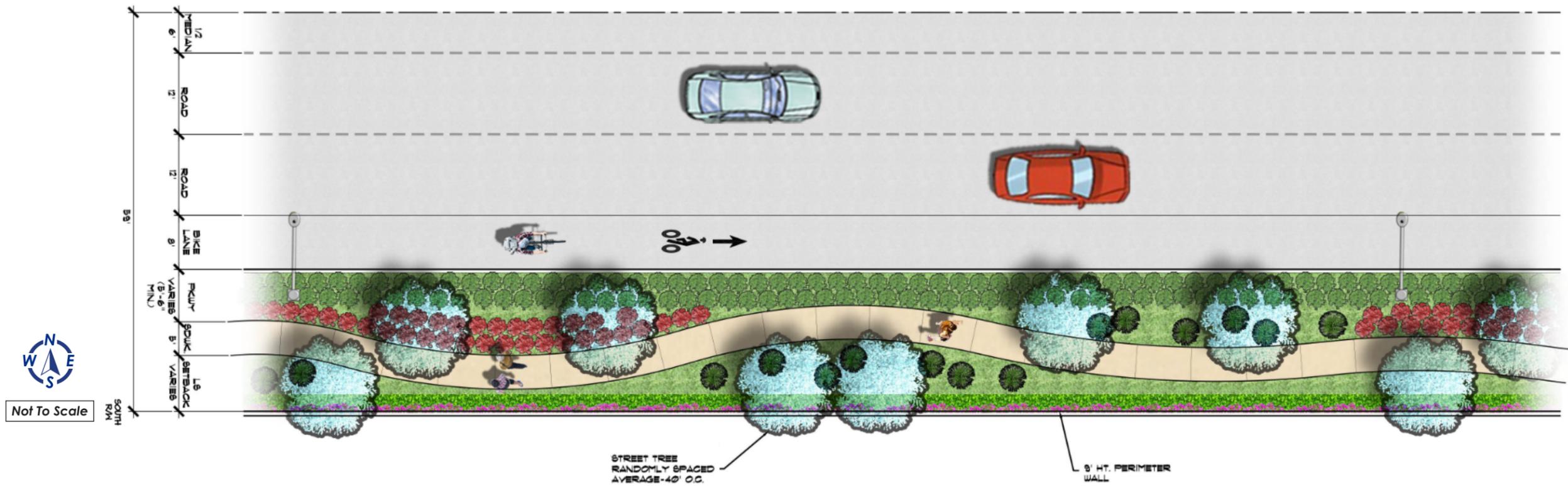
VERNOLA RANCH

PATS RANCH ROAD - NORTH OF BOCA PLACE

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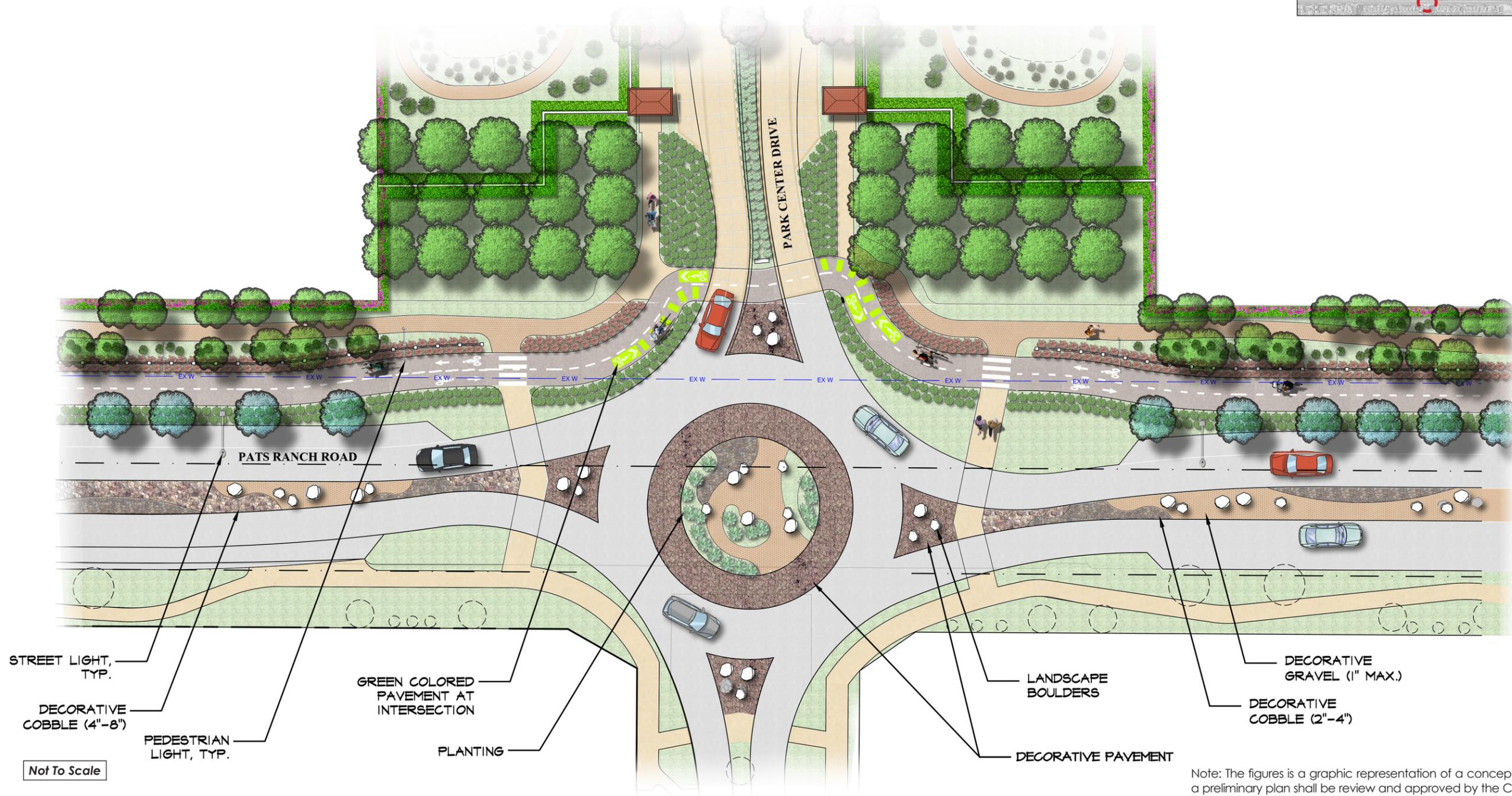
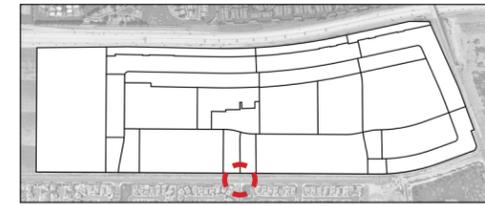
Figure 3.3 B, Pats Ranch Road - North of Boca Place



VERNOLA RANCH BELLEGRAVE AVENUE

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Figure 3.4, Bellegrave Avenue



Not To Scale

Note: The figures is a graphic representation of a conceptual design, a preliminary plan shall be review and approved by the City Engineer and detailed plans will be required.

VERNOLA RANCH ROUNDABOUT - PATS RANCH ROAD & PARK CENTER DRIVE

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Figure 3.5, Roundabout – Pats Ranch Road & Park Center Drive





3.2.3 Project Access

Direct access to the VRSP will occur along Pats Ranch Road. The right-of-way was dedicated by the adjacent residential developments, Tract No. 33428 or Harvest Villages, to improve Pats Ranch Road as a major roadway which is reflected in the VRSP Road Sections as shown on **Figure 3.2 A&B** and **Figure 3.3 A&B**. The VRSP includes four main access points along Pats Ranch Road at Shearwater Drive, Park Center Drive, Boca Place, and one driveway south of Boca Place for access to Planning Area 17. A number of internal roadways will facilitate access to the VRSP area from the main access points along Pats Ranch Road. **Figure 3.6, Main Access Points** shows the VRSP site plan and the main access points along Pats Ranch Road.

Main Entry Road Project Access – Park Center Drive

Park Center Drive is planned to be developed as the project main access point and a grand boulevard showcasing greenbelt area which will serve as bio detention basins on both sides of the main entrance. The basins will also serve as an open play area for the use of the community. Park Center Drive entrance right-of-way measures 70 feet wide with two 20 feet wide travel lanes as depicted in **Figures 3.7 A&B, Entry – Park Center Drive**. And **Figure 3.8, Multi-Family Entry – South of Boca Place** show the project access points layout at Shearwater Drive and Boca Place.

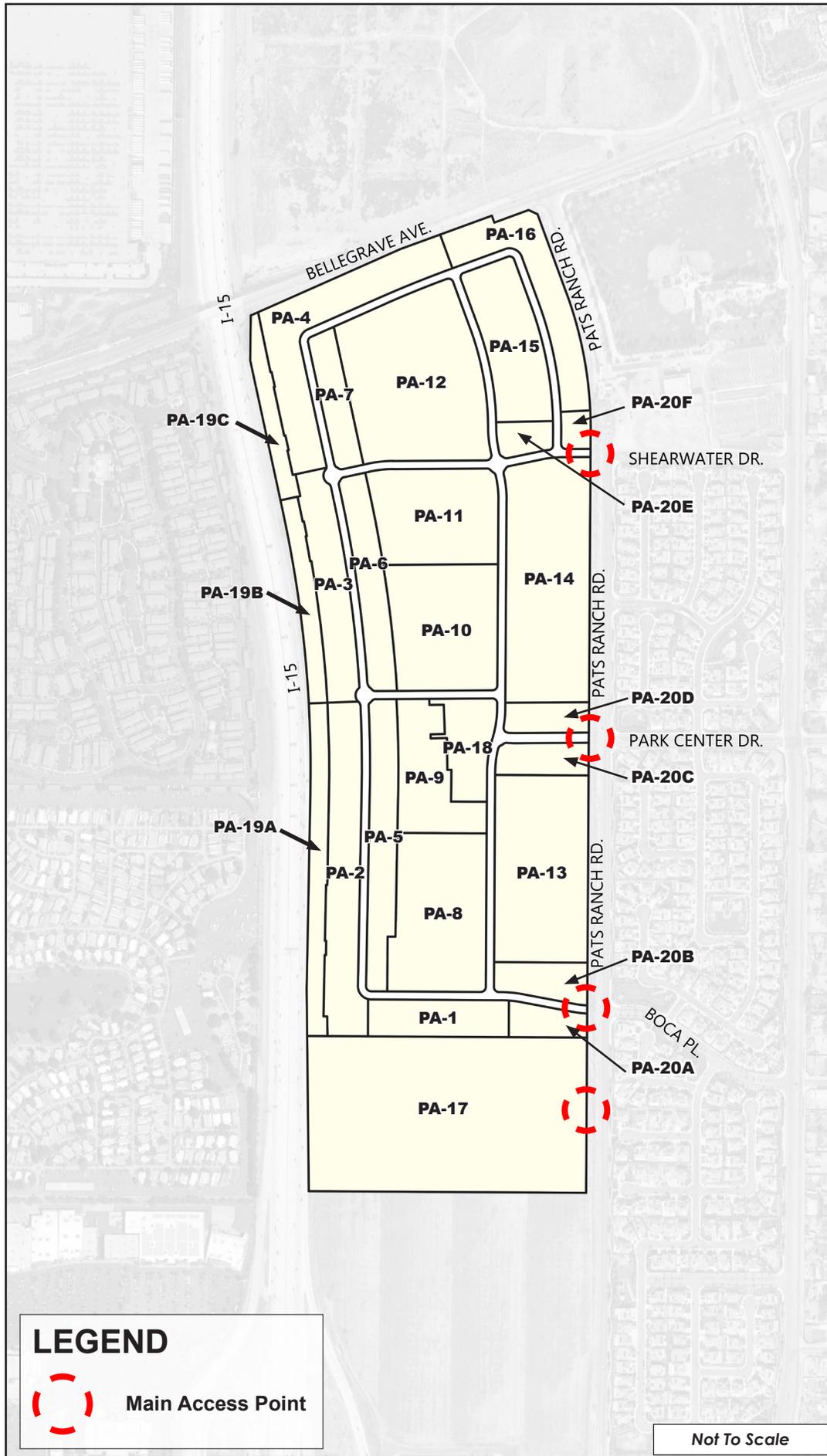
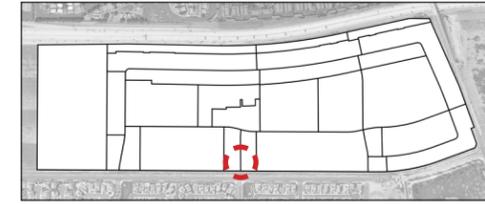


Figure 3.6, Main Access Points





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VERNOLA RANCH

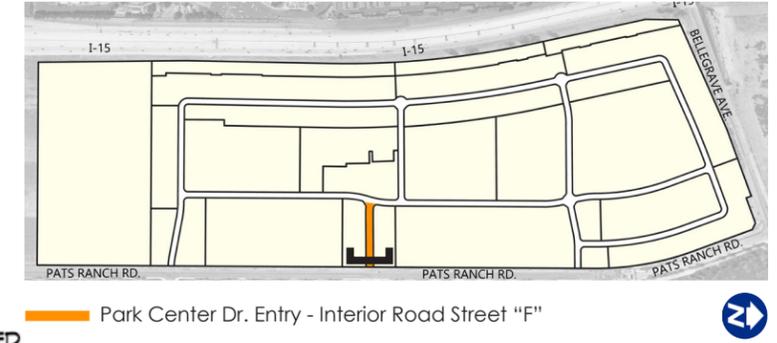
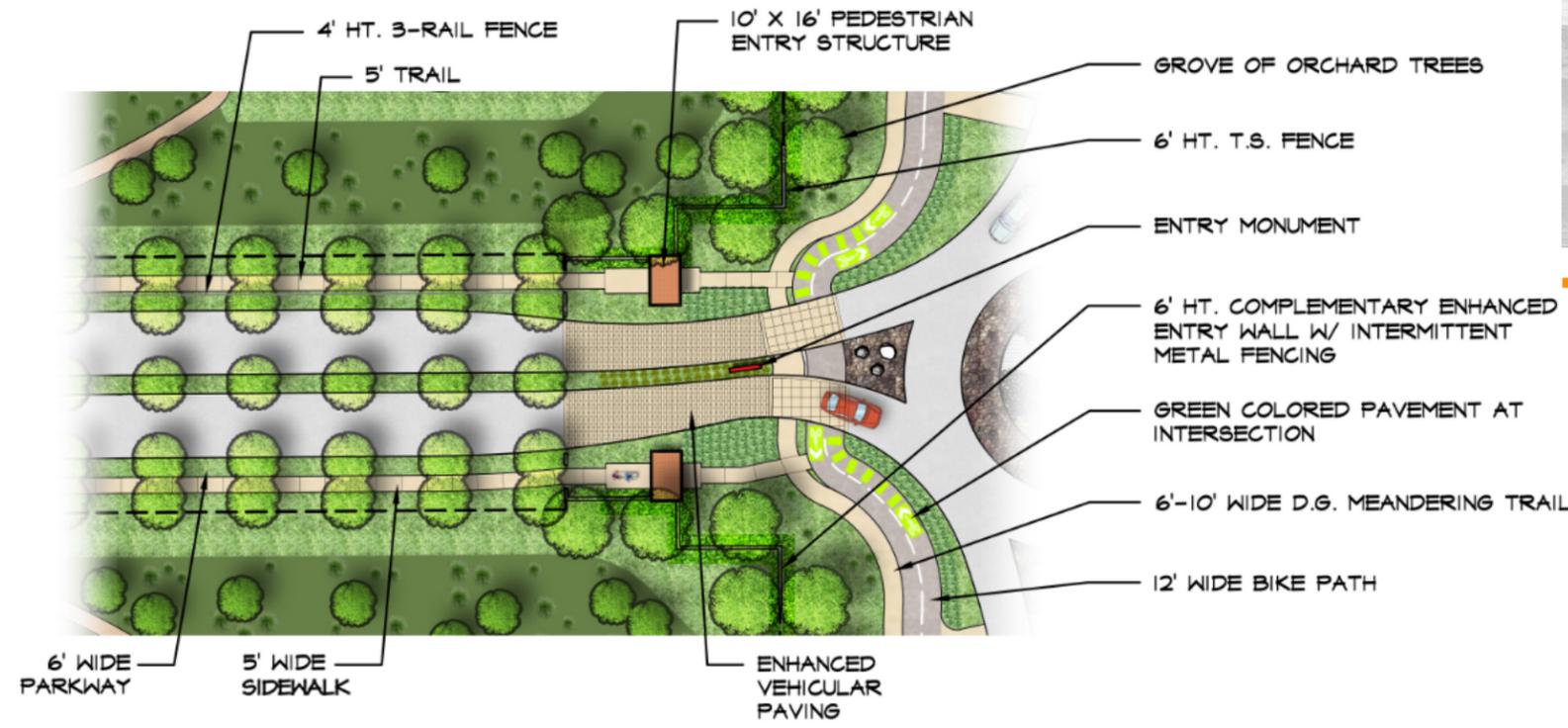
ENTRY - PARK CENTER DRIVE

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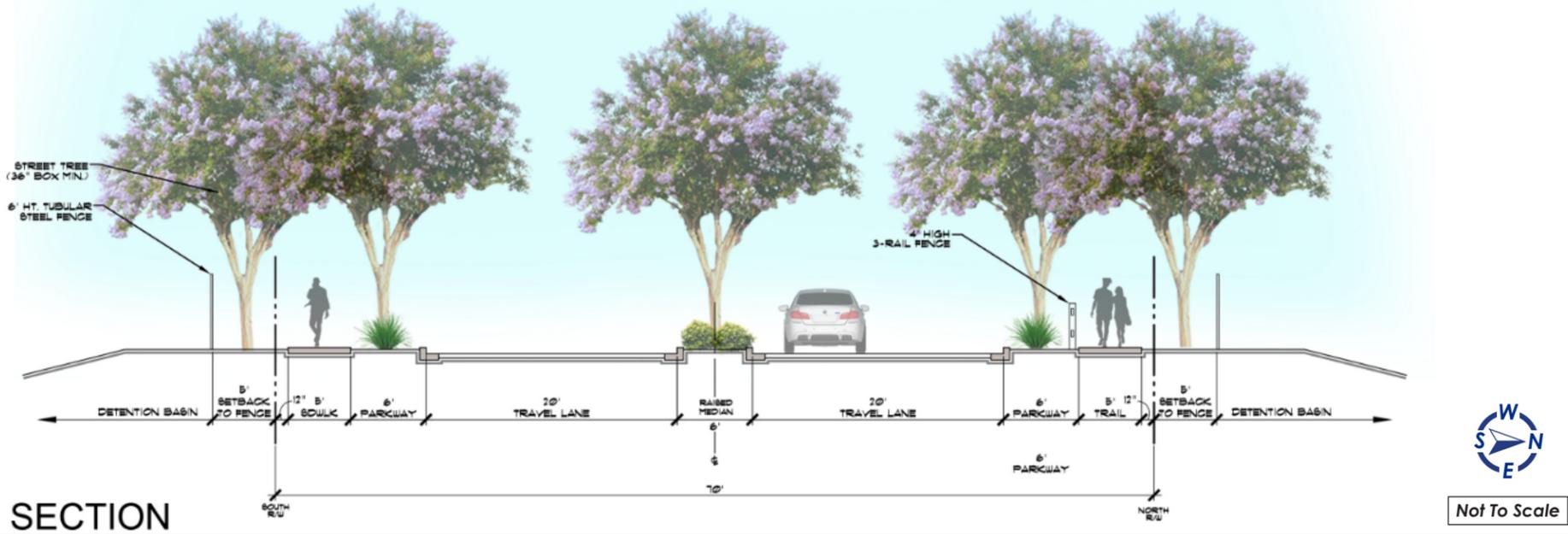
Figure 3.7 A, Entry - Park Center Drive





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SECTION



Not To Scale

SECTION

Note: Sections are conceptual. Final street sections will need to be approved by City Engineering and Fire. Vertical Fire access clearance of 13'6" is required.

VERNOLA RANCH ENTRY - PARK CENTER DRIVE - INTERIOR ROAD STREET "F"

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JOB# 21-040 DATE: 07-26-23

Figure 3.7 B, Entry - Park Center Drive - Interior Road Street "F"



3.2.4 Public Transit

There are existing Riverside Transit Agency (RTA) services along Limonite Avenue and Pats Ranch Road which are accessible via the pedestrian and bicycle trail system from the main access points along the project site. The closest bus stop is located at the intersection of Limonite Avenue and Pats Ranch Road as shown on **Figure 3.9, Adjacent Existing Transit Services**. There are also future bus stops located along Wineville Avenue that will be accessible from the main access points of the VRSP to the east. Future stops are shown on **Figure 3.13, Pedestrian and Cycling Circulation Plan**.

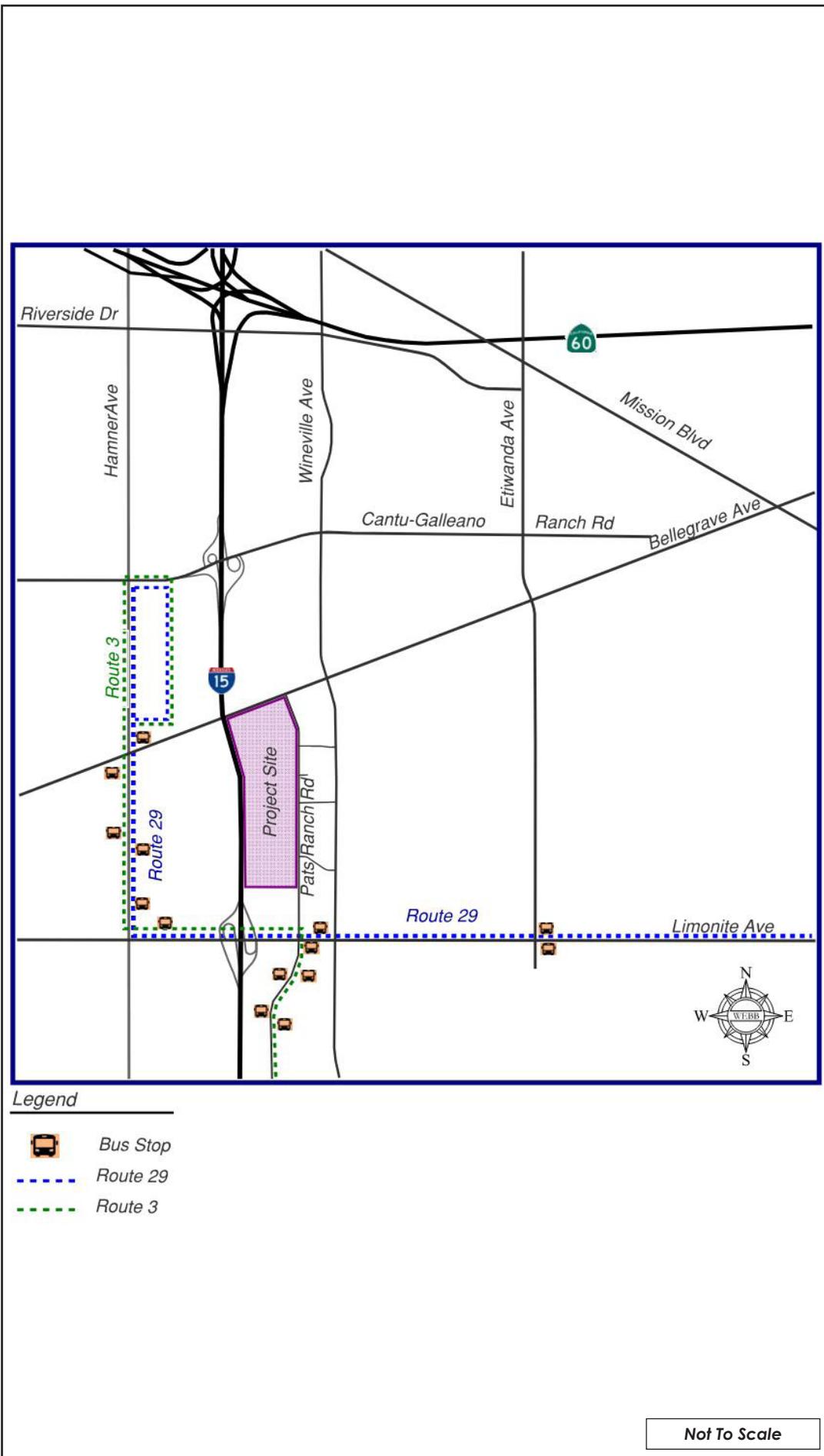


Figure 3.9, Adjacent Existing Transit Services





3.2.5 Vehicular Circulation Plan

The internal roadway network for the VRSP establishes a design hierarchy to serve neighborhood areas as shown on **Figure 3.10, Vehicular Circulation Plan**. The local street network will provide access from the four main access points along Pats Ranch Road to each planning area and to individual lots within each planning area. The primary local street is Park Center Drive, an internal curvilinear neighborhood collector street that loops around the entire VRSP and runs parallel to the project boundaries. The standard interior roadway right-of-way width is 60 feet with two 18-foot-wide travel lanes, 5-foot-wide sidewalks, and 5-foot-wide parkways between travel lanes and sidewalks depicted in **Figure 3.11 A, Standard Interior Road – Street “D” & Street “C” East of Street “E”**. There are also three modified interior roadway sections. The sections depicted in **Figure 3.11 B, Interior Road With Trail – Street “A” & “G”** and **Figure 3.11 C, Interior Road With Trail – Street “C” West of Street “E”, Street “E” & “H”** accommodate a trail on one side. And the modified section along Planning Areas 1 through 4 allow for an expanded parkway adjacent to residential development depicted in **Figure 3.11 D, Interior Road – Street “B”**. Parking will be allowed on both sides of the street.

3.2.6 Courts, Motor Courts, and Streets within Planning Areas

Courts, motor courts, and streets within planning areas are set within residential planning areas and may be used to provide access to garages. As shown on **Figure 3.12, Courts, Motor Courts, and Streets within Planning Areas**, the street within planning areas consists of 56-foot right-of-way with two 18-foot-wide travel lanes. The motor court right-of-way measures 24 feet wide with two 12-foot-wide travel lanes. Courts are provided with fire access and without fire access, and all courts are required minimum 26-foot width between building faces. Courts without fire access provide two 10-foot-wide travel lanes, and courts with fire access provide two 12-foot-wide travel lanes. Courts, alleys and other dead-end streets exceeding 150' in length are required to either provide a turnaround area to accommodate or be visibly delineated though either pavement marking or signage for a maximum vehicle travel distance of 150' for fire or waste vehicles.

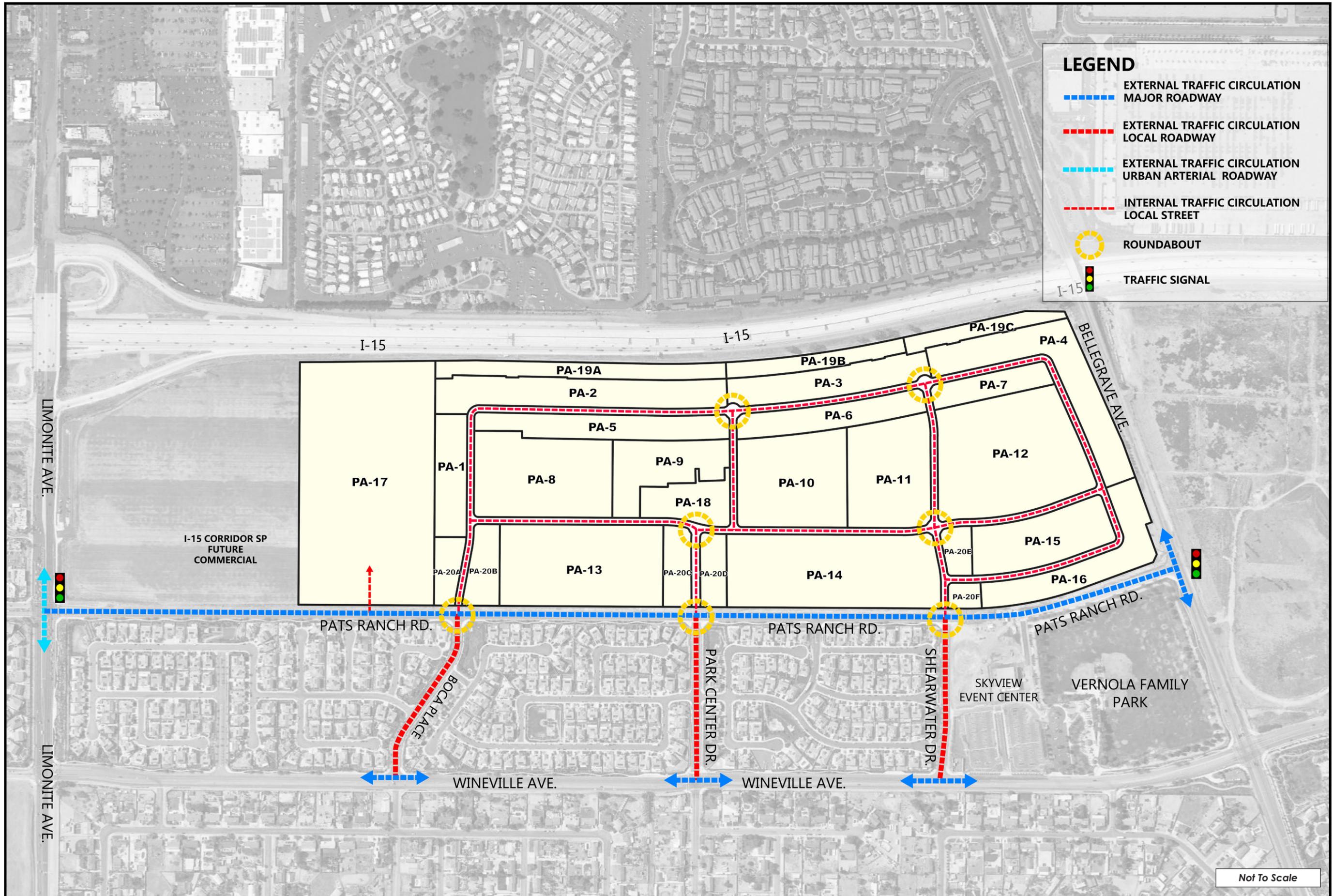
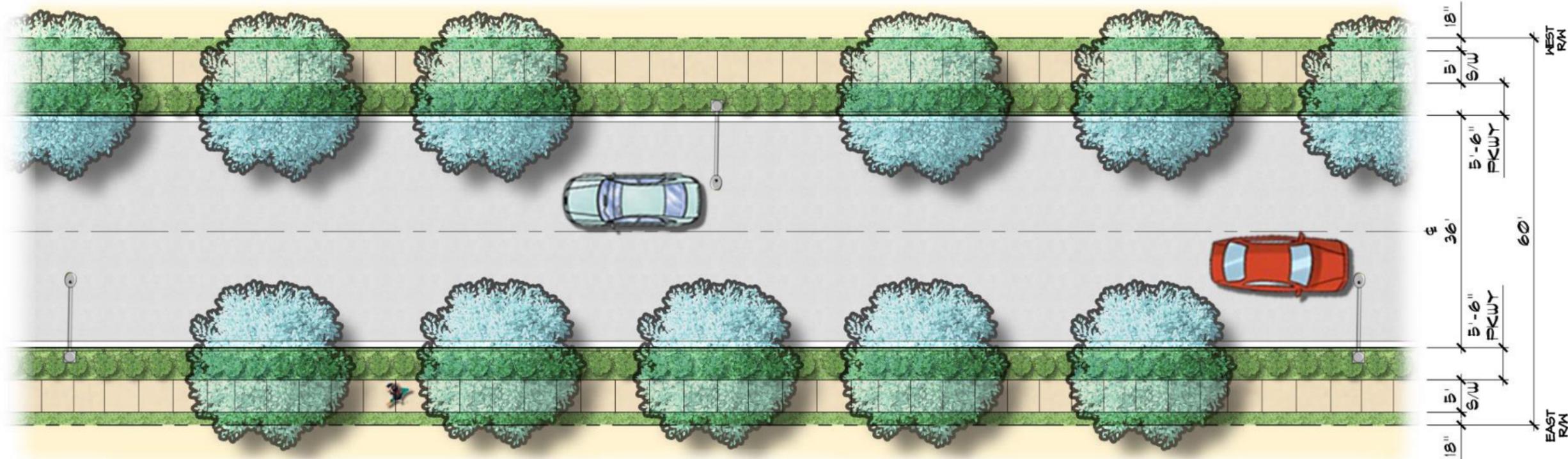


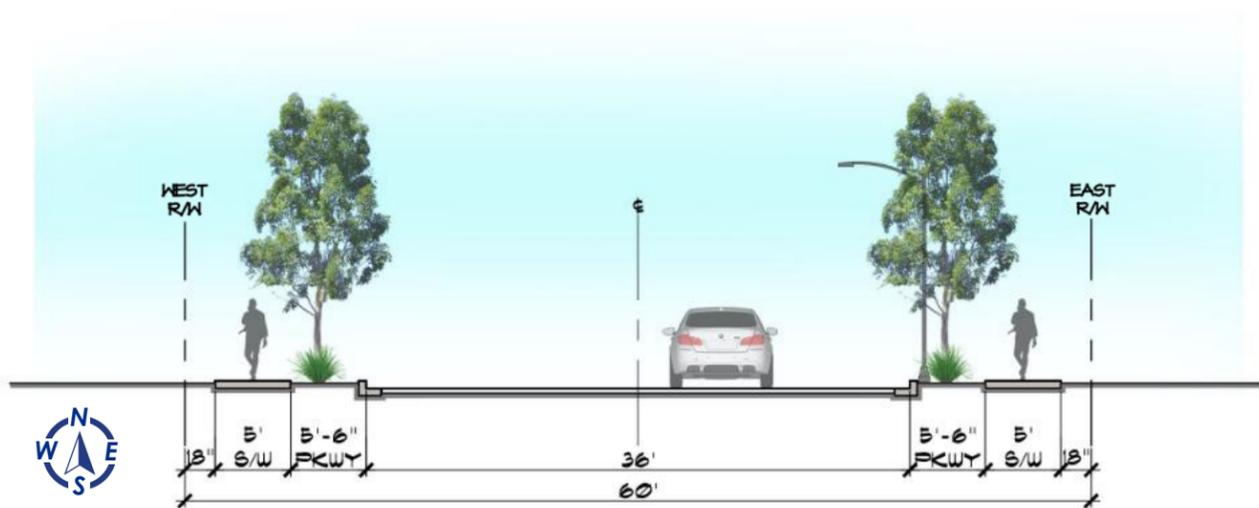
Figure 3.10, Vehicular Circulation Plan





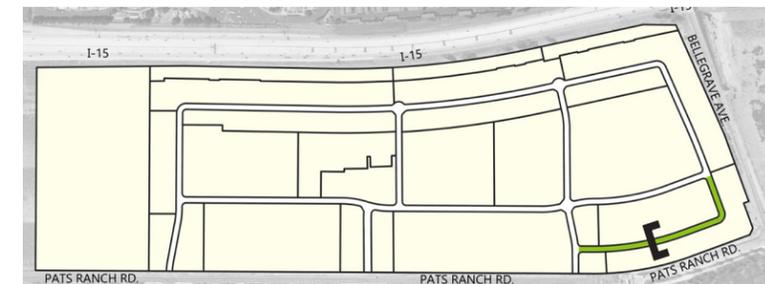
PLAN VIEW

Not To Scale



SECTION

Not To Scale



Standard Interior Road - Street "C" East of Street "E", and Street "D"



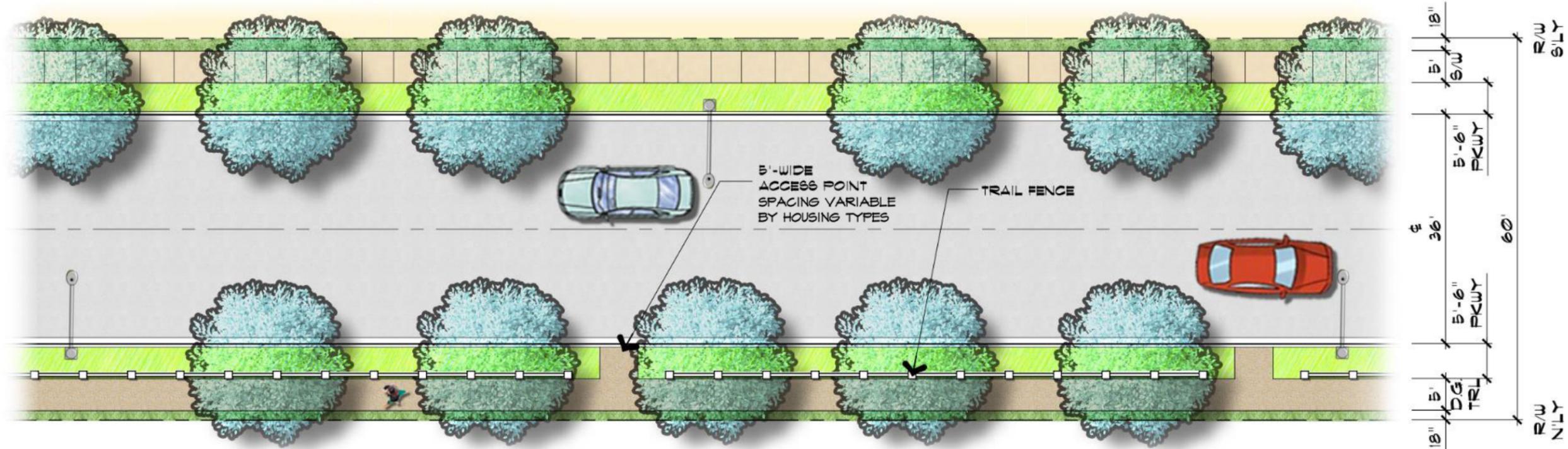
VERNOLA RANCH

STANDARD INTERIOR ROAD - STREET "D" & STREET "C" EAST OF STREET "E"



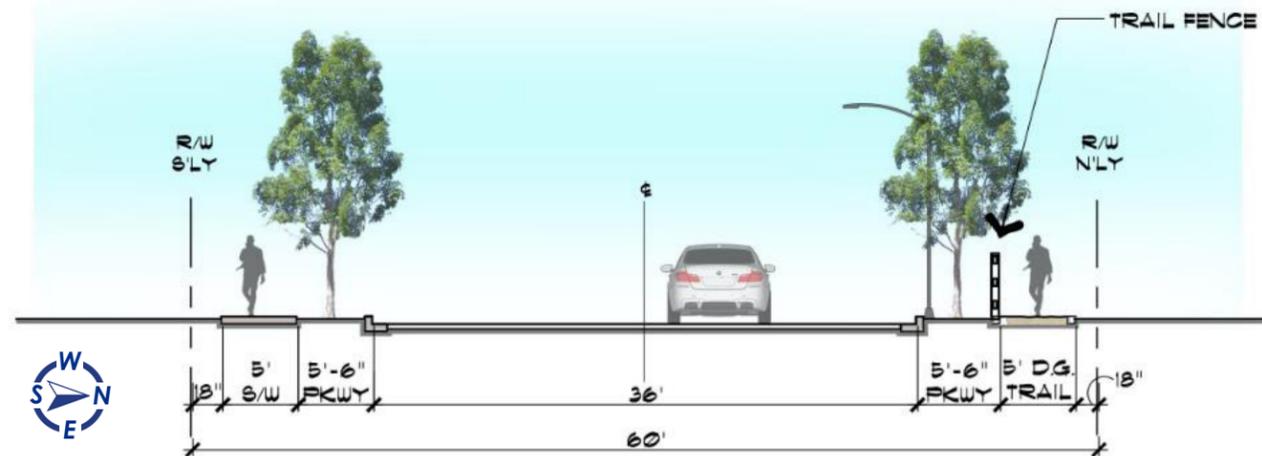
JOB# 21-040 DATE: 3-16-23

Figure 3.11 A, Standard Interior Road - Street "D" & Street "C" East of Street "E"

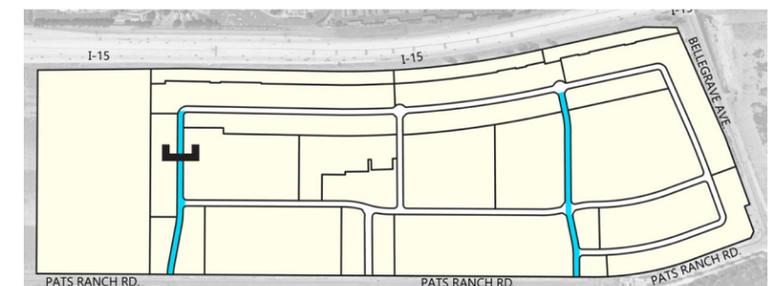


PLAN VIEW

Not To Scale



SECTION



Interior Road With Trail - Street "A" & "G"

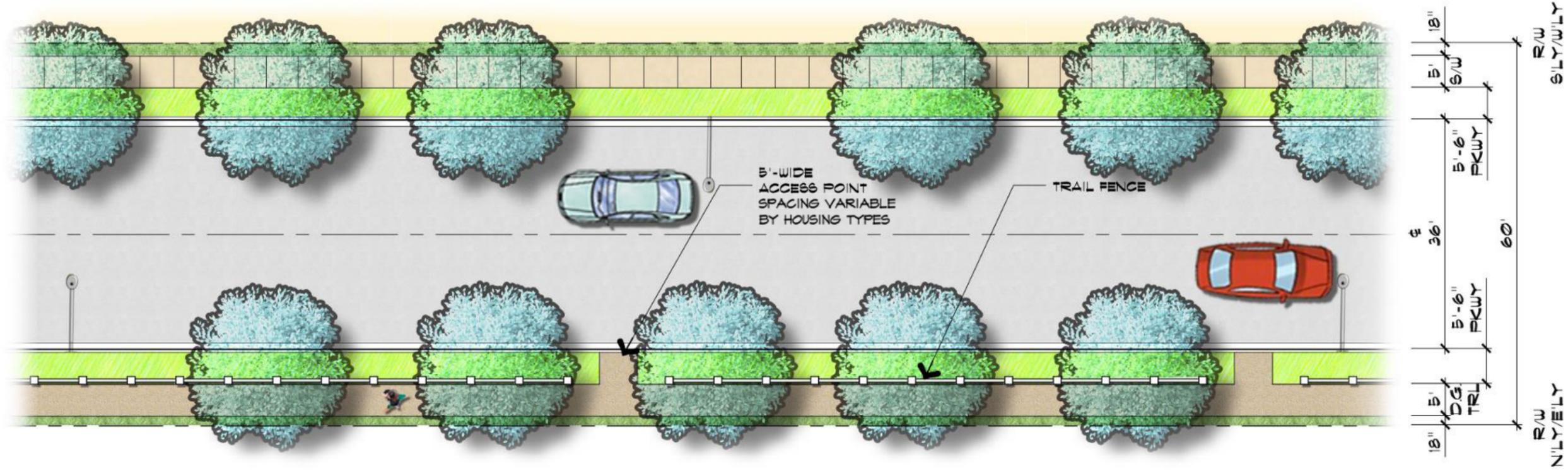


VERNOLA RANCH INTERIOR ROAD WITH TRAIL - STREET "A" & "G"

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5190-82 Airport Loop Ste 100
Costa Mesa, CA 92626
Robert Johnson, Owner & CEO
(949) 844-8379 FAX: (714) 210-3140

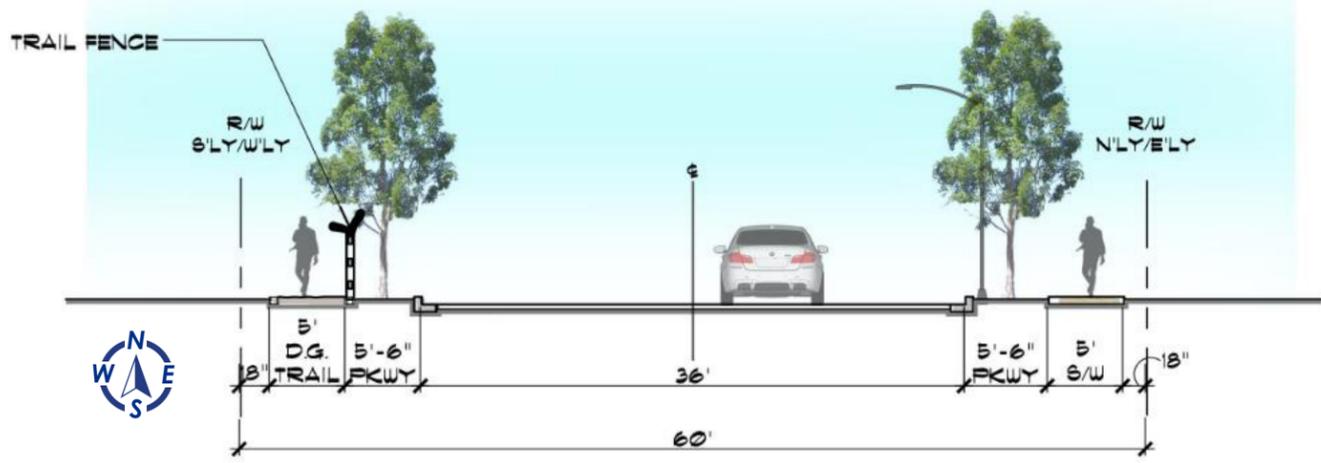
JOB# 21-040 DATE: 3-16-23

Figure 3.11 B, Interior Road With Trail - Street "A" & "G"

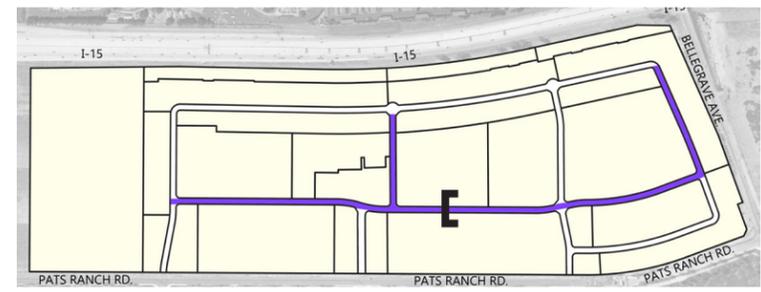


PLAN VIEW

Not To Scale



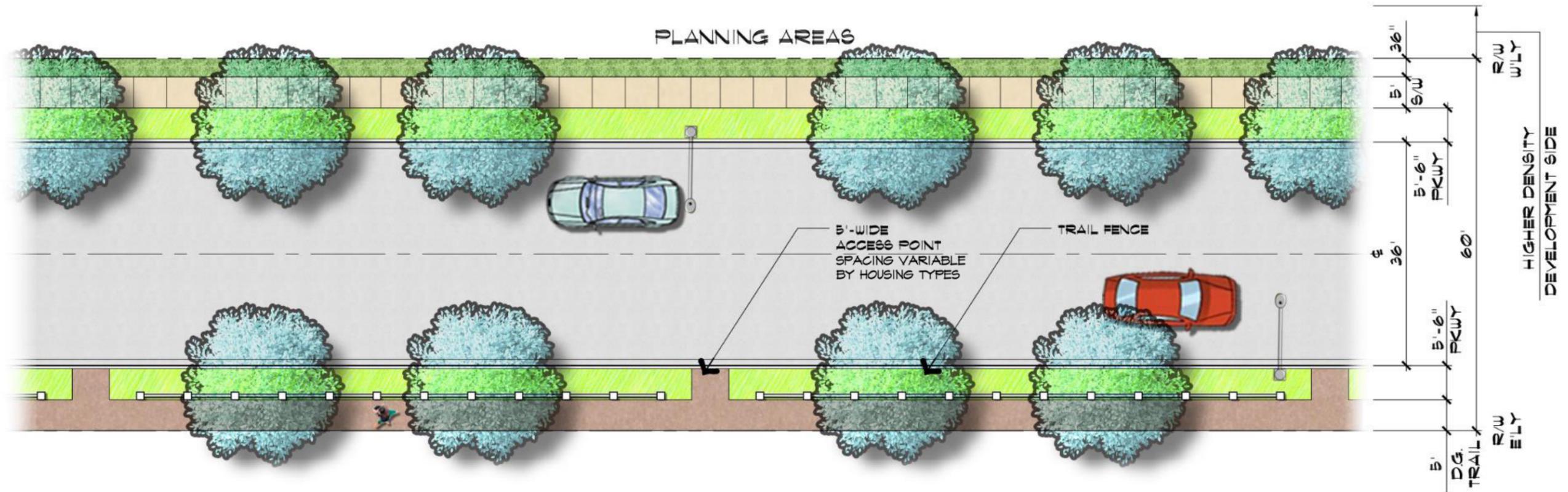
SECTION



VERNOLA RANCH INTERIOR ROAD WITH TRAIL - STREET "C" WEST OF STREET "E", STREET "E" & "H"

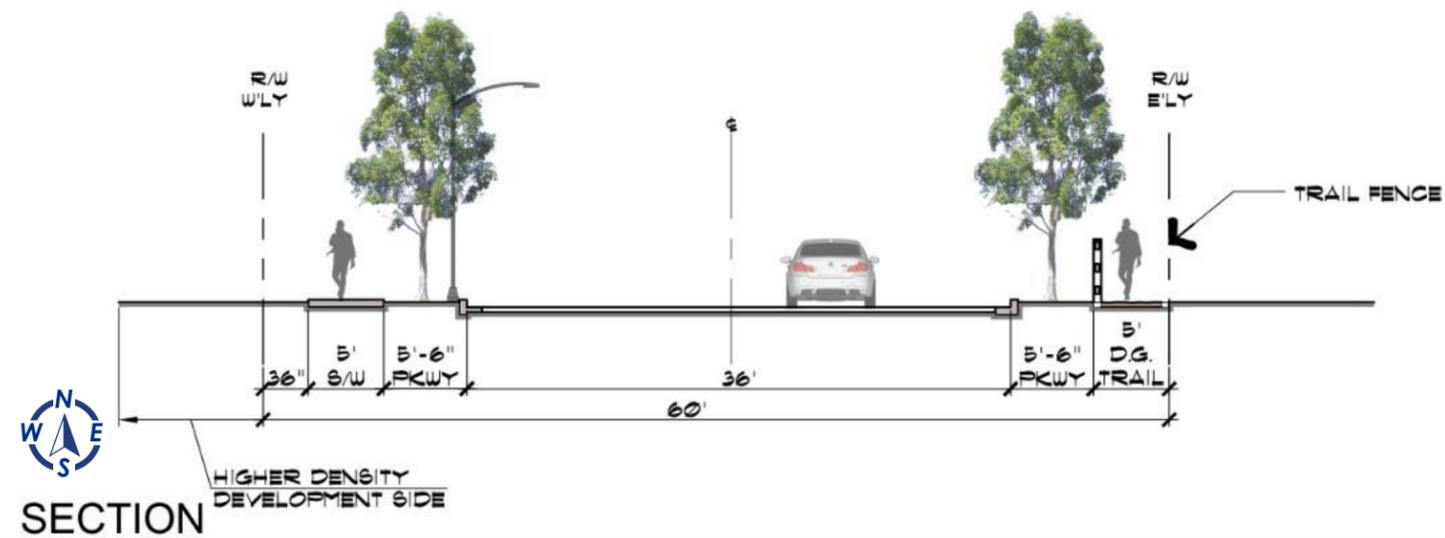
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JOB# 21-040 DATE: 3-16-23

Figure 3.11 C, Interior Road With Trail - Street "C" West of Street "E", Street "E" & "H"

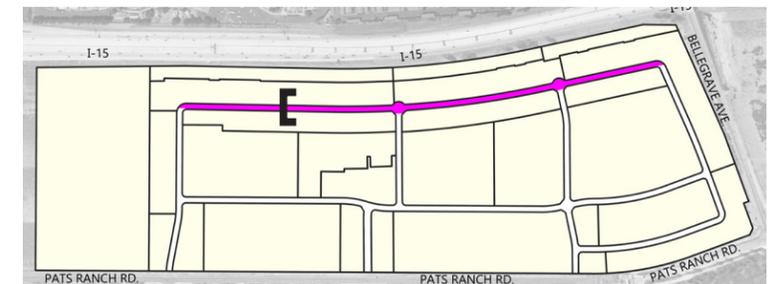


PLAN VIEW

Not To Scale



Not To Scale



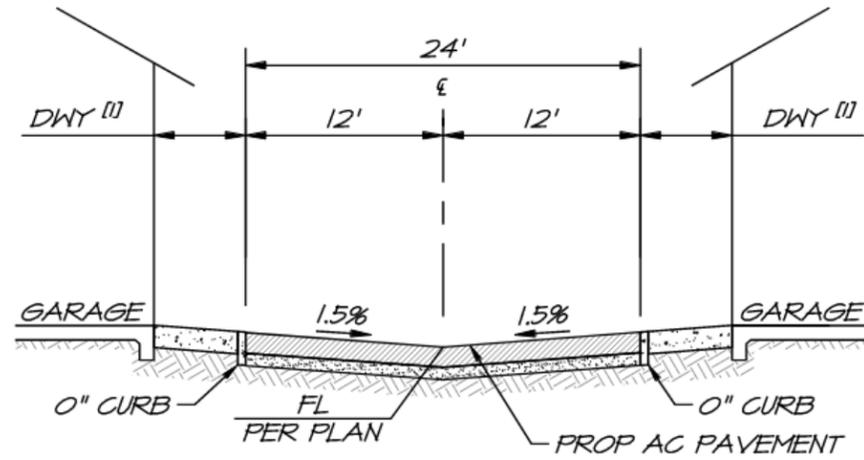
VERNOLA RANCH

INTERIOR ROAD - STREET "B"



JOB# 21-040 DATE: 3-10-23

Figure 3.11 D, Interior Road - Street "B"

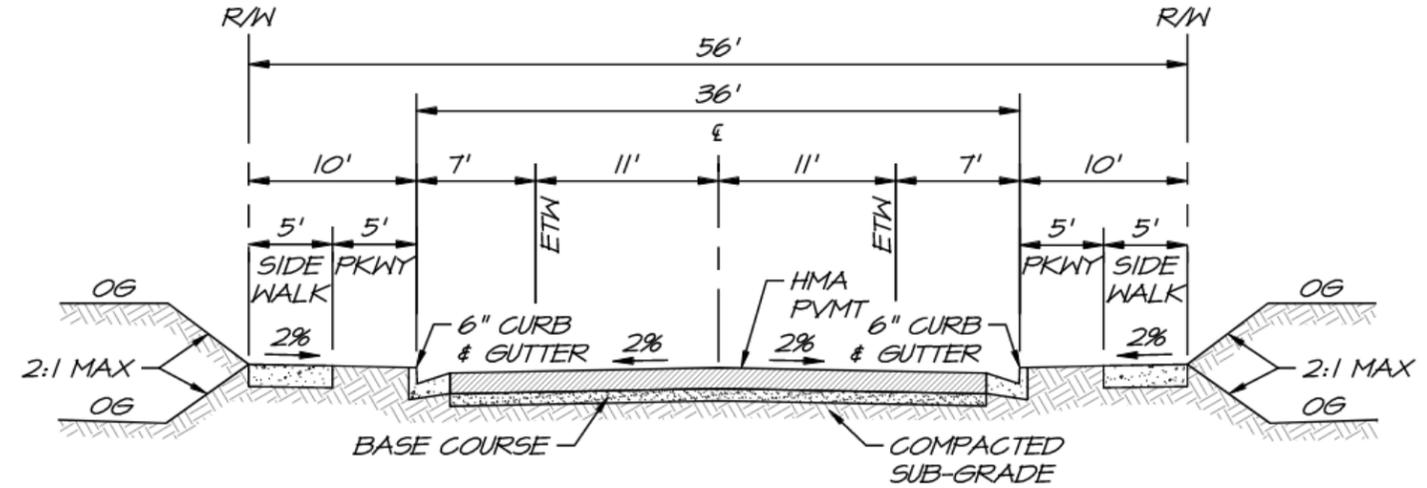


TYPICAL SECTION

MOTOR COURT

NTS

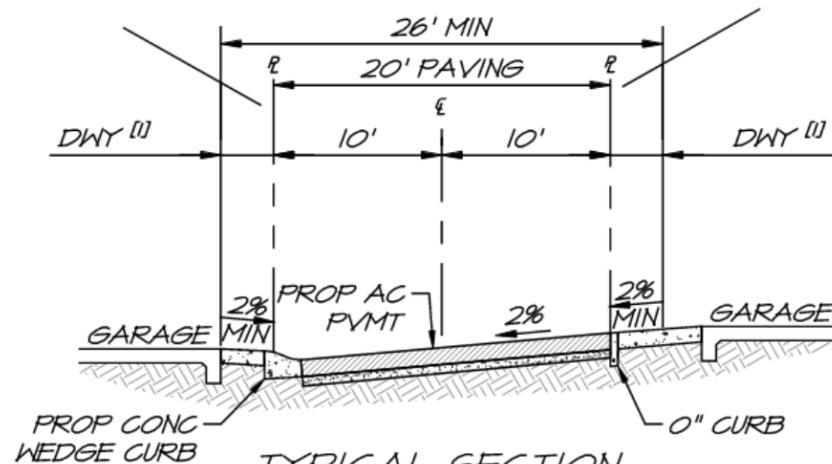
[1] - 5' MAX WITH COURT ADJACENT GARAGE OR 18' MIN WITH GARAGE SET BACK FROM COURT



TYPICAL SECTION

STREET WITHIN PLANNING AREA

NTS

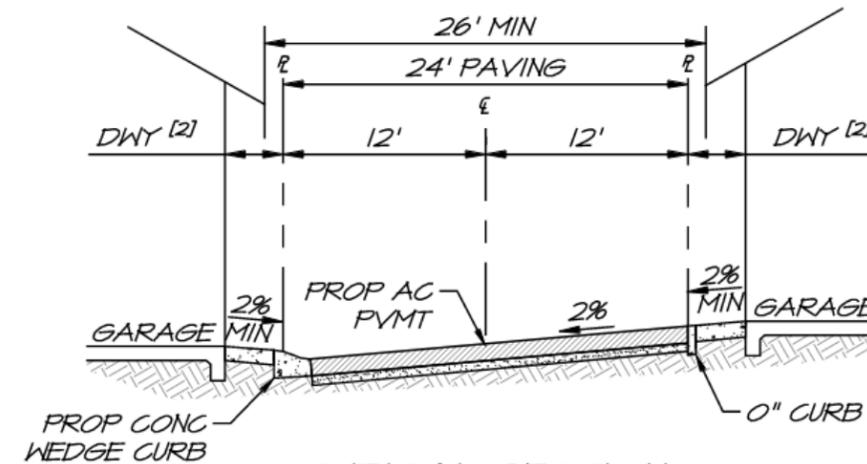


TYPICAL SECTION

COURT - NO FIRE ACCESS

NTS

[1] - 5' MAX WITH COURT ADJACENT GARAGE OR 18' MIN WITH GARAGE SET BACK FROM COURT



TYPICAL SECTION

COURT - WITH FIRE ACCESS

NTS

[2] - 5' MAX WITH COURT ADJACENT GARAGE

Not To Scale

Figure 3.12, Courts, Motor Courts, and Streets within Planning Areas



3.2.7 Traffic Calming

The VRSP identifies a number of traffic calming features which may be incorporated throughout the specific plan area by future projects to help slow vehicular traffic and support pedestrian friendly neighborhoods. Following is the list of identified traffic calming features that are required where appropriate throughout the specific plan. This list provides some examples of the potential traffic calming features that will support the traffic calming goals of the specific plan.

- Roundabouts at key intersections
- Raised medians and pedestrian refuge islands
- Enhanced/raised crosswalks
- Narrow travel lane
- Surface treatments

Traffic calming devices shall be prohibited unless approved by the fire code official.

As discussed, the project would add three roundabouts along Pats Ranch Road at key project access points at Shearwater Drive, Park Center Drive, and Boca Place for traffic calming purposes. Additionally, the VRSP is conceptually incorporating internal roundabouts, at key intersections within the project area. The traffic calming effects of roundabouts force drivers to slow down which will improve safety for pedestrians and people on bikes. The incorporation of roundabouts within the VRSP will ultimately depend on design constraints and will be subject to review by the city.

3.2.8 Pedestrian and Cycling Circulation Plan

Vernola Ranch will contain a comprehensive sidewalk, bike lane, and trail system that will link neighborhoods to parks, community amenity areas, and civic facilities. The VRSP will provide for pedestrian and bicyclist movement to allow connectivity throughout the site as shown on **Figure 3.13, Pedestrian and Cycling Circulation Plan**. The pedestrian and cycling network ensures that residents will have opportunities to walk, bike, and jog in different settings.

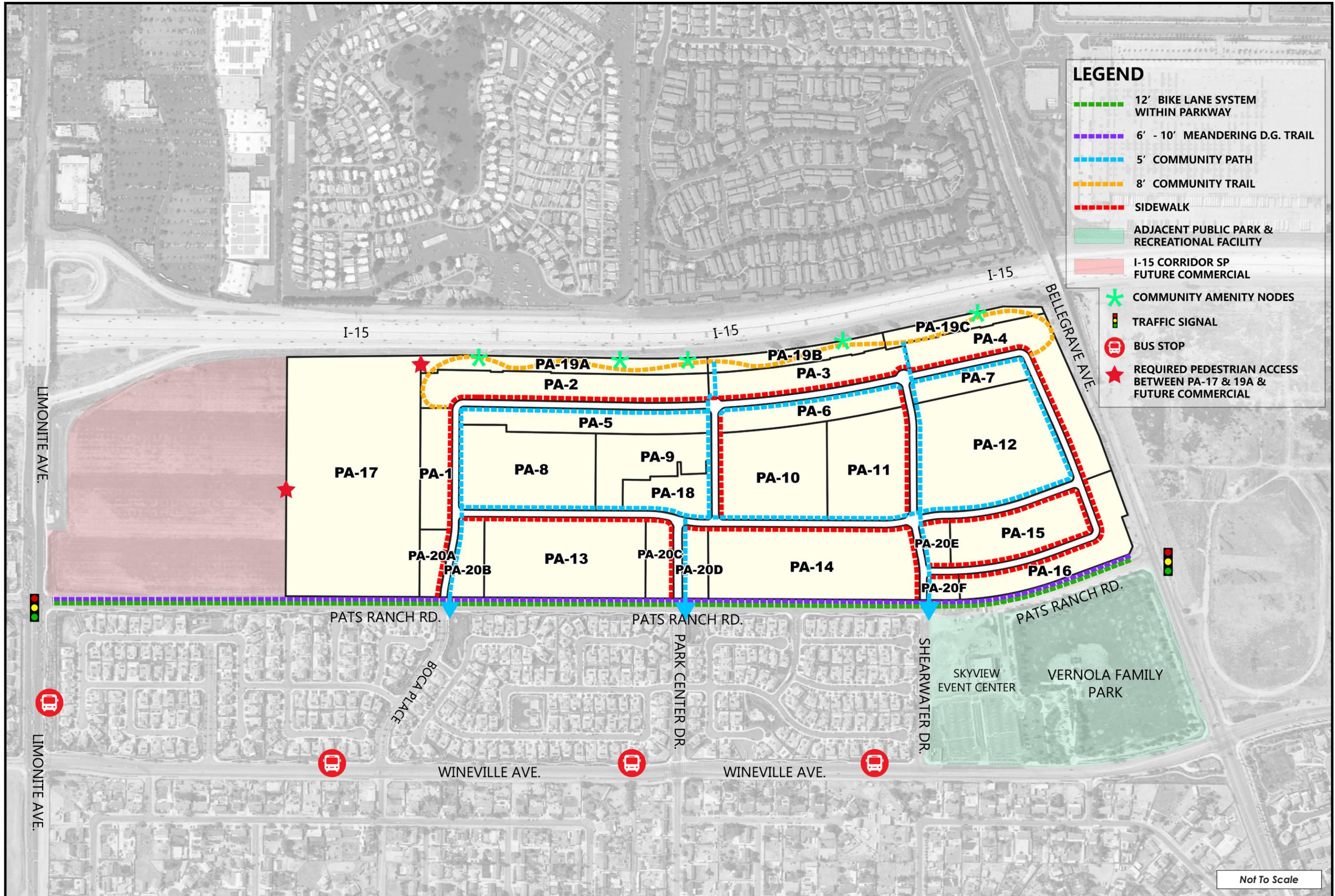


Figure 3.13, Pedestrian and Cycling Circulation Plan





Bike Network

A Two-way Class I bike path will be separated from vehicle traffic provided within the parkway along Pats Ranch Road on the west side of the roadway. The bike path will be for the exclusive use of bicycles and is physically separated from motor vehicle traffic. The bike path will help link various Vernola Ranch community amenities. **Figure 3.13, Pedestrian and Cycling Circulation Plan** reflects these connections throughout the VRSP. The bike path shall be paved with concrete unless it is determined by the Jurupa Community Service District (JCSD) that concrete is unfeasible. In such an event, alternative paving such as asphalt shall be allowed.

Pedestrian Network

An important element of the VRSP is a system of pedestrian friendly sidewalks and walking trails that will connect neighborhoods and communities to encourage walkability within the Vernola Ranch neighborhood. This system will link residential neighborhoods to open spaces, amenities, school, civic uses, and to adjacent Skyview Event Center, Vernola Family Park, and future commercial retail areas.



Conceptual Meandering D.G. Trail

Pedestrian network throughout the specific plan consists of a Meandering Decomposed Granite (D.G.) Trail along Pats Ranch Road and the Community Path network as shown in **Figure 3.13, Pedestrian and Cycling Circulation Plan**. While the VRSP reflects a representation of the potential future community and neighborhood trail system that may navigate throughout the VRSP, exact locations of these facilities be subject to change based on implementing development projects. These changes are considered minor and shall receive Administrative Approval provided the Community Development Department has determined connectivity of the trails and local connections are not substantially different than intended.

Community Trail

An 8-foot-wide community trail runs along the western boundary of the VRSP adjacent to Interstate 15. The community walking trail runs through the Neighborhood Park, connecting the various community amenity nodes. In addition, the Neighborhood Park is connected to a network of sidewalks within the community local streets to provide pedestrian connections between the planning areas, residential lots, and commercial



and recreational amenities. The Community Trail and walking network is shown in **Figure 3.13, Pedestrian and Cycling Circulation Plan**.

Decomposed Granite Trail

A 6 to 10-foot-wide local trail is located along the west side of Pats Ranch Road. This pedestrian trail lies within a wide parkway area consisting of a 6 to 10-foot-wide trail, two-way bike path and landscaped area. It runs along the entire project frontage. North of Boca Place the trail is meandering and south of Boca Place the trail is straight. The 5-foot-wide sidewalk network provides cohesive pedestrian access for residents within the VRSP. It also provides pedestrian access via the Pats Ranch Road crosswalks to the adjacent Skyview Event Center and Vernola Family Park. **Figure 3.13, Pedestrian and Cycling Circulation Plan** shows the location of the local pedestrian trail along Pats Ranch Road.

Community Path

VRSP provides a network of 5-foot-wide pathways throughout the community to provide connectivity and circulation from the meandering trail along Pat's Ranch Road to all passive and active recreation and open space areas throughout the community. These community paths are located at the primary entries (Boca Place, Park Center Drive and Shearwater Drive) and provide east/west connections to the parks, basins and other open space areas. The basin areas includes amenities such as fitness stations, seating areas, trails, historical placards, shade structures, open turf areas, and landscaping as permitted and approved by all public entities holding easements in this area. **Figure 3.13, Pedestrian and Cycling Circulation Plan** shows the location of community paths on the site plan.

3.3 Open Space and Recreation Plan

Vernola Ranch is located within proximity of several regional recreational facilities including Limonite Meadows Park, the SilverLakes Equestrian and Sports Park, and Esplanade Park. There are also a number of nearby public parks and recreational facilities located within the City that are within an approximately 3.5-mile radius of the VRSP. The Vernola Family Park and Skyview Event Center with the future gym and classrooms are directly adjacent to the east.



Vernola Family Park and Skyview Event Center



The Vernola Family Park offers three baseball fields, two basketball half-courts, barbeque and picnic areas, and play equipment. At build-out, the Skyview Event Center will include a multi-purpose room, kitchen and restroom facilities, as well as four classrooms/meeting rooms, and two indoor basketball courts with volleyball overlays.

As depicted in **Figure 3.14, Conceptual Open Space and Recreation Plan**, a distinguishing feature of the Vernola Ranch Specific Plan community is the variety of open space, greenbelts, and amenity areas that will be provided to community and surrounding residents. The Open Space and Recreation Plan establishes a community-wide system of open space land and amenity areas important to the VRSP's goal of providing a high-quality living environment for future residents.

3.3.1 Park Areas

Park areas within the VRSP shall develop in accordance with the Planning Area Standards. Planning Area 18 and 19 are designated as Open-Space Recreation and is planned with active recreational amenities, meeting the City's requirements for parkland recreational amenities. As an example shown on **Figure 3.15, Pocket Park - Conceptual Plan**, parks will also provide for universally accessible facilities; activities and amenities that promote a higher level of inclusive play regardless of abilities or age.



Conceptual Dog Park and the Neighborhood Park Areas

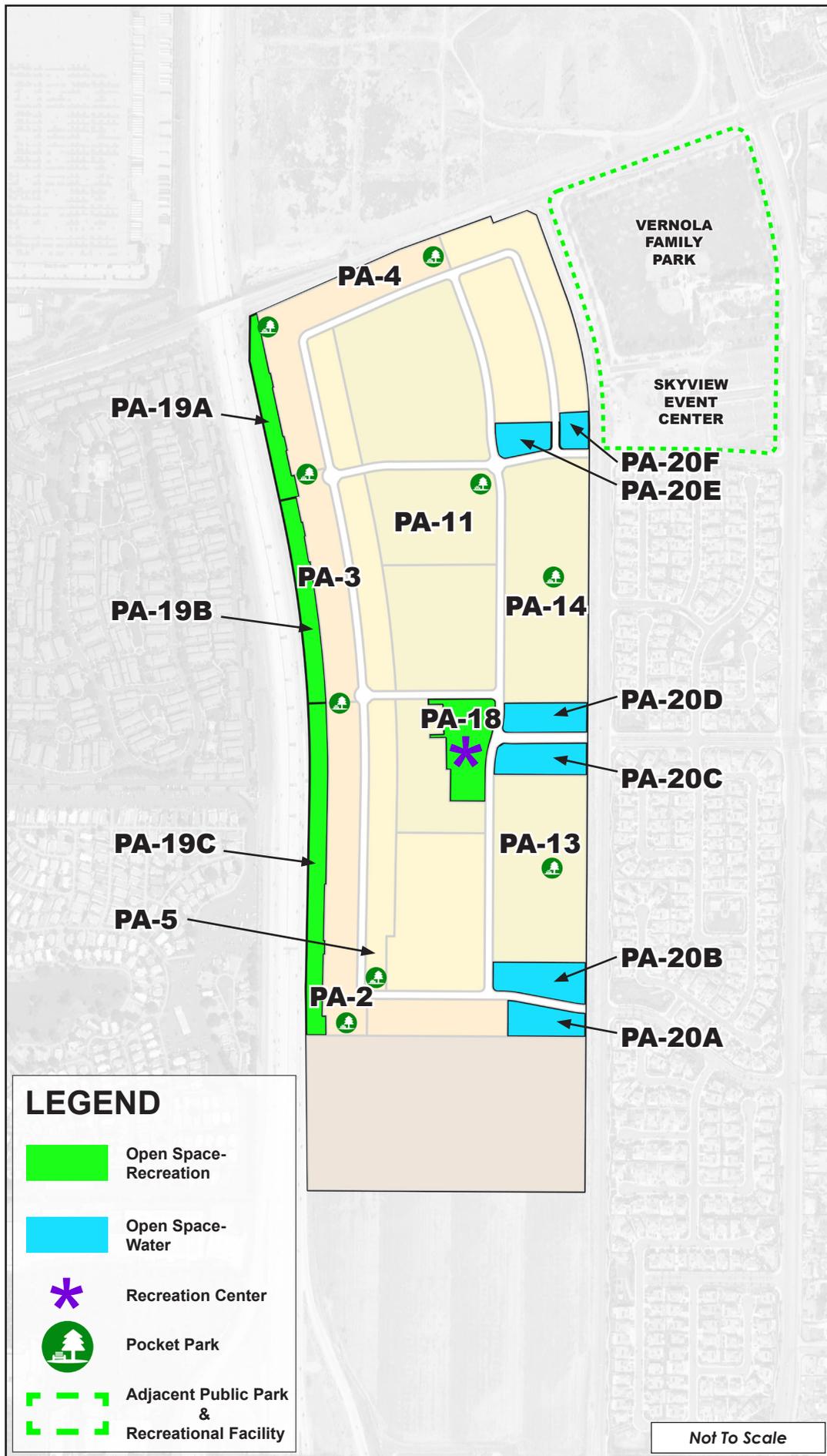
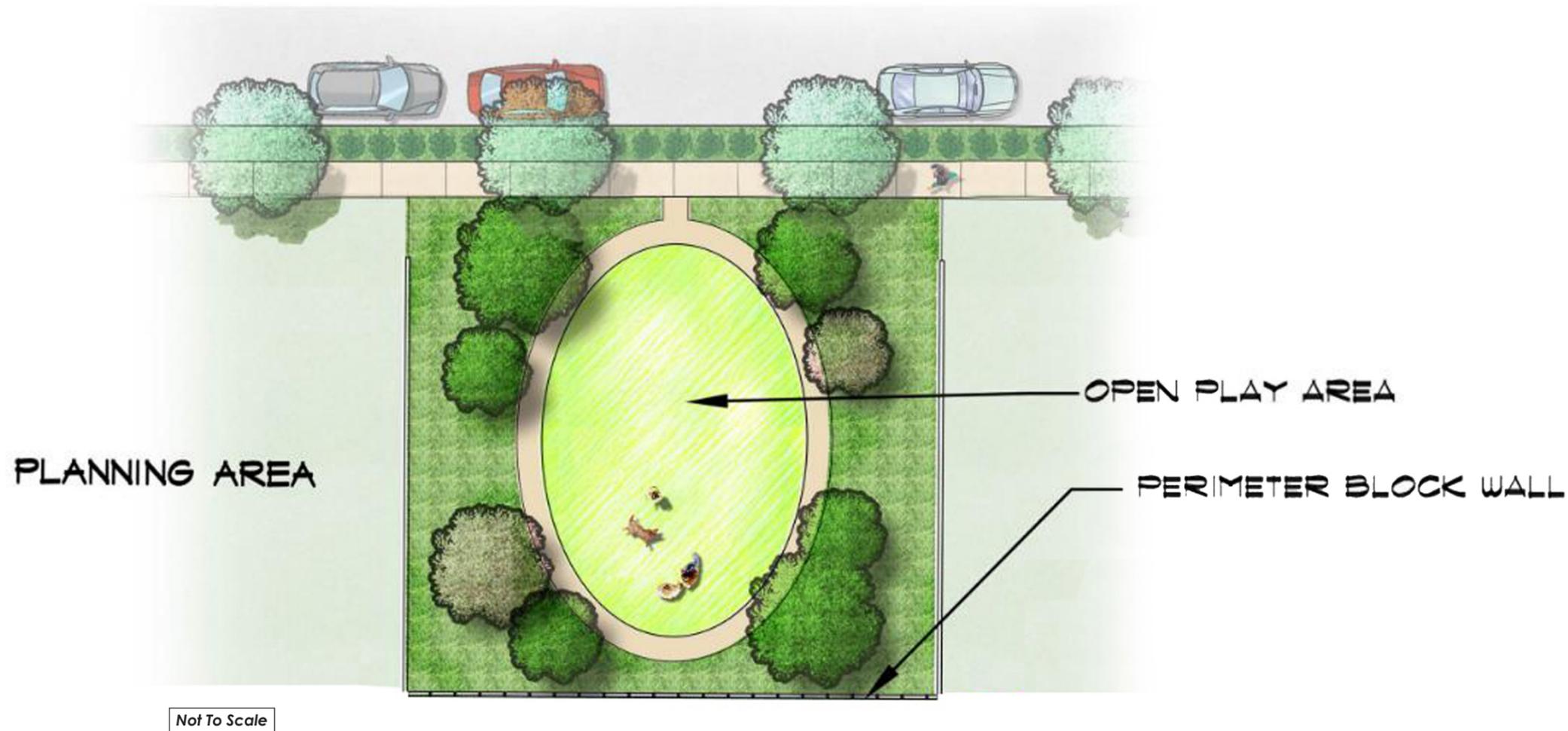
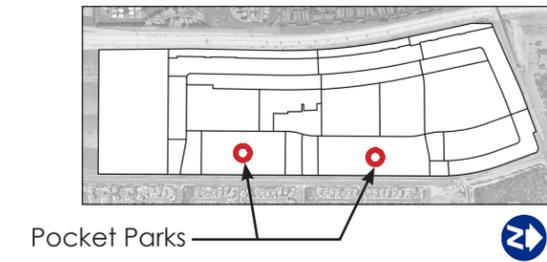


Figure 3.14, Conceptual Open Space and Recreation Plan





VERNOLA RANCH

POCKET PARK - CONCEPTUAL PLAN

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Figure 3.15, Pocket Park - Conceptual Plan





3.3.2 Amenity Areas

The Vernola Ranch Specific Plan will allow for development of both major and minor amenity areas throughout the site. Development of minor amenities are primarily intended to provide for outdoor space. The VRSP will provide two major facilities: the Neighborhood Park is outdoor and will allow for active and passive recreational opportunities. The Recreation Center Campus located at the center of the VRSP will provide both outdoor and indoor gathering opportunities. The Recreation Center Campus and its surrounding campus is intended to serve as the focal point and gathering point for the entire community.

3.3.3 Vernola Ranch Recreation Center Campus Layout

The Vernola Ranch Recreation Center Campus is depicted in **Figure 3.16, Recreation Center Campus Layout**. The facility will consist of approximately 3 acres and shall include a minimum of 7 of the amenities listed below, the media room/entertainment center, pool and spa, and community garden shown below in **bold text** are required:

- Multi-purpose Room/Community Center
- Indoor Kitchen Facilities
- **Media Room/Entertainment Center**
- Co-Working Lounge
- Fitness Center/Exercise Room
- **Pool and spa**
- Splash pad
- Lounge areas
- Cabanas and shade structures
- **Community garden**
- BBQ and picnic tables
- Trails and walkways



By Lennar Homes



POOL CABANAS

COMMUNITY GARDEN

CREATIVE PLAY

BBQ PAVILLION

SHADE PAVILLION

COMMUNITY EVENT LAWN

ENTRY COURTYARD

THE RANCH HOUSE (MAIN REC BUILDING)

Not To Scale

VERNOLA RANCH RECREATION CENTER CAMPUS LAYOUT



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Figure 3.16, Recreation Center Campus Layout





3.3.4 Vernola Ranch Neighborhood Park

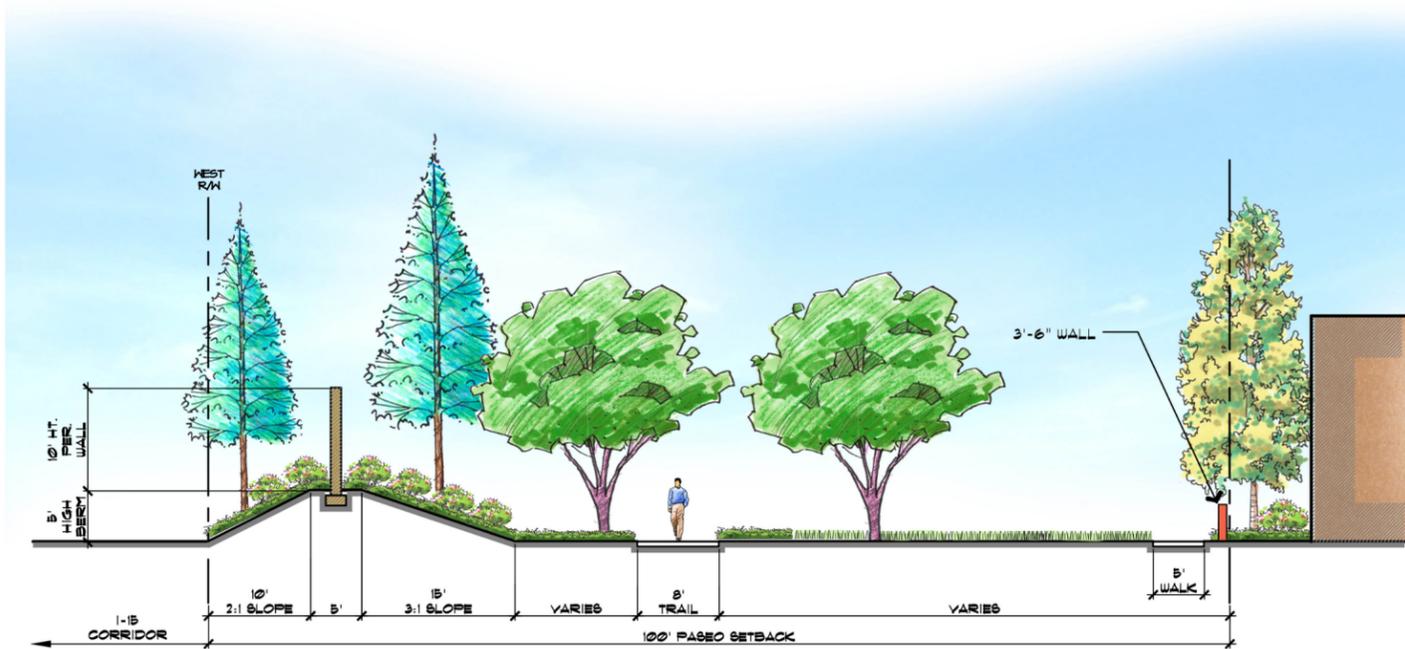
The Vernola Ranch Neighborhood Park is an approximately 7.5 Acre park that will run along the western boundary of the VRSP adjacent to Interstate 15. The Neighborhood Park has activity areas that may include bocce ball courts, exercise nodes, play equipment, dog parks, BBQ's, picnic areas, shade structures, and open play areas as shown on **Figure**



3.17, Overall Neighborhood Park Plan, and Figure 3.18, Conceptual Dog Parks Enlargements. In the center is the agrarian area that may include community gardens, vineyards, orchards and historic placards. A community trail which is eight-foot wide runs through the Neighborhood Park and connects to greenbelts and other recreational amenities throughout Vernola Ranch. The Neighborhood Park is depicted in **Figure 3.19 A and Figure 3.20 A, Neighborhood Park Enlargement – Agrarian Area & Activity Area, Figure 3.19 B and Figure 3.20 B, Neighborhood Park 3D Views – Agrarian Area & Activity Area, and Figures 3.21 to 3.24, Cross Section B to E.**

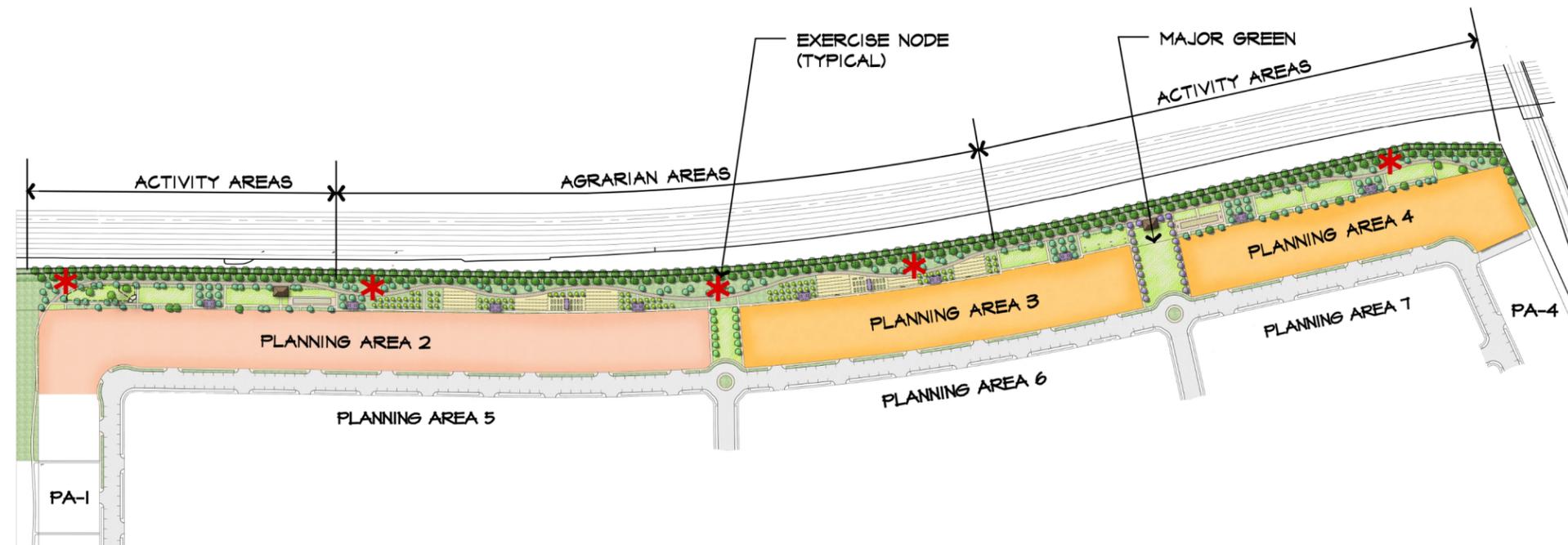
3.3.5 Basins

VRSP provides greenbelt areas including six basins that will also serve as open space areas for the community. Basins may incorporate passive recreation opportunities where possible without impacting the function of the basins. The basins are located on the eastern portion of the specific plan area; two located at the southeast corner of the site, two located on each side of primary entry (Park Center Drive), and two in the northerly quadrant. The basins will be connected by a network of walking paths and trails to provide smooth pedestrian connection and transition from neighborhoods to green spaces as shown on **Figure 3.25, Detention Basins Conceptual Layout and Figure 3.26, Entry and Basin Imagery.**



I-15 BERM SECTION

Not To Scale



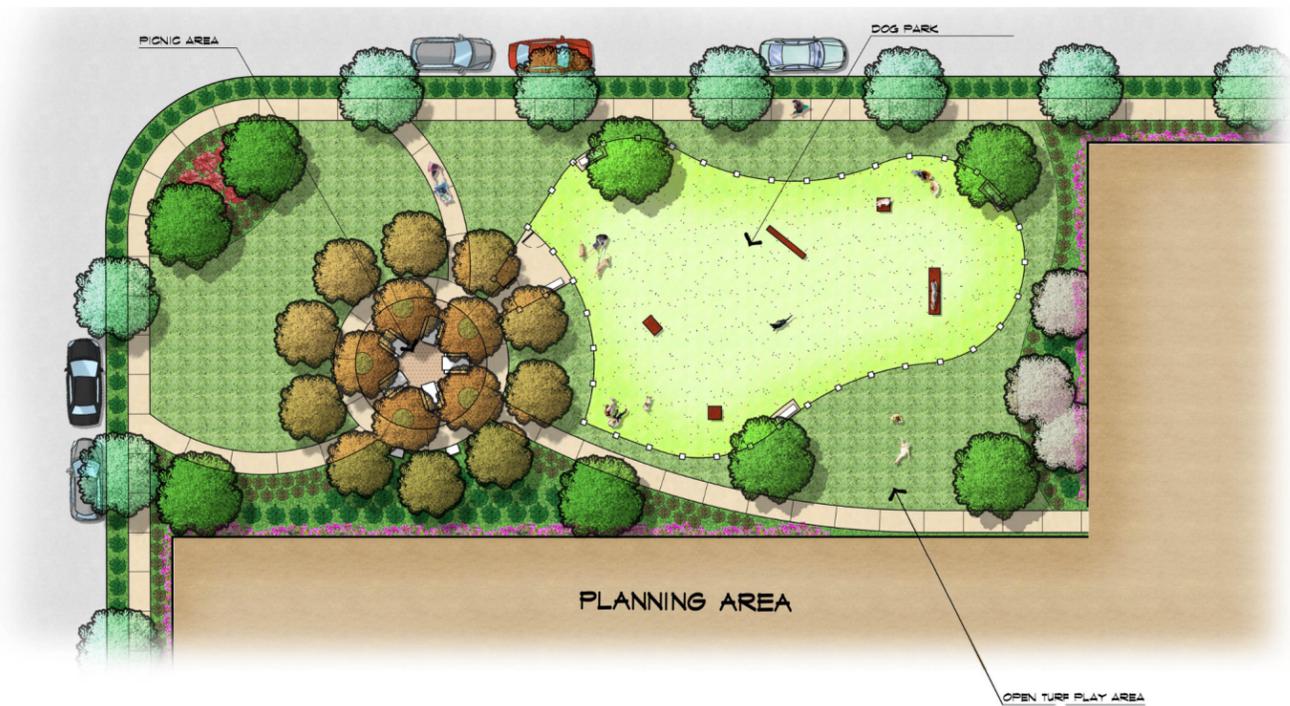
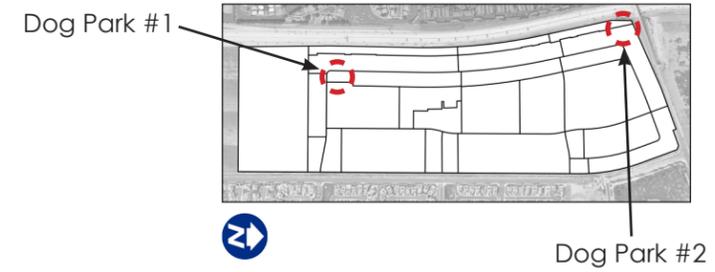
Not To Scale

VERNOLA RANCH OVERALL NEIGHBORHOOD PARK PLAN

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 Richard Robinson, Licensed # 2182
 (949) 644-9370 FAX (714) 210-3140

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Figure 3.17, Overall Neighborhood Park Plan



DOG PARK #1 Not To Scale

Note: Park design and location will be identified with implementing projects.



DOG PARK #2 Not To Scale

VERNOLA RANCH

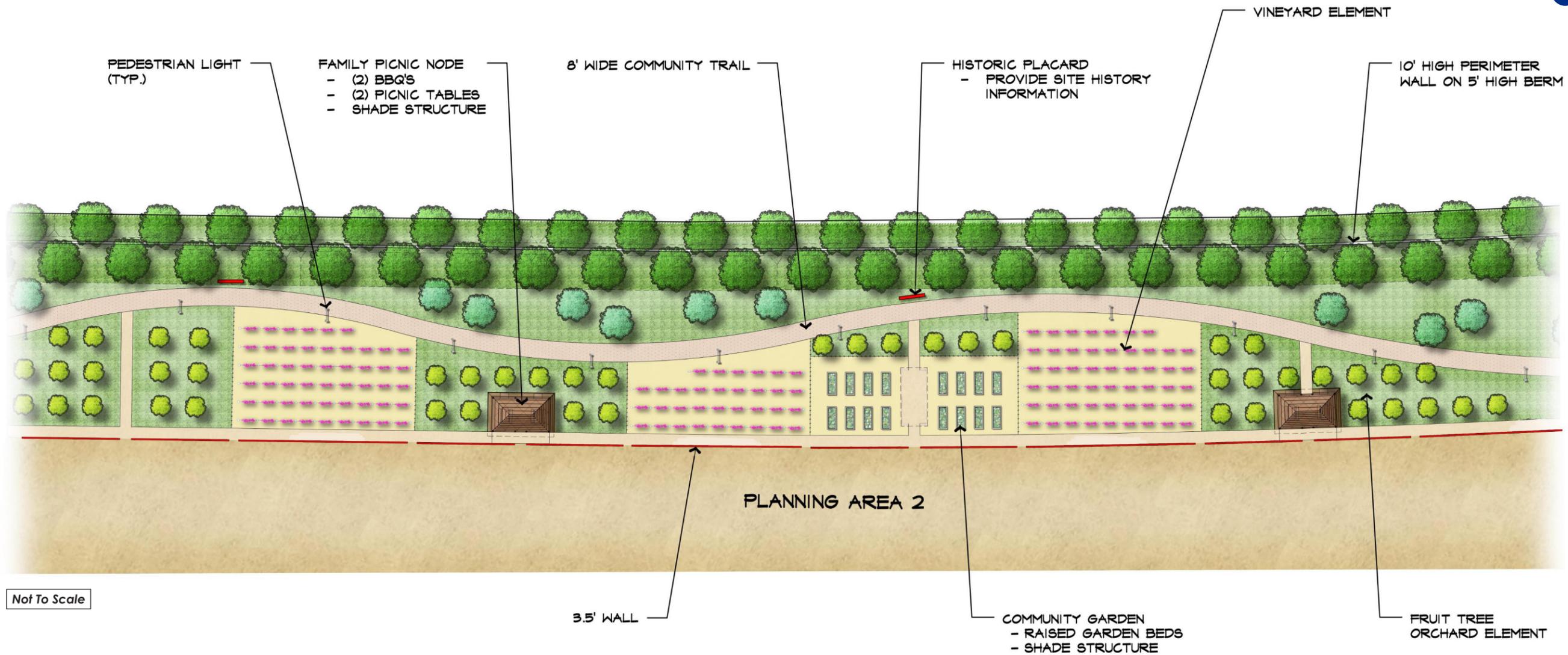
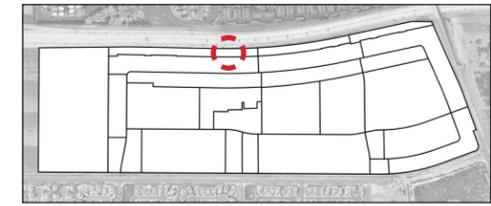
CONCEPTUAL DOG PARKS - ENLARGEMENTS

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Figure 3.18, Conceptual Dog Parks - Enlargements





VERNOLA RANCH NEIGHBORHOOD PARK ENLARGEMENT - AGRARIAN AREA



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Figure 3.19 A, Neighborhood Park Enlargement - Agrarian Area





VINEYARD & ORCHARDS



COMMUNITY GARDEN



SEATING AREA



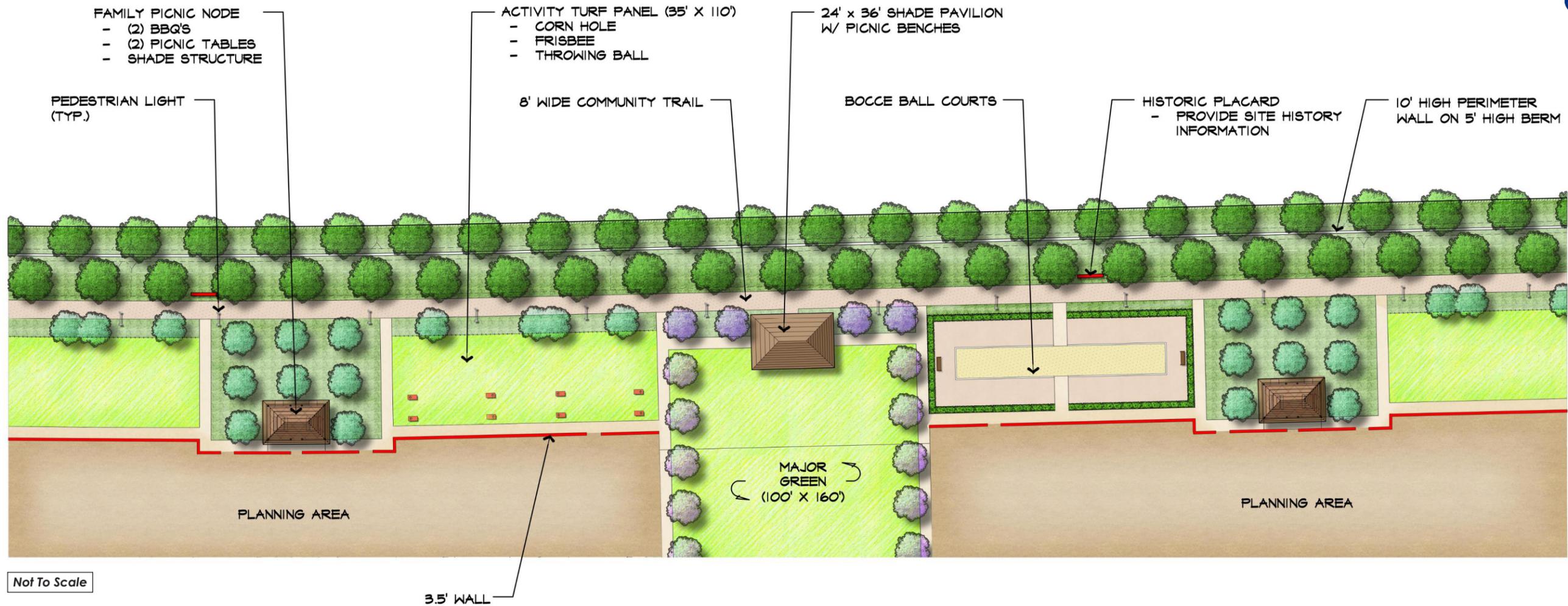
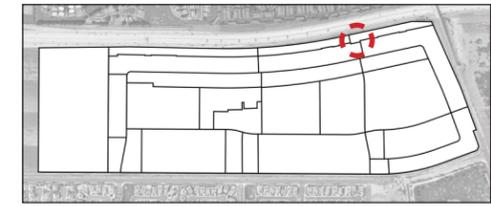
VIEW FROM FREEWAY

VERNOLA RANCH NEIGHBORHOOD PARK 3D VIEWS - AGRARIAN AREA



JOB# 21-040 DATE: 10-10-23

Figure 3.19 B, Neighborhood Park 3D Views - Agrarian Area



VERNOLA RANCH NEIGHBORHOOD PARK ENLARGEMENT - ACTIVITY AREA

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Figure 3.20 A, Neighborhood Park Enlargement - Activity Area





LARGE TURF AREA



TURF AREA W/ CORN HOLES



BBQ AREA W/ SEATING

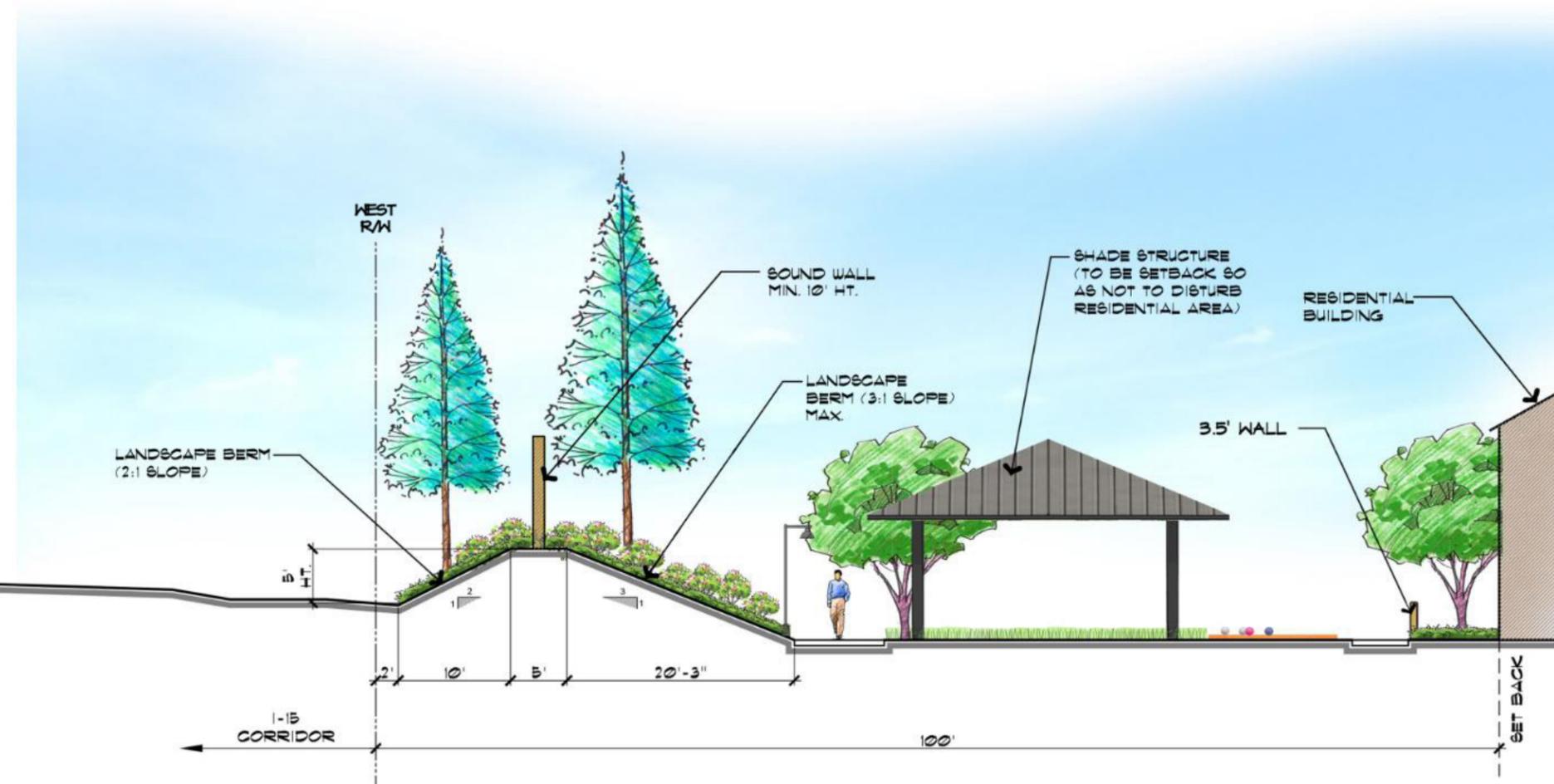
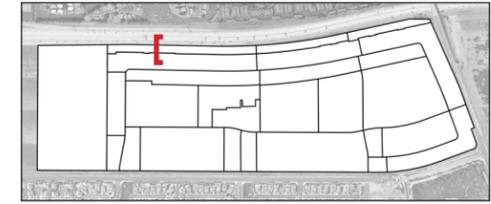


BOCCE BALL COURT

VERNOLA RANCH NEIGHBORHOOD PARK 3D VIEWS - ACTIVITY AREA

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Figure 3.20 B, Neighborhood Park 3D Views - Activity Area



Not To Scale

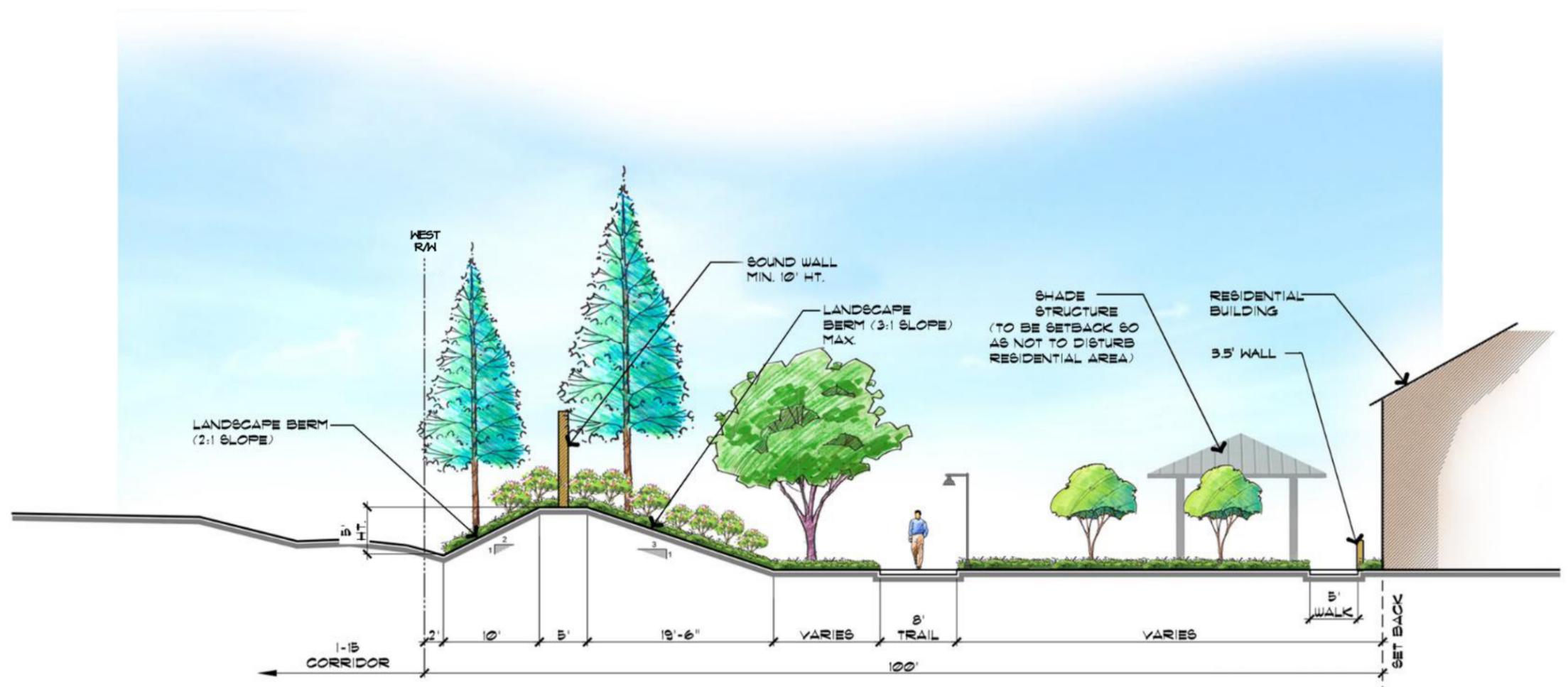
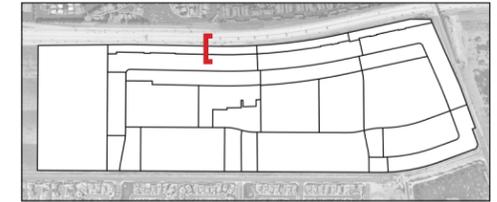


VERNOLA RANCH CROSS SECTION B IN PA-2 & PA-19A

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Figure 3.21, Cross Section B in PA-2 & PA-19A



Not To Scale

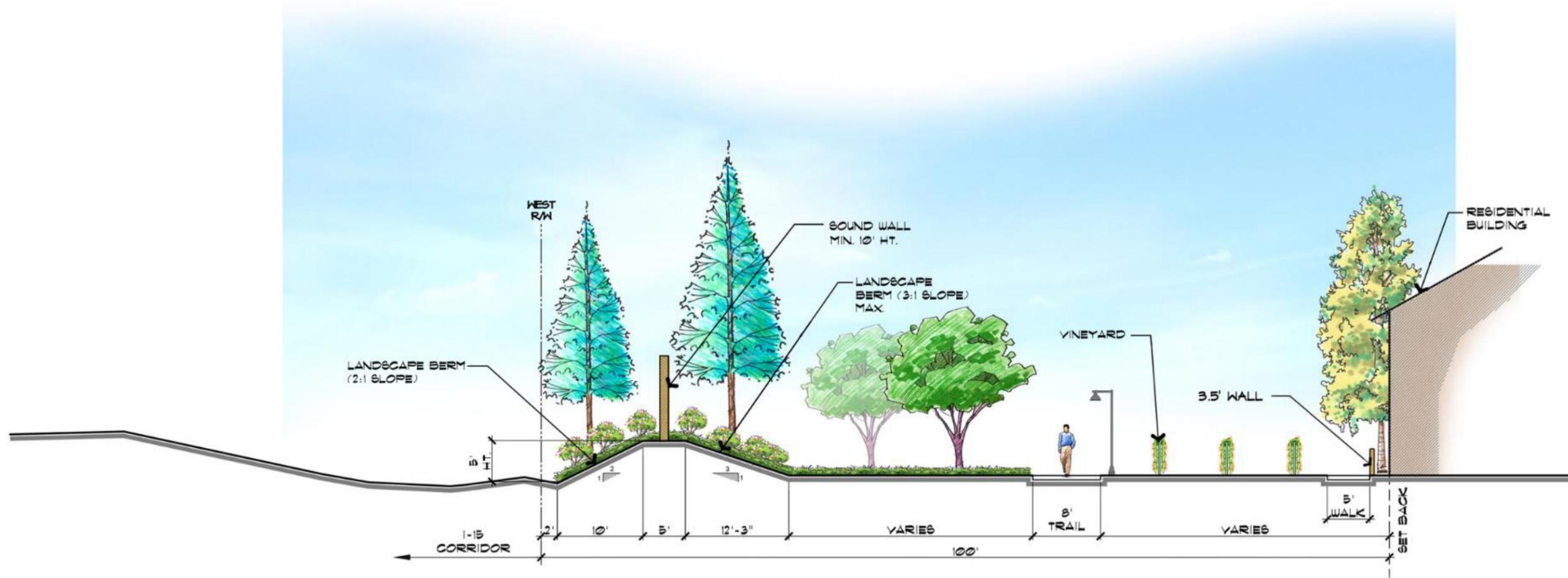
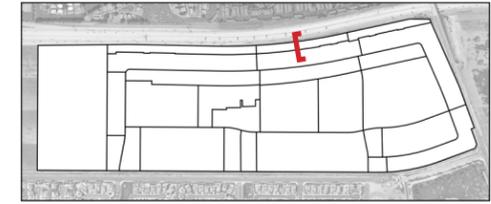


VERNOLA RANCH CROSS SECTION C IN PA-2 & PA-19A



JOB# 21-040 DATE: 07-12-23

Figure 3.22, Cross Section C in PA-2 & PA-19A



Not To Scale



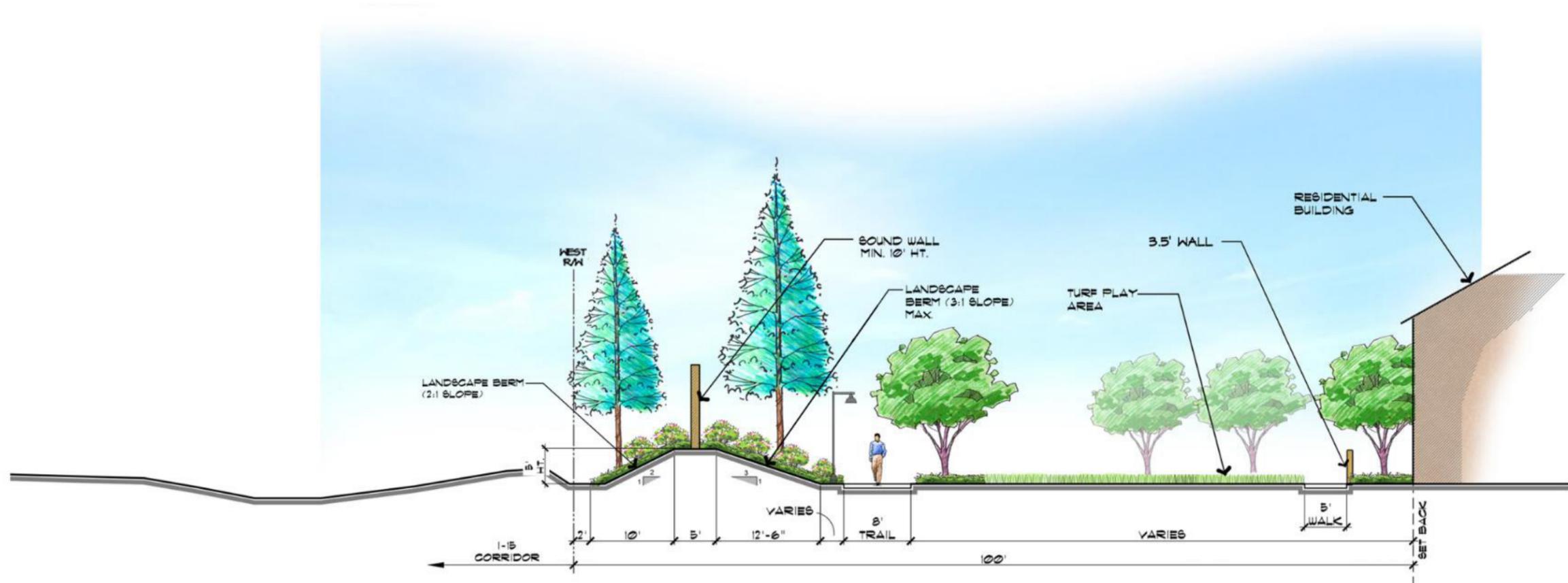
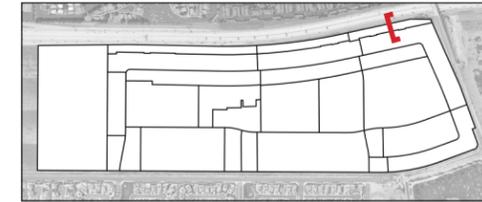
VERNOLA RANCH

CROSS SECTION D IN PA-3 & PA-19B



JOB# 21-040 DATE: 07-12-23

Figure 3.23, Cross Section D in PA-3 & PA-19B



Not To Scale



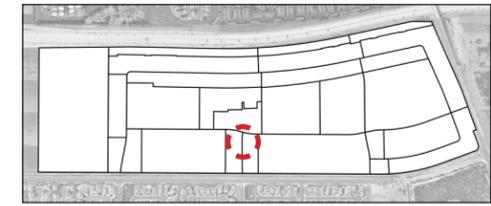
VERNOLA RANCH

CROSS SECTION E IN PA-4 & PA-19C



JOB# 21-040 DATE: 07-12-23

Figure 3.24, Cross Section E in PA-4 & PA-19C



Not To Scale

Note: The figures is a graphic representation of a conceptual design, a preliminary plan shall be review and approved by the City Engineer and detailed plans will be required.

VERNOLA RANCH

DETENTION BASINS CONCEPTUAL LAYOUT



JOB# 21-040 DATE: 05-08-23

Figure 3.25, Detention Basins Conceptual Layout





VERNOLA RANCH

ENTRY AND BASIN IMAGERY

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JOB# 21-040 DATE: 10-10-23

Figure 3.26, Entry and Basin Imagery



3.4 Public Facilities

Conceptual infrastructure facility and service preliminary layouts have been developed for VRSP to provide domestic water, non-potable water, sewer, and storm drain services to the community and to identify the utility service companies servicing VRSP as shown on **Figure 3.27, Conceptual Water, Sanitary Sewer and Non-Potable Water Plan** and **Figure 3.29, Conceptual Drainage Plan**. These infrastructure plans are conceptual, based on preliminary service layouts and evaluations, and may be subject to modifications due to more precise engineering studies.

3.4.1 Domestic Water

Jurupa Community services District (JCSD) will provide domestic water service to VRSP. Domestic water provided by JCSD is supplied from wells within the Chino Groundwater Basin. The existing infrastructure within Pats Ranch Road is adequate to provide domestic water service to the 1,576 units within VRSP.

A Conceptual Water Plan has been developed which identifies the major domestic water infrastructure to serve VRSP. Domestic water infrastructure will be connected to the Existing 16-inch diameter domestic water pipeline located within Pats Ranch Road. VRSP will require the design and installation of adequate infrastructure domestic water pipelines to serve the project, which will connect to the existing 16-inch diameter domestic water pipeline located within Pats Ranch Road.

In order to provide a reliable source of water for firefighting purposes, domestic water is also delivered to all fire hydrants and fire sprinkler systems utilizing the domestic water system. Thus, piping facilities for domestic water are designed to accommodate both the domestic demand and the firefighting demand.

3.4.2 Non-Potable Water

Parks and common landscape areas are considered prime candidates for non-potable water usage, as described in Title 22 of the California Administrative Code. The design and installation of such facilities will be implemented in accordance with the JCSD Master Plan concepts, policies, and/or guidelines. JCSD will provide non-potable water service to VRSP. There is an existing 8-inch non-potable water line located within the Pats Ranch Road right-of-way and an existing 16-inch line in Bellegrave Ave. The community's Non-Potable Water Plan includes recycle water lines that will be located in selected interior roads to provide irrigation services to common area landscaping. Non-potable



pipe sizes may range in diameter from 4-inch to 8-inch and will connect to the existing 8-inch non-potable waterline in Pats Ranch Road.

3.4.3 Sanitary Sewer

In addition to Domestic Water and Non-potable Water, JCSD will also provide Sanitary Sewer service to VRSP. An existing sanitary sewer line is located in Pats Ranch Road, and varies in size from 10-inch to 12-inch in diameter. The community's Sanitary Sewer plan includes new infrastructure ranging in diameter from 8-inches to 10-inch with connection points as generally depicted on **Figure 3.27, Conceptual Water, Sanitary Sewer and Non-Potable Water Plan.**

3.4.4 Drainage

VRSP is located within the Santa Ana River Watershed. Specifically, VRSP is located within the boundary of the Riverside County Flood Control District Day Creek Area Drainage Plan (ADP). The ADP outlines a master plan for orderly development of flood control facilities for ultimate "build-out" of the area.

Land within the VRSP is subject to an area drainage fee which finances the improvements identified in the plan to mitigate flood-related impacts. Additionally, projects within the VRSP will be required to participate in this plan by the construction and financing of improvements necessary to flood-proof all land within the Specific Plan.

The VSRP project is roughly bounded by Bellegrave Avenue to the north, Limonite Avenue to the south, Interstate 15 to the west and Pat Ranch Road to the east. **Figure 3.28, Day Creek ADP Storm Drain Infrastructure** has been developed to illustrate the existing and proposed area drainage plan facilities that are identified in the Day Creek ADP. There are several storm drain facilities that have been constructed to date. The following major storm drain infrastructure facilities have been constructed and provide regional flood protection for the VSRP, as shown on **Figure 3.28:**

- Bellegrave Basin: The basin is a regional system that has been designed to collect and detain runoff emanating north of Bellegrave Avenue. The regional basin is used to reduce the peak flow rate that is discharged into the Line J storm drain facility.
- Line C Storm Drain: The existing storm drain collects runoff emanating north of Bellegrave Avenue and conveys the runoff into the Bellegrave Basin.



- Line E Storm Drain: The existing storm drain collects runoff emanating north of Bellegrave Avenue and extends north along Wineville Avneue. The Line E system conveys the runoff into the Bellegrave Basin.
- Line J Storm Drain: The existing storm drain conveys the runoff from the Bellegrave Avenue Basin to an existing concrete channel located south of 68th Street. The concrete channel then conveys the flows and discharges them directly into the Santa Ana River.

The existing Line J Storm Drain and associated laterals have been constructed along Pats Ranch Road. The Line J Storm Drain systems is part of RCFC&WCD Project Number 1-272. The existing storm drain system ranges in size from a 42-inch to 78-inch diameter pipe north of Limonite Avenue and a 8'W X 5'H Reinforced Concrete Box (RCB) south of Limonite to a Double 10'W x 5' H RCB at the downstream terminus. The RCFC&WCD Line J Improvement plans have provided a total of four laterals that have been identified to collect flows from the VSRP project. The improvement plans have identified the following laterals:

- Lateral J-7 is a 48" storm drain lateral that has been designed to intercept approximately 83 cfs from the project site. This system was identified in the Day Creek ADP.
- Lateral J-9 is a 36" storm drain lateral that has been designed to intercept approximately 27 cfs. This lateral was not identified in the Day Creek ADP.
- Lateral J-11 is a 42" storm drain lateral that has been designed to intercept approximately 43 cfs. This lateral was not identified in the Day Creek ADP.
- Lateral J-13 is a 42" storm drain lateral that has been designed to intercept approximately 74 cfs. This lateral was not identified in the Day Creek ADP as Lateral J-8.
- Lateral J-15 is a 24" storm drain lateral that has been designed to intercept approximately 28 cfs. This lateral was not identified in the Day Creek ADP as Lateral J-8.

Based on the approved design shown on the Line J Storm Drain Improvement Plans, the VRSP has been provided connection points that will allow the project to discharge a total peak flow rate of 255 cfs. As a result, the VRSP will ensure that, with the use of detention basins and proposed laterals, the inflow into Line J will not exceed 255 cfs.

Figure 3.29, Conceptual Drainage Plan was developed to focus on the conceptual drainage solution that will be implemented by the project. As stated previously, the



existing Line J Storm Drain has provided a total of 5 lateral connections using storm drain sizes that range from 24 inches to 48 inches in diameter. The data collected as part of the research process for the project and the existing storm drain facilities shown on **Figure 3.29** establish the required drainage solution required for the project. The following criteria was established to provide the hydrology and hydraulic control for the project:

- The conceptual drainage solution had to utilize the existing laterals or place new lateral downstream of the existing laterals to ensure the project would not impact the operation of the Line J system.
- The conceptual drainage solution includes detention/water quality basins to ensure runoff from the project was treated to meet the requirements of the MS4 Permit and to ensure that the project did not discharge more than the allotted flow rate identified on the approved Line J storm drain improvement plans.

The conceptual design requires the implementation of four detention/water quality basins design within the residential development and a subsurface storage system within Planning Area 17. The design of the basins is based on 5 drainage areas that have been identified in **Figure 3.30, Basin & Drainage Area Map**. The Basin & Drainage Area Map was used to develop a grading concept that would ensure that the project would be consistent with the design of Line J storm drain system. The design of the four detention/water quality basins and the subsurface storage system will ensure that the project mitigates for water quality and hydrology impacts as required by CEQA in the following manner:

- The basins and subsurface system will be designed to meet water quality standards as required by the Santa Ana Regional Water Quality Board.
- Using the existing Line J storm drain system, the project will ensure that the project is not altering existing drainage patterns or creating excess runoff that will impact downstream properties.
- The project will provide onsite storm drain facilities that will collect and convey runoff into the basins and subsurface system that will provide 100 year flood protection for the community.
- The project will provide onsite storm drain facilities and basins and subsurface system eliminate exposing people and structures from potential flooding.

It is acceptable to have above or below ground treatment and or drainage facilities. Treatment will need to comply with the applicable standards and requirements at the time of development.

Per **Figure 3.30, Basin & Drainage Area Map**, the Basin and Drainage Area Map, the project will convey approximately 160 acres of development area into Line J. As stated



previously, the Line J system has been designed to accept a total flow rate of 255 cfs or a flow rate yield of about 1.6 cfs per developable acre. The flow rate yield of 1.6 cfs/acre was used to establish a flow rate for the drainage areas identified as Areas B, C, D, E and F. **Table B** below provides the allowable flow rate that the basins may discharge into the Line J system.

Table B – Allowable Flow Rates for Line J

Basin Name	Drainage Area	Acreage	Allowable Q ₁₀₀
Basin B	B	25	40
Basin C	C	37.6	60
Basin E & F	E & F	40.3	65
Basin D	D	57.1	90

In closing, the Conceptual Drainage Solution shown in **Figure 3.29, Conceptual Drainage Plan** provides the required onsite storm drain systems and detention basins to provide 100 year flood protection and to address water quality impacts for the community. The conceptual drainage solution is consistent with the approved Line J storm drain improvement plans and the Day Creek Area Drainage Plan.

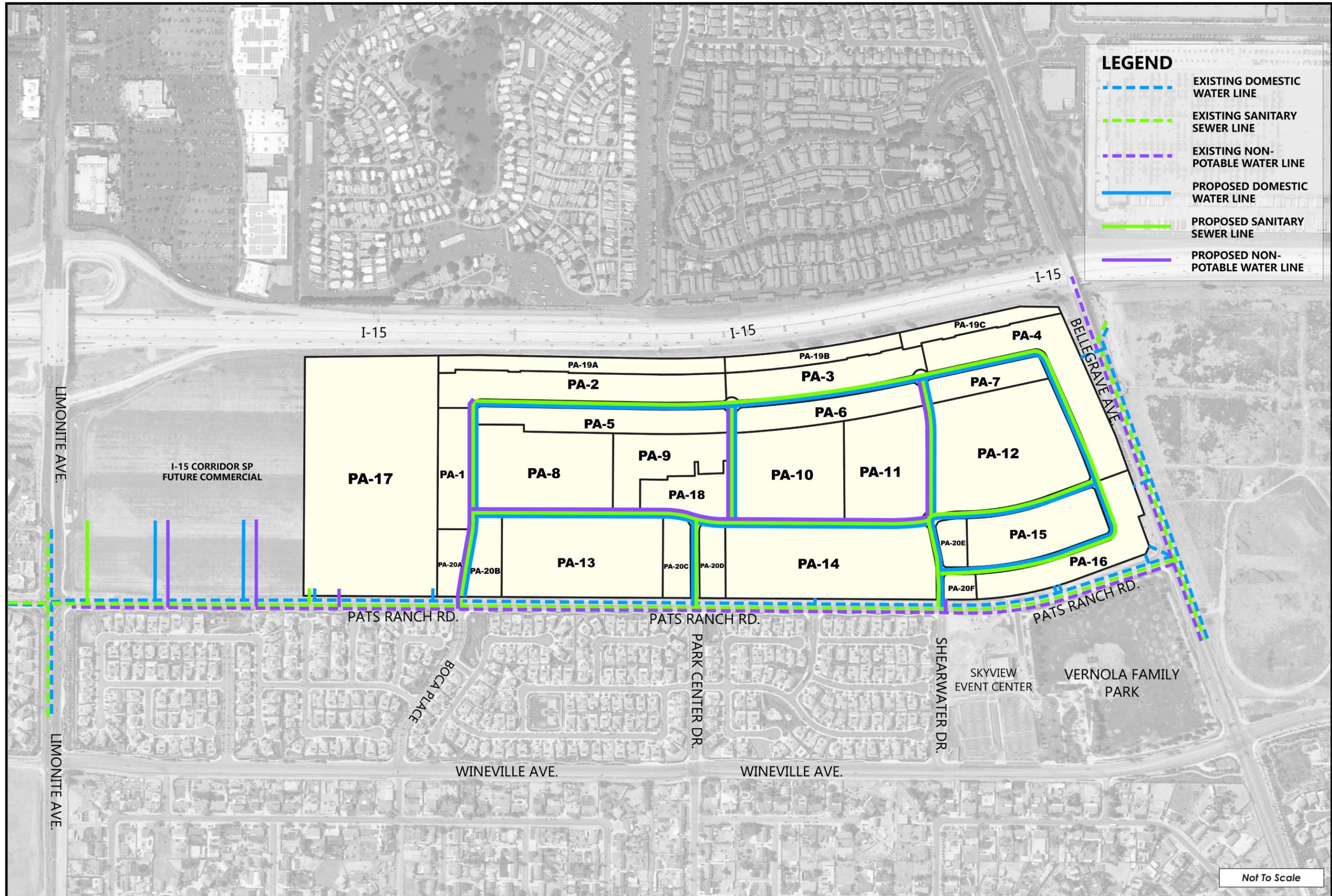


Figure 3.27, Conceptual Water, Sanitary Sewer and Non-Potable Water Plan





Figure 3.28, Day Creek ADP Storm Drain Infrastructure





LEGEND

-  PROJECT BOUNDARY
-  PROPOSED STORM DRAIN
SEE NOTE 1
-  EXISTING STORM DRAIN
-  LINE J STORM DRAIN
TRANSITION

NOTE 1: PROPOSED STORM DRAIN SHOWN ARE MAJOR FACILITIES. PROPOSED STORM DRAIN SYSTEMS WILL BE STUDIED IN GREATER DETAIL DURING THE TENTATIVE TRACT MAP PROCESS TO DETERMINE EXTENT OF LOCAL STORM DRAIN SYSTEMS.

Not To Scale

Figure 3.29, Conceptual Drainage Plan



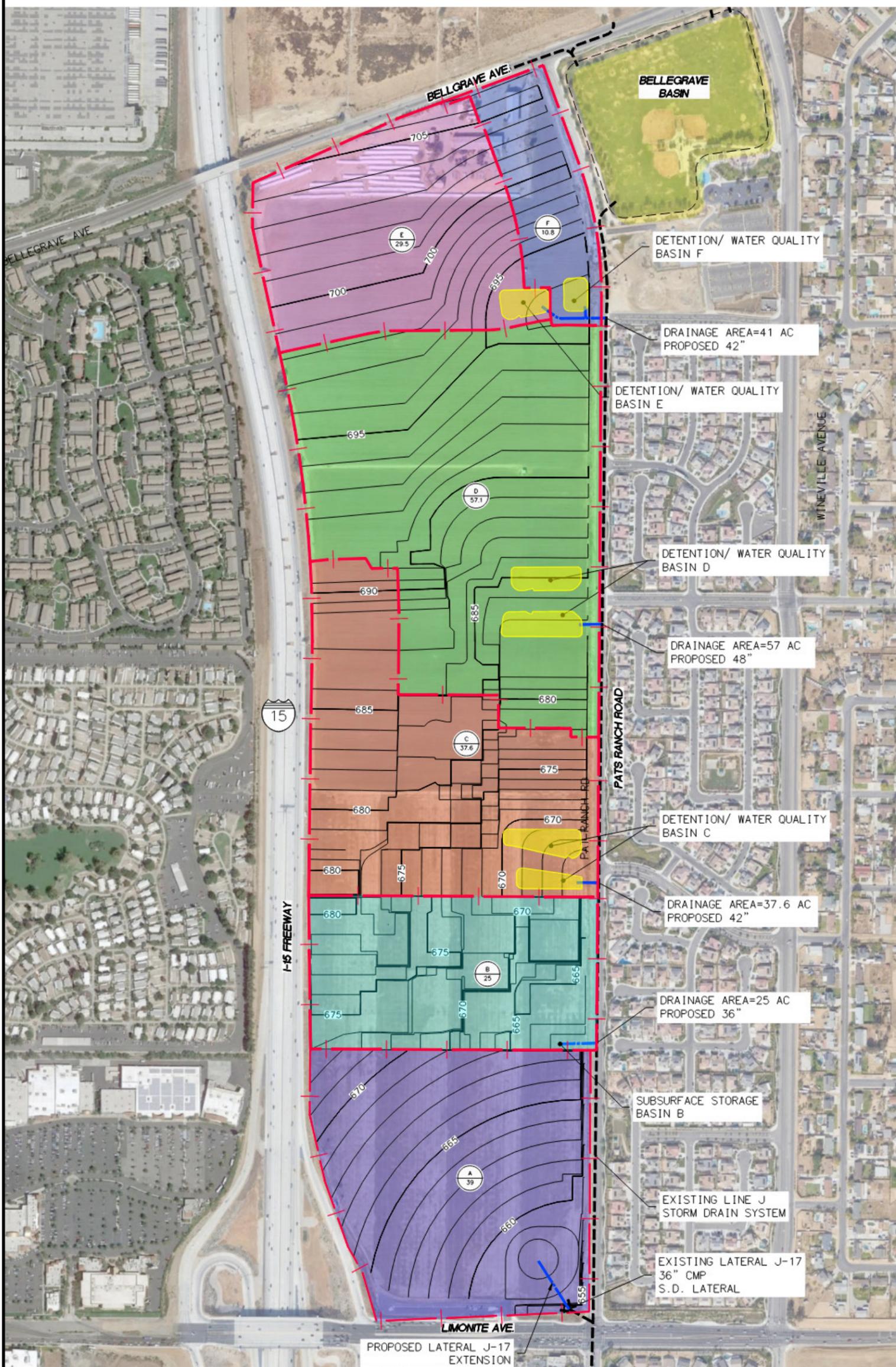


Figure 3.30, Basin & Drainage Area Map





3.5 Conceptual Grading Plan

The primary purpose of grading is to construct developable building lots, roads, drainage, and water quality features, and to provide access to the individual Planning Areas. Grading will occur in multiple phases over the VRSP and include the commercial property located immediately south of VRSP. Grading design and plans will include multiple mass grading, rough grading, and precise grading plan sets, with grading phases that may encompass more than one construction phase or planning area. Grading will be designed to balance earthwork on site or as approved by the City of Jurupa Valley. Approximately 1,013,200 cubic yards of material will be moved overall (total estimated cut plus fill) to achieve a balanced site. This quantity may vary as final grading plans are developed. It is not anticipated that earthwork will balance in each Planning Area, and therefore a limited amount of grading may occur outside a designated planning area to allow for borrow and/or stock piling of material, this will be included with the grading phase and identified on the final grading plans.

This Grading Plan is conceptual in nature; therefore, as each development phase or Planning Area is submitted, a phase-specific grading plan shall be submitted to the City for review and approval. Grading may occur in phases as development applications are processed.

The existing topography indicates that the project slopes in a northerly/southerly direction. The natural terrain slopes at approximately 1% and follows the existing grades along Pat Ranch Road, see **Figure 3.31, Existing Topography**. The conceptual grading design was developed using the following design criteria:

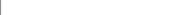
- Provided a conceptual grading concept that attempts to follow the natural terrain.
- Develop conceptual grading concept that will allow street grades to meet the minimum street slope criteria established by the City of Jurupa Valley.
- Develop conceptual grading concept that will adhere to California Building Code (CBC) requirements.
- Develop a conceptual grading design that would follow the drainage areas that have been established for the project area and defined by the allowable flow rates defined in the approved Line J storm drain improvement plans.
- Develop a grading concept that will ensure that runoff emanating from the project site will be conveyed into the detention/water quality basins identified as part of the project.



Figure 3.32, Conceptual Grading Plan provides the proposed grading concept developed for the project site based on the above criteria while considering the various planning areas identified as part of the land use plan. The grading ensures that the gradient of the proposed surface will allow the project to provide adequate slopes to allow street to meet street design criteria and to provide flood protection for the future building pads within the project area.



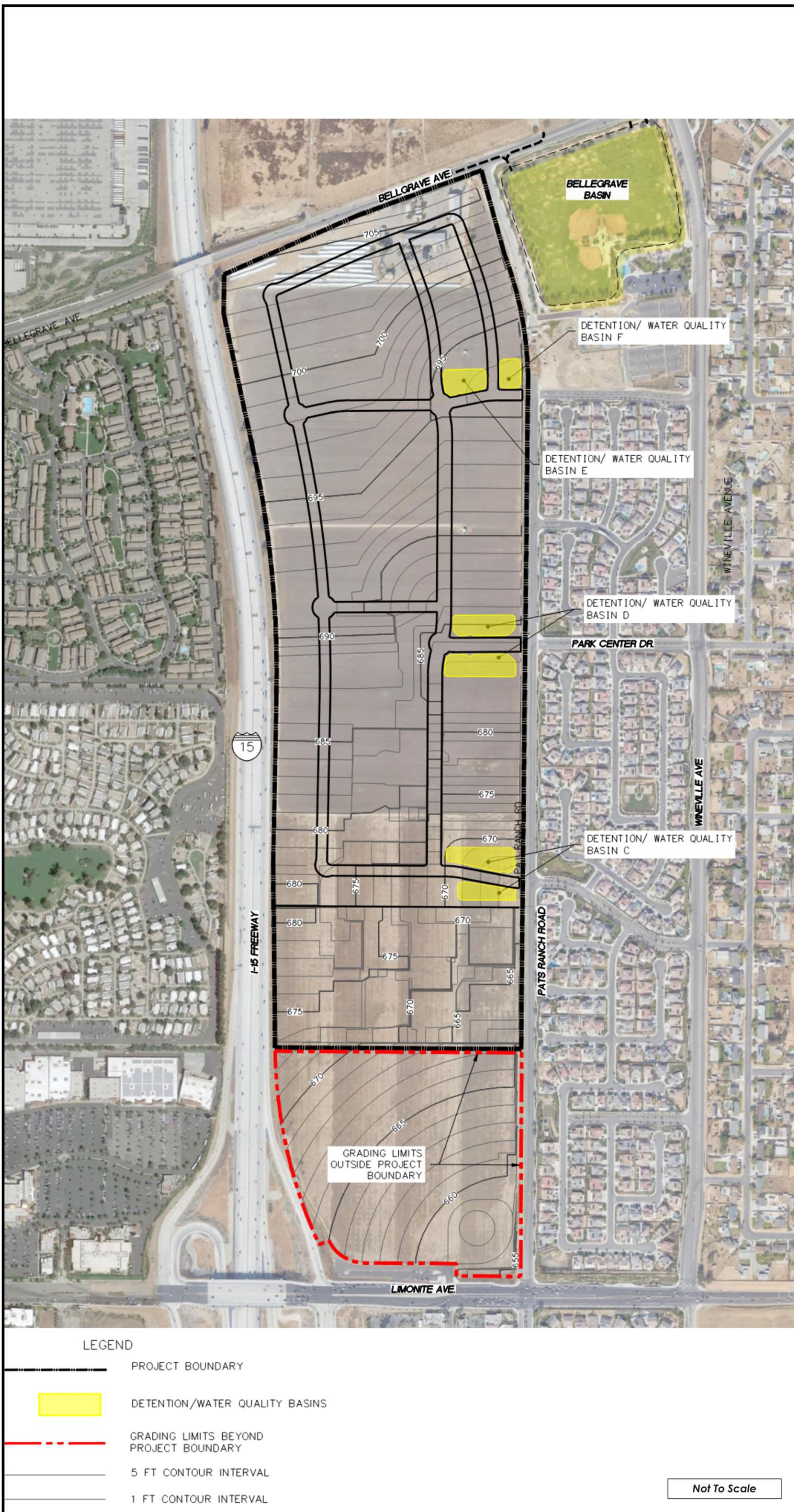
LEGEND

-  PROJECT BOUNDARY
-  GRADING LIMITS BEYOND PROJECT BOUNDARY
-  5 FT CONTOUR INTERVAL
-  1 FT CONTOUR INTERVAL

Not To Scale

Figure 3.31, Existing Topography





LEGEND

-  PROJECT BOUNDARY
-  DETENTION/WATER QUALITY BASINS
-  GRADING LIMITS BEYOND PROJECT BOUNDARY
-  5 FT CONTOUR INTERVAL
-  1 FT CONTOUR INTERVAL

Not To Scale

Figure 3.32, Conceptual Grading Plan





3.6 Conceptual Phasing Plan

The ultimate phasing of Vernola Ranch will be determined by market demand and infrastructure availability. The utilities and backbone systems within the community will be constructed in phases as needed to facilitate the development of the site and support development within any one individual Planning Area. It is anticipated that the Vernola Ranch will develop in 4 phases as depicted in **Figure 3.33, Conceptual Phasing Plan**. This conceptual development phasing represents the best estimate of the applicant and may change. The phasing plan does not prohibit, and specifically allows the simultaneous development of more than one phase. Each phase of the project can also be divided into sub-phases if market demand dictates. The exact phasing and timing in which the roads and other infrastructure are constructed may be dependent on the processing of off-site improvement permits and extension of off-site improvements. Additionally, the exact order in which internal streets and other infrastructure are constructed is dependent on the location of each Planning Area and its estimated timing. Therefore, changes to the Conceptual Phasing Plan will be considered minor and shall receive administrative approval provided the Community Development Department and Engineering Department have determined that infrastructure is available to serve that phase, and that any mitigation measures linked to that phase, location, or level of development are implemented, as outlined in Chapter 7, Administration and Implementation. The conceptual phasing plan may be amended in conjunction with approval of tentative maps and site plans without requiring an amendment to the Specific Plan as outlined in Chapter 7, Administration and Implementation.

The phasing of Vernola Ranch Recreation Center Campus, located in Planning Area 18, shall be tied with the 600th certificate of occupancy for Planning Area 1 through Planning Area 16.

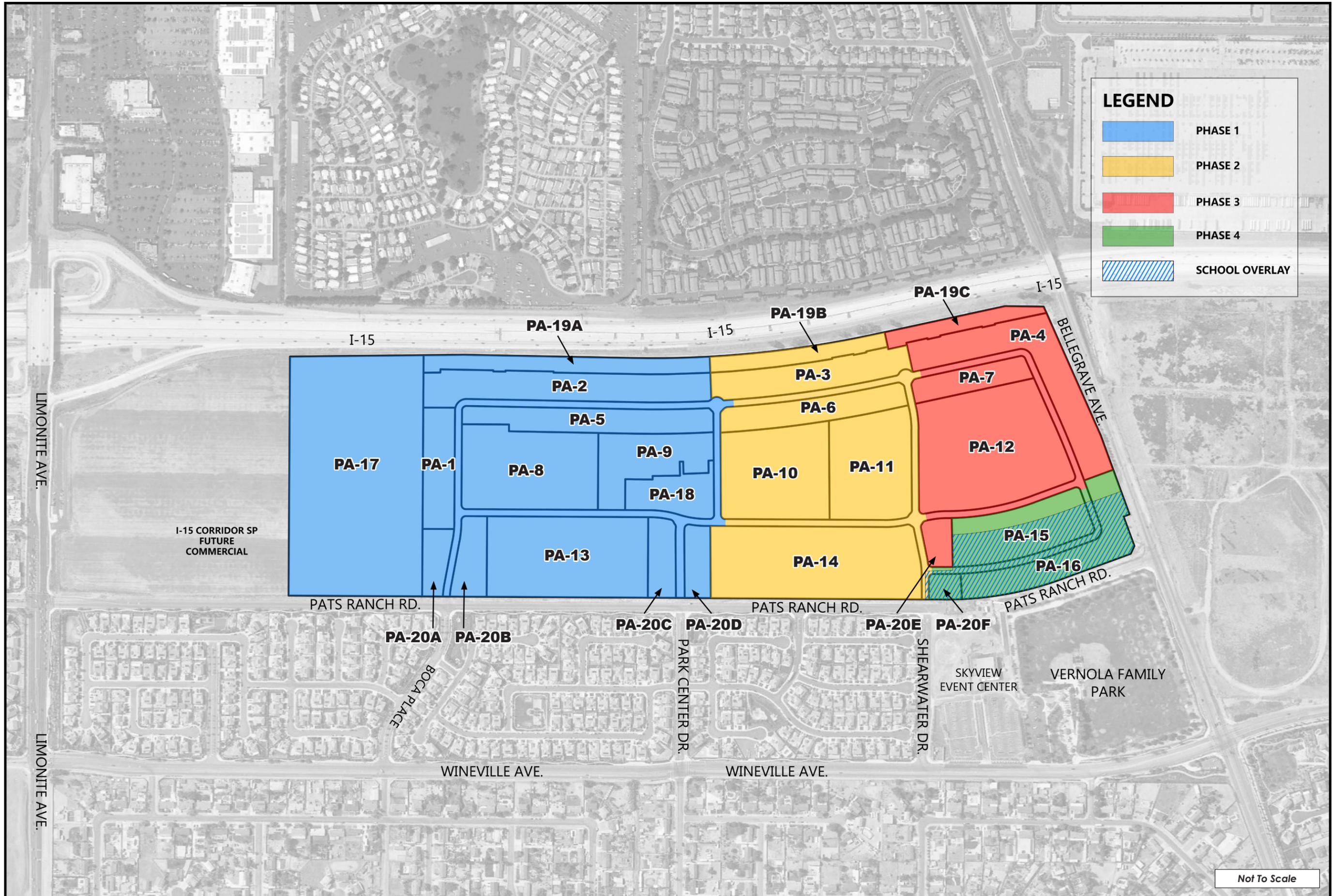


Figure 3.33, Conceptual Phasing Plan





Permitted Uses and Development Standards

The primary implementation guidance tool for development of the area is the Vernola Ranch Specific Plan, which establishes the character of the development through the definition of permitted land uses, required infrastructure, development regulations and design guidelines. The standards and regulations contained in this section, along with those in Chapter 5, Landscape Design Guidelines and Chapter 6, Architectural Objective Design Standards provide the framework upon which all subsequent implementation planning decisions are based, and criteria for determining consistency of site specific design with the Specific Plan objectives.

It is the purpose of this chapter to serve as the development regulations for the VRSP. Where the Specific Plan is silent on a development issue, regulation or procedure, or where reference is made to a specific ordinance section, the applicable section(s) of the City Municipal Code shall prevail. Where design guidelines or development standards of the Specific Plan do not agree with the City ordinances, this Specific Plan shall apply.

In order to ensure the orderly development of the residential and recreational uses identified within the Specific Plan, zoning standards have been created. These are discussed in further detail below.

Chapter 4 – Permitted Uses and Development Standards, addresses allowable uses, and development standards for each individual Planning Area by residential building typologies and land use designations, such as, but not limited to, minimum lot sizes, acceptable housing product types, and primary and secondary vehicular access points. For an overview of the residential planning standards, **Tables C and D, Residential Planning Development Standards** have been provided and are broken down by product types (Single Family Detached, Cluster Homes, and Attached Residential Buildings). The development standards for each individual Planning Area also provide reference to applicable graphics contained throughout this Specific Plan. Each individual Planning Area is assigned with a land use designation, density, and primary vehicular access.

Vernola Ranch Specific Plan shall comply the following standards of parking ratio, which is depicted in **Table E, Parking Ratio**.



Land Use Designations	Medium High Density Residential (MHDR)			High Density Residential (HDR)			Very High Density Residential (VHDR)	
Development Standards								
Planning Areas	PA - 9, 10, 11, 12, 13, 14			PA - 5, 6, 7, 8, 15, 16			PA - 1, 2, 3, 4	
Density Range	5 to 8 du/ac			8 to 14, du/ac			12 to 20 du/ac	
Map Type	TTM			Condo			Condo	
Parking	Per City Ordinance			Per City Ordinance			Per City Ordinance	
Segmented Development Standard	Detached Product	Detached Product > 4,000 SF Lot	Duplex with Common Lot Line	Detached Product	Attached Product	Duplex/Triplex	Detached Product	Attached Product
Minimum Net Lot Size	3500 SF	4000 SF	3500 SF	2,250 SF ⁽²⁾	None	None	2,250 SF ⁽²⁾	None
Minimum Lot Width	40' ⁽¹⁾	40' ⁽¹⁾	40' ⁽¹⁾	25' ⁽²⁾	None	None	25' ⁽²⁾	None
Minimum Lot Depth	75' avg.	90' avg.	75' avg.	50' ⁽²⁾	None	None	50' ⁽²⁾	None
Frontyard Setbacks (minimum unless otherwise specified) ⁽⁸⁾								
Living Area ⁽¹⁵⁾	15'	15'	15'	5' from Sidewalk	5' from Sidewalk	5' from Sidewalk	5' from Sidewalk	5' from Sidewalk
Porches or Stoops	10'	10'	10'	5' from Sidewalk	5' from Sidewalk	5' from Sidewalk	5' from Sidewalk	5' from Sidewalk
Side Entry Garages	10'	10'	10'	N/A	N/A	N/A	N/A	N/A
Front Entry Garages	18'	18'	18'	5' from Sidewalk	N/A	N/A	5' from Sidewalk	N/A
Garage Door from Court (Maximum)	N/A	N/A	N/A	3' ⁽⁵⁾	3' ⁽⁵⁾	3' ⁽⁵⁾	3' ⁽⁵⁾	3' ⁽⁵⁾
Building Separation across Court	N/A	N/A	N/A	24' ⁽¹⁰⁾	26' ⁽¹⁰⁾	26' ⁽¹⁰⁾	26' ⁽¹⁰⁾	26' ⁽¹⁰⁾
Building Separation across Paseo	N/A	N/A	N/A	14' ⁽⁹⁾	14' ⁽⁹⁾	14' ⁽⁹⁾	14' ⁽⁹⁾	14' ⁽⁹⁾
Rear Yard Setbacks (minimum unless otherwise specified) ⁽⁸⁾								
Living Area ⁽¹⁵⁾	10' ⁽³⁾	10' ⁽³⁾	10' ⁽³⁾	5'	N/A	10' ⁽³⁾	5'	N/A
Detached Accessory Structure ⁽¹²⁾	5'	5'	5'	N/A	N/A	5'	N/A	N/A
Side Yard Setback (minimum unless otherwise specified) ⁽⁸⁾								
Interior Property Line	4' ⁽³⁾	5' ⁽³⁾	4' ⁽¹¹⁾	3' ⁽³⁾	N/A	4' ⁽¹¹⁾	3' ⁽³⁾	N/A
Street Side Property Line	9' ⁽³⁾	10' ⁽³⁾	9' ⁽³⁾	9' ⁽³⁾	9' ⁽³⁾	9' ⁽³⁾	9' ⁽³⁾	5'
Between Adjacent Structures	8' ⁽³⁾	10' ⁽³⁾	8' ⁽³⁾	6' ⁽⁷⁾	14' ^{(6) (9)}	14' ⁽⁶⁾	6'	14' ⁽⁶⁾
Other Development Standards								
Maximum Lot coverage	60% on Two Story / 70% on Single Story	60% on Two Story / 65% on Single Story	60% on Two Story / 70% on Single Story	N/A ⁽⁴⁾	N/A	N/A	N/A ⁽⁴⁾	N/A
Maximum Building Height	35'	35'	35'	37'	37'	35'	37' ⁽¹³⁾	37' ⁽¹³⁾
Minimum Private Open Space SF	N/A	N/A	N/A	100 SF	100 SF	100 SF	100 SF	100 SF
Minimum Private Open Space Dimension	N/A	N/A	N/A	8'	8'	8'	8'	8'

NOTES:

1. The minimum Lot width of Cul-de-sac lots or lots fronting on knuckles shall be 25' as measured at the front property line.
2. Does not apply to a single Parcel Condominium Map.
3. Fireplaces, media niches, porches, bay windows, overhangs and similar architectural features shall be allowed to encroach 2' on the non-gated Side Yard or Rear Yard subject to building code
4. As long as minimum Private Open Space requirement is attained.
5. No Garage Drive access can be greater than five feet (5') unless it is eighteen feet (18') or greater from the edge of the court.
6. Distance is measured to the conditioned living area.
7. Four Feet (4') minimum setback of gated side of building.
8. Minimum Building Setback from Interstate 15 is 100'.
9. If front courtyard is designed into the product a 26' separation between structures is required.
10. Subject to building code for Court with Fire Access for ground to sky clearance.
11. Applies to side yard opposite the structures common wall.
12. Subject to minimum 5' setback from detached structure to main structure.
13. Three Story Structures are permitted.
14. Living Area is considered to be any interior floor area that is climate controlled area.

Table C, Residential Planning Development Standards (PA-1 to PA-16)

4.0 Permitted Uses and Development Standards



Table D, Residential Planning Development Standards (PA-17)

Development Standards	PA 17
Density	23-25 DU/AC
Use	Multi-Family Attached-Stacked Flats/Townhomes
Lot Dimensions (minimum average)	
Minimum Lot Width	60'
Building Setbacks (minimum) ⁽¹⁾	
Front to main structure	5' from walkway; 20' from primary street frontage
Side Yard	5'
Rear (no alley)	10'
Encroachments (fireplaces, AC units, media centers) ⁽²⁾	2'
Building from Interstate 15 (I-15)	100'
Parking Setback (minimum unless otherwise specified) ⁽³⁾	
From Primary Street Frontage	20'
From adjacent commercially zoned property	10'
From adjacent residentially zoned property	10'
Garage Setbacks (from alley/internal drive)	3' max
Other	
Maximum Structural Height ⁽⁴⁾	60'
Maximum Lot Coverage	0.6
Minimum Private Open Space	75 sf
Minimum Private Open Space Dimension	8'
Accessory Storage (In-Unit)	35 cubic feet per unit
Exterior Private Utility Storage	60 cubic feet per unit

NOTES:

(1) For MFA zoning, the front of the building shall be defined as the face of the building with the majority of the Entry Doors. The Side of the building shall be defined as the face of the building adjacent the ROW with or without an Entry Door. The Rear of the Building shall be opposite the ROW.

(2) At least one side must have 5' clear

(3) Subterranean parking 0 feet from property line.

(4) 60' maximum height allowed for 5 story MFA Buildings.

4.0 Permitted Uses and Development Standards



Table E, Parking Ratio

UNIT TYPES	PARKING RATIO
No Seniors	
Studio/Efficiency	1.25 Spaces/Unit
1 Bedroom	1.25 Spaces/Unit
2 Bedrooms	2.25 Spaces/Unit
3+ Bedrooms	2.75 Spaces/Unit
Seniors	
All Unit Types	1.25 Spaces/Unit

Notes

- (1) Parking requirements not specifically outlined within VRSP will comply with the City's Municipal Code.
- (2) Guest parking is included in the above.
- (3) Open parking spaces can be unassigned or assigned.
- (4) Maximum distance from any unit to assigned parking 300 feet.
- (5) Lofts, mezzanines, dens, offices, workspace in a work/live unit or other similarly used spaces shall not be considered a bedroom for purposes of parking.
- (6) Tandem parking (in any physical combination) shall be allowed and countable towards the minimum parking requirements if assigned to the same unit and is a minimum size of 9' X 36'.
- (7) The parking of large commercial trucks, trailers, and truck cabs on public-streets in residential areas is prohibited.
- (8) For multi-family development within PA-17, a minimum of 5% of the total required parking stalls will be equipped with electrical vehicle (EV) charging stations.
- (9) For multi-family development within PA-17, a minimum of 1 space per unit will be provided with covered parking in either a garage or carport.

4.1 Permitted Uses

The following uses are permitted in the VRSP:

- Residential uses including single-family and multi-family dwellings.
- Open space, recreation areas, and parks.
- Public facilities, including, but not limited to, schools, libraries, government buildings, and water and sewer facilities.
- Home occupations pursuant to Jurupa Valley Municipal Code
- Detached accessory buildings/structures

4.0 Permitted Uses and Development Standards



4.2 Surrounding Schools and School Overlay

Future residents of Vernola Ranch would be served by the Jurupa Unified School District (JUSD) for grades TK-12. Elementary school students (grades TK-8) residing within the VRSP will attend Del Sol Academy, less than one mile northeast of VRSP. High school students (grades 9-12) will attend Jurupa Valley High School, approximately 1.5 miles to the northeast.

Additional schools to serve the Vernola Ranch site and the surrounding area may be built in the future as demand and funding allows. The VRSP allows for approximately 9 acres within Planning Areas 15, 16, and 20F to be developed as an elementary school site, if needed, as reflected in **Figure 4.1, Potential School Location**. JUSD will decide if they wish to acquire the school by the 100th certificate of occupancy. If the school district declined to purchase this site for development of a school; the site can be developed in accordance with the underlying residential land use of High Density Residential not to exceed 14 du/ac. Planning Area 15 currently identifies 49 target dwelling units and Planning Area 16 currently identifies 51 target dwelling units. If there are underutilized units within earlier phases of the VRSP, additional units could be transferred to Planning Area 15 and/or 16 provided they do not exceed the maximum density of 14 du/ac. If the district purchases the site, the project will allow for the transfer of any units within Planning Area 15 and 16 lost to the school site (up to all 100 units within Planning Area 15 and 16) to any remaining undeveloped Planning Areas provided and no Planning Area exceeds the maximum density designated.

Any potential school shall comply with Title 5 of the California Code of Regulations (CCR) and shall be sited in accordance with CCR Title 5, Division 1, Chapter 13, Subchapter 1, Article 2.

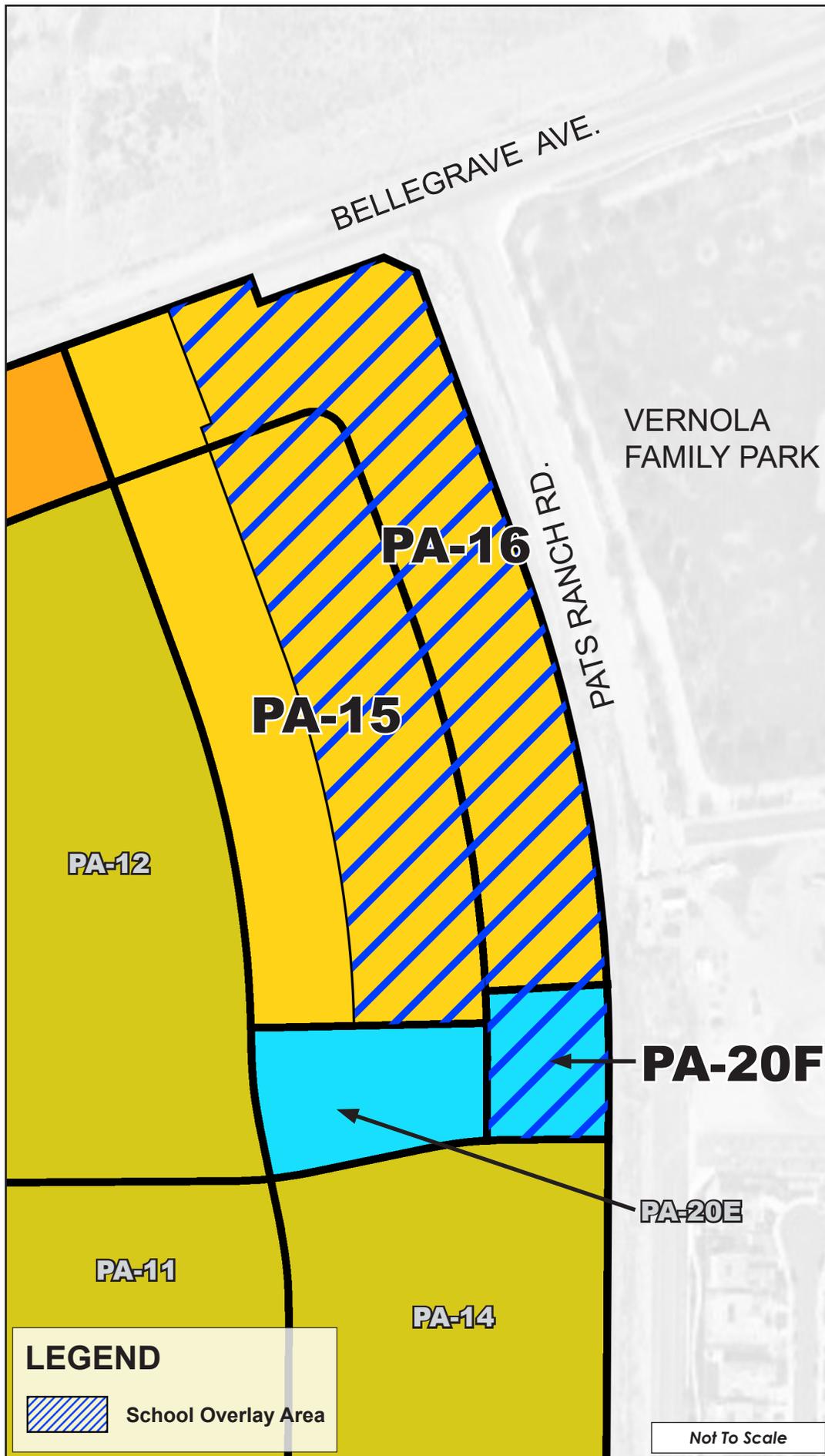


Figure 4.1, Potential School Location



4.0 Permitted Uses and Development Standards



4.3 Attached Residential Building

The residential building typology of attached residential building includes **PA-1**, **PA-2**, **PA-3**, and **PA-4**. The development standards for these Planning Areas will provide some flexibility to allow for varying product types to meet a range of housing needs. Please refer to **Table H** in Chapter 6 to know appropriate residential building typologies in these Planning Areas.



Sample Product Types By Kevin L. Crook Architects

Land Use

Planning Area 1 is designated as VHDR Very High Density Residential land uses. This Planning Area is planned for the development of 52 dwelling units on approximately 3.37 acres with a density not to exceed 20 dwelling units per acre and a target density of 15.43 du/acre.

Planning Area 2 is designated as VHDR Very High Density Residential land uses. This Planning Area is planned for the development of 116 dwelling units on approximately 6.94 acres with a density not to exceed 20 dwelling units per acre and a target density of 16.71 du/acre.

Planning Area 3 is designated as VHDR Very High Density Residential land uses. This Planning Area is planned for the development of 68 dwelling units on approximately 4.89 acres with a density not to exceed 20 dwelling units per acre and a target density of 13.91 du/acre.

Planning Area 4 is designated as VHDR Very High Density Residential land uses. This Planning Area is planned for the development of 94 dwelling units on approximately 7.28 acres with a density not to exceed 20 dwelling units per acre and a target density of 12.91 du/acre.

4.0 Permitted Uses and Development Standards



Development Standards

Please refer to **Table C, Residential Planning Development Standards (PA-1 to PA-16)** to know development standards of these Planning Areas.

Vehicular Access

Interior backbone roads will provide primary access to courts and motor courts for the individual dwelling units.

Roadway Classification

Interior backbone roads fronting these Planning Areas shall be developed in accordance with **Figures 3.11 B and D, Interior Roads**.

For the standards of courts and motor courts, please refer to **Figure 3.12, Courts, Motor Courts, and Streets within Planning Areas**.

Interior Roads, Pedestrian Network, and Parks

Interior backbone roads fronting these Planning Areas shall be developed to allow for a 5-foot-wide sidewalk on each side of the street, or sidewalk and trail in accordance with **Figures 3.11 B, and D, Interior Road**. An 8-foot-wide Community Trail is provided within PA-19 and will traverse through PA-2 and PA-4 for connectivity to the sidewalk and trail system throughout the VRSP. Two 5-foot-wide Community Paths will cross PA-3 to create additional linkages with the 8' wide Community Trail in PA-19.

Pedestrian access openings from internal streets and cul-de-sacs are encouraged to promote alternatives to automobile use within the community when compliance with applicable building and safety, fire, transportation, and other codes are attainable for such access openings.

The pocket/dog parks/paseos shall be located in PA-2, PA-3, and PA-4 as shown on **Figure 3.14, Conceptual Open Space and Recreation Plan**.

4.0 Permitted Uses and Development Standards



Monumentation

Neighborhood entry monuments shall be provided and developed at key access points in accordance with **Figure 5.2, Conceptual Monumentation Location** in Chapter 5.3.5.

Additional monuments may be incorporated within Planning Areas subject to review and approval by Planning and Engineering staff.

Design Guidelines

These Planning Areas shall be developed in accordance with Chapter 5, Landscape Design Guidelines. Chapter 6, Architectural Objective Design Standards provides standards for home architecture.

Please refer to **Table I, Permit Process** in Chapter 7 to know required permits for Planning Areas 1, 2, 3, and 4.

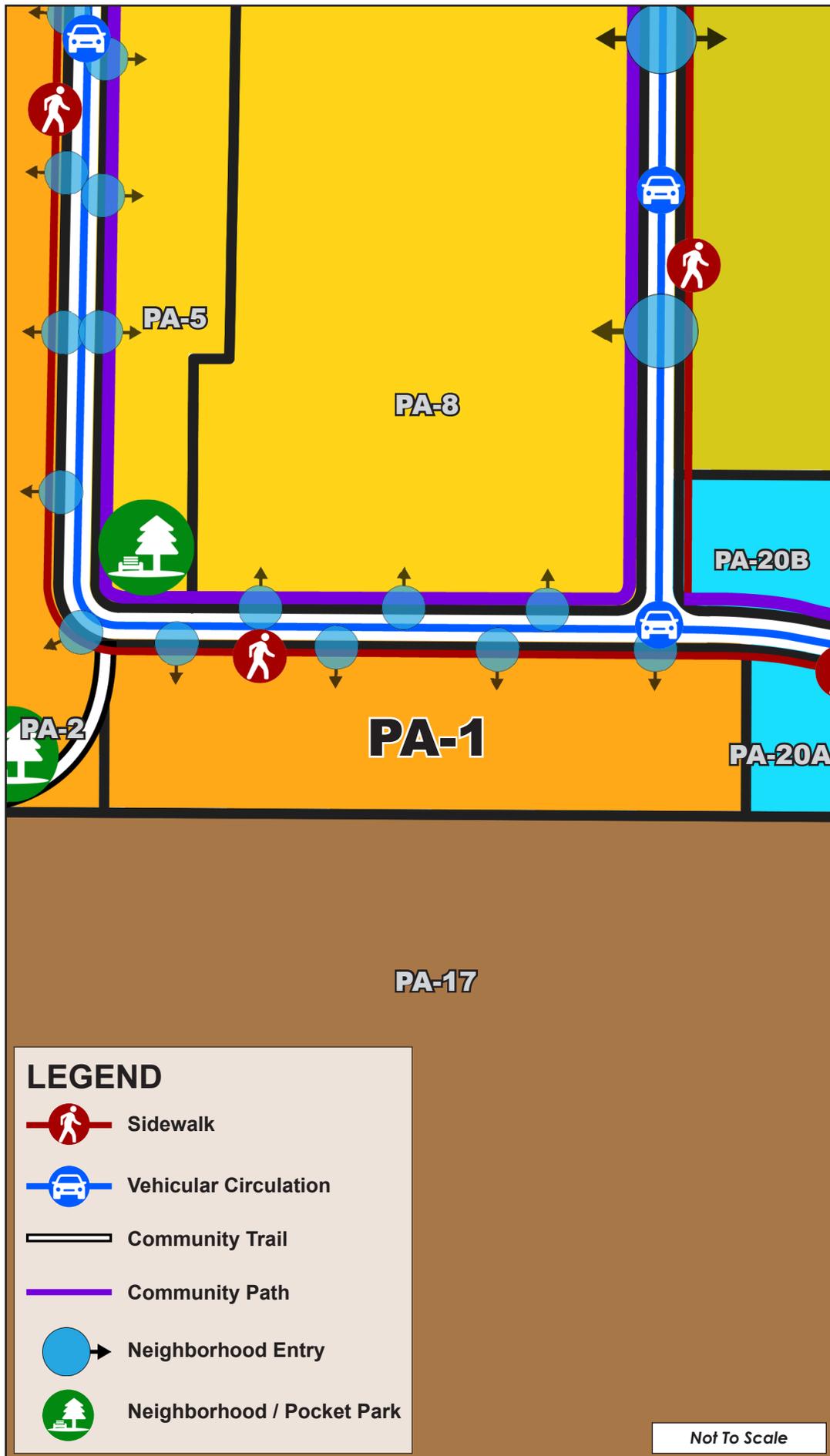


Figure 4.2, Planning Area 1



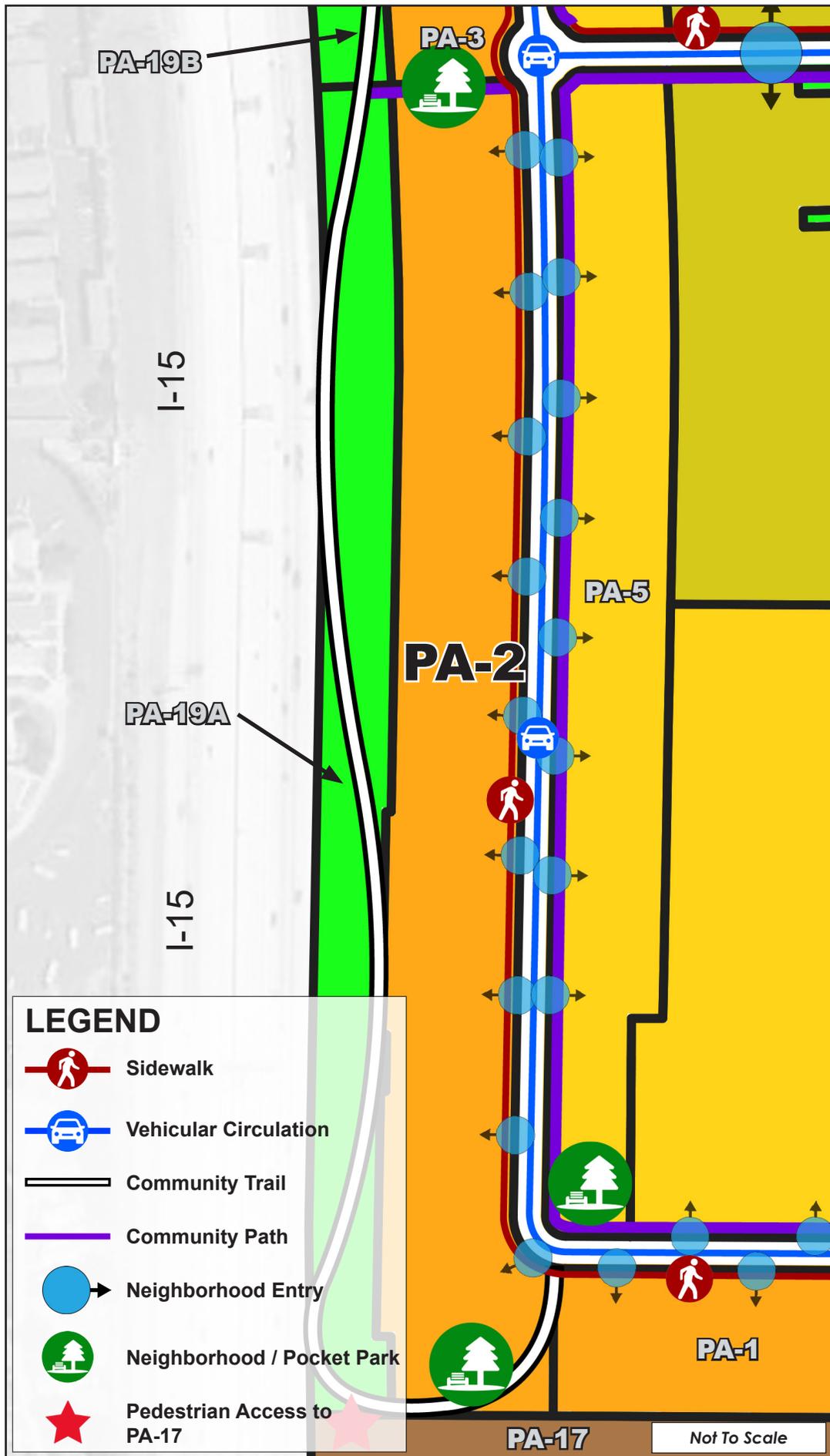


Figure 4.3, Planning Area 2



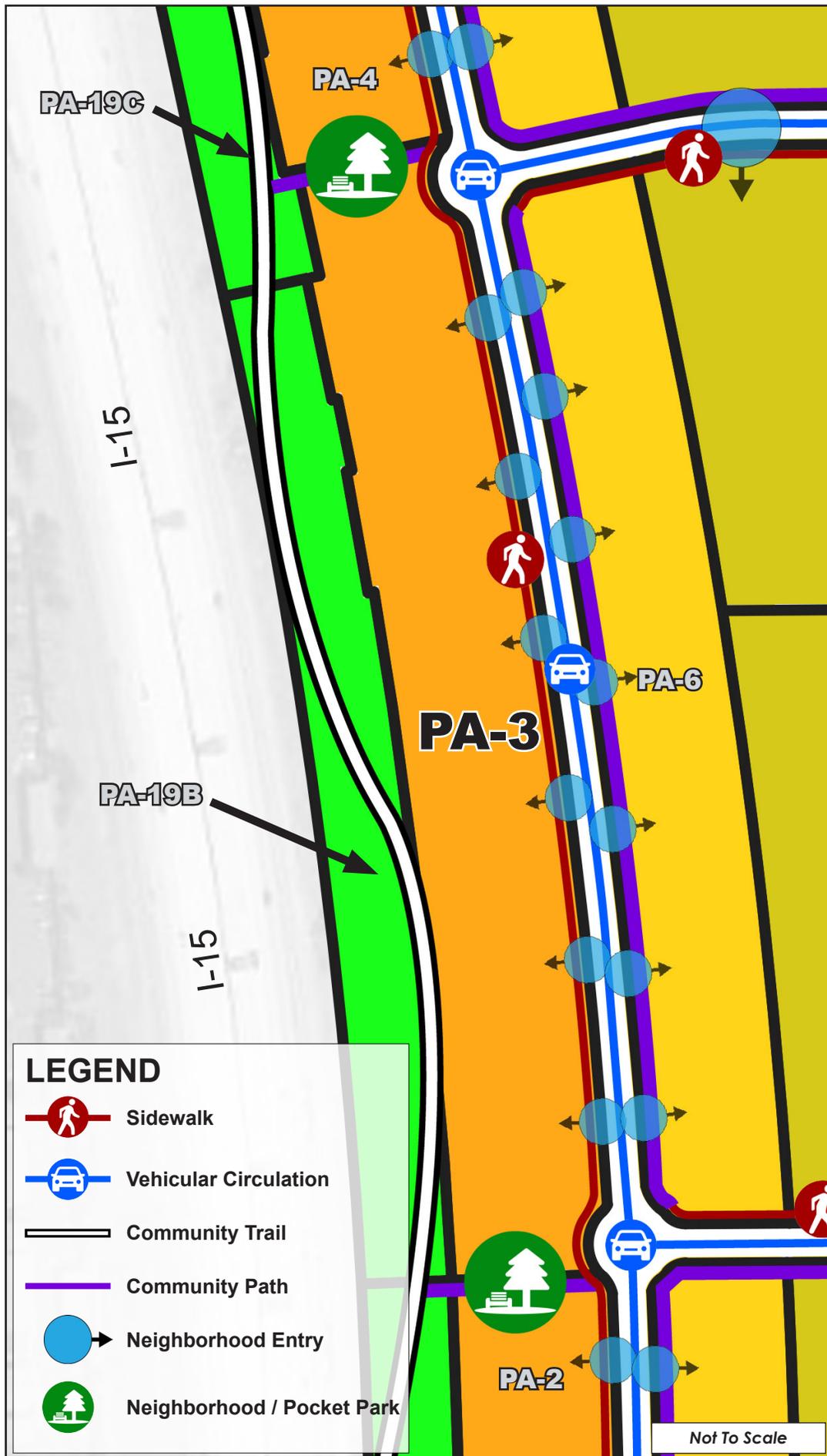


Figure 4.4, Planning Area 3



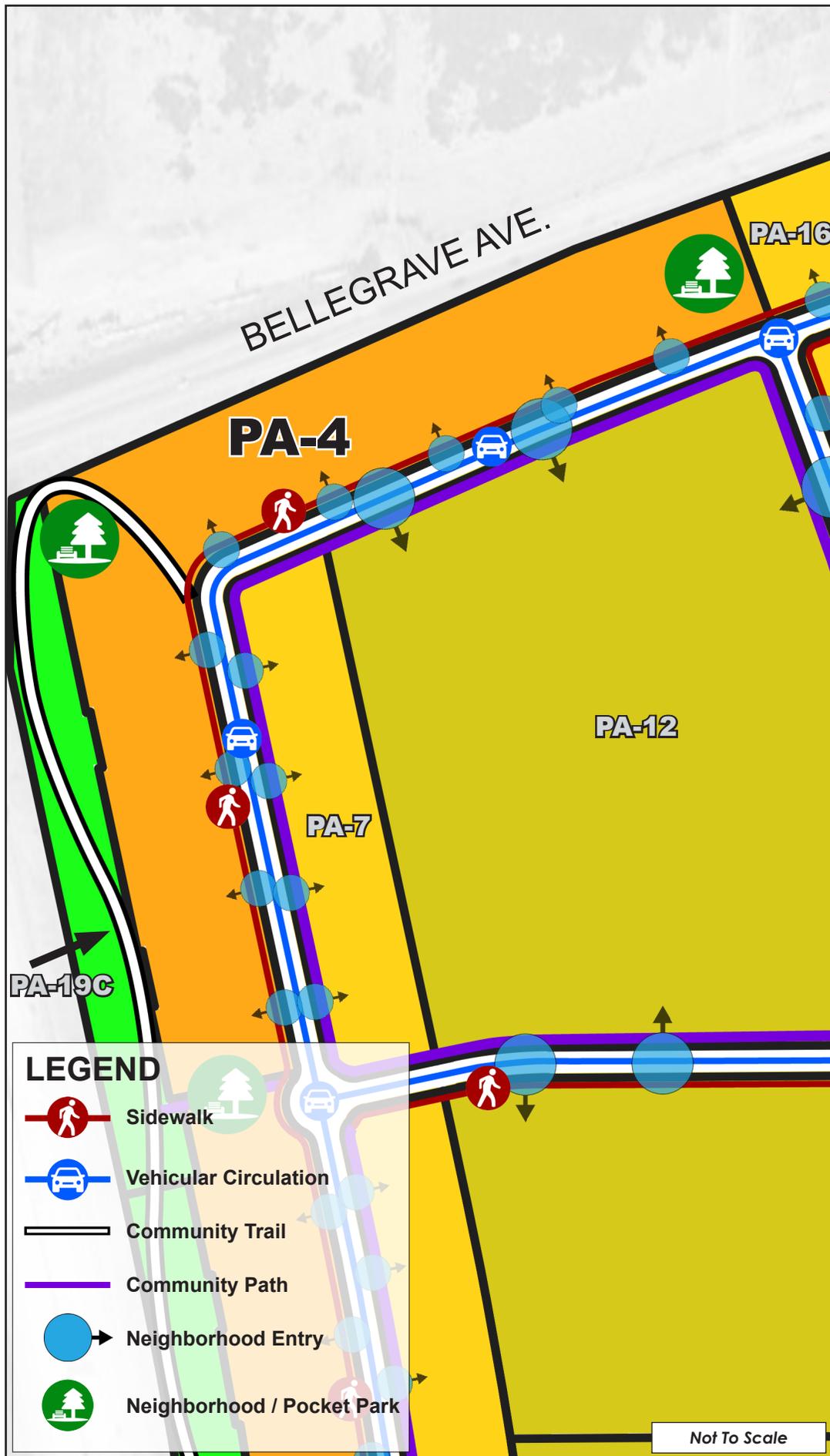


Figure 4.5, Planning Area 4





4.4 Detached Cluster Homes

The residential building typology of detached cluster homes includes **PA-5, PA-6, PA-7, PA-8, PA-15, and PA-16**. The development standards for these Planning Areas will provide some flexibility to allow for varying product types to meet a range of housing needs. Please refer to **Table H** in Chapter 6 to know appropriate residential building typologies in these Planning Areas.



Sample Product Types By Kevin L. Crook Architects

Land Use

Planning Area 5 is designated as HDR High Density Residential land uses. This Planning Area is planned for the development of 47 dwelling units on approximately 5.18 acres with a density not to exceed 14 dwelling units per acre and a target density of 9.07 du/acre.

Planning Area 6 is designated as HDR High Density Residential land uses. This Planning Area is planned for the development of 39 dwelling units on approximately 4.12 acres with a density not to exceed 14 dwelling units per acre and a target density of 9.47 du/acre.

Planning Area 7 is designated as HDR High Density Residential land uses. This Planning Area is planned for the development of 24 dwelling units on approximately 2.64 acres with a density not to exceed 14 dwelling units per acre and a target density of 9.09 du/acre.

4.0 Permitted Uses and Development Standards



Planning Area 8 is designated as HDR High Density Residential land uses. This Planning Area is planned for the development of 81 dwelling units on approximately 8.8 acres with a density not to exceed 14 dwelling units per acre and a target density of 9.20 du/acre.

Planning Area 15 is designated as HDR High Density Residential land uses. This Planning Area is planned for the development of 49 dwelling units on approximately 6.03 acres with a density not to exceed 14 dwelling units per acre and a target density of 8.13 du/acre.

Planning Area 16 is designated as HDR High Density Residential land uses. This Planning Area is planned for the development of 51 dwelling units on approximately 5.25 acres with a density not to exceed 14 dwelling units per acre and a target density of 9.71 du/acre.

Development Standards

Please refer to **Table C, Residential Planning Development Standards (PA-1 to PA-16)** to know development standards of these Planning Areas.

Vehicular Access

Interior backbone roads will provide primary access to courts, motor courts and roads within Planning Areas for access to the individual dwelling units.

Roadway Classification

Interior backbone roads fronting these Planning Areas shall be developed in accordance with **Figures 3.11 A, B, C, and D, Interior Road.**

For the standards of courts, motor courts, and streets within Planning Areas please refer to **Figure 3.12, Courts, Motor Courts, and Streets within Planning Areas.** If streets are private streets, rolled curbs may be utilized. For any transition from public streets to private streets decorative or enhanced paving will be required.

4.0 Permitted Uses and Development Standards



Interior Roads, Pedestrian Network, and Parks

Interior backbone roads fronting these Planning Areas shall be developed to allow for a 5-foot-wide sidewalk on each side of the street, or sidewalk and trail in accordance with **Figures 3.11 A, B, C and D, Interior Road**. The 5-foot-wide Community Paths will traverse PA-5, PA-6, PA-7, and PA-8.

Pedestrian access openings from internal streets and cul-de-sacs are encouraged to promote alternatives to automobile use within the neighborhood when compliance with applicable building and safety, fire, transportation, and other codes are attainable for such access openings.

A pocket/dog park shall be located in PA-5 as shown on **Figure 3.14, Conceptual Open Space and Recreation Plan**.

Monumentation

Neighborhood entry monuments shall be provided and developed at key access points in accordance with **Figure 5.2, Conceptual Monumentation Location** in Chapter 5.3.5.

Design Guidelines

These Planning Areas shall be developed in accordance with Chapter 5, Landscape Design Guidelines. Chapter 6, Architectural Objective Design Standards provides standards for home architecture.

Please refer to **Table I, Permit Process** in Chapter 7 to know required permits for Planning Areas 5, 6, 7, 8, 15, and 16.

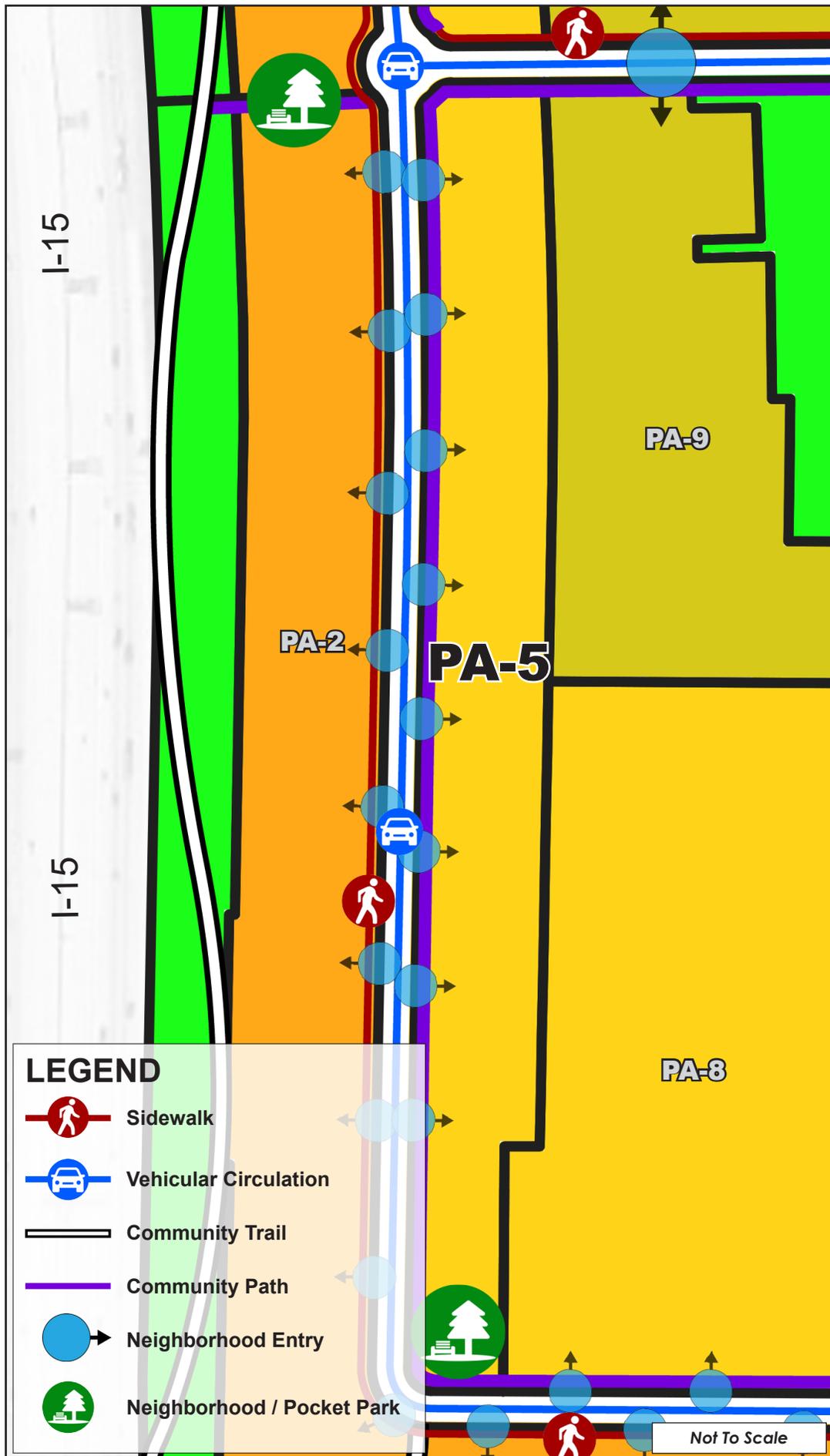


Figure 4.6, Planning Area 5



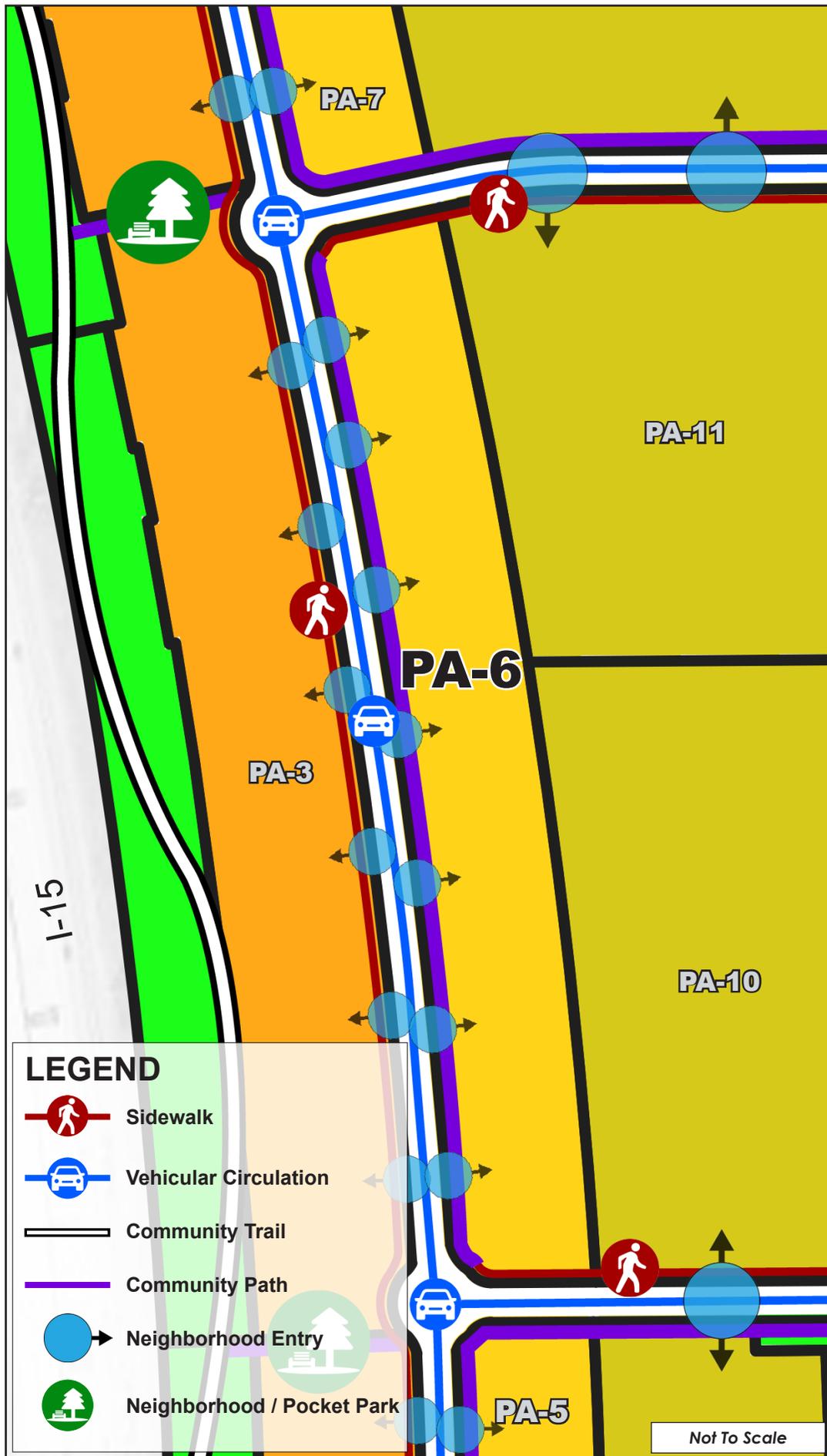


Figure 4.7, Planning Area 6



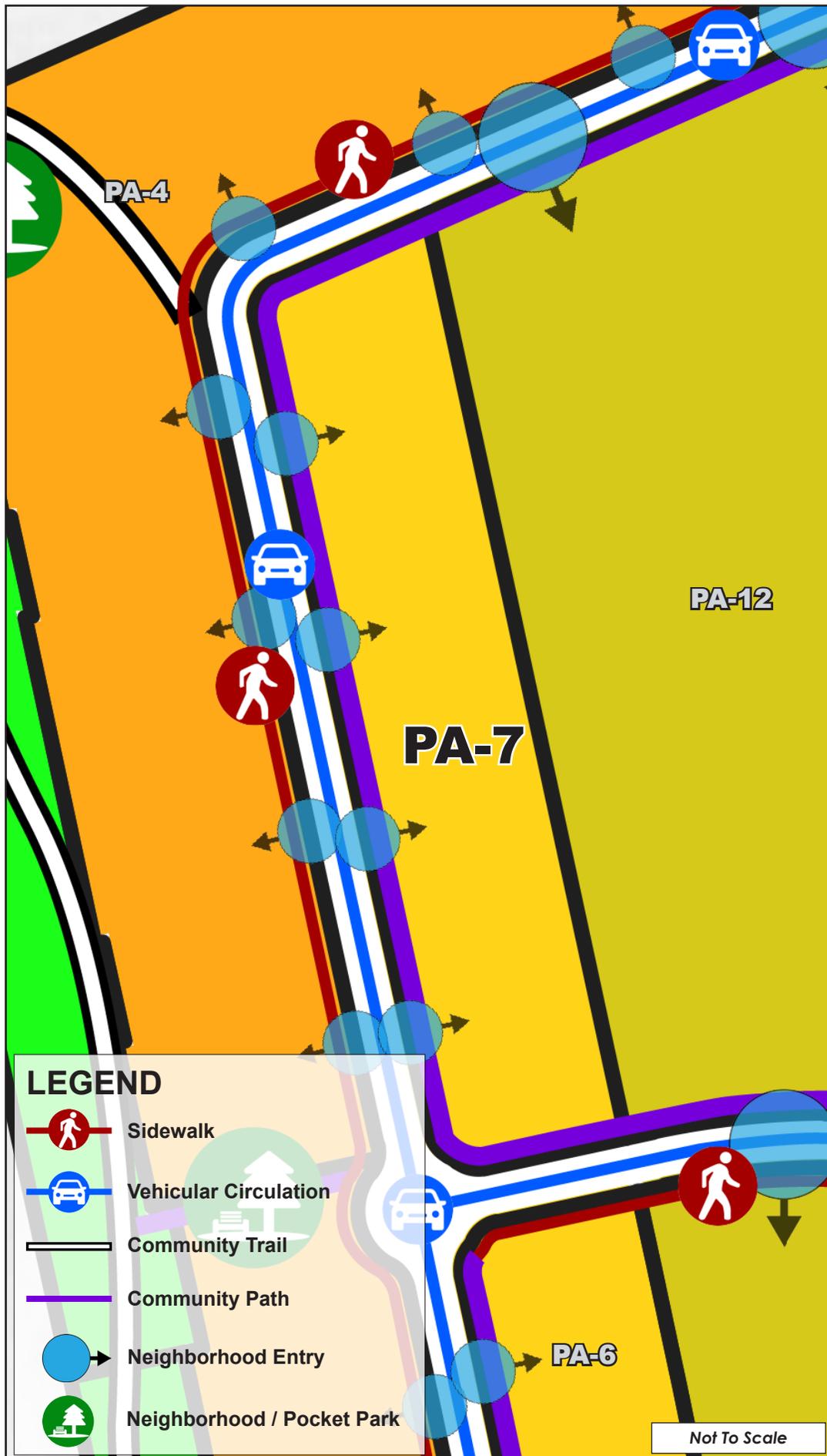


Figure 4.8, Planning Area 7





Figure 4.10, Planning Area 15





Figure 4.11, Planning Area 16



4.0 Permitted Uses and Development Standards



4.5 Single Family Detached Homes

The residential building typology of single family detached homes includes **PA-9**, **PA-10**, **PA-11**, **PA-12**, **PA-13**, and **PA-14**. Please refer to **Table H** in Chapter 6 to know appropriate residential building typologies in these Planning Areas. Single story plans may be used, but are not required within Single Family Detached Homes Planning Areas.



Sample Product Types By Kevin L. Crook Architects

Land Use

Planning Area 9 is designated as MHDR Medium High Density Residential land uses. This Planning Area is planned for the development of 26 dwelling units on approximately 4.46 acres with a density not to exceed 8 dwelling units per acre and a target density of 5.83 du/acre.

Planning Area 10 is designated as MHDR Medium High Density Residential land uses. This Planning Area is planned for the development of 42 dwelling units on approximately 8.01 acres with a density not to exceed 8 dwelling units per acre and a target density of 5.24 du/acre.

Planning Area 11 is designated as MHDR Medium High Density Residential land uses. This Planning Area is planned for the development of 55 dwelling units on approximately 7.09 acres with a density not to exceed 8 dwelling units per acre and a target density of 7.76 du/acre.

4.0 Permitted Uses and Development Standards



Planning Area 12 is designated as MHDR Medium High Density Residential land uses. This Planning Area is planned for the development of 77 dwelling units on approximately 13.1 acres with a density not to exceed 8 dwelling units per acre and a target density of 5.88 du/acre.

Planning Area 13 is designated as MHDR Medium High Density Residential land uses. This Planning Area is planned for the development of 61 dwelling units on approximately 10.17 acres with a density not to exceed 8 dwelling units per acre and a target density of 6.0 du/acre.

Planning Area 14 is designated as MHDR Medium High-Density Residential land uses. This Planning Area is planned for the development of 90 dwelling units on approximately 12.1 acres with a density not to exceed 8 dwelling units per acre and a target density of 7.44 du/acre.

Development Standards

Please refer to **Table C, Residential Planning Development Standards (PA-1 to PA-16)** to know development standards of these Planning Areas.

Vehicular Access

Interior backbone roads will provide primary access for these Planning Areas. And streets within Planning Areas will provide internal circulation and access for single family detached homes.

Roadway Classification

Interior backbone roads fronting these Planning Areas shall be developed in accordance with **Figures 3.11 B and C, Interior Road** and streets within Planning Areas shall be developed in accordance with **Figure 3.12, Courts, Motor Courts, and Streets within Planning Areas.**

Interior Roads, Pedestrian Network, and Pocket Parks

Interior backbone roads fronting these Planning Areas shall be developed to allow for a 5-foot-wide sidewalk on each side of the street, or sidewalk and trail in accordance with **Figures 3.11 B and C, Interior Road.** The 5-foot-wide Community Paths will traverse PA-9, PA-10, PA-11, and PA-12.

4.0 Permitted Uses and Development Standards



Pedestrian access openings from internal streets and cul-de-sacs are encouraged to promote alternatives to automobile use within the neighborhood when compliance with applicable building and safety, fire, transportation, and other codes are attainable for such access openings.

Pocket parks may be provided in PA-11, PA-13, and PA-14 as shown on **Figure 3.14, Conceptual Open Space and Recreation Plan.**

Monumentation

Neighborhood entry monuments shall be provided and developed at key access points in accordance with **Figure 5.2, Conceptual Monumentation Location** in Chapter 5.3.5.

Design Guidelines

These Planning Areas shall be developed in accordance with Chapter 5, Landscape Design Guidelines. Chapter 6, Architectural Objective Design Standards provides standards for home architecture.

Please refer to **Table I, Permit Process** in Chapter 7 to know required permits for Planning Areas 9, 10, 11, 12, 13, and 14.

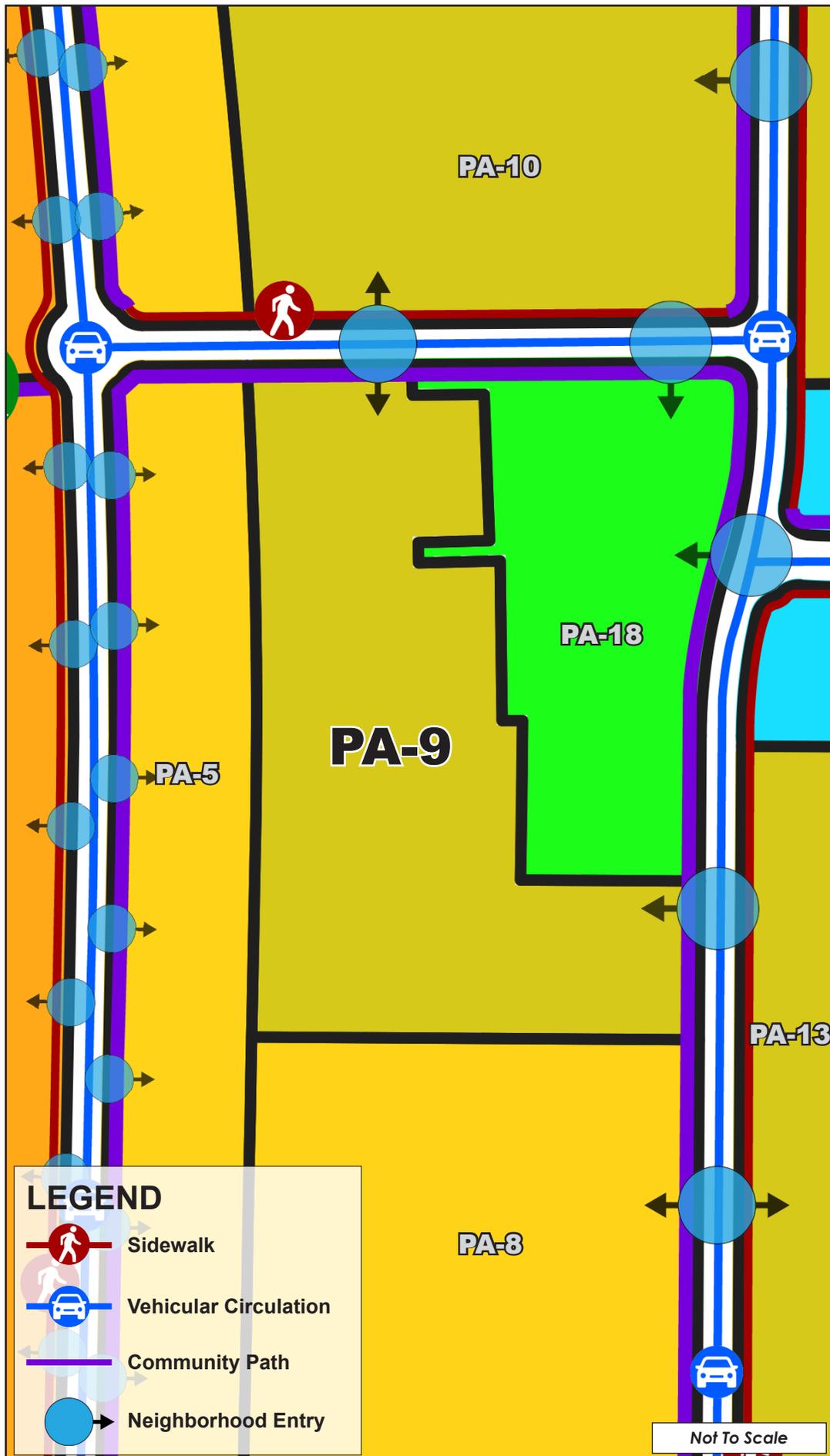


Figure 4.12, Planning Area 9



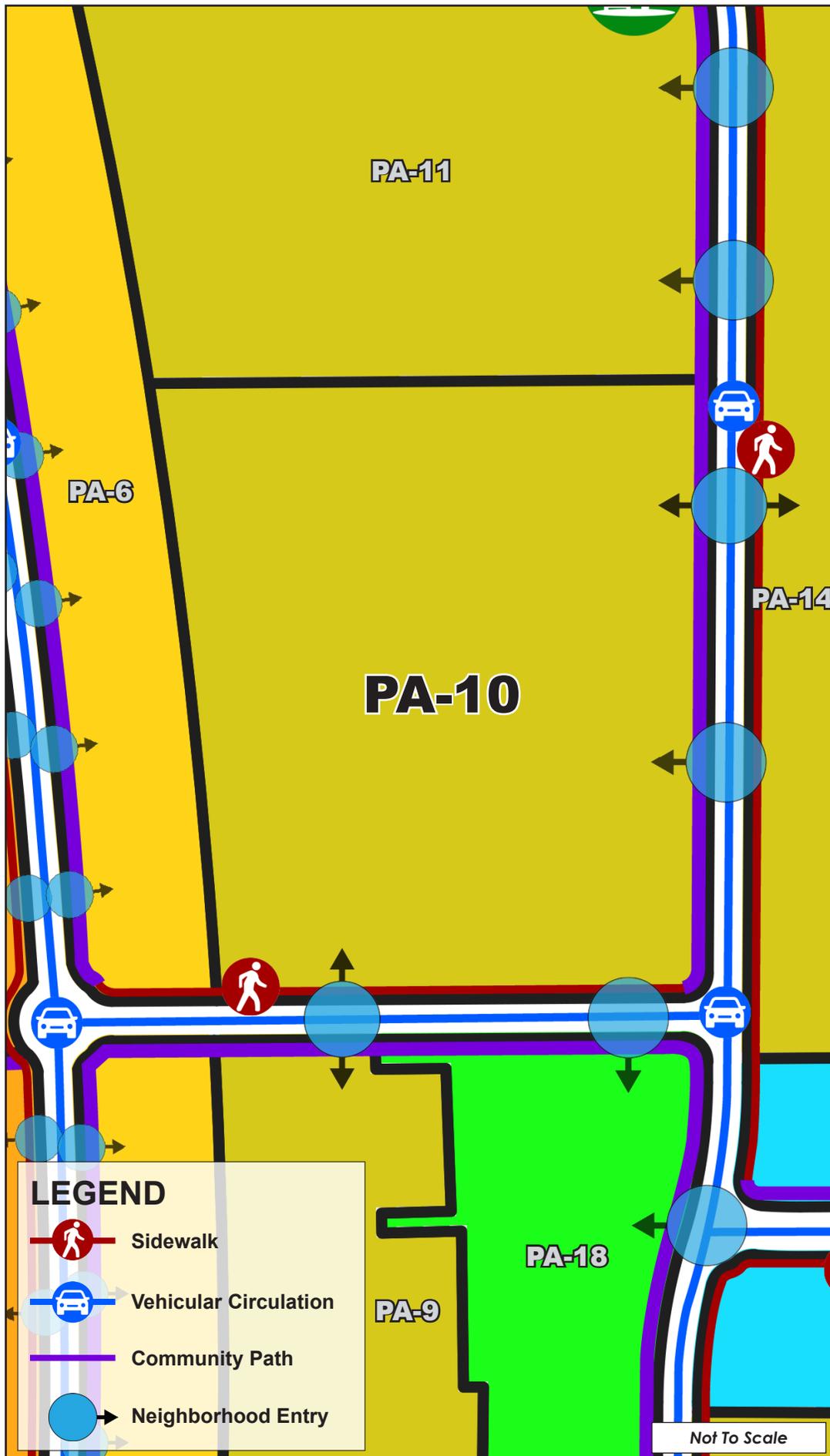


Figure 4.13, Planning Area 10



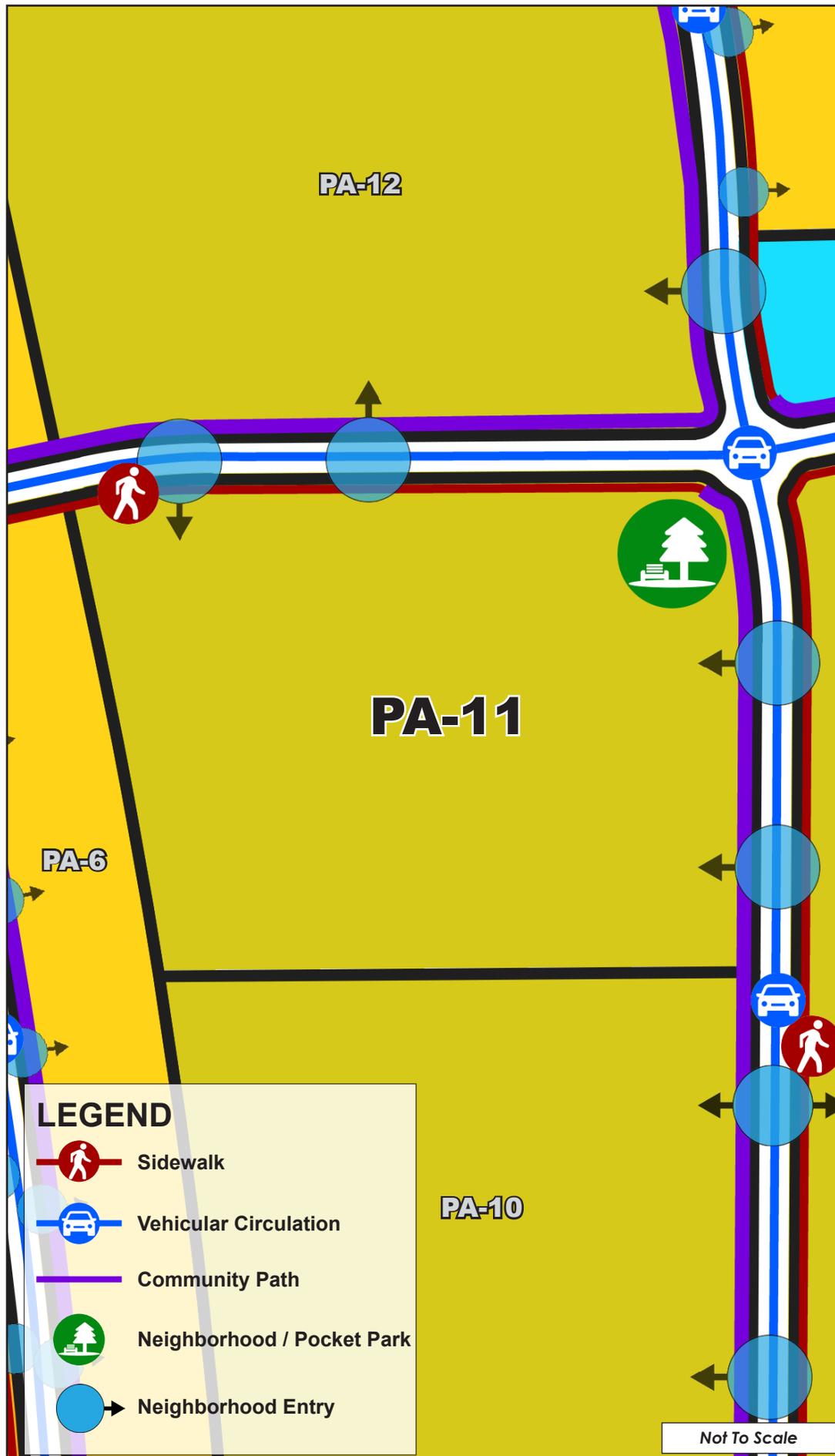


Figure 4.14, Planning Area 11





Figure 4.15, Planning Area 12



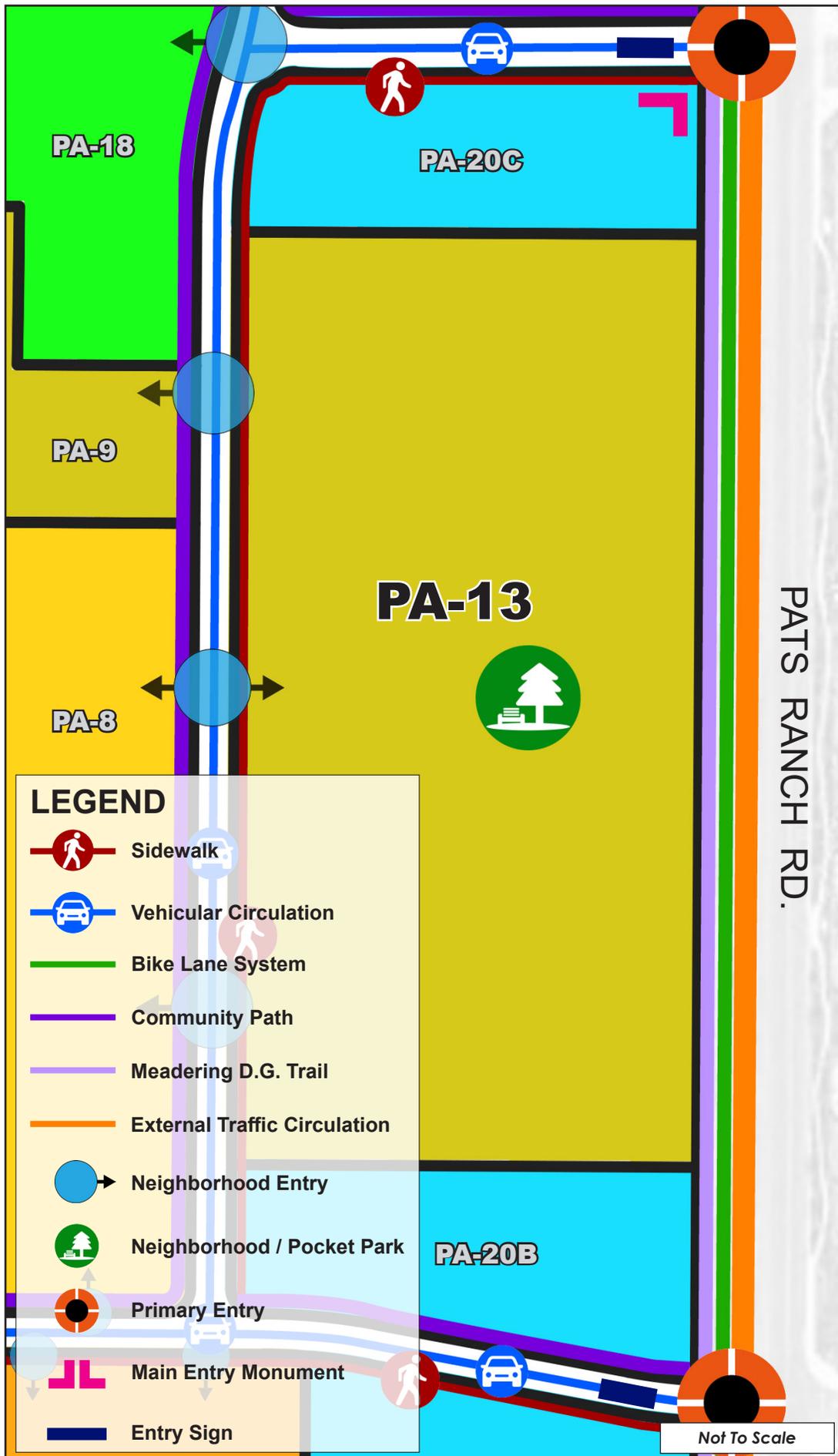


Figure 4.16, Planning Area 13



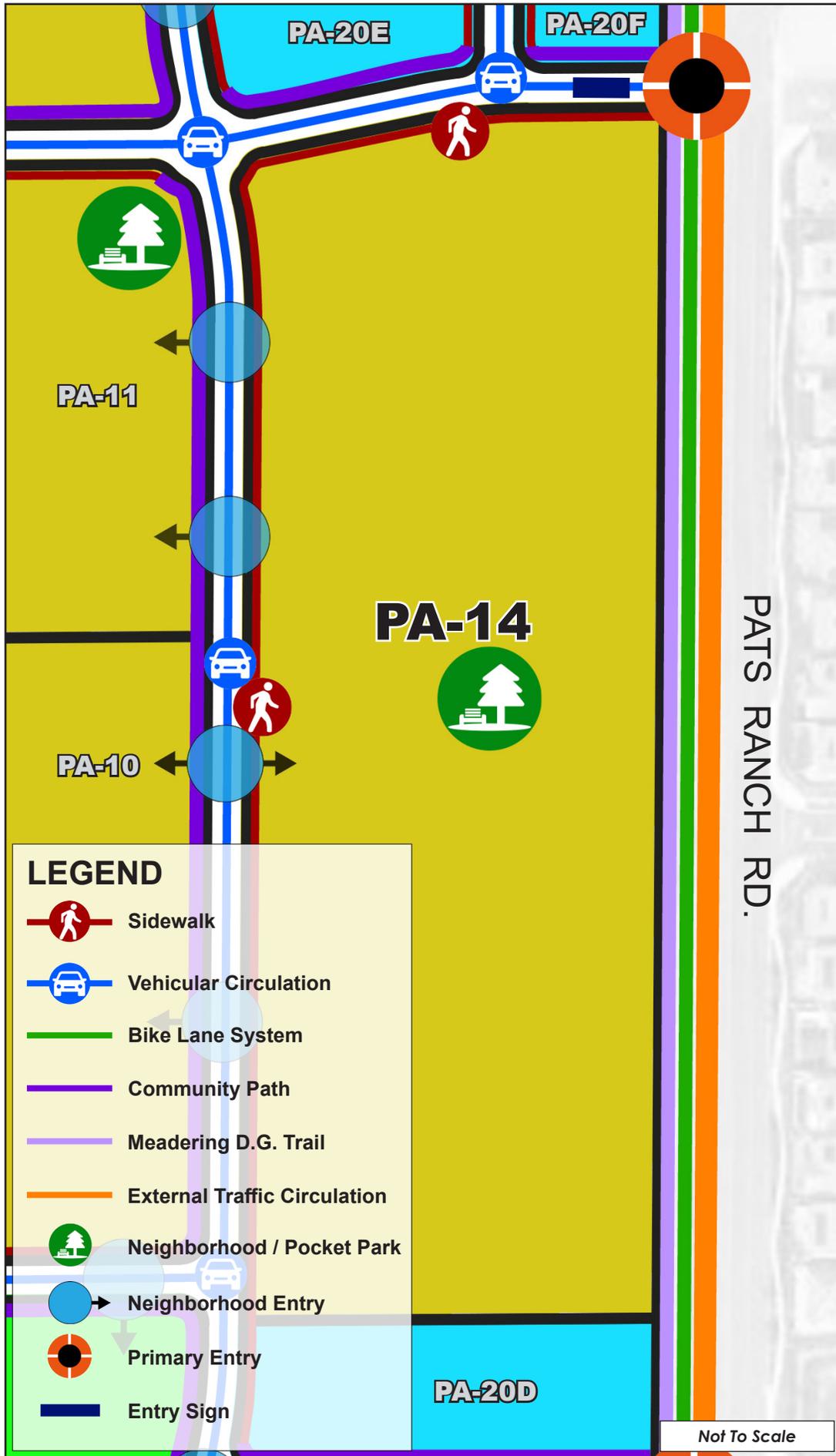


Figure 4.17, Planning Area 14



4.0 Permitted Uses and Development Standards



4.6 Planning Area 17

Planning Area 17 is located in the southern portion of Vernola Ranch and depicted in **Figure 4.18, Planning Area 17**. Multi-family stacked flats or a blend of stacked flats and townhomes are allowed in Planning Area 17. The units can be for lease, for sale, or could be age restricted for seniors. Please refer to **Table H** in Chapter 6 to know appropriate residential building typologies in this Planning Area. Gated communities are permitted, and gates will be analyzed during the site development review process for queuing and turnaround.



Sample Product Type By Architects Orange

Land Use

Planning Area 17 is designated as HHDR Highest Density Residential land uses. This Planning Area will be developed with 604 dwelling units on approximately 24.1 acres for a target density of 23 to 25 du/acre as identified in the City of Jurupa Valley General Plan Housing Element.

Development Standards

Please refer to **Table D, Residential Planning Development Standards (PA-17)** to know development standards of this Planning Area.

Interface to I-15 Corridor

The interface from residential structures to the I-15 Corridor shall be setback one hundred feet (100') as shown on **Figure 4.19, Cross Section A in PA-17**.

Vehicular Access

Pats Ranch Road will provide primary access to the Planning Area. Internal circulation will include private drive aisles and courts.

4.0 Permitted Uses and Development Standards



Internal Circulation and Pedestrian Network

Private Streets, Driveways, or alleys will provide for internal circulation within this Planning Area.

Pedestrian circulation should be designed to promote alternatives to automobile use for transportation within the neighborhood.

A pedestrian access gate shall be provided to the adjacent neighborhood park in Planning Area 19, and another pedestrian access gate shall be provided to the future commercial site located to the south in the adjacent I-15 Corridor Specific Plan No. 266 as conceptually shown on **Figure 3.13 Pedestrian and Cycling Circulation Plan**. The locations will be determined with the development of Planning Area 17.

Monumentation

Neighborhood entry monuments shall be provided and developed at key access points in accordance with **Figure 5.2, Conceptual Monumentation Location** in Chapter 5.3.5.

Design Guidelines

This Planning Area shall be developed in accordance with Chapter 5, Landscape Design Guidelines. Chapter 6, Architectural Objective Design Standards provides standards for home architecture.

Please refer to **Table I, Permit Process** in Chapter 7 to know required permits for Planning Area 17.

For balconies or decks that face the I-15, an acoustical consultant should provide design recommendations for noise reduction as feasible.

This Planning Area shall include a minimum of 7 of the following amenities:

- Main Pool and Spa:
 - Covered area and outdoor kitchen
 - Deck area with chaise lounges, tables, chairs and umbrellas
 - Small cabanas for shade (likely cloth cabana).

4.0 Permitted Uses and Development Standards



- Secondary pool/spa
 - Deck area with chaise lounges, tables, chairs umbrellas.
 - Covered area and outdoor kitchen
- Outdoor Fireplace
- Fitness room/Yoga Room
- Indoor Gourmet kitchen
- “Spa” bathroom
- Bar area
- Executive high tech co-working lounge
- Multi-Purpose Room
- Walking paths
- Outdoor gathering areas such as BBQ area with chairs and tables
- Dog park
- Concierge service

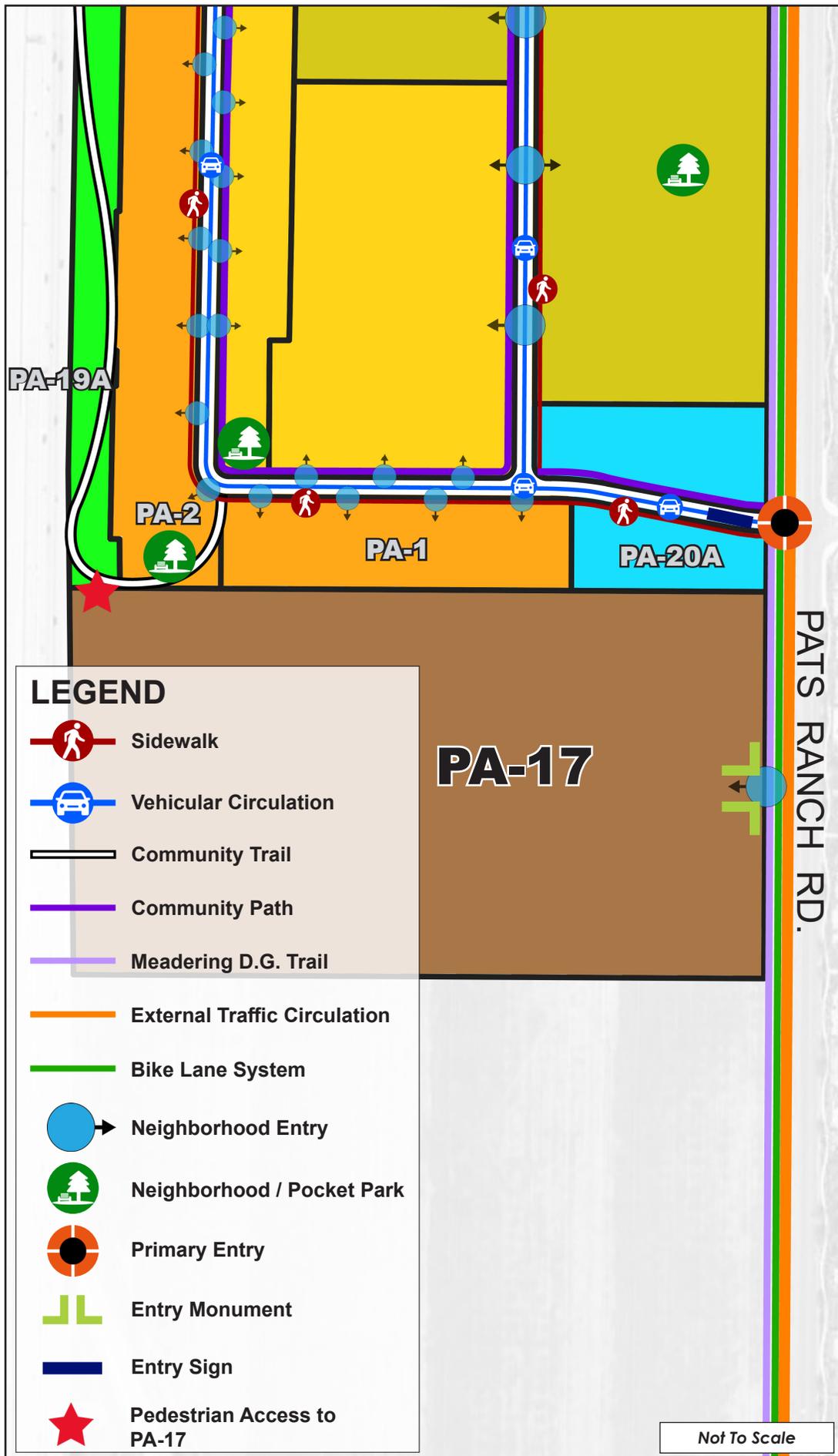
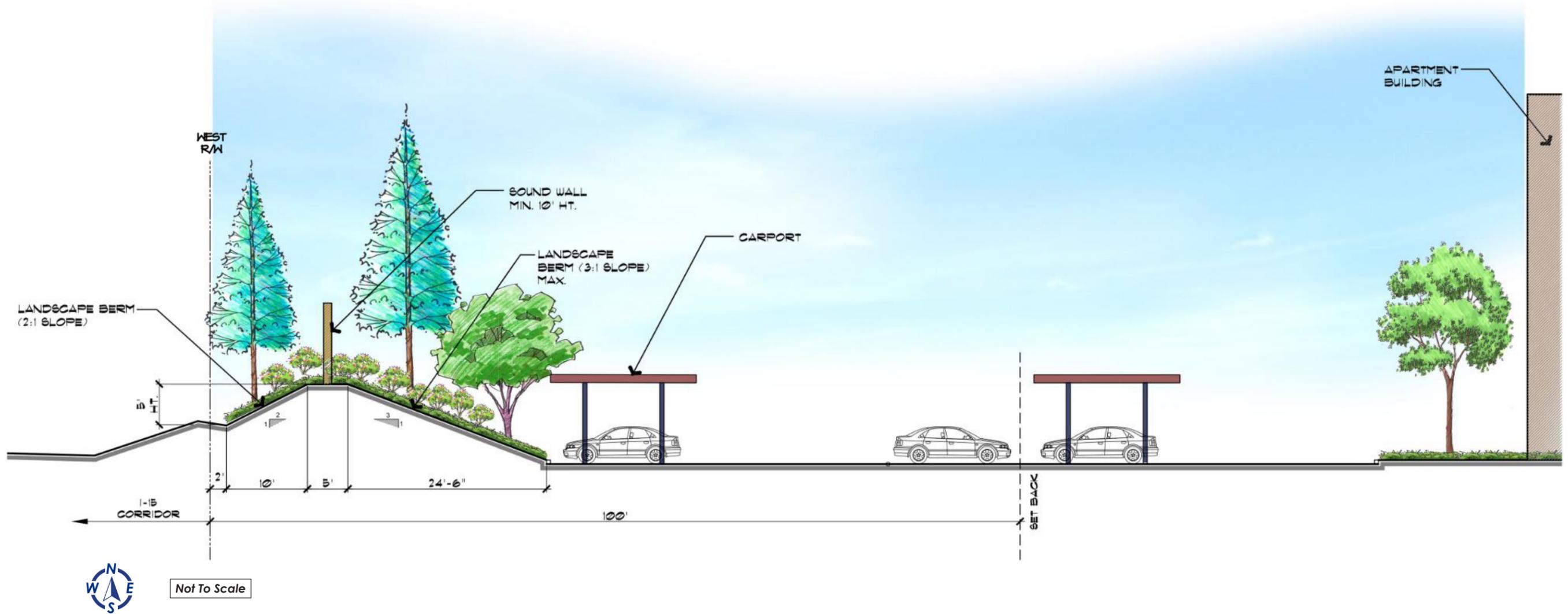
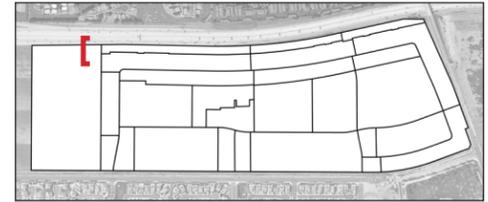


Figure 4.18, Planning Area 17





VERNOLA RANCH

CROSS SECTION A IN PA-17

SITE SCAPES
Landscape Architecture & Planning
2160-82 Airport Lane Ste
Cupertino, CA 95028
Miami International Center # 276
(408) 844-8870 FAX (714) 210-2140
JOB# 21-040 DATE: 07-12-23

Figure 4.19, Cross Section A in PA-17

4.0 Permitted Uses and Development Standards



4.7 Planning Area 18

Planning Area 18 is located in the middle portion of Vernola Ranch and depicted in **Figure 4.20, Planning Area 18**. A community recreation center is located in Planning Area 18.



By Architects Orange

Land Use

Planning Area 18 provides for approximately 3.0 acres of OS-R Open Space Recreation land uses. Active recreational elements for this Planning Area may include but are not limited to, amenities such as a ranch house, creative playfield, pool, etc. Passive recreational elements may include but are not limited to, amenities such as a community garden, BBQ pavilion, and shade pavilions, etc. Support facilities for this park and community recreation center may include but are not limited to, amenities such as a parking lot, community event lawn, restroom, security lighting, fencing, etc.

Vehicular Access

Interior backbone roads will provide primary access.

Pedestrian Network

The 5-foot-wide Community Paths will traverse PA-18.

Pedestrian access openings from internal streets and cul-de-sacs are encouraged to promote alternatives to automobile use for transportation within the neighborhood when compliance with applicable building and safety, fire, transportation, and other codes are attainable for such access openings.

Monumentation

Neighborhood entry monuments shall be provided and developed at key access points in accordance with **Figure 5.2, Conceptual Monumentation Location** in Chapter 5.3.5.

4.0 Permitted Uses and Development Standards



Design Guidelines

This Planning Area shall be developed in accordance with Chapter 5, Landscape Design Guidelines. Chapter 6, Architectural Objective Design Standards provides standards for architecture.

Please refer to **Table I, Permit Process** in Chapter 7 to know required permits for Planning Area 18.

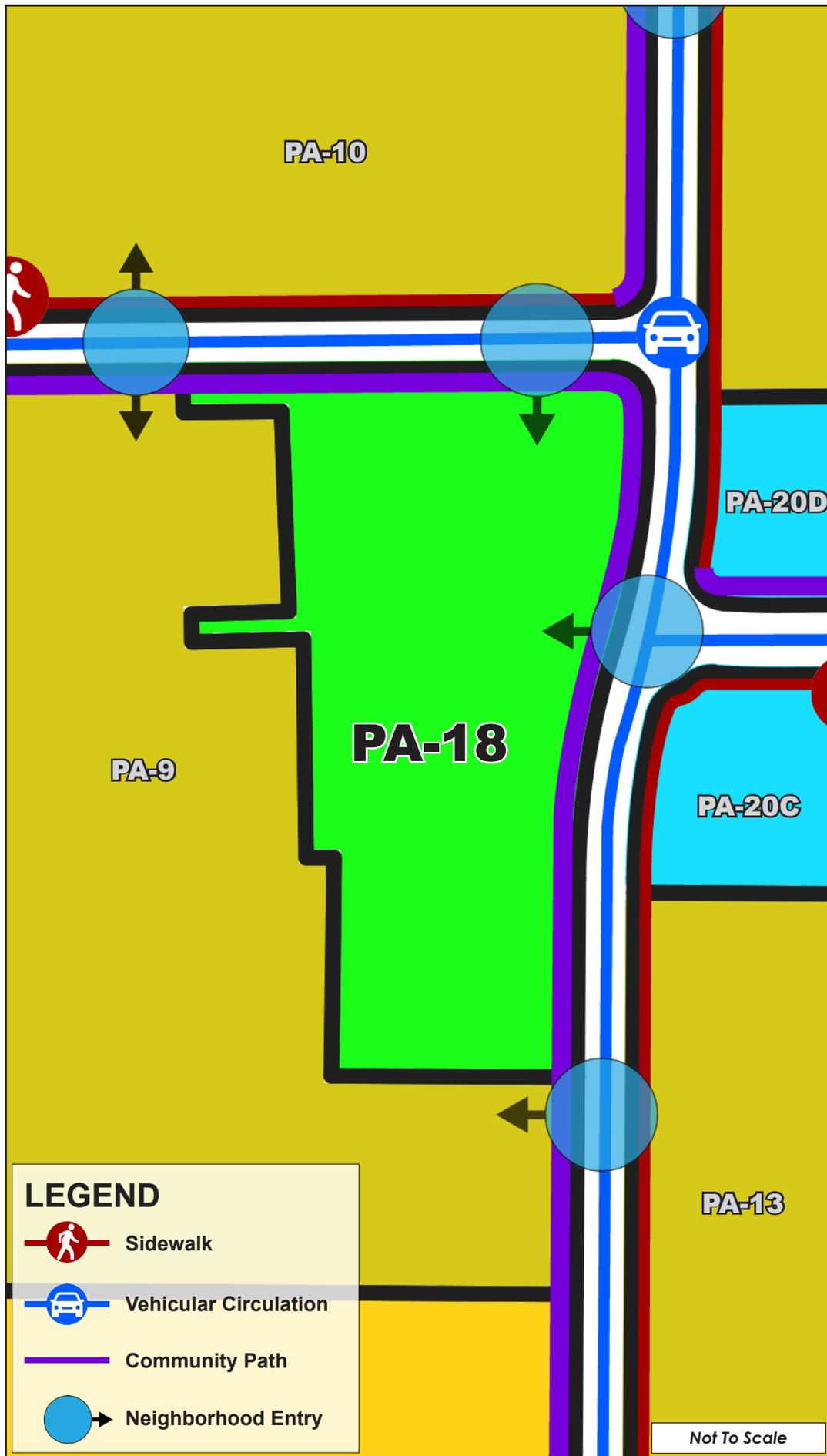


Figure 4.20, Planning Area 18





4.8 Planning Area 19

Planning Area 19 which consists of 3 separate areas which are all located in along the western boundary of Vernola Ranch and depicted in **Figure 4.21, Planning Area 19**. The Neighborhood Park is located in Planning Area 19.



Land Use

Planning Area 19 provides for approximately 7.23 acres of OS-R Open Space Recreation land uses. Active recreational elements for this Planning Area may include but are not limited to, amenities such as activity turf panels, bocce ball courts, etc. Passive recreational elements may include but are not limited to, amenities such as family picnic nodes, community trails, community gardens, etc. Support facilities for this park may include but are not limited to amenities such as historic placards, security lighting, fencing, etc.

Pedestrian Network

Planning Area 19 will include an 8-foot-wide Community Trail that will provide connectivity between the Community Paths and sidewalks as depicted in **Figure 3.13, Pedestrian and Cycling Circulation Plan**.

A pedestrian access gate shall be provided from the adjacent Planning Area 17 located to the south as conceptually shown on **Figure 3.13, Pedestrian and Cycling Circulation Plan**.

Pedestrian access openings from internal streets and cul-de-sacs are encouraged to promote alternatives to automobile use for transportation within the community when compliance with applicable building and safety, fire, transportation, and other codes are attainable for such access openings.

4.0 Permitted Uses and Development Standards



Monumentation

Neighborhood entry monuments shall be provided and developed at key access points in accordance with **Figure 5.2, Conceptual Monumentation Location** in Chapter 5.3.5.

Design Guidelines

This Planning Area shall be developed in accordance with Chapter 5 – Landscape Design Guidelines. Decorative lighting shall be provided along the Community Trail within Planning Area 19 as depicted in **Figure 3.19 A** through **Figure 3.20 B**.

Please refer to **Table I, Permit Process** in Chapter 7 to know required permits for Planning Area 19.

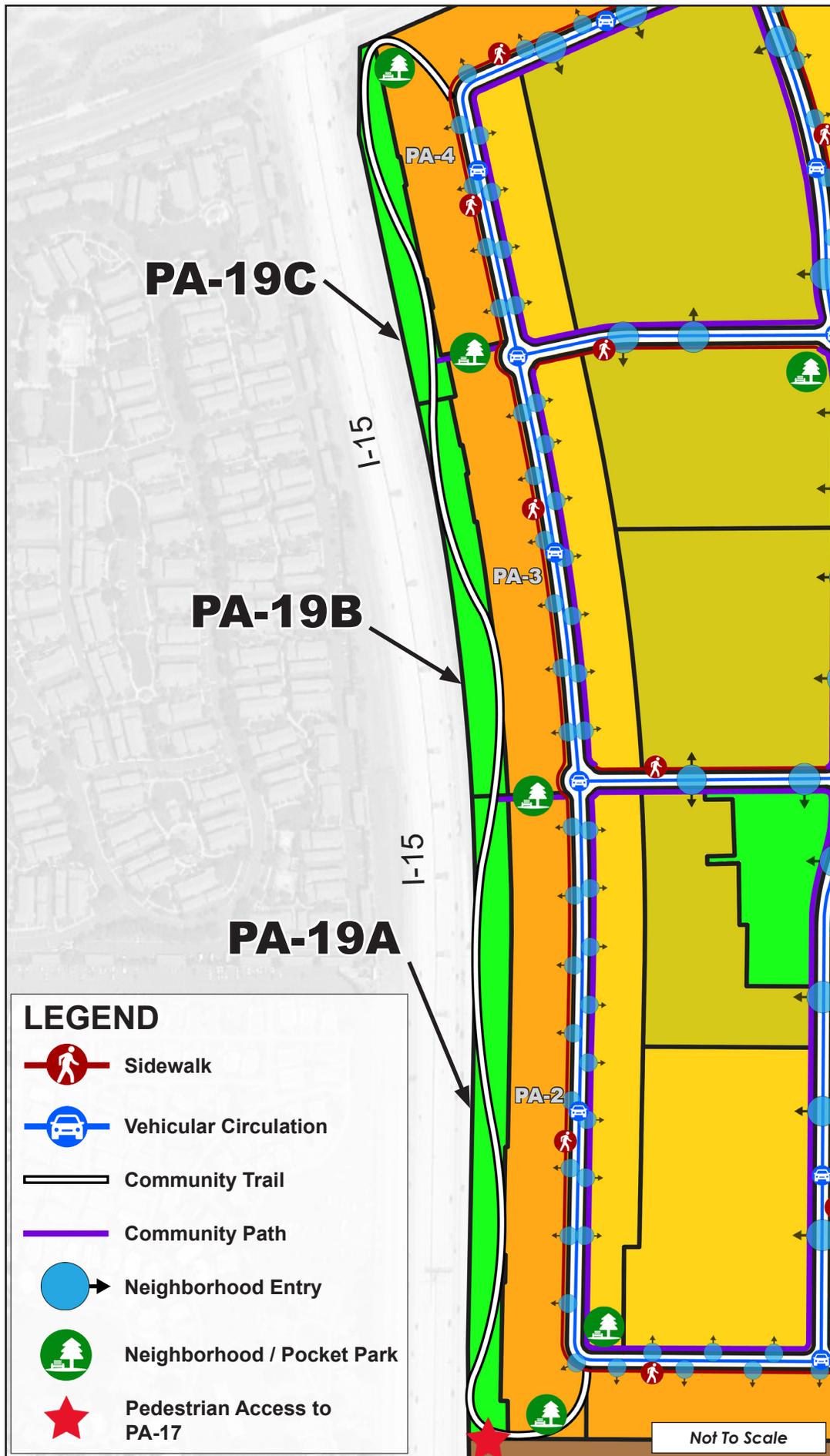


Figure 4.21, Planning Area 19



4.0 Permitted Uses and Development Standards



4.9 Planning Area 20

Planning Area 20 which consists of 6 separate areas which are all located in along the eastern boundary of Vernola Ranch and depicted in **Figure 4.22, Planning Area 20**. Basins and common open spaces are located in Planning Area 20. Approximately 2.15 acres total of the basins in Planning Areas 20A to 20F designated as Open Space-Water will also provide opportunities for passive recreational uses.



By SITESCAPES

Land Use

Planning Area 20 provides for approximately 9.47 acres of OS-W Open Space Water land uses.

Vehicular Access

Interior backbone roads will provide access to this Planning Area.

Interior Roads and Pedestrian Network

Interior backbone roads fronting this Planning Area shall be developed to allow for a 5-foot-wide sidewalk on each side of the street in accordance with **Figure 3.7 B, Entry-Park Center Drive-Interior Road Street "F"** and **Figure 3.11 A, B, and C, Interior Road**.

Planning Area 20 will include 5-foot-wide Community Paths that will provide connectivity between the Meandering D.G. Trail along Pat's Ranch Road to the Community Trail and sidewalks as depicted in **Figure 3.13, Pedestrian and Cycling Circulation Plan**.

Pedestrian access openings from internal streets and cul-de-sacs are encouraged to promote alternatives to automobile use for transportation within the neighborhood when compliance with applicable building and safety, fire, transportation, and other codes are attainable for such access openings.

4.0 Permitted Uses and Development Standards



Monumentation

Neighborhood entry monuments shall be provided and developed at key access points in accordance with **Figure 5.2, Conceptual Monumentation Location** in Chapter 5.3.5.

Design Guidelines

This Planning Area shall be developed in accordance with Chapter 5 – Landscape Design Guidelines.

Please refer to **Table I, Permit Process** in Chapter 7 to know required permits for Planning Area 20.

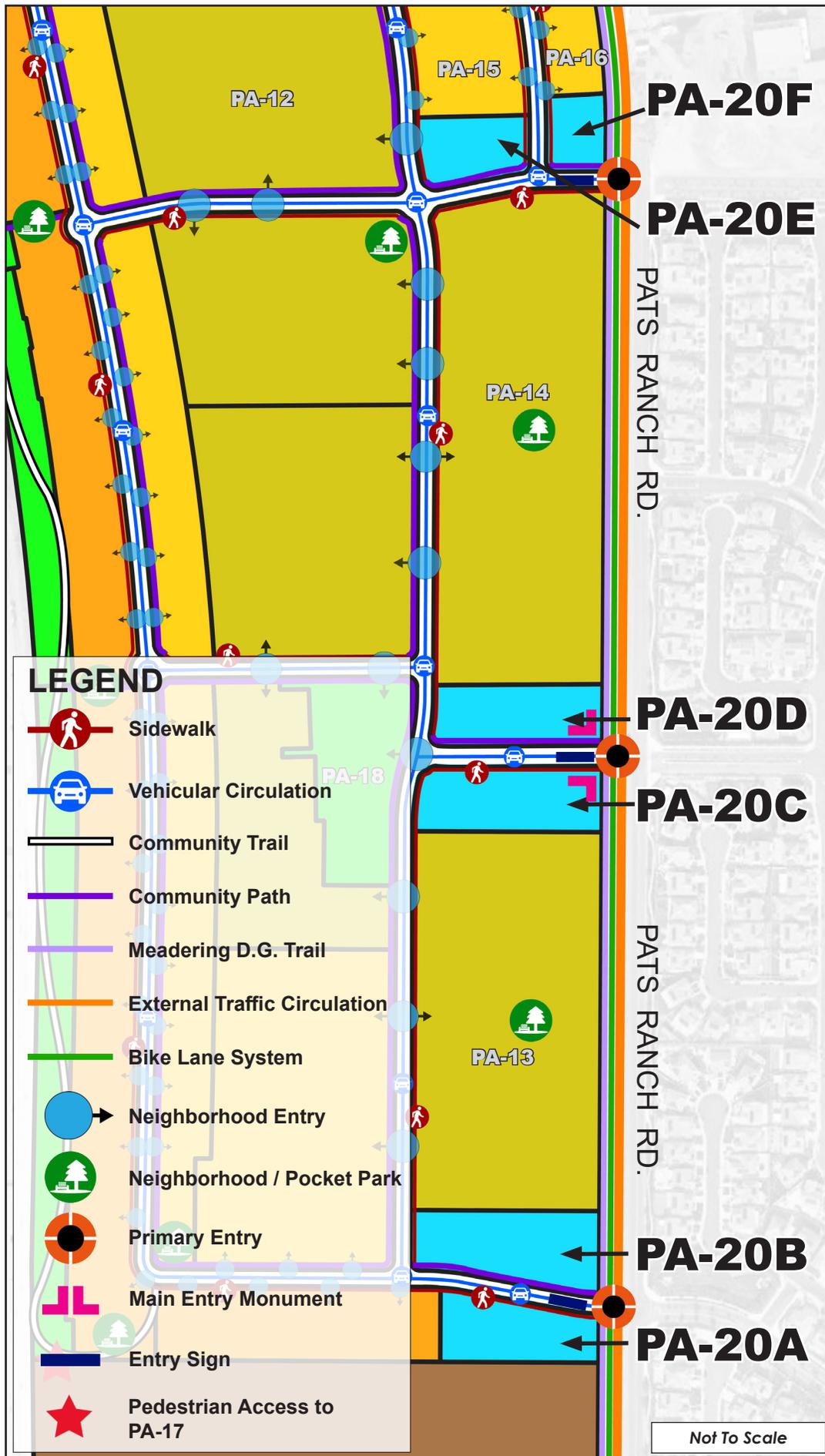


Figure 4.22, Planning Area 20





5.1 Landscape Guidelines Description

In the pursuit of building a holistic community development at Vernola Ranch, the landscape design program will lean heavily on the history of the land and the surrounding Jurupa Valley community. The agrarian history of Vernola Ranch will become the central theme in developing this cohesive and responsive landscape design program. Creating agriculture themed elements such “grove” type elements, developing a “wind screen” along the edge of the I-15 corridor, providing community gardening opportunities are just a part of the comprehensive program intended to deliver on this promise. The **Table F, Plant Palette** is developed to provide a variety of plant material that, not only reflects this theme, but also considers the drought-tolerant native plant communities endemic to the area. Complementary to the landscape within the VRSP, the hardscape elements within the community, such as entry monuments, walls and fences, will further the central design theme and community character. These design elements are also provided within the VRSP so as to provide direction and control of the vision for this community.

The landscape theme will be expressed throughout the community open spaces including streetscapes, community entries, recreational amenities, perimeter edges and open spaces.

5.2 Planting Overview

The intent of these guidelines is to provide a simple plant palette that complements and enhances the historic and thematic settings for the community. In addition, this plant palette has been selected for the plant's appropriateness to climatic conditions, soil conditions, and long-term concerns for maintenance and water conservation. Plant selections shall be grouped to have similar cultural requirements so irrigation can be designed to minimize water use and plant material can thrive under optimal conditions. All plantings within the VRSP shall be in accordance with the County of Riverside Guide to California Friendly Landscaping (Landscaping Guide), dated December 2009. Plant species that are prohibited by the Landscaping Guide shall not be allowed within any plant palettes in the VRSP.

5.0 Landscape Design Guidelines



Table F, Plant Palette

BOTANICAL NAME	COMMON NAME	PF ¹
TREES		
<i>Arbutus 'Marina'</i>	<i>Strawberry Tree</i>	L
<i>Brachychiton populneus</i>	<i>Bottle Tree</i>	L
<i>Cercidium hybrid 'Desert Museum'</i>	<i>Hybrid Palo Verde</i>	L
<i>Cercis canadensis 'Forest Pansy'</i>	<i>Forest Pansy Redbud</i>	L
<i>Chilopsis linearis</i>	<i>Desert Willow</i>	L
<i>Chitalpa tashkentensis 'Pink Dawn'</i>	<i>Chitalpa</i>	L
<i>Cinnamomum camphora</i>	<i>Camphor Tree</i>	M
<i>Citrus species</i>		
<i>Geijera parviflora</i>	<i>Australian Willow</i>	M
<i>Ginkgo biloba</i>	<i>Maidenhair Tree</i>	M
<i>Jacaranda mimosifolia</i>	<i>Jacaranda</i>	M
<i>Koelreuteria paniculata</i>	<i>Golden Rain Tree</i>	L
<i>Lagerstroemia indica varieties</i>	<i>Crape Myrtle</i>	M
<i>Laurus nobilis 'Saragota'</i>	<i>Saragota Laurel</i>	L
<i>Magnolia grandiflora 'D.D. Blanchard'</i>	<i>Southern Magnolia</i>	M
<i>Olea europaea 'Wilsonii'</i>	<i>Wilson Olive (Fruitless)</i>	L
<i>Pinus eldarica</i>	<i>Afghan Pine</i>	L
<i>Platanus acerifolia 'Bloodgood'</i>	<i>London Plane Tree</i>	L
<i>Platanus racemosa</i>	<i>California Sycamore</i>	L
<i>Podocarpus gracilior</i>	<i>Fern Pine</i>	M
<i>Punica granatum</i>	<i>Pomegranate</i>	M
<i>Pyrus calleryana 'Chanticleer'</i>	<i>Chanticleer Pear</i>	M
<i>Quercus agrifolia</i>	<i>Coast Live Oak</i>	L

5.0 Landscape Design Guidelines



BOTANICAL NAME	COMMON NAME	PF ¹
<i>Quercus ilex</i>	Holly Oak	L
<i>Rhus lancea</i>	African Sumac	L
<i>Tabebuia ipe</i>	Pink Trumpet Tree	M
<i>Tristania conferta</i>	Brisbane Box	M
<i>Ulmus parvifolia</i> 'True Green'	Evergreen Elm	M
PALMS		
<i>Phoenix dactylifera</i>	Date Palm	L
<i>Trachycarpus fortuneii</i>	Windmill Palm	M
<i>Washingtonia robusta hybrida</i>	Hybrid Fan Palm	L
SHRUBS		
<i>Agave 'Blue Flame'</i>	Blue Flame Agave	L
<i>Agave attenuata</i>	Foxtail Agave	L
<i>Agave desmettiana</i>	Dwarf Century Plant	L
<i>Aloe arborescens</i>	Tree Aloe	L
<i>Aloe bainesii (barberae)</i>	N.C.N.	L
<i>Aloe vera</i>	Medicinal Aloe	L
<i>Alyogyne huegelii 'MONleon'</i>	Leon's Purple Delight Lilac Hibiscus	L
<i>Arbutus unedo 'Elfin King'</i>	Elfin King Strawberry King	L
<i>Buxus microphylla japonica</i>	Japanese Boxwood	M
<i>Calandrinia spectabilis</i>	Rock Purslane	L
<i>Callistemon viminalis 'LittleJohn'</i>	Dwarf Bottlebrush	M
<i>Carissa grandiflora 'Green Carpet'</i>	Natal Plum	M
<i>Cotoneaster horizontalis</i>	Rock Cotoneaster	L
<i>Dietes grandiflora</i>	Fortnight Lily	L
<i>Feijoa sellowiana</i>	Pineapple Guava	M
<i>Hemerocallis 'Dwarf Red'</i>	Day Lily	M

5.0 Landscape Design Guidelines



BOTANICAL NAME	COMMON NAME	PF ¹
<i>Hesperaloe parviflora</i>	Red Yucca	L
<i>Heteromeles arbutifolia</i>	Toyon	L
<i>Ilex crenata</i> 'Sky Pencil'	Sky Pencil Ilex	M
<i>Ilex vomitoria</i> 'Stokes'	Stokes Holly	L
<i>Lantana hybrids</i> 'New Gold'	New Gold Lantana	L
<i>Lantana montevedensis</i> 'Monma'	White Lightin' Lantana	M
<i>Ligustrum japonicum</i> 'Texanum'	Wax Leaf Privet	
<i>Moraea bicolor</i>	Fortnight Lily	M
<i>Olea europaea</i> 'Montra' P.P.#6266	Little Ollie Dwarf Olive	L
<i>Philodendron</i> x 'Xanadu'	Dwarf Philodendron	M
<i>Phormium tenax</i> 'Bronze Baby'	New Zealand Flax (Reddish)	M
<i>Photinia fraseri</i>	Frasier's Photinia	M
<i>Pittosporum tobira</i>	Tobira	M
<i>Podocarpus elongatus</i> 'Monmal'	Icee Blue Yellow-Wood	M
<i>Prunus caroliniana</i> 'Bright n' Tight'	Carolina Cherry	M
<i>Punica granatum</i> 'nana'	Dwarf Pomegranate	M
<i>Raphiolepis indica</i> 'Clara'	Dwarf Indian Hawthorne	M
<i>Raphiolepis</i> x. 'Montic'	Majestic Beauty Indian Hawthorne	M
<i>Raphiolepis umbellata</i> 'Minor'	Dwarf Yeddo Hawthorne	L
<i>Rosa</i> 'Flower Carpet var. Noatraum'	Pink Carpet Rose	M
<i>Rosa</i> f. 'Ice Berg'	White Shrub Rose	M
<i>Rosmarinus officinalis</i> 'Tuscan Blue'	Tuscan Blue Rosemary	L
<i>Strelizia reginae</i>	Bird-of-Paradise	M
<i>Tecoma stans</i> 'Sierra Apricot'	Sierra Apricot	M
<i>Westringia fruticosa</i> 'Morning Light'	Coast Rosemary	L
<i>Westringia</i> 'Wynyabbie Gem'	Coast Rosemary	L

5.0 Landscape Design Guidelines



BOTANICAL NAME	COMMON NAME	PF ¹
<i>Yucca filamentosa</i> 'Golden Sword'	Golden Sword Yucca	L
GROUND COVER		
<i>Baccharis pilularis</i> 'Pigeon Point'	Dwarf Coyote Brush	L
<i>Cotoneaster horizontalis</i>	Rock Cotoneaster	L
<i>Mahonia repens</i>	Creeping Mahonia	M
<i>Myoporum parvifolium</i> 'Putah Creek'	Prostratum Myoprum	L
<i>Olea europaea</i> 'Montra' P.P.#6266	Little Ollie Dwarf Olive	L
<i>Rosmarinus officianalis</i> 'Huntington Carpet'	Huntington Rosemary Carpet	L
<i>Senecio mandraliscae</i>	Blue Chalk Sticks	L
<i>Trachelospermum jasminoides</i>	<i>Trachelospermum jasminoides</i>	M
GRASSES		
<i>Carex divulsa</i>	Berkeley Sedge	L
<i>Chondropetalum tectorum</i>	Cape Rush	M
<i>Dianella revoluta</i> 'DR5000'	Little Rev Flax Lily	M
<i>Dianella tasmanica</i> 'Silver Streak'	Silver Streak Flax Lily	M
<i>Juncus patens</i>	California Gray Rush	M
<i>Lomandra longifolia</i> 'LM300'	Breeze Dwarf Mat Rush	M
<i>Miscanthus sinensis</i> 'Morning Light'	Morning Light Maiden Grass	M
<i>Muhlenbergia capillaris</i> 'Regal Mist'	Regal Mist Muhly	M
<i>Muhlenbergia rigens</i>	Deer Grass	M
<i>Pennisetum</i> 'Fairy Tails'	Fairy Tails Fountain Grass	M
<i>Stipa tenuissima</i>	Mexican Feather Grass	L
VINE		
<i>Calliandra haematocephala</i>	Pink Powder Puff	M
<i>Clytostoma callistegioides</i>	Violet Trumpet Vine	M
<i>Distictus buccinatoria</i>	Blood Red Trumpet Vine	M

5.0 Landscape Design Guidelines



BOTANICAL NAME	COMMON NAME	PF ¹
<i>Eriobotrya deflexa</i>	<i>Bronze Loquat</i>	M
<i>Ficus pumila (repens)</i>	<i>Creeping Fig</i>	M
<i>Parthenocissus tricuspidata</i>	<i>Boston Ivy</i>	M
TURF GRASS - SEED		
<i>Turf</i>	<i>Marathon II, Tall Fescue</i>	H
FOOTNOTES		
<p>1. "PF" denotes the plant factor. The following plant water use requirements are identified as follows: L = Low M = Moderate H = High</p>		



5.3 General Landscape Design Guidelines

General landscape requirements are presented below and address a variety of topics such as drought tolerance, planting time, climate constraints, irrigation standards, lighting, and landscape maintenance standards.

5.3.1 Streetscape Trees

All street trees to be planted in rights-of-way along roadways classified as expressway, urban arterial, major, and collector level shall be a minimum container size and spacing in accordance with City of Jurupa Valley landscape standards unless otherwise shown on Street Section Figures within Chapter 3 of VRSP (**Figure 3.2 A&B** and **Figure 3.3 A&B**). **Figure 5.1, Street Tree Exhibit** reflects these concerns throughout the VRSP. The following criteria will apply:

- Street trees will be chosen from **Table G, Street Tree Matrix** below.
- Street trees shall be located so as not to interfere with:
 - Street lights
 - Utilities
 - Sight lines
 - Fire Access Vertical Clearance of 13'6"

Table G, Street Tree Matrix

Street Name	Tree	Avg. Spacing
Pats Ranch Road	Prosopis chilensis (Chilean Mesquite)	40' o.c.
	Lophostemon conferta (Brisbane Box)	30' o.c.
Bellegrave Avenue	Laurus nobilis (Bay Laurel)	40' o.c.
Project Entries (Grove Tree)	Olea europaea (Olive)	
Entry Streets Boca Place Park Center Drive Sheerwater Drive	Platanus acerifolia @ Parkways (London Plane Tree) Lagerstroemia indica "Muskogee" @ Medians (Crape Myrtle)	40' o.c.
Main Loop Roads	Podocarpus gracilior (Fern Pine)	40' o.c.
Secondary Loop Roads	Lagerstroemia indica "Muskogee" (Crape Myrtle)	40' o.c.
Local Streets or Courts	Lophostemon conferta (Brisbane Box) Brachychiton populneus (Bottle Tree)	30' o.c.



5.3.2 Front Yard Landscaping

Front yard landscaping shall be provided for each dwelling unit prior to its occupancy. These areas may be Homeowner Association (HOA) maintained or maintained by the individual homeowners based on the type of housing provided. These landscape areas must include the following:

- Provide (1) street tree – container size in accordance with City of Jurupa Valley Standards.
- Provide (2) front yard trees (1-24" box and 1-15 gallon) minimum in addition to the street tree(s).
- Front yards are to have 10-5 gallon shrubs per 150 SF minimum. All shrubs need to be 5 minimum gallon size.
- Groundcovers can be 1 gallon rooted cuttings at 12" O.C.
- Slopes are to have 1-15 gallon tree per 100 SF and 3- 5gallon shrubs per SF of slope.
- Turf grass is not allowed in any front yard application.

5.3.3 Interior Slope Landscape

All interior slopes shall be landscaped and irrigated per the City of Jurupa Valley landscape standards. The merchant builder shall install all required slopes not designated as common area. Each builder should confirm the slope erosion control standards with the City of Jurupa Valley. All common area slopes will be per City of Jurupa Valley Standards.

5.3.4 Lighting

All streets located within the VRSP shall have uniform lighting standards with regard to style, materials, and colors in order to ensure consistent design. Each residential Planning Area may develop its own lighting standards, provided that the selected lighting fixture style is used consistently throughout the Planning Area and is complementary and cohesive to the style selected for the neighborhood as a whole. Lighting fixtures shall be well integrated into the visual environment and complimentary to the chosen architectural style of the neighborhood. All lighting fixtures within the VRSP shall comply with the following regulations and provisions:

- 1) All outdoor lighting, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to minimize glare and illumination of streets or adjoining property. Low intensity, energy-conserving night lighting is preferred.

5.0 Landscape Design Guidelines



- 2) Lights shall be of metal or durable plastic, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures. Fixtures shall be vandal-resistant.
- 3) Neon and similar types of lighting are prohibited within the VRSP.
- 4) All exterior lighting designs should develop a sense of hierarchy by varying fixtures and illumination levels. Proper lighting helps to define the organization of streets and also distinguishes vehicular and pedestrian circulation patterns. Entry areas (both pedestrian and vehicular), community facilities, and highly used recreation areas shall be creatively lit to develop a sense of place and arrival.
- 5) All exterior lighting designs shall address the issue of security. Parking lots, pedestrian walkways, and building entrances shall be well lit for security reasons.
- 6) All exterior lights should be shielded where feasible and focused to minimize spill light into the night sky or adjacent properties.
- 7) No freestanding lighting fixtures shall exceed twenty-five feet (25') in height.
- 8) Service area lighting shall be contained within the service yard boundaries and enclosure walls.
- 9) The lighting concept of the entry monumentation features is to illuminate the sign graphics and to gently wash the walls and pilasters with light. Concealed uplight fixtures should illuminate trees and other landscape features.
- 10) All electrical meter pedestals and light switch/control equipment shall be located with minimum public visibility, if possible, or shall be screened with appropriate plant materials.
- 11) The level of on-site lighting as well as lighting fixtures shall comply with any and all applicable requirements and policies of the City of Jurupa Valley. Energy conservation, safety, and security should be emphasized when designing any light system.

5.3.5 Signage and Monumentation

Special landscaping and decorative signage are intended to highlight arrival to the VRSP and provide a sense of place and quality design, and is conceptually depicted in **Figure 5.2, Conceptual Monumentation Location**. A single thematic sign program for each Planning Area (or group of geographically related Planning Areas) should be developed. The design of this sign program must be incorporated with the master community landscape plan throughout the neighborhood. Prior to the installation of signs located within the VRSP, the Master Developer and City Planning Division must approve all signs. All signs must comply with the City of Jurupa Valley sign ordinances and guidelines.

5.0 Landscape Design Guidelines



Corner monument/project entries areas shall include a minimum of two (2) 48" box trees at each location. The sign element will be made of laser cut metal (1/4" thick maximum) with a painted or corten finish. All sign elements shall be backlit.

5.3.6 Irrigation

- 1) All landscaped areas shall be watered with a permanent underground irrigation system, except for slopes which may have a permanent above-ground irrigation system. Irrigation systems, which adjoin a separate maintenance responsibility area, shall be designed in a manner to ensure complete water coverage between the areas. All irrigation shall comply with Chapter 9.283, City of Jurupa Valley Municipal Code, and standards established and required by Jurupa Community Services District.
- 2) Proper consideration of irrigation system design and installation in the climate extremes of the VRSP is critical to the success of the landscape investment. In particular, the combined summer elements of heat and wind must be carefully considered in proper irrigation design and equipment selection.
- 3) Overhead spray irrigation systems shall be designed with head-to-head 100 percent double coverage at a minimum. Native and drought tolerant slope areas will use a combination of spray and drip or bubbler irrigation for shrubs and trees. In addition, irrigation controllers shall be weather based controllers. All irrigation heads adjacent to walks, drives, and curbs shall be of the pop-up type.
- 4) Irrigation backflow prevention devices and controllers shall be located with minimum public visibility or shall be screened with appropriate plant materials.

Reclaimed Water

Irrigation systems designed for use with both domestic and reclaimed water are encouraged. All irrigation systems for parks, open spaces, and common landscaped areas shall be designed to use reclaimed water.

Water Conservation

- Drip and/or bubbler irrigation will be used where appropriate.
- Use of weather-based central control irrigation systems may be incorporated where appropriate.
- Irrigation systems will be designed per Assembly Bill 1881 guidelines or city equal.



Street Tree Matrix				
Symbol	Tree Type	Botanical Name	Common Name	Ave. Spacing
Pat's Ranch Road				
	Street Tree	<i>Prosopis chilensis</i>	Chivan Mesquite	40' O.C.
	Background Tree	<i>Lophoslemon conferta</i>	Brisbane Box	30' O.C.
Bellgrave Avenue				
	Street Tree	<i>Laurus nobilis</i>	Bay Laurel	40' O.C.
Project Entries (Grove Trees)				
	Specimen Tree	<i>Olea europaea</i>	Olive	
Entry Streets (Boca Place, Park Center Drive, Sheerwater Drive)				
	Parkway Tree	<i>Platanus x sphenoloba</i>	London Plane	40' O.C.
	Median Tree	<i>Lagerstroemia indica</i> "Muskoget"	Grape Myrtle	40' O.C.

Street Tree Matrix (Cont.)				
Symbol	Tree Type	Botanical Name	Common Name	Ave. Spacing
Main Loop Roads				
	Street Tree	<i>Podocarpus gracitor</i>	Fern Pine	40' O.C.
Secondary Loop Roads				
	Street Tree	<i>Lagerstroemia indica</i> "Muskoget"	Grape Myrtle	30' O.C.
Local Streets or Alleys				
	Street Tree	<i>Lophoslemon conferta</i>	Brisbane Box	30' O.C.
	Street Tree	<i>Brachycton populneus</i>	Bottle Tree	30' O.C.



Not To Scale

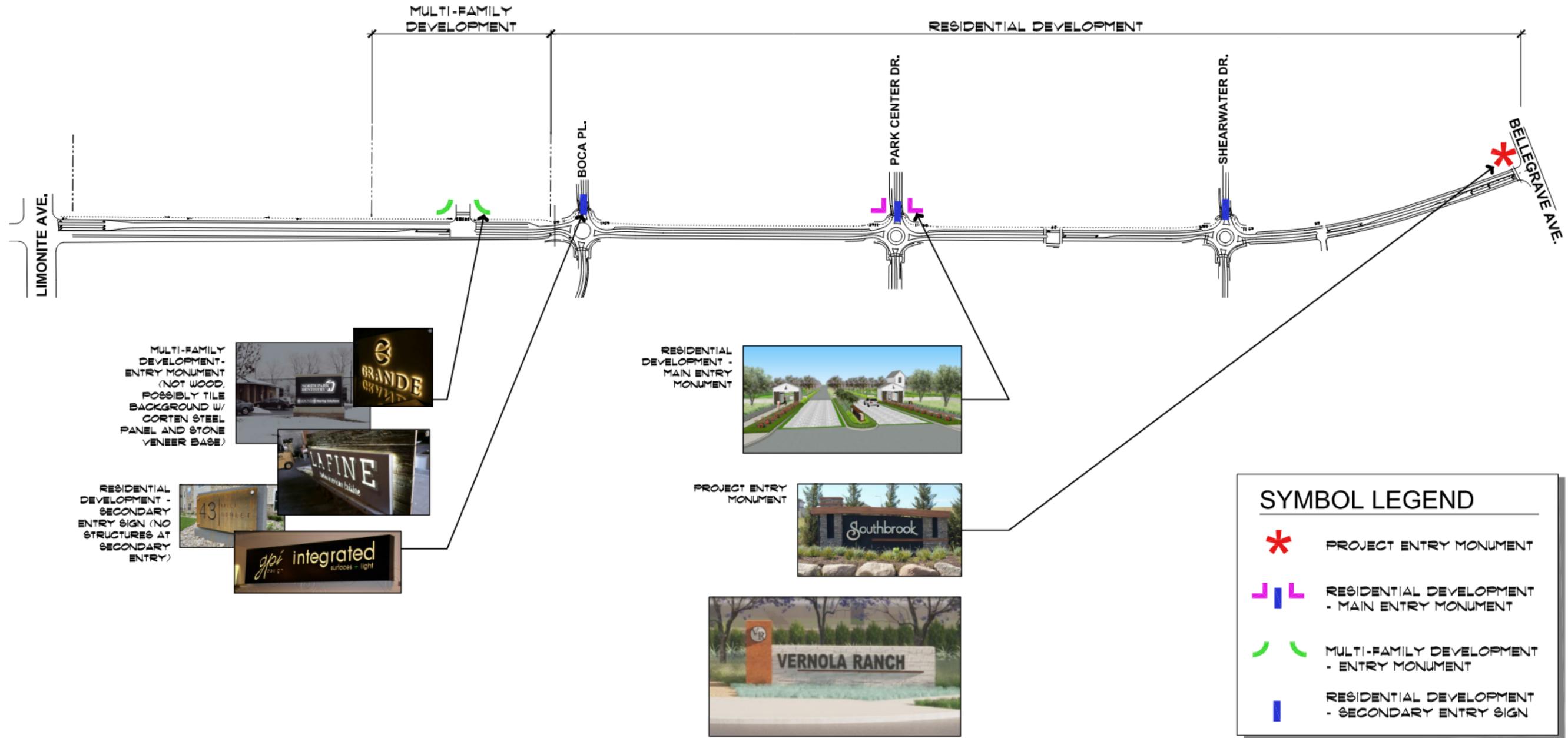
Note: Street trees shall be placed so as not to interfere with Fire Access Vertical Clearance of 13'6".

VERNOLA RANCH STREET TREE EXHIBIT

SITESCAPES
Landscape Architecture & Planning
2190-82 Alford Loop Drive
Crest Hill, CA 92528
Phone: (949) 444-8570 Fax: (714) 210-8140
JOB# 21-040 DATE: 03-06-23

Figure 5.1, Street Tree Exhibit





SYMBOL LEGEND

-  PROJECT ENTRY MONUMENT
-  RESIDENTIAL DEVELOPMENT - MAIN ENTRY MONUMENT
-  MULTI-FAMILY DEVELOPMENT - ENTRY MONUMENT
-  RESIDENTIAL DEVELOPMENT - SECONDARY ENTRY SIGN

NOTE: IMAGES ARE CONCEPTUAL IDEAS FOR COMMUNITY SIGNAGE ONLY. Not To Scale

VERNOLA RANCH CONCEPTUAL MONUMENTATION LOCATION

SITESCAPES
 Landscape Architecture & Planning
 2100-02 Royal Loop Blvd
 Costa Mesa, CA 92626
 Board Meeting Room 2 200
 (714) 444-9270 FAX (714) 210-0140
 JOB# 21-040 DATE: 10-10-23

Figure 5.2, Concept Monumentation Location





5.3.7 Management Considerations

Drought Tolerance

Although a plant may be drought tolerant, that plant still requires proper care, installation, watering, and maintenance to maximize its drought tolerance capabilities.

- 1) Degrees of Drought Tolerance: There are degrees of drought tolerance with some plants able to withstand or go without water for a greater period of time than others.
- 2) Plant Installation Water Demand: Drought tolerant plants, like other plants, require more watering during the initial installation period and for at least a three-month maintenance period to become established. Therefore, if drought tolerant plants are installed in the warmer months, more supplemental water will be required until the plant is established.
- 3) Deep Watering Practices: Drought tolerant plants, like most plants, need the proper deep watering practices to encourage deep root system development. Drought tolerant plants with a shallow root system resulting from frequent light applications of water will not be drought tolerant.
- 4) Warmer Months Water Application: Although a plant is labeled drought tolerant, summer watering is still required. The plant may have low water requirements. Depending upon the plant, drought tolerant plants will look better, thrive, and survive the warmer months with infrequent deep watering.
- 5) Full Season Plant Water Requirements: After drought tolerant plants have grown a full season, the water application rate should be diminished and the drought tolerant plant allowed to survive on less water.
- 6) Maintenance: Drought tolerant and California native plants still need regular maintenance such as pruning, fertilizing, deep watering, and checking for pests and diseases.

Climate Constraints

Plant material palettes for the VRSP contained herein are compatible with the climatic setting of the area. The utilization of some materials, depending upon their site location, exposure, and relationship to other influential factors, may not be appropriate.

5.3.8 Maintenance Responsibility

Maintenance of common areas and street scenes within the VRSP will be provided by the City of Jurupa Valley or Home Owners' Association and shall be carried out per City



of Jurupa Valley maintenance standards. Please refer to Chapter 7, Administration and Implementation, for further discussion of maintenance responsibilities.

5.4 Wall and Fence Plan

Walls and fencing are used throughout the VRSP as shown on **Figure 5.3, Overall Fence and Wall Plan** and **Figure 5.4 A&B, Fence and Wall Types**, to compliment the overall design, establish community identity, to provide visual and physical privacy sight lines for views, buffering between different uses, and to allow for privacy and security in residential areas.

5.4.1 Perimeter Theme Walls

Perimeter theme walls will define "private" and "public" spaces occurring along major roadways, and in situations where privacy and security is desired, or view opportunities are not available. They shall also occur on local streets where side or rear yard conditions face the street. Textured and/or colored masonry walls are anticipated, with masonry or concrete cap treatments. Plain concrete block walls, wood, stucco-covered or other like-material walls are not permitted along reverse frontage areas. Colors must be earth tones and complement the material chosen for monumentation. A mortar wash finish over slump block is acceptable; however, the coloring must be approved by the Community Development Department and be consistent throughout the VRSP. Stone pilasters may be used at focal points in lieu of masonry. All walls shall have a minimum of three feet (3') of landscaping between the walls and any adjacent paving to allow for shrubs and vines. The use of vines or other vegetative material is highly encouraged to reduce the likelihood of graffiti. Wall height should not exceed six (6) feet, unless necessary for noise attenuation or other special circumstance such as project entries.

5.4.2 Residential Walls

Residential walls may consist of vinyl fencing where privacy is desired in areas that are not adjacent to common open space and not adjacent to roadways in reverse frontage areas. Vinyl fencing will be allowed for side, front, and rear yard conditions and in rear yard to rear yard conditions where slopes do not exceed twelve feet (12') in height.

Residential walls may consist of open tubular steel fencing, or a combination wall fencing comprised of a low wall and open fencing where residential development is adjacent to natural or recreational open space at the top of slopes that are greater than twelve feet (12') high. In areas where safety or security conditions warrant more solid fencing, slump block walls are allowed in lieu of open tubular steel fencing or combination low



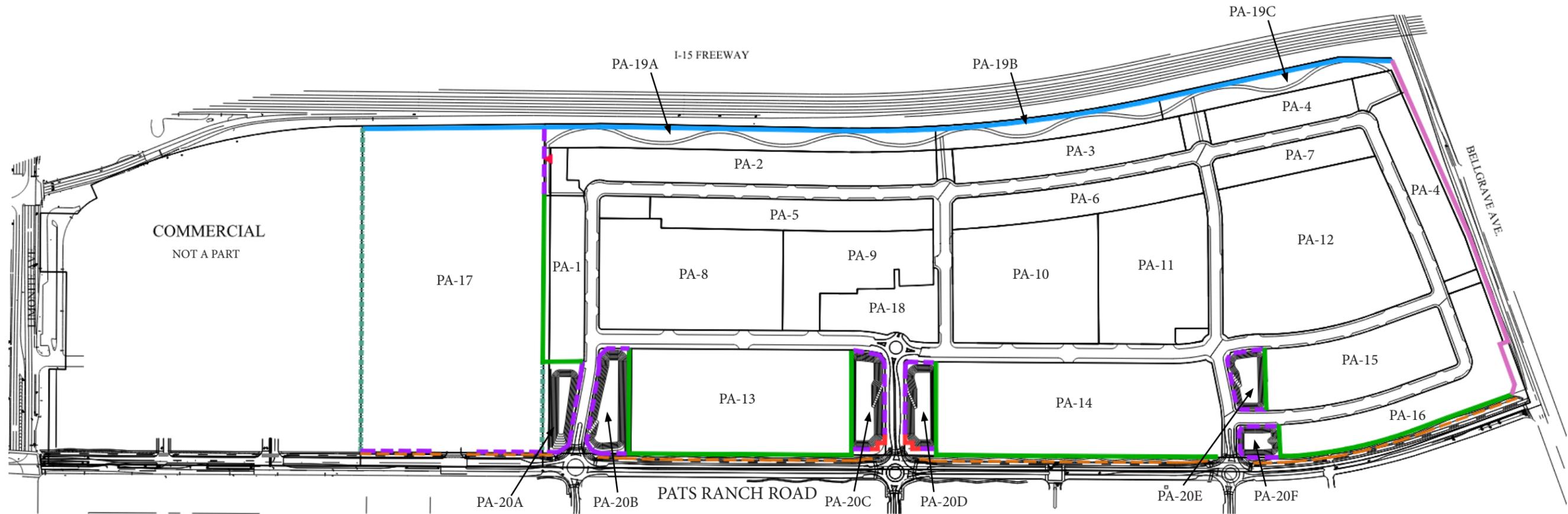
wall/open fencing, subject to approval by the Community Development Director. Front yard return walls will be constructed of masonry (slump stone or material of similar appearance, maintenance and structural durability) and will be a minimum of five feet in height. Side yard gates are required on one side of the residential front yard, and shall be constructed of wrought iron, wood, vinyl or tubular steel. All street facing residential walls should be slump block wall.

5.4.3 Accent Walls and Fences

Accent fences consisting of a 3-rail vinyl fence shall be used along any combination sidewalk/decomposed granite trail.

5.4.4 View Fencing

View fencing is to be used for parks, schools, and other open space areas where some security and privacy is necessary, but view is desirable. View fencing is a 6-foot high fence constructed of tubular steel. Fencing, up to 8 feet high, around common area facilities is permissible for security purposes.



Not To Scale

FENCE & WALL LEGEND

- 6'-HIGH SPLIT FACE (PUBLIC-FACING) BLOCK WALL OR 9'-0" COMBO WALL (per site condition requirements) W/ STONE VENEER PILASTERS W/ PRECAST CAP SPACED @ 75' O.C. MAX. *NOTE: WHERE WALL IS EXPOSED TO PUBLIC VIEW, S2S IS REQUIRED
- - - - - 6'-HIGH SPLIT FACE (2-SIDES) BLOCK WALL W/ STONE VENEER PILASTERS W/ PRECAST CAP SPACED @ 75' O.C. MAX.
- 9'-HIGH SPLIT FACE (2-SIDES) BLOCK WALL W/ STONE VENEER PILASTERS W/ PRECAST CAP SPACED @ 75' O.C. MAX.
- 10'-HIGH SPLIT FACE (2-SIDES) BLOCK WALL ON TOP OF 6'-HIGH BERM
- - - - - 6'-HIGH TUBULAR STEEL FENCE
- - - - - 4'-HIGH 3-RAIL FENCE
- - - - - 6'-HIGH ENHANCED WALL W/ INTERMITTENT METAL FENCING
- ▼ PEDESTRIAN (TUBULAR STEEL)

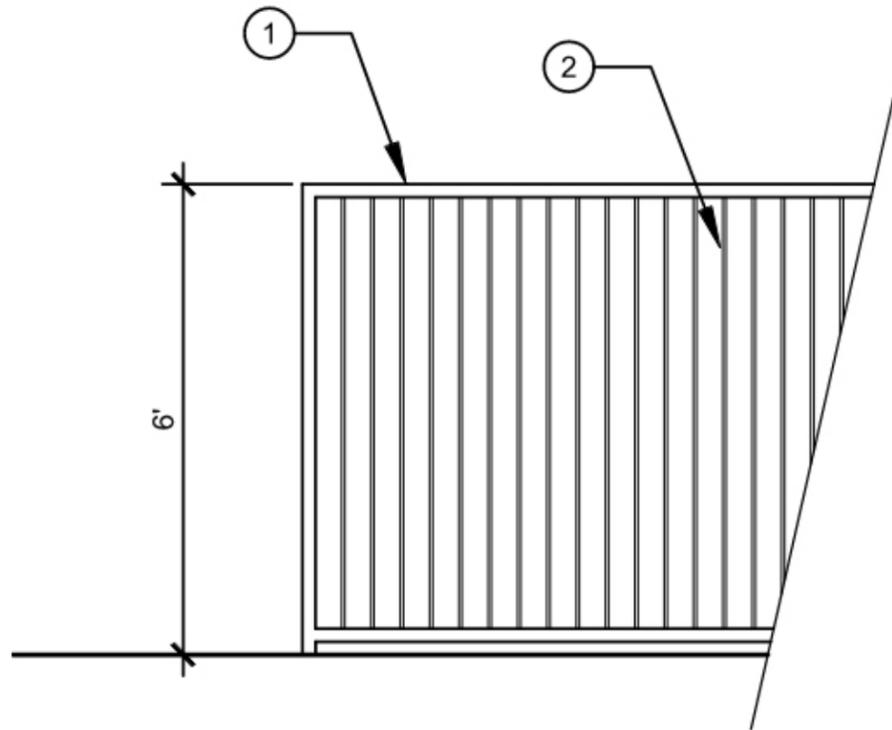
VERNOLA RANCH OVERALL FENCE & WALL PLAN



JOB# 21-040 DATE: 05-11-23

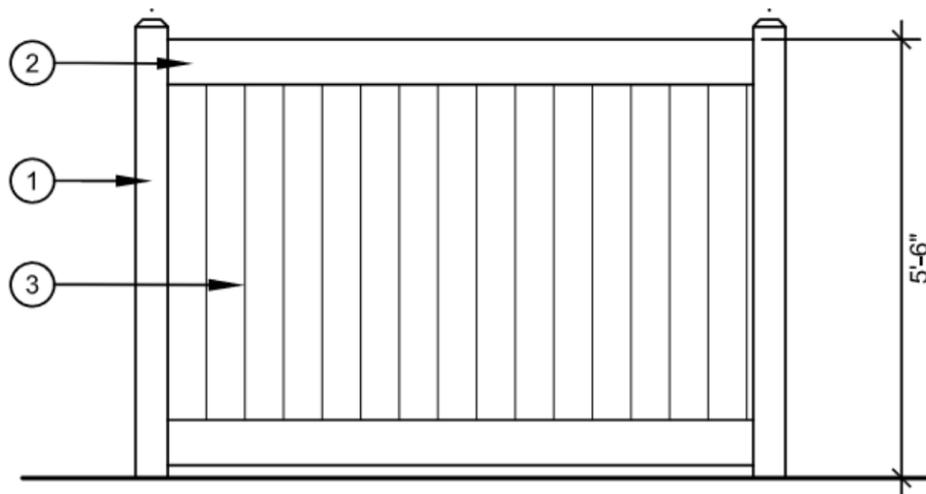
Figure 5.3, Overall Fence & Wall Plan





TUBULAR STEEL FENCE

1. 2" SQ. TUBULAR STEEL POSTS AND RAILS
2. 1/2" SQ. TUBUAR STEEL PICKETS @ 4" O.C.
FENCE COLOR: BLACK



VINYL FENCE WITHIN PLANNING AREAS

1. 5"X5" VINYL POST
 2. 2"X7" TOP & BOTTOM RAIL
 3. 6" TONGUE & GROOVE
- NOTE: COLOR: WHITE OR TAN

CONCEPTUAL IMAGERY/MATERIALS:



3-RAIL FENCE



STEEL FENCE



VINYL FENCE



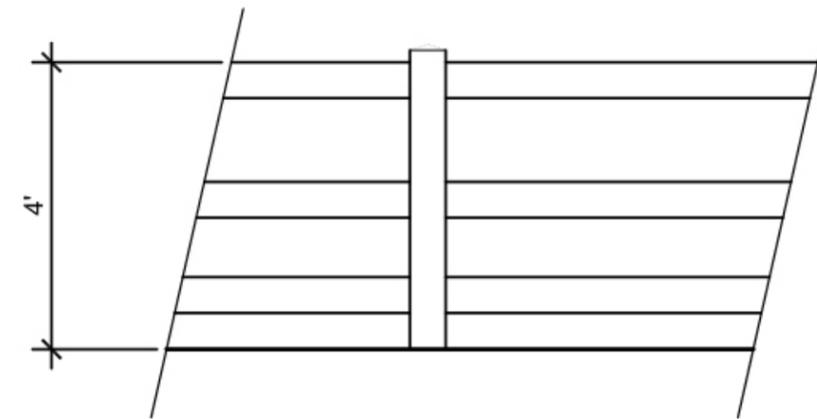
VINYL FENCE



VINYL FENCE

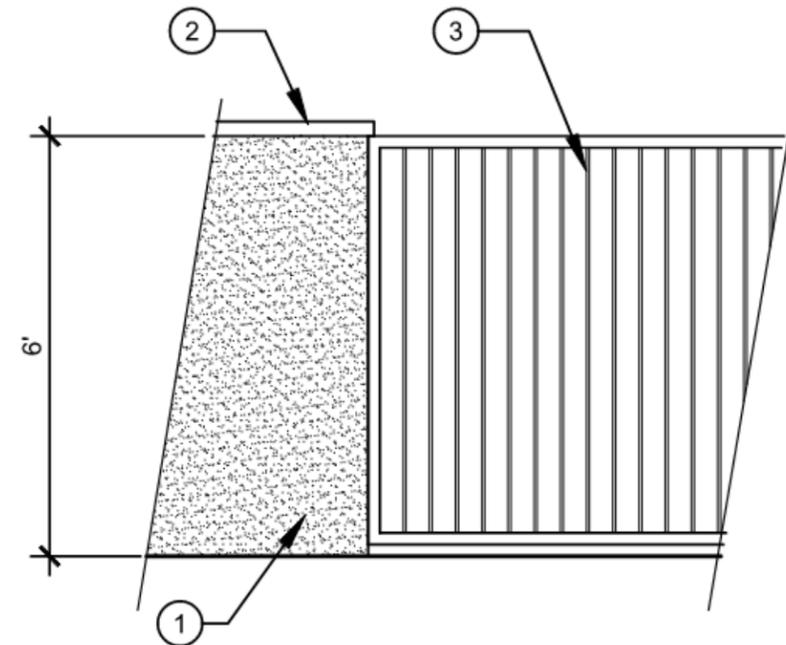


STUCCO WALL



3-RAIL TRAIL FENCE

3-RAIL VINYL TRAIL FENCE
COLOR: "WHITE"



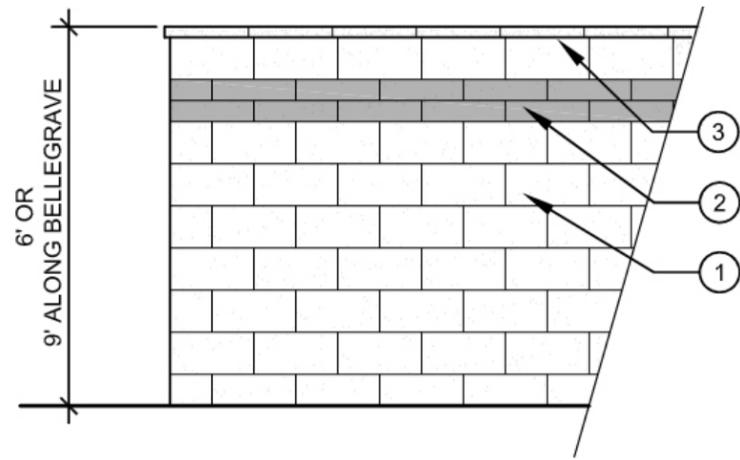
6'-HIGH WALL W/INTERMITTENT METAL FENCING

1. 6'-HIGH WALL (2-SIDE)
2. 3" THICK PRECAST CONC. CAP
COLOR: "NATURAL CONCRETE"
3. 6' HT. FENCE
2" SQ. TUBULAR STEEL POSTS AND RAILS W/ 1/2" SQ. TUBU
LAR STEEL
PICKETS @ 4" O.C. COLOR: BLACK

Not To Scale



Figure 5.4 A, Fence Types

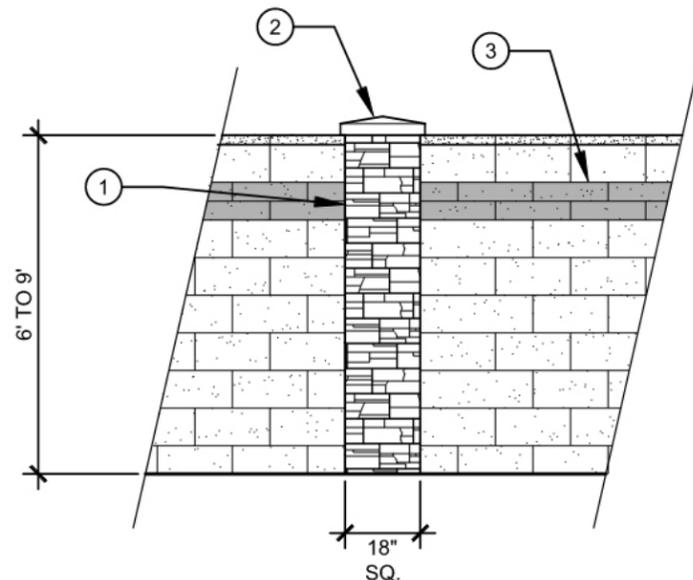


PERIMETER THEME WALL

1. 6' HT. SPLIT FACE (PUBLIC-FACING) BLOCK WALL
2. 2 ROWS OF 4" HT. PRECISION BLOCK BAND TO BE ACCENT COLOR
3. 2" THICK PRECISION CAP

WALL NOTE: WHERE WALL IS EXPOSED TO PUBLIC VIEW, S2S IS REQUIRED.

COLOR NOTE: WALL IS TO BE CONSISTENT IN ITS COLOR SCHEME. CAP AND BAND SHALL BE AN ACCENT COLOR AND SHALL MATCH, EXAMPLE: TAN WALL W/ BROWN BAND AND CAP OR GRAY WALL W/ CHARCOAL BAND AND CAP.



PERIMETER PILASTER

1. 18" SQ. STONE VENEER PILASTER TYPE: "MOUNTAIN LEDGE" COLOR: "SIERRA"
2. PRECAST PEAKED CAP COLOR: "NATURAL CONCRETE"
3. PERIMETER THEME WALL

CONCEPTUAL IMAGERY/MATERIALS:



STONE VENEER WALL



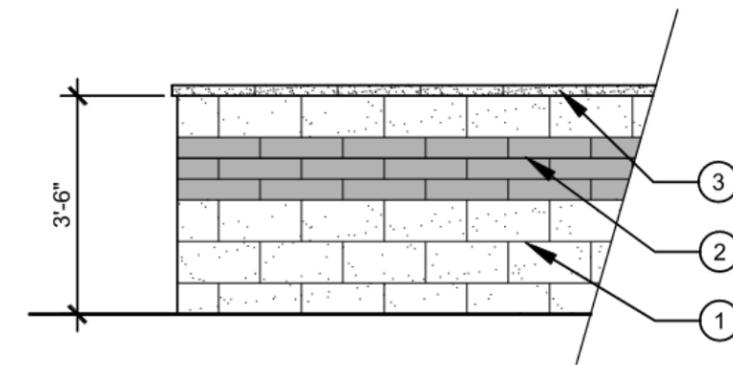
SPLIT FACE WALL



SPLIT FACE WALL



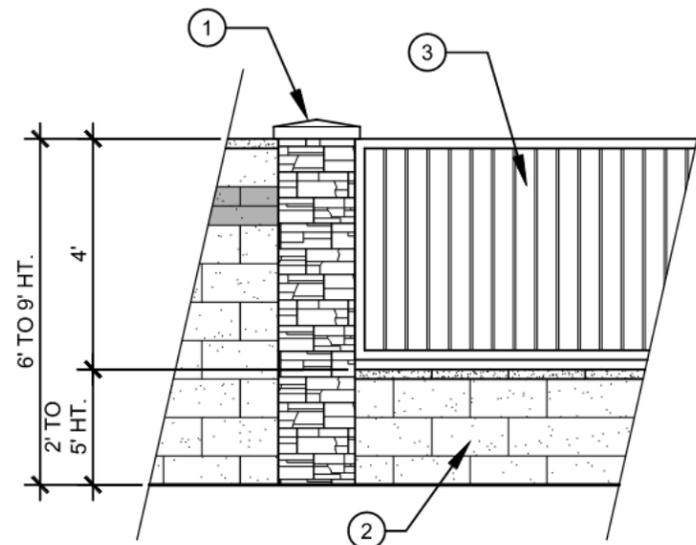
STUCCO WALL



NEIGHBORHOOD PARK WALL

1. 3.5' HT. SPLIT FACE (2-SIDE) BLOCK WALL
2. 3 ROWS OF 4" HT. PRECISION BLOCK BAND TO BE ACCENT COLOR
3. 2" THICK PRECISION CAP

COLOR NOTE: WALL IS TO BE CONSISTENT IN ITS COLOR SCHEME. CAP AND BAND SHALL BE AN ACCENT COLOR AND SHALL MATCH, EXAMPLE: TAN WALL W/ BROWN BAND AND CAP OR GRAY WALL W/ CHARCOAL BAND AND CAP.

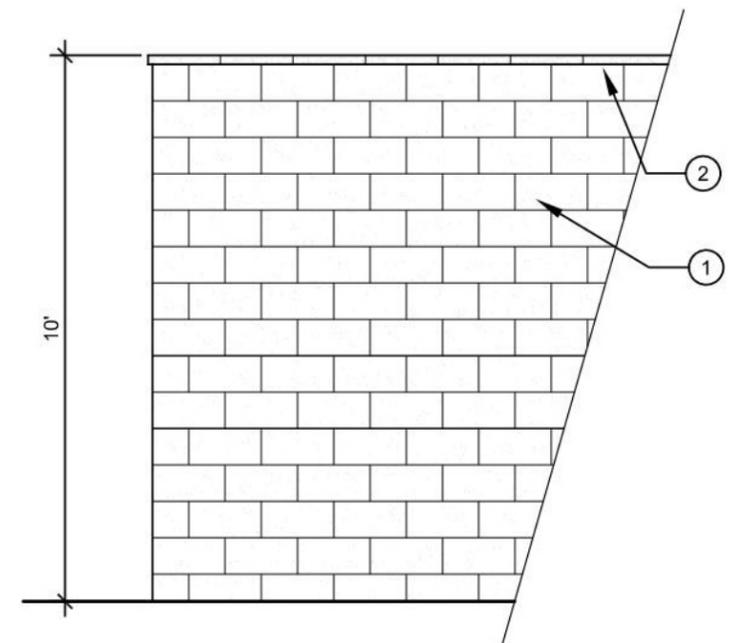


PARTIAL VIEW WALL

1. 18" SQ. STONE VENEER PILASTER - SEE DETAIL
2. SPLIT FACE (1-SIDE) BLOCK WALL W/ PRECISION CAP
3. 4' HT. FENCE 2" SQ. TUBULAR STEEL POSTS AND RAILS W/ 1/2" SQ. TUBULAR STEEL PICKETS @ 4" O.C. COLOR: "BLACK"

WALL NOTE: WHERE WALL IS EXPOSED TO PUBLIC VIEW, S2S IS REQUIRED.

COLOR NOTE: WALL IS TO BE CONSISTENT IN ITS COLOR SCHEME. CAP AND BAND SHALL BE AN ACCENT COLOR AND SHALL MATCH, EXAMPLE: TAN WALL W/ BROWN BAND AND CAP OR GRAY WALL W/ CHARCOAL BAND AND CAP.



I-15 SOUND WALL

1. 10' HT. SPLIT FACE (BOTH SIDES) BLOCK WALL COLOR: "TAN" BY ORCO BLOCK
2. 2" THICK PRECISION CAP COLOR: "BROWN" BY ORCO BLOCK

Not To Scale



Figure 5.4 B, Wall Types

6.0 Architectural Objective Design Standards



6.1 Purpose and Intent

The design guidelines in this section provide a framework for the design of individual projects within the Specific Plan Area. The design guidelines are not intended to be rigid or inflexible. Every project in the Specific Plan Area shall follow these guidelines; however, creative solutions to design are encouraged if it meets the intent of the guidelines or requirements. There can be many ways to comply with a guideline and exceptions will be granted in accordance with Chapter 7.15, such as in the case of a highly original design. The Design Guidelines provided in this section of the Specific Plan may be subject to modification to allow for response to evolving development conditions, such as changes in housing trends, community desires, and the marketplace. Reflecting timeless town building principles, neighborhoods within the VRSP will incorporate a variety of home designs within a pedestrian friendly environment, close to parks, open space, neighborhood commercial center, and civic buildings. The neighborhoods will be designed to embrace comfortable human scale, visual charm, attractive landscapes and well-proportioned spaces formed by appropriately positioned and articulated architecture.

The purpose of the architectural design guidelines is as follows:

- Provide the City of Jurupa Valley with the necessary assurances that development within the VRSP will attain the desired level of quality and design.
- Establish criteria for building design and materials, landscape design, and site design that provide guidance to developers, builders, architects, landscape architects, and other professionals who will be involved in the development of the VRSP.
- Provide clear direction to decision makers regarding the theming and intent of the Specific Plan, thus reducing the possibility of confusing interpretation and subjective decisions related to the Specific Plan's implementation.

The architectural design guidelines for the VRSP are intended to foster these ideals and promote innovation and should not be construed to be rigid standards that cannot be modified. The graphic representations contained herein are provided for conceptual illustration purposes only and should be used as general visual aids in understanding the basic intent of the guidelines. They are not meant to depict actual neighborhood, lot, or building design. To encourage creativity and innovation, the design guidelines express "intent" rather than "absolutes," thus allowing a certain degree of flexibility in architectural design that is consistent with the intended character for the VRSP.

6.0 Architectural Objective Design Standards



6.2 Residential Design Guidelines

6.2.1 Neighborhood Design

One of the goals of the VRSP is to integrate a variety of housing types into the overall neighborhood to assure a range of choices in price and lifestyle for future residents. In addition to providing housing diversity, neighborhood design should also consider the connectivity within and between the neighborhoods, how each neighborhood fits into the overall community, and visible edges of the neighborhoods. This lays the foundation for creating quality neighborhood design throughout the project.

Key elements of neighborhood design in the VRSP include the following:

- A variety of housing opportunities for households of varying economic means, social needs, and life stages.
- Internal connectivity that enhances the relationship of buildings to the street and promotes walkability.
- Neighborhoods designed at a “human scale” with architectural diversity and pedestrian friendly streetscape.
- Strong visual and physical connections with parks and open space amenities.

6.2.2 Residential Building Typologies

This section establishes the key architectural styles associated with each residential product type, whether attached or detached and the architectural and site design “elements” that should be considered in all residential development. The primary objective of these guidelines is to provide a variety of housing opportunities that exhibit excellent design across an array of architectural themes and styles consistent with the overall Specific Plan objectives. The VRSP is designed with flexibility to allow internal shifts in residential densities and housing types. A wide range of residential building types and sizes will be integrated within the community. Such integration not only creates a quality pedestrian environment by providing diversity and rhythm to the neighborhoods, but also enables a broad market of housing options. The mix of detached and attached building typologies have the following key attributes that add to the diversity within the community:

- Single-family detached and cluster neighborhoods provide a broad spectrum of home types, from conventional front-loaded homes to rear- and court-loaded cluster homes. The ability to mix and match these home types throughout the VRSP allows for small, diverse pockets of single-family residential design that add visual interest and variety.

6.0 Architectural Objective Design Standards



- Multi-family attached residential neighborhoods, including townhomes and stacked flats, and the potential for duplexes/triplexes, often resemble small villages, with the buildings generally oriented around public spaces, such as open space areas and recreational amenities. Buildings often form linear edges or green courts, creating opportunities for pedestrian connectivity.

6.0 Architectural Objective Design Standards



This section provides descriptions of the various building typologies envisioned within the VRSP. **Table H, Appropriate Residential Building Typologies by Planning Areas**, indicates the building typologies that are appropriate for each Planning Area. In addition to the building typologies listed in **Table H**, the Community Development Director may allow other building types that enhance diversity in street scenes and housing opportunities, are consistent with the intent of the VRSP, are compatible with the surrounding neighborhoods, and meet the development regulations contained in Chapter 3, Community Plan of the VRSP.



6.0 Architectural Objective Design Standards



Table H								
Appropriate Residential Building Typologies by Planning Areas								
Product Types ¹	Planning Areas							
	1 & 2	3 & 4	5, 6 & 7	8, 15 & 16	9 & 10	11 & 14	12 & 13	17
Single-Family Detached Homes								
Conventional Single-Family Homes					•	•	•	
Cluster Homes								
Front-Loaded Cluster Homes			•	•				
Rear-Loaded Cluster Homes			•	•				
Attached Residential Buildings								
Duplexes	•	•	•	•				
Triplexes	•	•	•	•				
Townhomes	•	•	•	•				•
Stacked Flats	•	•	•	•				•
<p>Additional building typologies that enhance diversity in street scenes and housing types are permitted, provided they are consistent with the intent of the VRSP, are compatible with the surrounding neighborhoods, and meet the land use regulations contained in Chapter 3 of the VRSP.</p>								
Notes								
<p>Allowable minimum lots sizes for single-family detached products include 3,150 square feet, 4,000 square feet, and 5,000 square feet.</p>								

Residential building typologies within the VRSP may be located on fee simple or condominium mapped lots. Detached condominiums, which are condominium units that are completely detached and share no adjoining walls, ceilings, floors or other attached architectural elements with the adjacent units, may be developed in the

6.0 Architectural Objective Design Standards



single-family neighborhoods, rear-loaded homes, and detached cluster homes. The extent of detached condominium ownership does not include the lot on which the building is located.

Single-Family Detached Homes

Single-family detached homes come in a wide range of configurations and sizes. These homes are plotted with front doors that take access from the street. The primary type of single-family detached homes within the VRSP will be Conventional Single-Family Homes, although Front-Loaded Z-Lot Homes as described below may be incorporated. Other types of single-family detached homes are encouraged but not required to enhance diversity in housing types, provided they meet the



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development standards of the underlying land use designations. Sample Plotting Concepts have been provided below in **Figure 6.1, Plotting Concept Examples – Single-Family Detached Homes.**

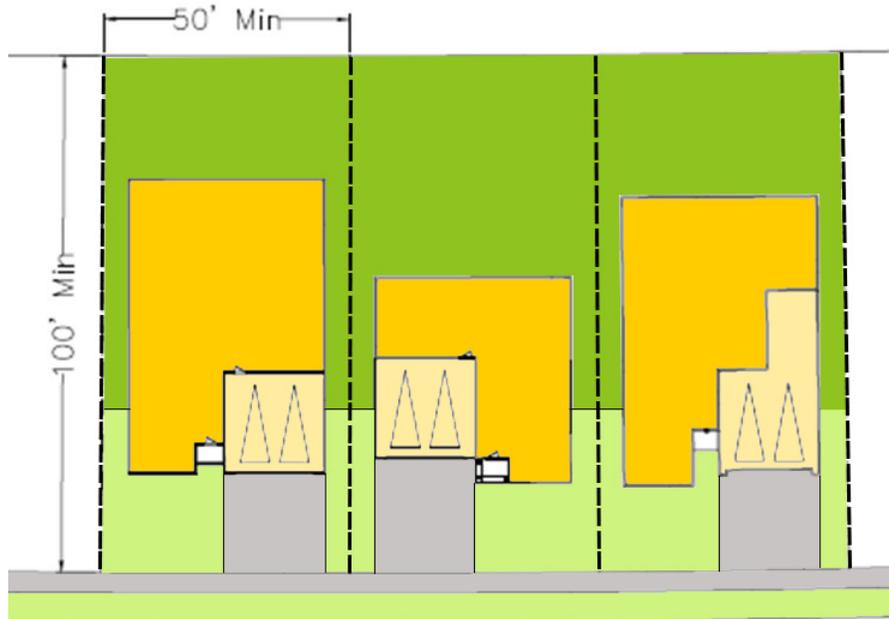
- **Conventional Single-Family Homes.** Conventional single-family homes are plotted on a wide range of lot sizes and configurations. Access to the front entries and garages of the homes are taken from the street.
- **Front-Loaded Z-Lot Homes.** Front-loaded Z-lot homes are designed to fit together along a shared property line by providing one home with a deeper recessed garage. Reciprocal use easements are used to maximize the side yard areas.

6.0 Architectural Objective Design Standards

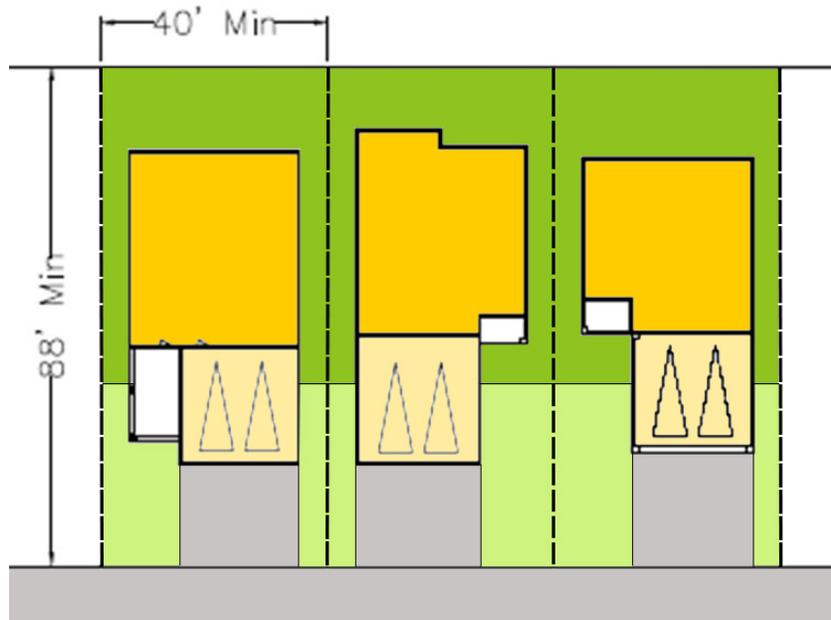


Figure 6.1, Plotting Concept Examples – Single-Family Detached Homes

MHDR-SFD >4,000 SF



MHDR-SFD >3,150 SF



Note: Additional Product may be acceptable based on the discretion of the Planning Director.

6.0 Architectural Objective Design Standards



Cluster Homes

Cluster homes refer to a group of detached dwellings clustered around a common feature such as a shared driveway, paseo, or open space area. Detached cluster homes can be large or small in size and are designed to provide alternatives to conventional single-family homes. These homes offer single-family detached living opportunities and private yard areas at more attainable costs and improve the street scene by removing garages from the street. There are two primary types of detached cluster homes within the



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VRSP, including front-loaded motor court homes and rear loaded paseo homes. Typical configurations of single-family detached clusters are depicted below; however, other configurations are encouraged, but not required, to provide diversity in lifestyle and housing type, provided they meet the development standards of the underlying land use designations. Common areas within a detached cluster development will be maintained by the respective homeowners association.

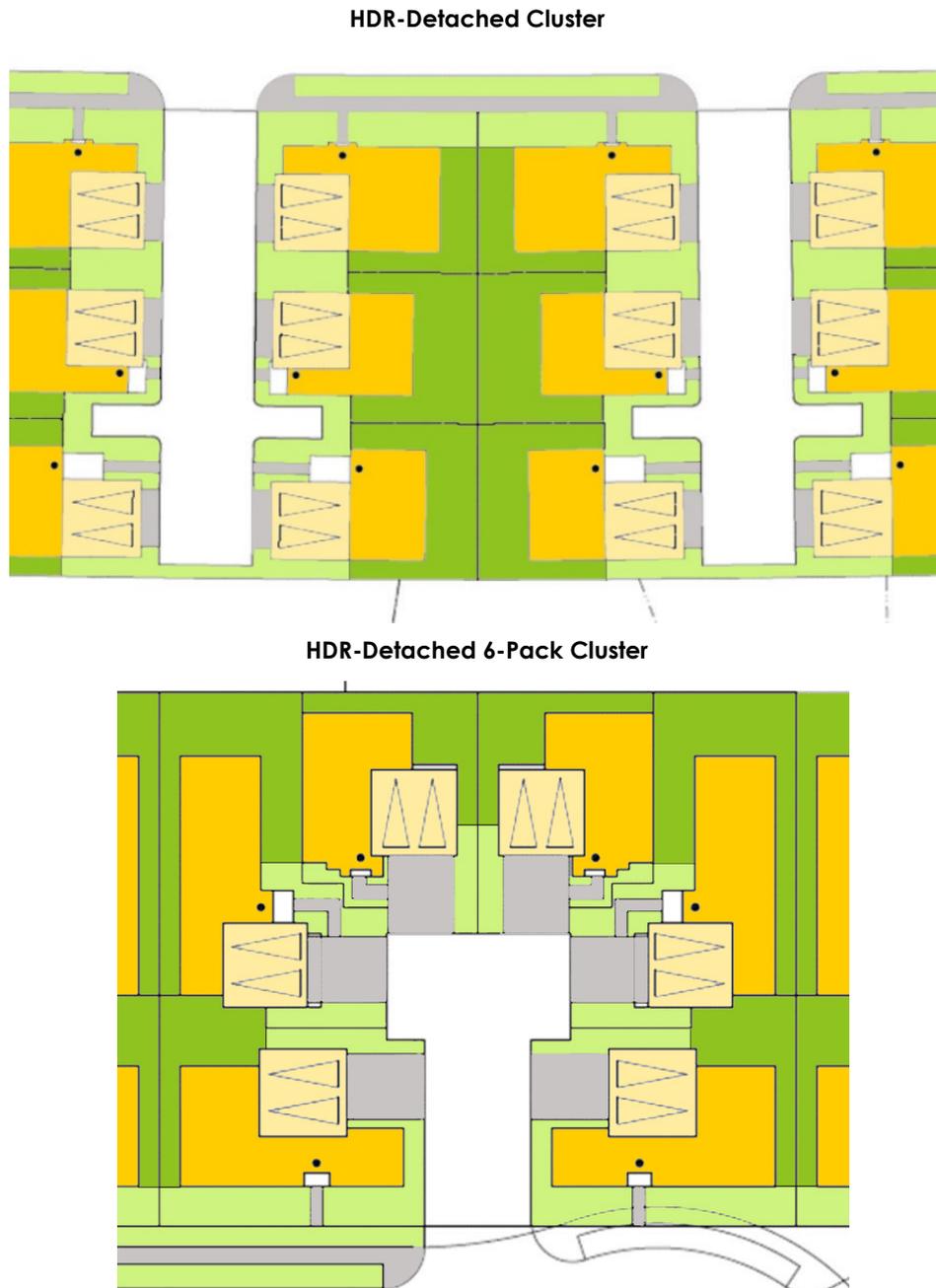
- **Front-Loaded Cluster Homes.** Front-loaded cluster homes are detached dwellings clustered around a court. The cluster group typically includes 4 to 8 units. The dwelling unit entries face either the court or the street, and the private outdoor living space occurs in the side and rear yards. Reciprocal use easements may be used to maximize the side yard areas. Resident parking spaces are provided in the garages, and guest parking is provided on adjacent local streets or adjacent to the dwelling or designated on-site parking areas. Access to the garages is via the private courts or streets. The court may be linear or "T-shaped" and may, but are not required to, incorporate enhanced paving materials.
- **Rear-Loaded Cluster Homes.** Rear-loaded cluster homes are detached dwellings clustered around outdoor spaces such as courtyards, pathways, paseos or other outdoor spaces that encourage social activity and promote pedestrian connectivity. The cluster group typically includes 4 to 8 units. The dwelling unit entries face the open space, and the private outdoor living space occurs in the side and rear yards. Reciprocal use easements may be used to

6.0 Architectural Objective Design Standards



maximize the side yard areas. Resident parking spaces are provided in the garages, and guest parking is provided on adjacent local streets or adjacent to the dwelling or designated on-site parking areas. Access to the garages is via the private courts or streets. The court may be linear or “T-shaped” and may, but are not required to, incorporate enhanced paving materials.

Figure 6.2, Plotting Concept Examples – Detached Cluster Homes



Note: Additional Product may be acceptable based on the discretion of the Planning Director.

6.0 Architectural Objective Design Standards



HDR-Detached Paseo Cluster



Note: Additional Product may be acceptable based on the discretion of the Planning Director.

6.0 Architectural Objective Design Standards



Attached Residential Buildings

Attached residential buildings consist of two or more dwelling units that share a common wall. There are a variety of configurations within this category of residential buildings, ranging from duplexes and townhomes to stacked units. Some examples are provided on the following pages, but other configurations of attached buildings are encouraged to provide diversity and a variety of housing choices, provided they meet the development standards of the underlying land use designations.

- **Duplexes and Triplexes.** Duplexes and triplexes are two and three individual dwelling units that are attached to each other. The dwellings' entries face the street or paseo. Private open space is provided in yards, patios, courtyards, or upper floor balconies.
- **Townhomes.** Townhomes are a collection of attached homes with shared walls and individual entries leading to a sidewalk, pedestrian path, or paseo. Private open space is provided in patios, courtyard, or upper floor balconies. Resident parking spaces are provided in garages or carports and guest parking spaces are provided on local streets or in designated parking areas. Garage access is typically provided via a motor court with shared driveways. When townhomes are combined with stacked flats or carriage units, they may include private rear yards and have entries facing the motor court.
- **Stacked Flats/Carriage Flats.** Stacked flats are attached dwellings in multi-family buildings with shared walls and individual unit entries accessed from sidewalks, pedestrian paths, or interior hallways or courtyards. The automobile access is via a private court drives or courts. Resident parking spaces are provided in individual garages, carports, or designated on-site parking areas, and guest parking spaces are provided on local streets or in designated parking areas.



Duplexes by Architects Orange
By Kevin L. Crook Architects



Townhomes by DTJ Design
By Kevin L. Crook Architects



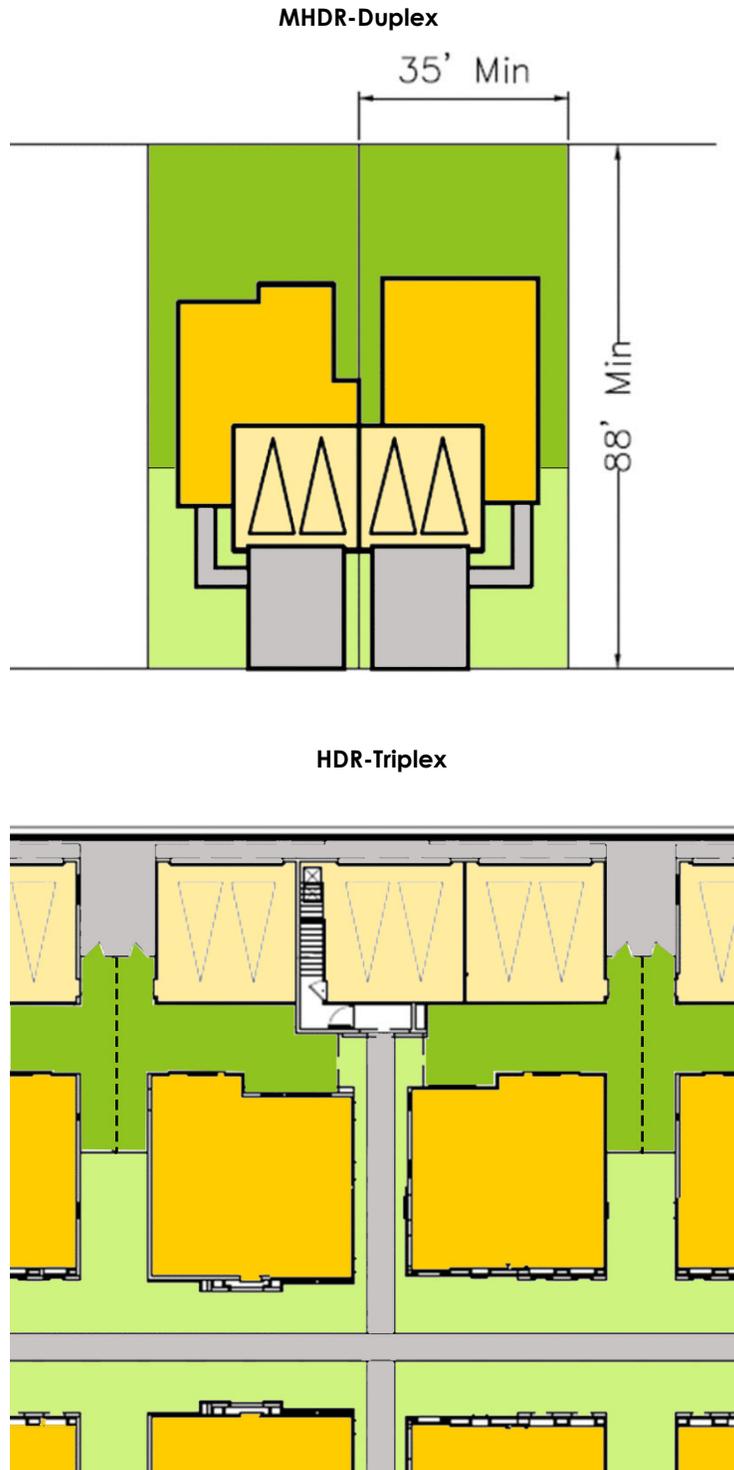
Stacked Flats
By Architects Orange

Note: The images above are examples in VRSP.

6.0 Architectural Objective Design Standards



Figure 6.3, Plotting Concept Examples – Attached Residential Buildings

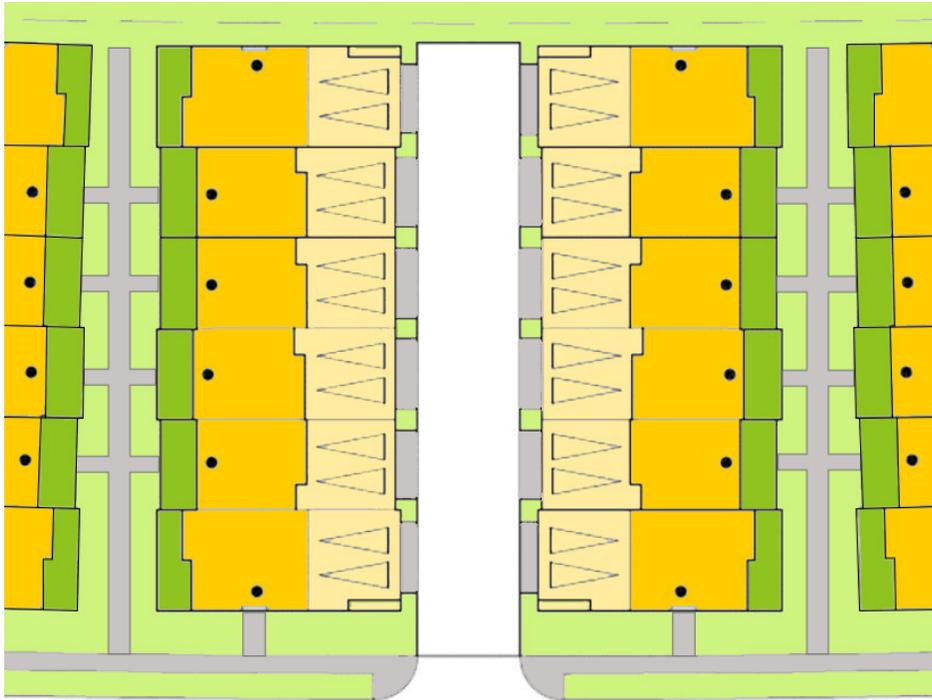


Note: Additional Product may be acceptable based on the discretion of the Planning Director.

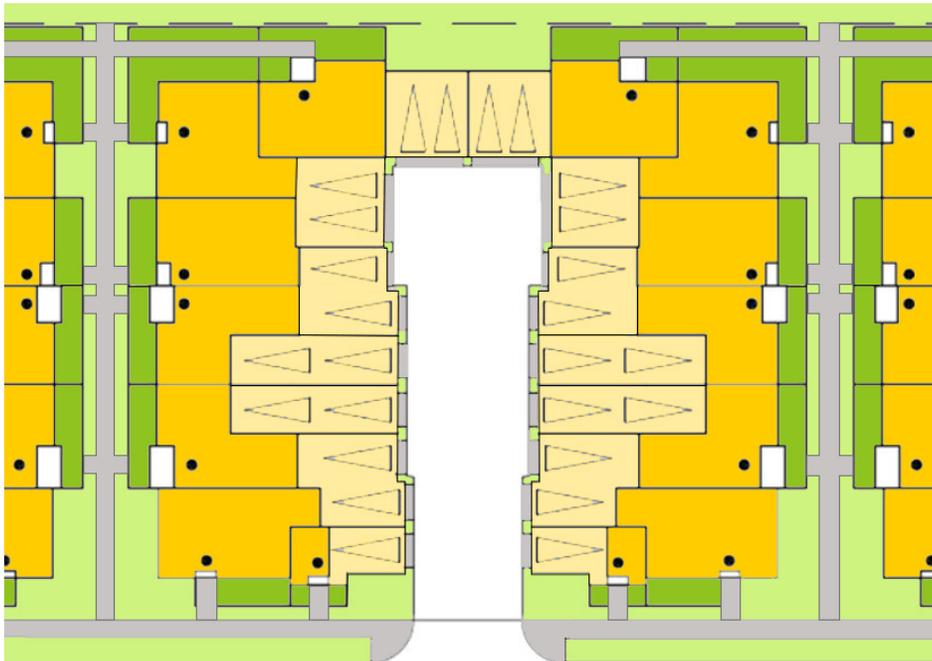
6.0 Architectural Objective Design Standards



VHDR-Attached Row Townhomes



VHDR-Attached Motor Court Townhomes



Note: Additional Product may be acceptable based on the discretion of the Planning Director.

6.0 Architectural Design Guidelines



HHDR-Multi-Family



Note: Additional Product may be acceptable based on the discretion of the Planning Director.
 Conceptual layout for Multi-Family. Actual design will occur during Site Development Permit Process.

6.0 Architectural Objective Design Standards



6.2.3 Livable Streets

Attractive, safe, and walkable streets will be provided throughout the community. Although street patterns and character in Jurupa Valley may vary based on the surrounding building typologies, streets should generally be animated by active architecture with a diversity of streetscapes, parks, and open space.

Homes in Jurupa Valley may incorporate architecture forward design that addresses the streets, parks and open space to create a strong pedestrian-oriented edge and enhance the sense of security. Building designs will orient living spaces, entries, windows, front stoops, porches, courtyards, and balconies/decks toward streets and public areas.

Streets in the residential neighborhoods should have sidewalks separated from the curbs with street trees in the landscape parkway. The goal is to create intimate, socially interactive, and secure neighborhoods that encourage street activity, promote walking, and allow convenient access to parks, recreational facilities, and shopping.

To create “livable streets,” it is also necessary to control traffic and reduce speed. The roundabouts located on Pats Ranch Road at the community entries and within the community will force vehicles to slow down as they enter the community or circulate through the community and offer opportunities for landscaping and signage elements that enhance the community design aesthetic. The local street sections depicted on **Figures 3.11 A, B, C, and D, Interior Road** in combination with incorporating on-street parking where feasible, will help calm traffic in residential neighborhoods. Together, these design features will enhance pedestrian safety and provide a pleasant environment for walking within and between neighborhoods, as well as to the parks, open space, retail, and other focal areas within the community.

6.2.4 Pedestrian Connectivity

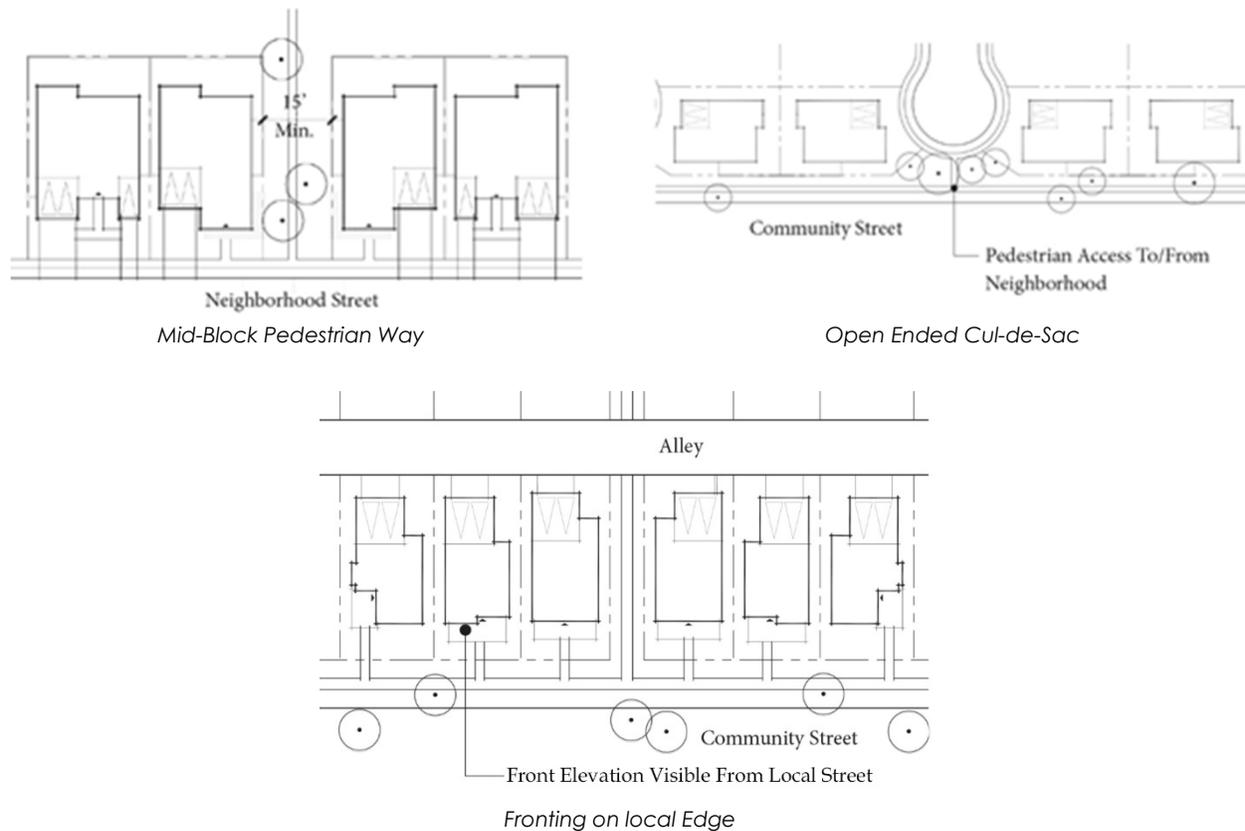
Within the VRSP, pedestrian pathways, trails, and bike routes facilitating strong connectivity among the residential neighborhoods and to the community amenities, such as parks and recreational facilities, should be provided. These pathways can be in the form of paseos or sidewalks. Mid-block pedestrian ways providing pedestrian access at mid-block points can be utilized as an alternative walking route through a neighborhood. Open-ended cul-de-sacs can also be used to enhance pedestrian connectivity without allowing auto circulation to cut through. By creating an open-ended bulb, the cul-de-sacs not only allow for pedestrian travel, but also provide view

6.0 Architectural Objective Design Standards



corridors into and out of neighborhoods, thus creating a more open neighborhood feel. Examples of these ideas are reflected in the figure below. In addition, the onsite sidewalks, community paths, community trails, and meandering D.G. trails provide smooth and enjoyable connections between neighborhoods, offsite and local amenities, transportation, and nearby retail.

Figure 6.4, Pedestrian Connectivity Concepts



6.0 Architectural Objective Design Standards



6.3 Building and Site Design

The intent of the following residential building and site design guidelines is to ensure the creation of a high quality and pedestrian friendly community, with diverse neighborhoods and a cohesive sense of place. Not only do these guidelines ensure a high level of quality in function and visual appearance, but they also encourage architectural character that creates variety and compatibility, thus enhancing the community's overall appeal and value.

All new construction, building additions, and alterations must conform with the State of California's Green Building Code (Cal Green) or the Building Code in effect at the time of permit issuance. Development projects should be designed and constructed to consist of energy-efficient buildings to reduce air, water, and land pollution and the environmental impacts associated with energy production and consumption. Passive design techniques should be used to improve building energy performance through use of skylights, building orientation, landscaping, natural ventilation, natural daylighting, energy-efficient light fixtures (e.g., fluorescent and LED lighting), energy-efficient appliances and paint colors.

Universal design in housing is also encouraged to create accessible spaces that serve the needs of people with disabilities. Additionally, "Crime Prevention through Environmental Design" (CPTED) elements should be incorporated into building and site design to facilitate natural surveillance, access control, territorial reinforcement, and proper common area maintenance.

Buildings shall be arranged to provide room for common open space areas, courtyards, and other residential amenities consistent with Chapter 6, Architectural Objective Design Standards. Walking and biking access shall be provided within the residential development to the adjacent commercial areas.

6.3.1 Architectural Styles

In addition to architectural style, architectural variety is created by combining building materials, colors, and textures in conjunction with architectural features (e.g., windows, doors, facades, trim). Each residential neighborhood will provide diversity in design through considerate attention to architectural character and floor plan livability.

- 1) A diversity of architectural styles. Each single-family neighborhood/development shall provide at least three (3) architectural styles

6.0 Architectural Objective Design Standards



and each multi-family development with attached units shall provide at least two (2) architectural styles.

- 2) While the landscaping, fencing, and signage will have a common design theme throughout the VRSP, a variety of architectural styles is envisioned for developments within the individual planning areas which include the following:

Adobe ranch	Progressive Monterey
American Farmhouse	Provence
American Traditional	Santa Barbara
Italianate	Spanish
Modern Farmhouse	Spanish Eclectic
Modern Monterey	Tuscan
Prairie Modern	Urban Farmhouse

- 3) Although various architectural styles are intended to coexist in the overall community, only compatible styles should be mixed within a single Planning Area to ensure consistency in neighborhood character. Contemporary interpretation of traditional styles is permitted.
- 4) Building massing, roof forms, details, materials, and colors should demonstrate authenticity of style to avoid "stage-front" architecture.
- 5) The selection of architectural styles shall be appropriate for the building typology.

6.0 Architectural Objective Design Standards



Tuscan



American Farmhouse



American Traditional



Provence
By Kevin Crook Architecture



Modern Farmhouse



Progressive Monterey



Modern Monterey, By KTG Y Architects



Spanish



Adobe Ranch
By Kevin L. Crook Architects



Spanish Eclectic
By KTG Y Architects



Prairie Modern, By KTG Y Architects



Urban Farmhouse, By KTG Y Architects



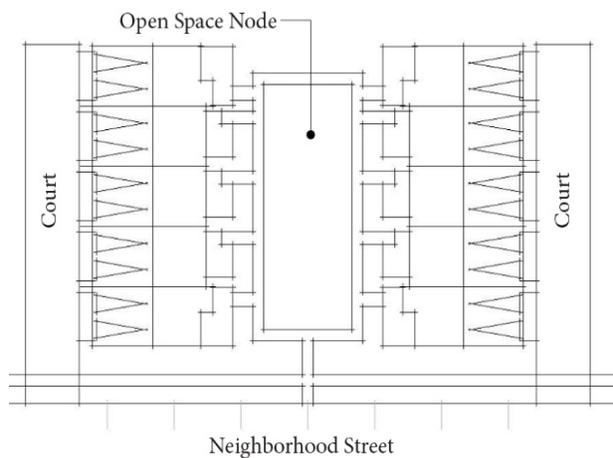
Italianate, By Bassenian Lagoni Architects

Note: The images above are examples in VRSP



6.3.2 Building Placement and Orientation

- 1) Orient buildings to face and frame the street to create a pedestrian friendly streetscape, as appropriate to the building typology.
- 2) Careful consideration shall be given to street orientation and building placement to help protect privacy, views and the visual quality of the neighborhood, and maximize solar access of the buildings where feasible and reasonable.
- 3) Plot buildings to emphasize diversity and scale along the street and avoid visual monotony. Interest can be achieved by varying setbacks, using different plan forms and elevations on adjacent buildings, incorporating single-story elements, and utilizing different garage placements. A sense of undulation in building setbacks can be achieved by incorporating massing offsets within a building footprint to create varied setbacks to different parts of the building, or by encouraging staggered front and/or rear setbacks on adjacent homes. The inclusion of rear-loaded homes and single-family cluster homes within the VRSP also helps increase diversity and promote a pedestrian-oriented street scene, as these home types minimize garage visibility and driveway curb cuts along the street.
- 4) Attached buildings shall be arranged to provide room for common open space areas such as courtyards, pathways, and other gathering spaces and connections that encourage social activity and promote pedestrian connectivity.
- 5) Arrange attached residential buildings and site landscaping in such a way that they screen parking areas from public view and minimize the impact of parking lots and garages on the public streetscape.



Attached Homes Oriented Toward Open Space Node

6.3.3 Form and Massing

- 1) Create simple floor plans that can be built efficiently and achieve high performance by starting with simple building forms and massing, which reflect the selected architectural style, then add smaller, secondary elements to relieve massing and break up the primary forms.

6.0 Architectural Objective Design Standards



- 2) Avoid flat, unarticulated walls and limit the bulk of the building elevations by providing vertical and/or horizontal elements consistent with the architectural style of the building.
- 3) For Planning Areas 10 through 14, vary setbacks a minimum of 2 feet from the street to massing elements, to create movement and diversity in the front setback.
- 4) The use of a minimum of two architectural elements (wood siding, stucco, stone, etc.) within a two-story and three-story building shall be used to lessen the appearance of the building mass.
- 5) Incorporate at least one element such as porches, trellises, decorative shades, or others where appropriate to the architectural style, to add variety to the street scene and establish pedestrian scale.
- 6) Provide variation in floor plans, unit types, and roof forms to add visual interest to the neighborhood. For detached product types, each builder product line must have a minimum of three (3) floor plans and a minimum of four (4) elevations. For attached product types, each builder product line must have a minimum of two (2) unit plans for each building, and a minimum of two (2) building plans (with the ability to reverse the plot plan and/or add elements to corner units), and two (2) elevations. A builder using the same marketing name and architectural products may build on contiguous blocks and non-adjacent blocks.
- 7) The front elevation of attached residential buildings should be designed to clearly delineate individual units as a way of breaking up mass.
- 8) Building facades shall be broken up with a design element such as, but not limited to, changes in wall planes, use of stairs, placement of roof forms and changes in architectural styles, themes, and use of materials or colors to create a varied and attractive building façade. Where feasible, buildings can be broken up into a collection of smaller, related buildings with the paseos, courtyards, or similar spaces between buildings.



By Kevin L. Crook Architects

6.0 Architectural Objective Design Standards



- 9) Where three story multi-family buildings are located adjacent to single-family homes, minimize impacts on adjoining residences with a step-back of 20 feet to the third story element and 10 feet to the second story element.

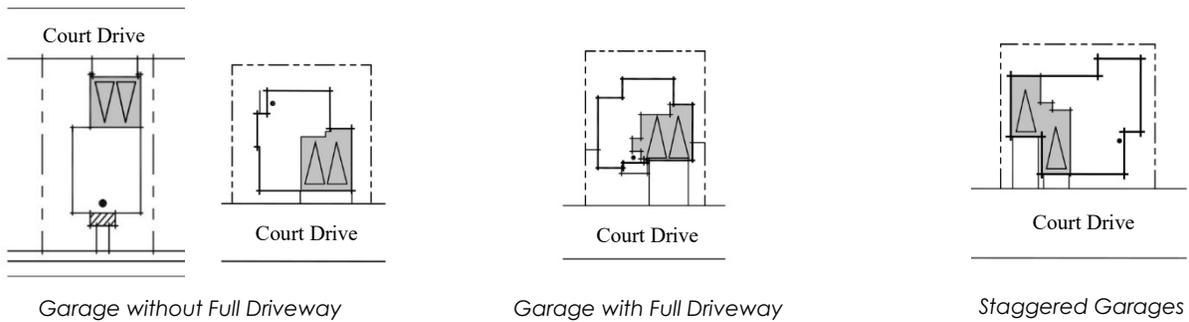
6.3.4 Garage Placement and Parking Areas

- 1) Incorporate a variety of garage placement options in the detached residential neighborhoods, including, but not limited to, front-loaded shallow, tandem garages, and court-loaded garages. Roll-up doors are required for all garages. The use of garage doors with windows on the top panels is encouraged for street facing garages.
- 2) In motor courts, landscape planting areas shall be provided along court drives to soften the building appearance. Garage setbacks from the adjacent court drives or courts must be two (2) to five (5) feet when no full driveway is planned or greater than or equal to 18 feet when full driveways are provided. The minimum distance between the garage doors across the court drive shall be min of 26 feet. Guest parking spaces may be located between the buildings (as shown in the photo above and the diagram below), in designated parking areas or along the street.
- 3) Parking for attached residential buildings shall be provided within attached private garages, on-street parking or in group parking areas.
- 4) Garage doors design shall have a minimum four-inch recessed door.
- 5) Garage door windows when used with a particular exterior style shall match to the window forms of the house.
- 6) Locate parking spaces within 250 feet of the residential units which they serve.
- 7) Parking area access and internal circulation for multi-family residential complexes shall be designed to ensure safety, efficiency and convenience. Avoid conflicts between vehicles and pedestrians, and provide adequate areas for maneuvering, stacking, and accommodating emergency vehicles.
- 8) Residential construction shall comply with the CALGreen Code's Residential Mandatory Measures to facilitate future installation and use of electrical vehicle (EV) chargers.



Figure 6.5, Front-Loaded Garage Examples

(Examples provided for illustration purposes only; other garage placement options are permitted)



6.3.5 Roof Considerations

- 1) Select roof forms, pitches, and materials that are consistent with the architectural style of the building. Consider roof forms in relationship to the building mass to improve massing relief along public streets and on other publicly visible elevations. Roof design shall incorporate one or more of the following design features:
 - a) Gable
 - b) Hip
 - c) Shed
 - d) Parapet
- 2) Varied roof forms, offsets, and materials consistent with the architectural style of the building are required to create variation in the skyline and diversity in the street scene.
- 3) Keep roof forms simple and efficient based on the architectural style and plan shape. Avoid overly complicated roof design that detracts from the characteristics of the architectural style.
- 4) The location of the photovoltaic and solar panels and/or tiles, as well as any solar water heating panels, should be carefully considered when designing roof plans. Minimize or group rooftop equipment to leave adequate, continuous space for rooftop photovoltaic systems.

6.0 Architectural Objective Design Standards



6.3.6 Articulation and Details

- 1) Side and rear elevations that are visible from public streets, parks, trails, and other highly visible areas shall incorporate enhancement features that minimize visual monotony and enhance pedestrian experience such as window treatments, accent materials, or other vertical or horizontal breaks in the wall massing.
- 2) Building elevations facing the motor courts shall incorporate articulation such as massing offsets, window detailing, etc. to improve the appearance of the motor courts.
- 3) Windows and entries are required to add articulation, break up massing, and play a key role in defining the style of a building. They also contribute to the energy performance and thermal comfort of a home. Window and entry guidelines include the following:
 - a) It is required to coordinate window shape, size, and location on each elevation to provide a proportional and decorative composition consistent with the architectural style.
 - b) Windows on the front elevations and publicly visible elevations shall incorporate enhancements, such as trim surrounds, headers or sills, shutters, or other similar elements, as appropriate to the architectural style.
 - c) It is required to locate and size windows to respond to the conditions of the site, including solar exposure.
 - d) Windows shall be selected to improve energy efficiency and overall building energy performance.
 - e) It is required to install operable windows to improve interior thermal comfort and allow occupants to passively regulate indoor temperatures and air quality.
 - f) When feasible, design windows on south-facing elevations to provide passive solar heating and cooling.
 - g) Front doors and entryways are required to provide the focal point on the public street elevation of a building, and be protected from the sun with overhangs, recesses, or porches, consistent with the architectural style of the building.
- 4) Design lighting to minimize impact to adjacent properties, particularly open space areas, through careful placement and fixture selection. Lighting shall comply with the standards contained in the City's Municipal Code Section 9.240.545.

6.0 Architectural Objective Design Standards



- 5) It is required to choose lighting locations within multi-family residential complexes for maximum visual enhancement and safety, highlight important features, and provide lighting for walkways and parking areas.

6.3.7 Materials and Colors

Materials and colors shall be consistent with the chosen architectural style and compatible with the character of surrounding development.

- 1) Provide at least two textures and colors to allow for diversified expressions of individuality on building elevations, while maintaining visual cohesiveness throughout the community. Roof and garage doors will be considered part of the color variations.
- 2) Materials and color blocking are required to terminate at inside corners or is otherwise wrapped to avoid the appearance of false façades.
- 3) It is required to apply colors and materials to enhance changes in wall plane, reinforce articulation of elevations, and enhance special features such as entries, single-story elements, etc.
- 4) While earth tones are preferred to blend into the surrounding area, a variety of color palettes shall be provided in order to avoid a monotonous or continuous appearance of buildings with the same color and tones. At least two colors shall be used.
- 5) On contiguous lots, structures with identical colors shall not be permitted. This will avoid the monotonous appearance of multiple buildings of the same colors and tones.
- 6) Materials should be consistently applied and work harmoniously with adjacent materials. Avoid piecemeal embellishments and frequent changes in materials.
- 7) Exterior building materials shall be consistent with the allowed architectural styles and details within Section 6.3.1. Additional complementary or compatible styles will be considered. In keeping with today's homebuyer preferences, fresh/contemporary versions of the traditional styles will also be considered acceptable.
- 8) Material breaks, transitions, and termination shall produce complementary and clear definitions of separation, while maintaining a prescribed color and materials theme. This is especially important in changing from stucco and/or siding to masonry veneers. Trim separation shall be acceptable.
- 9) Select high-quality, low-maintenance, and durable materials to minimize the need for replacement that would contribute to landfill waste. The use of asphalt roof shingles on buildings shall be prohibited.

6.0 Architectural Objective Design Standards



- 10) Incorporate the use of recycled and/or rapidly renewable materials, as well as pre-finished building materials to reduce waste and conserve resources.
- 11) Incorporate low-VOC emitting building materials for paints, coatings, flooring, carpet, adhesives, caulks, insulations, etc. to protect air quality.

6.3.8 Functional Elements

- 1) Work with service providers to reduce visual clutter, eliminate location conflict of utility items in the common areas, and address community aesthetics. Techniques to be considered include undergrounding where possible, landscape screening, construction of a façade, and use of neutral or complementary colors.
- 2) Gas and electrical meters shall be placed in utility cabinets or otherwise screened to be integral with the architecture of the building.
- 3) Roof-mounted and ground-mounted mechanical equipment such as air conditioning/heating equipment, pool/spa equipment, etc. (excluding solar panels) shall be screened from view of streets, walkways, and other public spaces when possible.
- 4) Mechanical devices such as exhaust fans, vents, and pipes shall be painted to match the colors of the surfaces to which they are attached.
- 5) Exposed gutters and downspouts must be colored to match or complement the surface to which they are attached.
- 6) Where trash and recycling material containers are provided to individual units, space shall be provided in a side or rear yard or in the interior of the garage to accommodate a minimum of two collection containers or as required per the local Refuse Management Company.
- 7) Where trash and recycling material collection facilities are shared by several units/buildings, the collection facilities shall be screened by architectural enclosures. The screening enclosure materials and colors should be similar or complementary to the exterior materials and colors used on the adjacent principal buildings.
- 8) Trash and recycling material collection areas shall be sited for convenient access but should avoid impacting important neighborhood features such as entries, recreation areas, leasing offices, and clubhouses.
- 9) Varied and aesthetically pleasing rooftop solar solutions are continuously being introduced as photovoltaic technologies become increasingly efficient and reliable. Current rooftop solar systems range from the traditional rack-mounted

6.0 Architectural Objective Design Standards



solar panels to solar shingles, to roof-integrated solar panels that combine the features of the rack-mounted solar panels and solar shingles.

- 10) For community aesthetic reasons, solar panels are encouraged to be installed on the rear roof elevation of a building. If placing the panels on the rear elevation would significantly compromise the system's performance, then locating the solar panels on the least publicly visible elevation where at least 85 percent of optimal system performance can be achieved is preferred.
- 11) The installation of solar panels on the front roof elevation is discouraged. If the solar panels must be located on the front elevation, the size, shape and placement of the panels should be carefully considered as part of the overall design composition to create an aesthetically integrated solar system, as described below:
 - a) Solar panels shall be mounted as close to the roof plane as possible.
 - b) Solar panels shall be set back from the roof edge by a minimum of 24 inches.
 - c) Solar panel layout should be complementary to the geometry and proportions of the roof.
 - d) Solar panels should be grouped together so they are less visually distracting. Single panel arrays should be avoided.
 - e) Use panels with anti-reflective coatings to minimize glare. Exposed frames and components shall have an anti-reflective surface.
 - f) Multi-family neighborhoods may have solar panels as part of a carport structure.
- 12) Residential energy storage systems shall not be installed on the exterior side wall of a corner building that is visible to the public view.
- 13) Lighting must meet all the requirements of the City of Jurupa Valley.
- 14) Pedestrian lighting should be subdued and warm-white in tone. Lighting 5000K shall not be allowed unless required for public safety.
- 15) Exterior light fixtures should be designed to complement the architectural style of the building. Exterior lighting shall be shielded to conceal the light source and minimize glare and light spill to adjacent properties and public rights-of-way.
- 16) Multi-family residential complexes shall be sufficiently lit to ensure night-time mobility and deter criminal activity. Choose lighting locations for maximum visual enhancement and safety.
- 17) Pedestrian walkways and building entries shall be illuminated to provide pedestrian orientation and to clearly identify a secure route between parking areas and points of entry to the building.

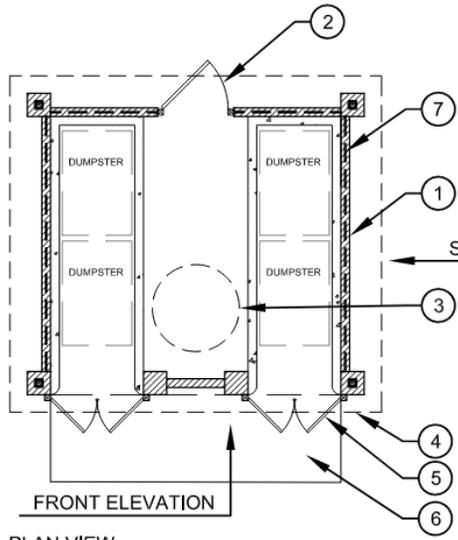
6.0 Architectural Objective Design Standards



- 18) Pedestrian-scale lighting should be used along pedestrian walkways and at building entries.
- 19) Install exterior lights to accent entrances, activity areas, steps, ramps, and special features.
- 20) Bollards or building lighting shall be used to supplement and enhance other pedestrian area lighting. Bollard height shall not exceed forty-two (42) inches.
- 21) Accommodate alternate forms of transportation including charging stations for electric cars, carpooling, and bicycles.
- 22) Promote the riding of bicycles, through the provision of bike racks/storage at amenity facilities.
- 23) Meet the most current storm water management programs, including on-site water capture methodologies.
- 24) Employ a recycling program.
- 25) Divert construction waste from landfills.

6.3.9 Trash Enclosures

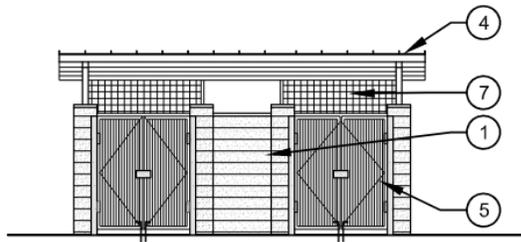
- 1) Locate recycling and trash enclosures away from building fronts and major entries, and/or screen such receptacles from view in fixed enclosures.
- 2) Trash receptacles shall be accessible for trash collection but shall not block circulation drives near loading areas or conflict with parking.
- 3) Enclosures shall be separated from adjacent parking stalls, walkways, and drive aisles with a minimum 5' wide planter area.
- 4) Provide separate pedestrian access to all trash enclosures.
- 5) Trash enclosures must include a covered roof & decorative trellis. Trellis shall be designed so as to prevent intrusion.
- 6) Place vines / hedges on three sides of trash enclosure to deter graffiti and blend structure into the landscape. Provide vines / hedges on two sides of trash enclosure if enclosure is attached to a building.
- 7) Exterior walls of trash enclosure must be decorative split-faced block with anti-graffiti coating.
- 8) Trash enclosure gates must be vinyl plank wall or metal.
- 9) Trash enclosure gates must be self-locking.



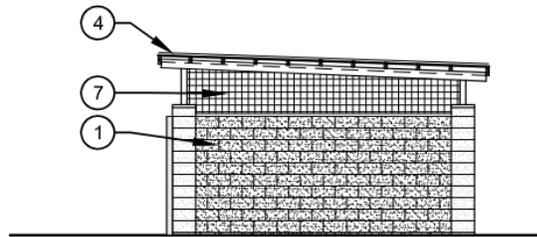
- ① ENHANCED CMU ENCLOSURE WALLS & PILASTERS (SPLIT FACE BLOCK)
- ② METAL PEDESTRIAN ACCESS GATE
- ③ ACCESS RADIUS
- ④ METAL ROOF STRUCTURE
- ⑤ METAL ENCLOSURE GATE
- ⑥ CONCRETE APRON
- ⑦ METAL SCREEN

NOTE:
VINES ARE TO BE PLANTED ON 3 EXTERIOR SIDES OF TRASH ENCLOSURE

PLAN VIEW



FRONT ELEVATION



SIDE ELEVATION

TRASH ENCLOSURE

Not To Scale



Figure 6.6, Conceptual Trash Enclosure Layout

7.0 Administration and Implementation



The VRSP will be implemented through the processing of numerous subsequent entitlements. The implementation process provides the mechanism for reviewing precise development plans and ensuring development consistency with the VRSP's objectives. This chapter also provides procedures for determining substantial conformity and, if necessary, amendments to the VRSP. All development within the community is subject to the implementation procedures described in this chapter. Additional information on implementation, including potential funding mechanisms, maintenance responsibilities, and monitoring activities, are also presented in this chapter.

7.1 Implementation Plan

Pursuant to Government Code Section 65451, all specific plans must contain a "program of implementation measures including regulations, programs, public works projects, and financing measures" necessary to implement the specific plan. This chapter defines the administration of the VRSP and the implementation process for approving new development, including the accompanying financing, phasing, and other necessary programs.

7.1.1. General Administration

The City of Jurupa Valley shall be responsible for the administration and enforcement of the VRSP in accordance with the provisions of this document, the State of California Government Code, and the Subdivision Map Act, including processing assistance, interpretations of provisions, approval and issuance of permits, site development permits, approval of temporary or interim uses, specification of conditions of approval, and authorization of certificates of occupancy for new development.

7.1.2. Applicability

All development and uses in the VRSP shall comply with the requirements and standards set forth in this document. Where conflicts exist between the standards set forth in this document and those found in Jurupa Valley Zoning Code, the standards in the VRSP shall apply. Standards not addressed in this document are subject to the applicable City of Jurupa Valley standards.

7.1.3. Severability

If any chapter, section, subsection, sentence, provision, or phrase of this document or future amendments or additions hereto, is for any reason held to be invalid, void, unenforceable, or unconstitutional by the decision of any court of competent jurisdiction,

7.0 Administration and Implementation



such decision shall not affect the validity of the remaining portions of the VRSP, and the remaining provisions of the VRSP shall continue in full force and effect.

7.1.4. Interpretation

If there is a question or ambiguity regarding the interpretation of any provision of this document, the Community Development Director has the authority to interpret the intent of the provision, using the spirit and intent of the VRSP as a guide.

7.1.5. Specific Plan Modifications

Modifications to the text and exhibits may be necessary during the development of an implementing project. Any modifications to the VRSP shall occur in accordance with the amendment process described below. Depending on the nature of the amendment, additional analysis or a supplemental EIR may be required, pursuant to CEQA.

Specific Plan Amendments

Amendments as defined in this document, shall be processed according to the provisions of the zoning code. An amendment, as defined in this document, is any of the following:

- Any change to exhibits or text of the Specific Plan.
- Any change to development standards and/or design guidelines.
- A new type of land use that is not specifically discussed in this Specific Plan.
- Any change that would trigger the preparation of a supplemental EIR or addendum to the approved EIR.
- Changes in land use boundaries that result in an increase of more than the maximum allowable development potential, as analyzed in the certified EIR prepared for the VRSP.

Substantial Conformance

A Substantial Conformance application may be approved by the relevant decision making body with input from City departments and other agencies. Substantial Conformance allows for the approval and interpretation of minor modifications to the Specific Plan that do not change the meaning or intent of the Specific Plan. Through the review and approval process, an implementing project may be found to be in Substantial Conformance with the provisions of this document and may be approved, conditionally approved, or denied by the relevant decision making body under the circumstances listed below.:

7.0 Administration and Implementation



- A modification of the project design including minor adjustments to Planning Area boundaries that does not alter the intent of the Specific Plan, that improves circulation, protects topographic features, minimizes grading, improves drainage, or improves infrastructure.
- Shifts in internal road alignments and access points that would not substantially alter the land use or circulation system set forth in this Specific Plan.
- Changes to the locations and sizes of infrastructure systems, including drainage, grading, water, and wastewater plans that would not substantially alter the plans set forth in this Specific Plan, provided the changes can be supported by technical studies reviewed and approved by the City.
- Modifications of design elements such as paving treatment, colors, architectural details, signs, landscaping, as long as the relevant decision making body finds the change to be compatible with previous developments/approvals.
- Any changes to the Specific Plan that are required to respond to permit requirements of applicable state or federal agencies with jurisdiction over the VRSP will be deemed in substantial conformance with the VRSP and will not require an amendment so long as the purpose of such changes is the protection of natural resources.

7.1.6. Implementation and Approval Process

Approval of the VRSP indicates acceptance by the City of Jurupa Valley City Council of a general framework of development for the approximately 153 acre VRSP site. Part of that framework establishes specific development standards that constitute the zoning regulations for the VRSP. It is further anticipated that the VRSP will be implemented through a series of final tract maps and site plans which shall be reviewed and approved by the appropriate approving body to ensure consistency with this document.

Subdivision Maps and Final Maps

Subdivision maps are employed to implement a specific plan by subdividing land into smaller parcels. The subdivision map process for Vernola Ranch may involve the preparation of a Tentative Parcel Map (TPM) or a Tentative Tract Map (TTM). The intent of the TPM is for financing and land conveyance purposes only; no infrastructure improvements, building and/or grading permits shall be issued for lots within the TPM. The individual Planning Areas will require a TTM showing internal lots and street layout and shall be in conformance with City of Jurupa Valley map requirements. The TTM may be prepared by the developer and/or the builder. In the absence of a specific builder, the master developer may choose to prepare the site plan and TTM.

7.0 Administration and Implementation



During the site plan and TTM stage of the development process, the final number of dwelling units for a particular Planning Area may differ from those identified in the VRSP, so long as the density falls within the range specified by the land use designation, and the total number of units approved in the VRSP is not exceeded. After a subdivision map or a site plan receives its tentative approval, the applicant is given a period of time to provide the final improvement plans for streets, utilities, grading, landscaping and all final conditions of approval prior to commencing construction. Tentative Maps shall be reviewed and processed pursuant to Chapter 7.15 (Tentative Maps), Jurupa Valley Municipal Code.

Site Development Permit

Lots requiring a Site Development Permit are outlined in **Table I, Permit Process**. Site Development Permits will be processed in accordance with the procedures established herein and Section 9.240.330 (Site Development Permit), Jurupa Valley Municipal Code.

Variance

Variances may be granted pursuant to Section 9.240.270 (Variances), Jurupa Valley Municipal Code.

7.0 Administration and Implementation



Table I, Permit Process

Planning Areas	Single Family Residential Homes	Cluster Homes	Attached Residential Buildings	Multi-Family Housing	Institutional Uses	Open Areas, Recreation Uses, and Related Building and Structures
1			SDP			
2			SDP			P
3			SDP			P
4			SDP			P
5		P	SDP			P
6		P	SDP			
7		P	SDP			
8		P	SDP			
9	P					
10	P					
11	P					P
12	P					
13	P					P
14	P					P
15		P	SDP		SDP	
16		P	SDP		SDP	
17				SDP		
18						SDP
19A						P
19B						P
19C						P
20A						P
20B						P
20C						P
20D						P
20E						P
20F					SDP	P

P = Building Permit
SDP = Site Development Permit



7.2 Financing Plan

The appropriate mechanism for implementing each particular improvement shall be tied to the construction and, if applicable, a CFD area phasing, established conditions of approval, and site plan/design review approval. The following is a summary of possible methods that could be used to finance VRSP improvements. This list is not completely inclusive and there may be other sources available to finance improvement projects, such as government grants, third party construction, or various types of bonds not listed below.

The developer, or builder, shall be responsible for facilitating the construction of the infrastructure improvements required to support the VRSP, such as perimeter and internal streets, water lines, sewers, and storm drains. All necessary infrastructure improvements shall be developed in conjunction with a phasing plan. The financing of construction, operation, and maintenance of public improvements and facilities will include funding through a combination of financing mechanisms. However, the developer or builder shall be ultimately responsible for all fair share costs associated with implementing the project, including, but not limited, to the costs of providing infrastructure and complying with mitigation measures, conditions of approval, and other requirements of the project.

Financing may involve a combination of impact fees and exacting, CFD's/Mello-Roos, special assessment districts, landscaping and lighting districts, and other mechanisms agreed to by the developer and the City as noted below. Developer or builder funded improvements may be subject to a reimbursement agreement or credits against fees pursuant to provisions of a development agreement or conditions of approval. The City and developer or builder will cooperate to ensure that the public facilities are built in accordance with all requirements of the VRSP and EIR. A development agreement and conditions of approval may be used to facilitate this process. **Table J, Funding and Maintenance**, below, identifies financing and maintenance responsibilities for all improvements.



Table J		
Funding and Maintenance Responsibilities		
Improvement	Installation Financing	Long-term Maintenance
Lighting		
Lighting (Onsite) ¹	Developer	HOA
Lighting (Street) ²	Developer/Public/3 rd Party	CFD
Open Space		
Water Quality Basins	Developer	CFD/HOA
Pocket Parks/Dog Parks	Developer	HOA
Neighborhood Park ⁴	Developer	HOA/JARPD
Private Facilities		
Recreation Center Campus	Developer	HOA
Public Facilities		
Sewer System	Developer/ JCSD /3 rd Party	JCSD
Storm Drain ³	Developer/RCFCWCD/ 3 rd Party	RCFCWCD/CFD/CSD
Water System	Developer/ JCSD /3 rd Party	JCSD
Streets		
Private Streets	Developer	HOA
Public Streets	Developer/Public/3 rd Party	CFD
Trails		
Community Trail ⁴	Developer	HOA/JARPD
Meandering D.G. Trail	Developer	CFD/JARPD
Community Paths ⁴	Developer	CFD/JARPD
Other		
Signage (VRSP)	Developer	HOA
<p>Notes</p> <ol style="list-style-type: none"> 1. Monument lights; Common Open Space Areas, Neighborhood Park and Pocket Parks. 2. Public street lights. 3. All storm drain facilities 36 inches in diameter or less located within City of Jurupa Valley limits shall be owned and maintained by the City of Jurupa Valley. 4. Possible eligibility of maintenance by JARPD. 		



7.2.1. Developer Funding

In many cases, certain onsite facilities are tied directly to individual neighborhoods or phases. In these cases, it is reasonable to expect the developer, builder, or property owner to pay all or a majority of the entire cost of the facility in order to secure development rights. Onsite local streets, utility connections from main trunk lines, and drainage facilities are good examples of facilities that are normally required concurrent with development of an individual parcel, funded by the developer or builder.

7.2.2. Special Assessment Districts

A special assessment district is a type of benefit district that requires a vote by the property owners to encompass a defined and limited geographic area. The City or other agencies may form collectively or individually, one or more special assessment district under one of several different statutory acts to construct public improvements, such as streets, storm drains, sidewalks, streetlights, sewers, parks landscape, and other similar capital facilities. The special assessment districts can issue bonds to finance those improvements and levy a special assessment to pay debt service on those bonds.

A special assessment district may fund improvements within the entire VRSP or smaller areas where special improvements are constructed that directly benefit only certain property owners. Special assessment districts may only be used to pay for projects that are of specific and direct benefit to the property owner being assessed. The amount of the assessment must directly relate to the amount of benefit received by the property owner.

7.2.3. Landscaping and Lighting Districts

Landscaping and lighting districts (LLD) may be used for maintenance and servicing of landscaping and lighting through annual assessments on benefiting properties. LLDs may also provide for maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and irrigation or drainage facilities.

7.2.4. Community Facilities Districts and Mello-Roos

The Mello-Roos Community Facilities Act of 1982 allows the creation of special districts authorized to levy a special tax and issue tax exempt bonds to finance public facilities and services. A community facilities district may be initiated by the legislative body or by property owner petition and must be approved by a 2/3 majority of property owners or registered voters (if there are more than 12 registered voters living in the area). Because there is no requirement to show special benefit, Mello-Roos levies may be used to fund

7.0 Administration and Implementation



improvements of general benefit, such as fire and police facilities, libraries, and parks, as well as improvements that benefit specific properties. The provision also allows the reallocation of cost burdens to alleviate untenable burdens on specific properties.

7.2.5. Other Funding Sources

Other sources may be available to finance improvement projects, such as federal, state, regional (i.e. Western Riverside Council of Governments), or local government grants, public agency construction, private developer coalitions, or various types of bonds not listed above.

7.3 Maintenance Plan

Maintenance of open space areas, recreational facilities, and major roadway landscaping, among other areas, is of utmost importance to the performance and appearance of Vernola Ranch. Therefore, a comprehensive maintenance plan will be established for standards as well as guidance for the upkeep and governance of public common areas within the VRSP. **Table J, Funding and Maintenance Responsibilities** above, identifies both funding and maintenance responsibilities for improvements.

7.3.1. Apportionment of Cost for Maintenance of Common Areas

In order to ensure timely commencement and sufficient funding for maintenance of public facilities and common areas, the VRSP will annex into an existing maintenance organization, or into an active management organization, such as a community-wide maintenance district or a neighborhood Home Owners Association (HOA). This maintenance district will be empowered to apportion costs for shared public facilities and common area maintenance within the VRSP and/or respective phase of the VRSP. Further, prior to final map approval, the developer will provide a master maintenance authority with enumerated responsibilities.

7.3.2. Master Area Maintenance

Common areas such as sports parks, The Neighborhood Park, pocket parks, greenbelt areas, water quality basins, open space areas, and landscaped areas are identified in the VRSP as being available for the benefit of all residents of the VRSP and to the public. Such common areas shall be maintained either by a public/private entity such as a landscaping and lighting district, or by an association which includes as its participating owners all property within the VRSP, and the responsible agency shall assume maintenance responsibility for such area. Publicly accessible parks shall be maintained by a public agency or public maintenance organization or a neighborhood HOA.



7.3.3. Specific Facilities Maintenance

Within residential areas of the VRSP, smaller associations may be formed to assume ownership and maintenance responsibility for common areas and facilities that benefit only the residents in those areas. Private open space areas and private roadways are examples of facilities that could come under the jurisdiction of neighborhood HOA.

7.3.4. Plan Roadways and Roadway Landscaping

The site is currently within the boundaries of the Jurupa Community Services District. All public roadways within the VRSP will be designed and constructed to standards stated in this document and will, therefore, be entered into the City system of roads for operation and maintenance as approved by the City Council. Any private roads or accesses will be maintained by an association or other public/private entity, as described above. Roadway landscaping within the right-of-way (such as the enhanced parkways), landscaping within raised medians, and any hardscaping outside of any roadway right-of-way, shall be maintained by a public/private entity or neighborhood HOA.

7.3.5. Private Area Maintenance

Front and side yard areas which are open to the street shall be maintained by the homeowner unless otherwise specified in the CC&R's or Conditions of Approval.



Appendix A. General Plan Consistency

Policy	Consistency Analysis
AESTHETICS	
Scenic Vistas	
<p>COS 9.4 View Protection in New Development. The City will include in all environmental review and carefully consider effects of new development, streets and road construction, grading and earthwork, and utilities on views and visual quality.</p>	<p>No Conflict. The analysis regarding the Project’s impact on viewsheds of the surrounding physical environment are covered in Section 4.1, <i>Aesthetics</i>, Threshold a in this EIR. As determined in the analysis of public viewsheds, the Project was determined to result in less than significant impacts associated with views of the surrounding visual resources. Therefore, the Project is consistent with General Plan Policy COS 9.4.</p>
<p>COS 9.1 Protect scenic resources, especially skylines, undeveloped ridgelines, rocky hillsides, river view corridors, and outstanding scenic vistas not designated for urban uses from development and maintain those resources in their current patterns of use.</p>	<p>No Conflict. There are no scenic resources located within proximity to the Project Site. Development of the Project would not substantially block public views of the San Gabriel Mountains, Santa Ana Mountains, Pedley Hills, Jurupa Mountains and the Santa Ana River, due to distance, topography, and intervening development. Accordingly, the Project would not interfere with the City’s efforts to protect scenic resources. Therefore, the Project is consistent with General Plan Policy COS 9.1.</p>
Conflict with Applicable Zoning and Other Regulations Government Scenic Quality	
<p>Primary Policy:</p> <p>LUE 8.2 High Quality Development. Require that all development be of high quality and enhance the positive characteristics and unique features of the project site, neighboring properties and the surrounding community.</p> <p>Related Policies:</p> <p>(HE 4.2 Design Compatibility. Higher density housing should maintain high quality standards for unit design, privacy, security, on-site amenities, and public and private open space. Such standards should be flexible enough to allow innovative and affordable design solutions and shall be designed to enhance prevailing neighborhood architectural and site character.)</p> <p>(LUE 4.5 Architectural Compatibility. Public Facility/Institutional development shall be designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high-quality architecture, landscaping, and site improvements.)</p>	<p>No Conflict. As discussed in Section 3.0, <i>Project Description</i>, the Specific Plan establishes development standards to guide development of the physical components of the Project. The standards provided in the Specific Plan are intended to work in concert with the architecture and landscape design guidelines. Development regulations for each Planning Area are imposed for new development and provide regulations for minimum lot sizes, acceptable housing product types, and primary and secondary vehicular access points. Each individual planning area is assigned with a land use designation, density, and primary vehicular access. Future development would be required to comply with the Planning Area Standards and Design Guidelines established in the Vernola Ranch Specific Plan (refer to PDF 4.1-1) to ensure that all development will be of high quality, enhance positive characteristics and unique features of the Project, and be architecturally compatible with its surroundings. Therefore, the Project is consistent with General Plan Policies LUE 8.2 and HE 4.2.</p> <p>Approximately 9 acres with a school overlay are designated for possible public facility development.</p>



Policy	Consistency Analysis
	<p>This land use designation would allow for school district development of a school, if needed. The future school would be designed in accordance with the Division of the State Architect. Therefore, the Project is consistent with General Plan Policy LUE 4.5.</p>
<p>Light and Glare</p>	
<p>COS 10.1 Outdoor Lighting. Require outdoor lighting to be shielded and prohibit outdoor lighting that: 1. Operates at unnecessary locations, levels, and times 2. Spills onto areas off-site or to areas not needing or wanting illumination 3. Produces glare (intense line-of-site contrast) 4. Includes lighting frequencies (colors) that interfere with astronomical viewing.</p> <p>(COS 10.2 New Residential Development and Remodeling Projects. Require development projects and major remodel projects to minimize light pollution and trespass while enhancing safety and aesthetics.)</p> <p>(LUE 11.18 Crime Prevention. Require that development projects consider public safety and “defensible space” in their design through the appropriate use of building windows, entries, landscaping, and site lighting that is designed for efficiency and to reduce glare and “light spillage” across property lines.)</p>	<p>No Conflict. As discussed in Section 3.0, <i>Project Description</i>, all outdoor lighting, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to minimize glare and illumination of streets or adjoining property. All exterior lights should be shielded where feasible and focused to minimize spill light into the night sky or adjacent properties. The level of on-site lighting as well as lighting fixtures shall comply with any and all applicable requirements and policies of the City of Jurupa Valley.</p>
<p>AGRICULTURAL AND FORESTRY RESOURCES</p>	
<p>COS 4.2 Agricultural Land Conversion. Discourage the conversion of productive agricultural lands to urban uses unless the property owner can demonstrate overarching Community-wide benefits or need for conversion.</p>	<p>No Conflict. As discussed in Subsection 4.2, <i>Agriculture and Forestry Resources</i>, of this EIR, the Project would result in the permanent conversion of approximately 175.6 acres of “Prime Farmland” and 6.7 acres of “Unique Farmland” to non-agricultural use. However, as concluded in the City’s General Plan EIR, the eventual regional conversion of agricultural land to non-agricultural uses is a result of regional economic processes. Additionally, the Project site’s current zoning allows for residential, industrial, and commercial uses; not agricultural uses.</p> <p>Although the Project would result in significant and unavoidable impacts to agricultural resources, the Project would provide a variety of community benefits by providing a wide range of housing opportunities for a variety of population, lifestyles, and family groups and would provide recreational opportunities that meet local, community, and regional needs. Additionally, the Project would provide integrated mobility options including pedestrian and bicycle amenities with</p>



Policy	Consistency Analysis
	enhanced connectivity and safety. Therefore, the Project is consistent with General Plan Policy COS 4.2.
AIR QUALITY	
<p>Primary Policy:</p> <p>AQ 2.1 Site Plan Designs. Require City land use planning efforts and site plan designs to protect people and land uses sensitive to air pollution, using barriers and/or distance from emissions sources, and protect sensitive receptors from polluting sources, wherever possible.</p> <p>Related Policies:</p> <p>(AQ 2.2 Pollution Control Measures. Strongly encourage the use of pollution control measures such as landscaping, vegetation and other materials that trap particulate matter or control pollution.)</p> <p>(AQ 3.4 Emissions Mitigation. Require every project to mitigate any of its anticipated emissions that exceed allowable levels as established by the SCAQMD, the US EPA, and CARB, to the greatest extent possible.)</p> <p>(AQ 3.5 Fugitive Dust Reduction Measures. Apply, as appropriate, measures contained in the County’s Fugitive Dust Reduction to the entire City.)</p> <p>(AQ 3.6 Grading in High Winds. Suspend all grading when wind speeds exceed 25 miles per hour.)</p> <p>(AQ 4.2 Particulate Matter. Reduce particulate matter from agriculture, construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights of way, and off-road vehicles to the maximum extent possible.)</p>	<p>No Conflict. As discussed in Subsection 4.3, <i>Air Quality</i>, of this EIR, upon the implementation of Mitigation Measure MM 4.3-1, localized construction emissions would not exceed the applicable South Coast Air Quality Management District localized significance thresholds for emissions of any criteria pollutant. Therefore, sensitive receptors would not be exposed to significant emissions and the Project is consistent with General Plan Policy AQ 2.1.</p> <p>As shown on Figure 3-12, <i>Street Tree Exhibit</i>, the Project includes landscaping along the Project’s streetscapes, community entries, recreational amenities, perimeter edges and open space. Therefore, the Project is consistent with General Plan Policy AQ 2.2.</p> <p>As discussed in Subsection 4.3, <i>Air Quality</i>, the Project would result in an exceedance of VOC, NO_x, and CO emissions during operation of the Project and NO_x during construction. However, the Project has incorporated all feasible mitigation measures (MM 4.3-1 to 4.3-6) to reduce impacts associated with air quality emissions, and the Project is consistent with General Plan Policy AQ 3.4.</p> <p>The Project is required to comply with regional rules that assist in reducing short-term air pollutant emissions. South Coast AQMD Rule 403 requires that fugitive dust be controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, South Coast AQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Therefore, the Project is consistent with General Plan Policies AQ 3.5 and 3.6.</p> <p>As discussed in Subsection 4.3, <i>Air Quality</i>, the Project would not exceed any applicable South Coast Air Quality Management District localized significance thresholds for emissions of particulate matter (PM₁₀ and PM_{2.5}). The Project is also required to comply with the provisions of South Coast Air Quality Management District Rule 1186 “PM₁₀ Emissions from Paved and</p>



Policy	Consistency Analysis
	Unpaved Roads and Livestock Operations” and Rule 1186.1, “Less-Polluting Street Sweepers.” Adherence to Rule 1186 and Rule 1186.1 reduces the release of criteria pollutant emissions into the atmosphere during construction. Therefore, the Project is consistent with General Plan Policy AQ 4.2.
BIOLOGICAL RESOURCES	
<p>Primary Policy:</p> <p>COS 2.3 Biological Reports. Require the preparation of biological report to assess the impacts of development and provide mitigation for impacts to biological resources when reviewing discretionary developments projects with the potential to affect adversely wildlife habitat.</p> <p>Related Policies:</p> <p>(LUE 5.47 Sensitive Habitat and Species. Public and private development, operations, and maintenance shall avoid damaging sensitive habitat or species, including significant native trees, species of local significance, and threatened and endangered species.)</p>	<p>No Conflict. A Project-specific Biological Resources Technical Resource Report has been prepared for the Project. (EIR <i>Technical Appendix C</i>). Therefore, the Project is consistent with General Plan Policy COS 2.3.</p> <p>As discussed in Section 4.4, <i>Biological Resources</i>, of this EIR, there are no state or federally listed threatened or endangered plant species, other California Native Plant Society, special-status plants, species of local concern, or sensitive vegetation communities documented by the California Department of Fish and Wildlife within the Project site. The Project site occurs almost completely within a predetermined Survey Area for the burrowing owl. The Project site could be colonized if the fields were left fallow. As discussed in Section 4.4, <i>Biological Resources</i>, implementation of Mitigation Measure MM 4.4-1 would reduce impacts to burrowing owls to less than significant. Therefore, the Project is consistent with General Plan Policy LUE 5.47.</p>
CULTURAL RESOURCES	
<p>Primary Policy:</p> <p>COS 7.1 Preservation of Significant Cultural Resources. Identify, protect, and, where necessary, archive significant paleontological, archaeological, and historical resources.</p> <p>Related Policies:</p> <p>(COS 7.3 Development Review. Evaluate project sites for archaeological sensitivity and for a project’s potential to uncover or disturb cultural resources as part of development review.)</p> <p>(COS 7.7 Qualified archaeologist present. Cease construction or grading activities in and around sites where archaeological resources are discovered until a qualified archaeologist knowledgeable in Native American cultures can determine the significance of the</p>	<p>No Conflict. A Cultural Resources Study and Paleontological Assessment was prepared by BFSa for the Project and included a records search, background research, and a pedestrian survey of the Project site to determine the presence or absence of historical, archaeological, and paleontological resources.</p> <p>The Cultural Resources Study determined the Project site to be free of known historical or archaeological resources. However, there is a potential for discovery of paleontological resources during construction activities. Mitigation measures were identified to minimize the impacts associated with discovery of unknown paleontological resources. Therefore, the Project is consistent with General Plan Policies COS 7.1 and 7.3.</p> <p>Mitigation Measures MM 4.17-1 to MM 4.17-3 in Section 4.17, <i>Tribal Cultural Resources</i>, requires that prior to the issuance of a grading permit, the Project</p>



Policy	Consistency Analysis
<p>resource and recommend alternative mitigation measures.)</p> <p>(COS 7.9 Archaeological Resources Mitigation. Require a mitigation plan to protect resources when a preliminary site survey finds substantial archaeological resources before permitting construction. Possible mitigation measures include presence of a qualified professional during initial grading or trenching; project redesign; covering with a layer of fill; and excavation, removal and curation in an appropriate facility under the direction of a qualified professional.)</p>	<p>Archaeologist, in consultation with the Consulting Tribe(s), the Project Applicant, and the City, develop a Cultural Resources Management Plan. Therefore, the Project is consistent with General Plan Policy COS 7.9.</p>
ENERGY	
<p>Primary Policy:</p> <p>AQ 5.2 Energy Conservation. Encourage advanced energy conservation techniques and the incorporation of energy efficient design elements for private and public developments, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling, and offer incentives, as appropriate.</p> <p>Related Policy:</p> <p>(LUE 11.6 Energy Efficiency. Require development projects to use energy efficient design features in their site planning, building design and orientation, and landscape design that meet or exceed state energy standards.)</p> <p>(HE 5.1 New Construction. Encourage the development of dwellings with energy-efficient designs, utilizing passive and active solar features and energy-saving features that exceed minimum requirements in state law.)</p>	<p>No Conflict. As shown on Figure 3-12, <i>Street Tree Exhibit</i>, landscaping would occur throughout the Project site and would include a combination of trees, shrubs, and groundcover to provide shading at the Project site. In-unit fixtures installed in residential and nonresidential buildings would be high efficacy. High efficacy lighting includes compact fluorescent lamps (CFLs), light emitting diodes (LED), and other light bulbs that provide an energy efficiency of at least 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt. The Project is required to submit building plans and is required to meet CALGreen Codes, CA Title 24 Energy Efficiency Standards, and City's water efficient landscape requirements; therefore, the Project is determined to be consistent with General Plan Policies AQ 5.2, LUE 11.6 and HE 5.1.</p>
ENVIRONMENTAL JUSTICE	
<p>EJ 2.2 Sensitive Land Use Buffers. Require that proposals for new sensitive land uses incorporate adequate setbacks, barriers, landscaping, or other measures as necessary to minimize air quality impacts.</p>	<p>No Conflict. As stated in PDF 4.1-1, development implementing the Vernola Ranch Specific Plan shall comply with the Planning Area Standards set forth in Chapter 4, which includes front yard, rear yard, side yard setbacks. Therefore, the Project is consistent with General Plan Policy EJ 2.2.</p>
<p>EJ 2.4 Stationary Source Emissions. Require, wherever possible, existing sources of stationary emissions near sensitive land uses to relocate and/or incorporate measures to minimize emissions.</p>	<p>No Conflict. There are no existing sources of stationary emissions on the Project site. Therefore, the Project is consistent with General Plan Policy EJ 2.4.</p>



Policy	Consistency Analysis
<p>EJ 2.16 Noise Mitigation. Support traffic and highway techniques and technologies that reduce noise impacts of vehicular traffic through traffic calming, noise barriers, pavement design, and other measures.</p>	<p>No Conflict. As discussed in Subsection 4.12, <i>Noise</i>, of this EIR, the Project would not result significant traffic noise impacts. Therefore, the Project is consistent with General Plan Policy EJ 2.16.</p>
<p>EJ 2.19 Green Building Techniques. Encourage public and private development to incorporate green building techniques, such as construction waste management practices, optimization of energy efficiency measures, and avoidance of toxic chemicals.</p>	<p>No Conflict. The Project would comply with the California Green Building Standards (CALGreen) Code and the Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) (see PPP 4.8-1). Therefore, the Project would be consistent with policy EJ 2.19.</p>
<p>GEOLOGY AND SOILS</p>	
<p>CSSF 1.2 Geologic Investigations. Require geological and geotechnical investigations as part of the environmental and development review process. This requirement shall apply to the development of any structure proposed for human occupancy or to unoccupied structures whose damage could cause secondary hazards in areas with potential for earthquake-induced liquefaction, landslides, or settlements.</p>	<p>No Conflict. A Geotechnical and Infiltration Evaluation was prepared for the Specific Plan Area by GeoTek, Inc. in April 10, 2023 and a Geotechnical Evaluation was also prepared for the southern portion of the Project site by GeoTek, Inc. in April 10, 2023; the reports are included as <i>Technical Appendices E and F</i> of this EIR. Therefore, the Project is consistent with General Plan Policy CSSF 1.2.</p>
<p>Paleontological Resources</p>	
<p>COS 7.1 Preservation of Significant Cultural Resources. Identify, protect, and, where necessary, archive significant paleontological, archaeological, and historical resources.</p>	<p>No Conflict. A Cultural Resources Study and Paleontological Assessment were prepared by BFS A for the Project and included a records search, background research, and a pedestrian survey of the Project site to determine the presence or absence or historical resources. The Cultural Resources Study determined the Project site to be free of known historical or archaeological resources. However, there is a potential for discovery of paleontological resources during construction activities. Mitigation Measures MM 4.7-1 through MM 4.7-2 were identified to minimize the impacts associated with discovery of unknown paleontological resources. Therefore, the Project is consistent with General Plan Policy COS 7.1.</p>
<p>GREENHOUSE GAS EMISSIONS</p>	
<p>AQ 5.1 Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills.</p>	<p>No Conflict. As discussed in Subsection 4.18, <i>Utilities and Service Systems</i>, the Project would implement best practices to reduce the amount of solid waste generated during construction and operation in order to comply with the 2022 California Green Building Standards Code. Therefore, the Project is consistent with General Plan Policy AQ 5.1.</p>
<p>AQ 9.5 GHG Thresholds. Utilize the SCAQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP).</p>	<p>Consistent: As stated in Section 4.8, <i>Greenhouse Gas Emissions</i>, of this EIR, the City has determined that the South Coast AQMD’s draft threshold of 3,000 MTCO_{2e} per year is appropriate for residential land use</p>



Policy	Consistency Analysis
	<p>development projects. The 3,000 MTCO₂e threshold is based on the South Coast AQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the South Coast AQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans ("South Coast AQMD Interim GHG Threshold"). This EIR utilizes the South Coast AQMD Draft GHG thresholds to evaluate the Project's GHG Emissions. Therefore, the Project is consistent with General Plan Policy AQ 9.5.</p>
HAZARDS AND HAZARDOUS MATERIALS	
<p>Primary Policy:</p> <p>LUE 3.17 Toxic Materials. Prohibit the development of industrial and business park uses that use, store, produce, or transport toxic substances, or that generate unacceptable levels of noise or air pollution.</p> <p>Related Policies:</p> <p>(CSSF 1.31 Federal/State Laws. Comply with federal and state laws regarding the management of hazardous waste and materials.</p> <p>(CSSF 1.32 Hazardous Waste Storage/Disposal. Identify, assess, and mitigate safety hazards from the storage, use, and disposal of hazardous materials through the development review process.)</p>	<p>No Conflict. As discussed in Subsections 4.9 of this EIR, the Project would not result in significant and unavoidable impacts associated with hazardous materials or noise. All feasible mitigation measures have been incorporated and the Project would be consistent with General Plan Policy LUE 3.17.</p> <p>As discussed in Section 4.9, <i>Hazards and Hazardous Materials</i>, the Project would result in less than significant impacts associated with storage and disposal of hazardous materials. The Project would be required to comply with all applicable federal, State, and local regulations to ensure the proper transport, use, and disposal of hazardous substances. Therefore, the Project is consistent with General Plan Policy CSSF 1.31 and 1.32.</p>
<p>ME 8.2 Driveway Location and Number. Limit driveway locations and/or number based upon the street's General Plan classification and function. Driveways shall be located a sufficient distance away from major intersections and designed to allow for safe, efficient operation and minimize traffic conflicts.</p>	<p>No Conflict. As discussed in Section 4.16, <i>Transportation</i>, of this EIR, the City has reviewed the circulation plan for the Project and determined the design, with regards to ingress/egress and driveway design, and determined that the Project satisfies all requirements regarding driveway location and number. Therefore, the Project is consistent with General Plan Policy ME 8.2.</p>
HYDROLOGY AND WATER QUALITY	
<p>Primary Policy:</p> <p>COS 3.4 Water Conservation Systems. Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and to reduce runoff during heavy storms.</p>	<p>No Conflict. The Project's site plan design includes the installation of installation of water quality/detention basins and permeable landscape areas. Infiltration of water collected in the basins would allow for groundwater recharge and would avoid the potential for flooding in the area. Therefore, the Project is consistent with General Plan Policies COS 3.4, COS 3.5, COS 3.13, and CSSF 2.57.</p>



Policy	Consistency Analysis
<p>Related Policies:</p> <p>(COS 3.5 Site Water Collection and Retention. Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.)</p> <p>(COS 3.13 Storm Water Retention. Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.)</p> <p>(CSSF 2.57 New Development. Require new development to implement on-site measures to clean and contain storm water runoff.)</p>	
<p>COS 3.9 Pollution Discharge. Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers.</p>	<p>No Conflict. The Project would comply with the Clean Water Act (CWA) Section 402. The CWA Section 402 authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit. The SWPPP would identify site-specific best management practices that minimize pollutant discharge from the Project site. Therefore, the Project is consistent with General Plan Policy COS 3.9.</p>
<p>CSSF 1.15 Regional Storm Drain System. All proposed development projects shall address and mitigate any adverse impacts on the carrying capacity of local and regional storm drain systems.</p>	<p>No Conflict. As discussed in Subsection 4.10, <i>Hydrology and Water Quality</i>, the Project would not create or contribute runoff that would exceed the capacity of any existing stormwater drainage system. Therefore, the Project is consistent with General Plan Policy CSSF 1.15.</p>
<p>LUE 11.5 Water Conservation Techniques. Require water conservation techniques, such as groundwater recharge basins, use of porous pavement, cisterns for non-potable water uses, drought-tolerant landscaping, drought-conscious irrigation systems, water recycling, and other water conservation methods to be included in new public and private development, as appropriate.</p>	<p>No Conflict. As shown in Figure 3-14, <i>Conceptual Water, Sewer, and Non-Portable Water Plan</i>, the Project's Non-Potable Water Plan includes recycled water lines that will be located in selected interior roads to provide irrigation services to common area landscaping. Non-potable pipe sizes would range from 4-inch to 8-inch and would connect to the existing 8-inch non-potable waterline in Pats Ranch Road. Additionally, upon review of the Figure 3-12, <i>Street Tree Exhibit</i>, and the Specific Plan's Landscape Design Guidelines, the City determined the Project's</p>



Policy	Consistency Analysis
	landscaping to be compliant with the City’s Landscape Standards; therefore, the Project is consistent with General Plan Policy LUE 11.5.
LAND USE AND PLANNING	
<p>HC 4.6 Connectivity. Interconnect neighborhoods with safe, well designed, and regularly maintained walking, equestrian, and/or biking trails and sidewalks, where appropriate, consistent with the City’s Bicycle and Pedestrian Master Plan.</p> <p>HC 4.9 Streetscape Amenities. Require new development to include streetscape amenities such as sidewalks that are separated from the roadway by landscaping and parkways with street trees, trails, hitching posts (where appropriate), pedestrian waiting shelters, and other features that enhance safety, walkability, neighborhood appeal, and help commercial neighborhoods stay clean, safe and attractive.</p>	<p>No Conflict. The Specific Plan proposes a circulation system comprised of roads, bike lanes, and pedestrian walkways/trails to provide for efficient and effective access to and through the site. Pedestrian network throughout the Specific Plan Area consists of a Meandering Decomposed Granite (D.G.) Trail along Pats Ranch Road and the Community Path/Greenbelt network. Streets in the residential neighborhoods would have sidewalks separated from the curbs with street trees in the landscape parkway. According to the City’s Bicycle and Pedestrian Master Plan, there are two proposed Class II bike lanes along Bellegrave Ave and Pats Ranch Rd. As part of the Project, Pat’s Ranch Road would be constructed to the ultimate 118-foot right-of-way per a modified section which would remove the Class II bike lanes identified in the City’s Circulation Master Plan for bicyclists and pedestrians and would construct a two-way Class I path within the parkway. The Project would widen the southern half of Bellegrave Avenue to the ultimate half right-of-way width of 59 feet. The widening would include 5 additional feet of pavement, placing curb and gutter 38 feet south of the roadway centerline with an 8-foot-wide Class II bike lane. Therefore, the Project is consistent with General Plan Policies HC 4.6 and 4.9.</p>
<p>HC 4.17 Development Features. Require new residential development to include design features, such as sidewalks, decorative crosswalks, and bulb outs, bike paths and bike racks, to promote walking and biking to schools.</p>	<p>No Conflict. As discussed previously, the Project would include on-site pedestrian greenbelts, pathway, sidewalks, and trails that would promote walking and biking to schools. Therefore, the Project is consistent with General Plan Policy HC 4.17.</p>
<p>HE 4.3 Neighborhood Integration. New neighborhoods should be an integral part of an existing neighborhood or should establish pedestrian, bicycle, and, where appropriate, equestrian linkages that provide direct, convenient, and safe access to adjacent neighborhoods, schools, parks and shopping.</p>	<p>No Conflict. As previously mentioned, the Specific Plan proposes a circulation system comprised of roads, bike lanes, and pedestrian walkways/trails to provide for efficient and effective access to and through the site and to adjacent neighborhoods, schools, parks and shopping. The Mobility Plan is designed to provide optimal circulation efficiency as well as safety for residents. Therefore, the Project is consistent with General Plan Policy HC 4.3.</p>
<p>LUE 7.8 Environmentally Sensitive Areas. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.</p>	<p>No Conflict. As detailed throughout this EIR, the Project would not result in any significant and unavoidable impacts associated with environmentally sensitive areas subject to severe natural hazards.</p>



Policy	Consistency Analysis
	Therefore, the Project is consistent with General Plan Policy LUE 7.8.
<p>LUE 8.1 Land Use Compatibility. Require land to be developed and used in accordance with the General Plan, specific plans, and community and town center plans to ensure compatibility and minimize impacts.</p>	<p>No Conflict. The Project would be developed in accordance with the standards and guidelines in the Specific Plan. Therefore, the Project is consistent with General Plan Policy LUE 8.1.</p>
<p>LUE 11.11 Landscape Maintenance. Require development projects to include landscaping in all site areas, including street trees, parking lots, setback areas, open spaces, and other exterior use areas. Landscaping shall include trees, shrubs and ground covers, and an automatic, water conserving irrigation system, and shall be designed and maintained in accordance with City Landscape Standards. In addition, a priority should be placed on preserving mature trees in place wherever possible. Where mature trees must be removed, they shall be replaced with an equivalent number of large trees of the same or compatible species.</p>	<p>No Conflict. Chapter 5, Landscape Design Guidelines, of the Specific Plan, address a variety of topics such as drought tolerance, planting time, climate constraints, irrigation standards, lighting, and landscape maintenance standards within the Specific Plan Area. Therefore, the Project is consistent with General Plan Policy LUE 11.11.</p>
<p>LUE 11.13 Connectivity. Require development projects to be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other amenities.</p>	<p>No Conflict. As previously discussed, the Specific Plan would contain a comprehensive sidewalk, bike lane, and trail system that would connect neighborhoods to parks, amenity areas, and civic facilities. Resident parking spaces are provided in the individual garages, carports, or designated on-site parking areas; and guest parking is provided on adjacent local streets or dwelling or designated onsite parking areas. Local streets within the Specific Plan Area in combination with incorporating on-street parking where feasible, will help calm traffic in residential neighborhoods. Together, these design features will enhance pedestrian safety and provide a pleasant environment for walking within and between neighborhoods, as well as to the parks, open space, retail, and other focal areas within the community. Therefore, the Project is consistent with General Plan Policy LUE 11.13.</p>
NOISE	
<p>Primary Policy:</p> <p>NE 3.1 Noise Analysis. Require that a noise analysis be conducted by an acoustical specialist for all proposed development projects that have the potential to generate significant noise near a noise-sensitive land use or on or near land designated for noise-sensitive land uses and ensure that recommended mitigation measures are implemented.</p>	<p>No Conflict. A Noise Impact Analysis, <i>Technical Appendix L</i>, for this Project was prepared by Urban Crossroads. Therefore, the Project is consistent with General Plan Policy NE 3.1.</p> <p>As discussed in the Noise Impact Analysis, <i>Technical Appendix L</i>, prepared by Urban Crossroads for the Project, the Land Use/Noise Compatibility Matrix was used for determination of Project compatibility with</p>



Policy	Consistency Analysis
<p>Related Policies:</p> <p>(NE 1.1 Land Use/Noise Compatibility. Utilize the Land Use/Noise Compatibility Matrix to determine the compatibility of proposed development, including General Plan amendments, specific plan amendments, town center plans, and rezoning, with existing land uses and/or noise exposure due to transportation sources.)</p>	<p>the existing noise environment. Therefore, the Project is consistent with General Plan Policy NE 1.1.</p>
Stationary Noise Sources	
<p>NE 1.3 New or Modified Stationary Noise Sources. Noise created by new stationary noise sources, or by existing stationary noise sources that undergo modifications that may increase noise levels, shall be mitigated so as not exceed the noise level standards. This policy does not apply to noise levels associated with agricultural operations existing in 2017.</p>	<p>No Conflict. As discussed in Subsection 4.12, <i>Noise</i>, of this EIR, the Project would not result significant noise impacts to sensitive receptors. Therefore, the Project is consistent with General Plan Policy NE 1.3.</p>
<p>NE 1.4 Acoustical Assessment. Require an acoustical assessment for proposed General Plan amendments and rezones that exceed the “Normally Acceptable” thresholds of the Land Use/Noise Compatibility Matrix.</p>	<p>No Conflict. The Project included preparation of the Noise Impact Analysis, <i>Technical Appendix L</i>, prepared by Urban Crossroads. Therefore, the Project is consistent with General Plan Policy NE 1.4.</p>
Construction Noise Sources	
<p>NE 3.4 Construction Equipment. Require that all construction equipment utilize noise reduction features (i.e., mufflers and engine shrouds) that are at least as effective as those originally installed by the equipment’s manufacturer.</p>	<p>No Conflict. As discussed in Subsection 4.12, <i>Noise</i>, the Project’s short-term construction noise impacts would be less than significant. City staff would require, as a condition of approval, compliance with noise reduction features identified in Policy NE 3.4 prior to the issuance of any grading and/or building permits. Therefore, the Project is consistent with General Plan Policy NE 3.4.</p>
TRANSPORTATION	
<p>ME 2.13 Multi-Modal Level of Service. When the City determines that there is a suitable tool available, we will measure and evaluate roadway performance and CEQA compliance and mitigation from a multi-modal, “complete streets” perspective using vehicle miles traveled (VMT), consistent with SB 743 and state guidelines.</p> <p>ME 2.3 Development Project Impacts. Require development projects to analyze potential off-site traffic impacts and related environmental impacts through the CEQA process and to mitigate adverse impacts to less-than significant levels.</p>	<p>No Conflict. A VMT Analysis was prepared in accordance with changes to the CEQA guidelines as an alternative to LOS as the measurement for identifying transportation impacts for land use projects. It should be noted that impacts associated with LOS are no longer considered an environmental impact and VMT is the standard for determining environmental impacts associated with transportation. The VMT Analysis has determined that, the Project would result in significant and unavoidable impacts, exceeding the City’s baseline VMT threshold by 19.3% under the NOP year. However, the Project considered and evaluated all feasible mitigation measures to reduce VMT. The Project is determined to be consistent with General Plan Policies ME 2.13 and 2.3.</p>
<p>ME 3.11 Pedestrian Connectivity. Require development projects and site plans to be designed to</p>	<p>No Conflict. The Project includes on-site ADA-compliant sidewalks and curb ramps for travel</p>



Policy	Consistency Analysis
encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network.	throughout the Specific Plan Area. The Project also includes installation of a pedestrian network along Pat's Ranch Road. Additionally, the Project would include the installation of a two-way Class I bike path that would be separated from vehicle traffic provided within the parkway along Pats Ranch Road on the west side of the roadway. Therefore, the Project is consistent with General Plan Policy ME 3.11.
ME 3.17 Public Transit Connections. Ensure safe pedestrian access from developments to existing and future transit routes and terminal facilities through project design.	No Conflict. The Project has been designed to include on-site pedestrian greenbelts, pathways, and trails that connect to existing pedestrian facilities within the surrounding roadways which would allow for access to existing and future transit facilities. Therefore, the Project is consistent with General Plan Policy ME 3.17.
TRIBAL CULTURAL RESOURCES	
COS 7.8 Native American Monitoring. Include Native American participation in the City's guidelines for resource assessment and impact mitigation. Native American representatives should be present during archaeological excavation and during construction in an area likely to contain cultural resources. The Native American community shall be consulted as knowledge of cultural resources expands and as the City considers updates or significant changes to its General Plan.	No Conflict. Mitigation Measures MM 4.17-1 to 4.17-3 were formulated through Native American consultation and require Native American monitoring during construction. Therefore, the Project is consistent with General Plan Policy 7.8.
UTILITIES AND SERVICE SYSTEMS	
LUE 2.3 Infrastructure. Ensure that circulation facilities, water resources, sewer and storm drainage facilities, and other utilities available or provided by the developer are adequate to meet the demands of a proposed residential land use in addition to those services and resources required to serve existing residents and businesses.	No Conflict. As discussed in Subsection 4.18, <i>Utilities and Service Systems</i> , the Project would provide adequate water resources, sewer, storm water facilities, and other utilities to serve the future demand of the Project. Therefore, the Project is consistent with General Plan Policy LUE 2.3.
LUE 12.1 Service Capacity. Ensure that development does not exceed the City's or the community service districts' ability to adequately provide supporting infrastructure and services, such as water, wastewater treatment, energy, solid waste, and public services such as police/fire/emergency medical services, recreational facilities, and transportation systems.	No Conflict. The City has reviewed the Project as proposed to ensure that it would not have an adverse impact on infrastructure and services. Through the payment of mandatory development impact fees, the Project would have a less than significant impacts to public services, utilities and service systems, including infrastructure and would be consistent with Policy LUE 12.1.
LUE 12.3 Urban Water Management Plans. Review all projects for consistency with the appropriate community services district's urban water management plans.	No Conflict. As discussed in Subsection 4.18, <i>Utilities and Service Systems</i> , the Project has been reviewed for consistency with the Jurupa Community Services District's 2020 Urban Water Management Plan. Therefore, the Project is consistent with General Plan Policy LUE 12.3.