



CITY OF JURUPA VALLEY

PEDLEY TOWN CENTER PLAN

UPDATED ADOPTION DRAFT - **June 2025**

ACKNOWLEDGEMENTS

A SPECIAL THANKS:

This Pedley Town Center Plan and the goals, vision, strategies, development standards, and implementation plan herein, are a result of a collaborative effort between the City of Jurupa Valley and its City Council and Planning Commission, its team of professional consultants, and the active, thoughtful participation of Jurupa Valley's engaged community. This Plan was funded with SB2 Planning Grant from the California Department of Housing and Community Development.

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CITY OF JURUPA VALLEY

Residents, Businesses and Organizations

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Chapter 1

BACKGROUND, CONTEXT & OPPORTUNITIES



INTRODUCTION

This chapter provides an overview of the Pedley Town Center Plan, including a summary of the Plan’s boundaries and context, and community engagement conducted throughout the preparation of the Plan. Emerging from this process is a number of “Community Priorities” which directly inform the Plan’s Vision, Goals and Priorities. Based on these, specific near-term and longer-term Opportunities and Challenges are identified within the Pedley Area to bring this community vision to fruition.

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1.1 | Executive Summary



The Limonite Avenue Corridor runs through the heart of the Pedley Area

A. INTRODUCTION

I. What is The Pedley Town Center Plan?

The City of Jurupa Valley spans approximately 45 square miles between the southern California cities of Ontario and Riverside. Much of the city's area is made up of either semi-rural equestrian properties or conventional suburban development, however, specific areas like Pedley, due to their history and location, began as small, traditional centers of commerce and activity. The 2017 General Plan defines areas within the communities of Rubidoux, Glen Avon, and Pedley as "Town Centers", prescribing that individual "Area Plans" be prepared to guide future development in each area, identifying Pedley as the first of these to be prioritized.

Accordingly, in February 2022, the City of Jurupa received a SB-2 funding grant from the California Department of Housing and Community Development (HCD) to develop a Pedley Town Center Plan. While a focus of the SB2 grant program is the delivery of new attainable housing within the Plan Area, this Town Center Plan is designed to be a tool for clearly articulating an implementation-focused, community-based vision to guide the future of the Pedley area, and to preserve and enhance its many unique characteristics and attributes for the enjoyment of generations to come.

The City of Jurupa Valley was formed in large measure to enable the local community to take charge of its future, and this Plan represents a critical first step in clarifying a near and long-term vision for Pedley, to guide and shape future growth, development and investment.

“...this Town Center Plan is designed to be a tool for clearly articulating an implementation-focused community vision to guide the future of the Pedley area, and to preserve and enhance its many unique characteristics and attributes for the enjoyment of generations to come.”

II. Pedley Town Center Plan Boundaries - A Central Location

Figure 1.1 below shows the Pedley Town Center Plan boundaries, approximately 1,060 acres in area, within a citywide and local regional context. More detailed boundaries of the Plan Area can be seen in **Figure 1.2** to follow.

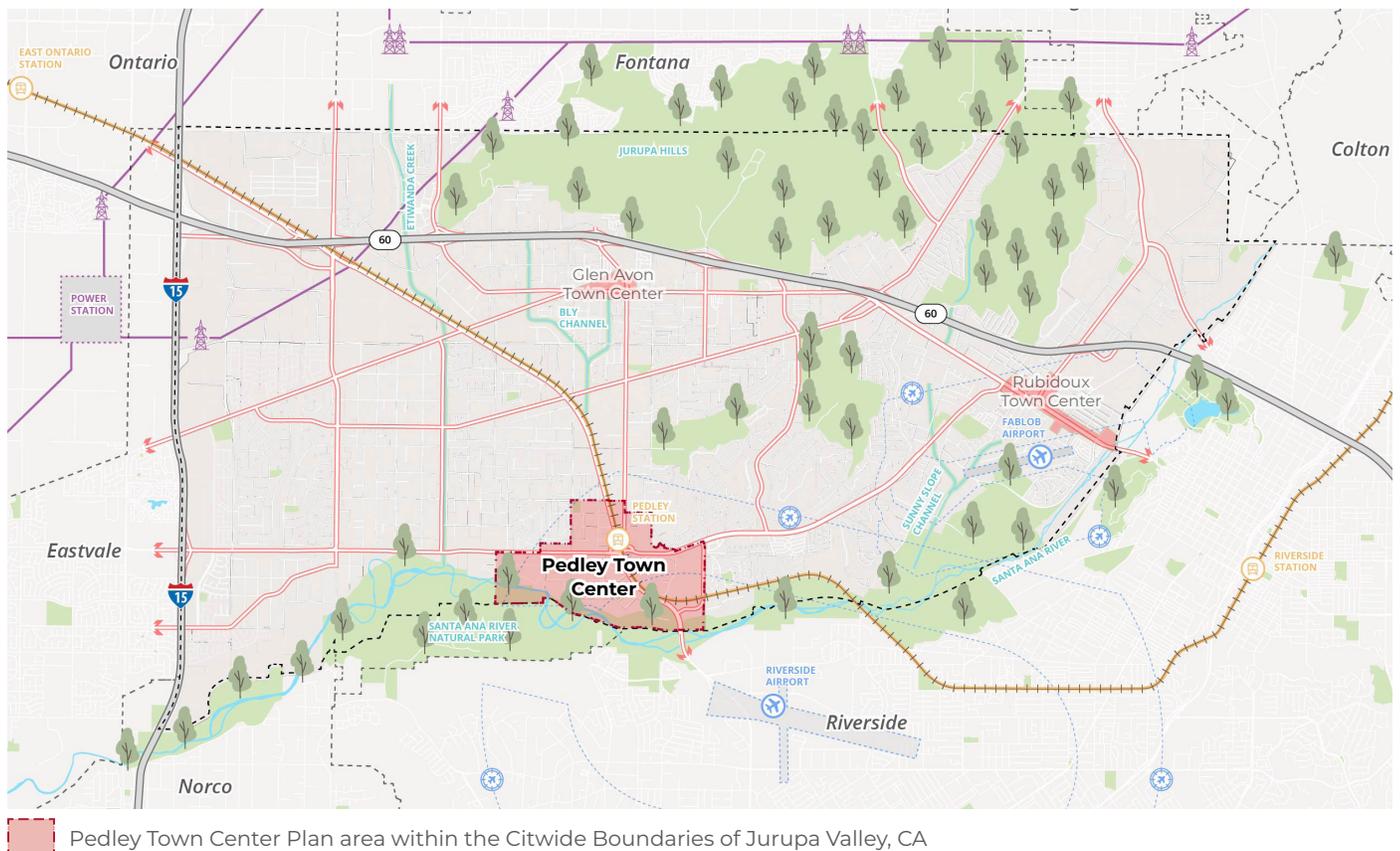
The historic community of Pedley is located at the intersection of several important regional circulation routes, including Limonite Avenue, Van Buren Blvd, Metrolink Rail, and the Santa Ana River Trail. Pedley is currently also the civic hub of Jurupa Valley with City Hall located on Limonite Ave, just west of Van Buren Blvd.

Pedley is also located at the center of a 15-mile circle that encompasses many tens of thousands of jobs and other amenities in Riverside, Ontario, Fontana, Rancho Cucamonga, Pomona, Montclair, Chino, Corona, Moreno Valley, and San Bernardino. As the Pedley Town Center becomes a unique, semi-rural, small-town destination for family activity and recreation, as is an intention of this Plan, it can draw customers from those communities, while providing local residents with a wide range of employment options.

However, this central location and easy access by freeways and major arterial streets is both an opportunity and an ongoing challenge for Pedley. While it brings many thousands of commuters and potential customers through the heart of Pedley every workday, most of this is currently “cut-through traffic.” Because of street infrastructure constraints, as well as limited offerings which might cause commuters to stop and patronize local businesses in this area, Pedley is currently negatively impacted by significant traffic congestion and noise.

Accordingly, the placemaking vision for creating an authentic Pedley Town Center, as described in this Plan, is intentionally and carefully balanced with strategies for calming traffic, retaining visitors, and providing multi-modal circulation alternatives to vehicular travel to make Pedley a place for everyone, accessible to everyone, without displacing or negatively impacting the lives and livelihoods of Pedley’s current residents and businesses.

FIGURE 1.1 | PEDLEY AREA LOCATION & TOWN CENTER PLAN BOUNDARIES



B. PLAN AUTHORITY & RELATIONSHIP TO OTHER PLANS

I. Town Center Plan Authority

Accordingly the Pedley Town Center Plan (PTCP), adopted as an Area Plan of the City of Jurupa Valley General Plan, defines a “preferred community vision” for Pedley, and provides a blueprint for strategic actions that the city may pursue / prioritize to begin to realize this vision incrementally over time. While a number of specific opportunities and vision concepts are studied and illustrated in detail in this plan, these are conceptual only and do not represent “proposed projects.”

Additionally, while no regulatory changes (updated zoning, development standards, etc.) are included in this PTCP, the Plan informs the preparation of new / updated design standards for public realm improvements (streets, trails, parks and open spaces) and private development that are being conducted in a parallel planning effort.

II. Relationship to Other Plans

Several previously adopted planning documents and initiatives inform and guide the vision of this Pedley Town Center Plan, notably;

- + **Jurupa Valley General Plan (2017).** The 2017 General Plan identifies specific areas within the communities of Rubidoux, Glen Avon, and Pedley as “Town Centers”, designating these centers with a “*Town Center Overlay*” to encourage the development of traditional, pedestrian-oriented town centers with characteristics that distinguish them from surrounding areas, highlighting the following attributes and intentions for these places:

“These centers promote walkability, equestrian accessibility, civic, cultural, entertainment, retail, and service uses. Mixed-residential and commercial uses may also contribute to the town centers’ energy and distinctive characters... Town centers also serve adjacent and nearby residential neighborhoods and are intended to reflect a small downtown atmosphere. They are also places that attract residents from adjacent areas to socialize, shop, and dine.”

Equestrian Lifestyle Protection Overlay (ELPO): Much of the PTCP area lies within the Equestrian Lifestyle Protection Overlay (ELPO), established to promote and protect a semi-rural equestrian lifestyle in parts of the City (like Pedley) where this lifestyle is prevalent. Accordingly, the ELPO provides policy direction for prioritizing, preserving, and improving equestrian uses and facilities, activities, access and safety in future planning, development and public improvements. The ELPO is mapped on **Figure 2.1** for reference.

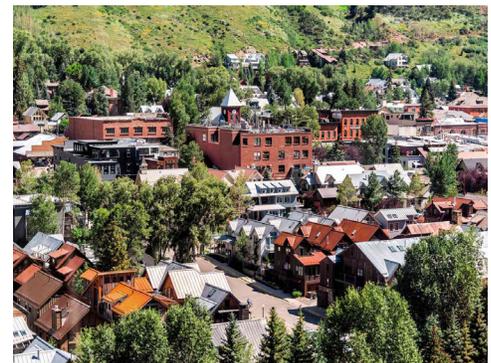
- + **General Plan Amendments (2025).** This Town Center Plan, adopted as an Area Plan of the City’s General Plan, clarifies, expands, and guides implementation of the General Plan’s intentions in Pedley, and serve as a basis for the updated zoning and public/private development standard.
- + **Circulation Plan for Bicyclists and Pedestrians (2018).** The *Circulation Plan for Bicyclists and Pedestrians (CPBP)* adopted in June 2018, identifies existing and recommended future facilities for bicycles and pedestrians citywide. This Town Center Plan takes several cues from and expands on that initial effort, including recommended



Walkable town center with equestrian accessibility



Mixed-use town center with residential units over retail and restaurants



Town centers should be adjacent to residential neighborhoods

“Priority Routes” and improvements for pedestrians, bicyclists, equestrian and transit riders, as the basis for future updates the General Plan Mobility Element and/or other Citywide Mobility Plan.

- + **Parks and Recreation Master Plan (2024).** This adopted Master Plan (PRMP) is the first based almost completely on community input since the Jurupa Area Recreation & Park District’s (JARPD) founding in 1984. Beginning with extensive outreach, inventory, facilities use analysis, and incorporation of trends in recreation and open space use, the Plan has developed broad recommendations for operations, maintenance, priority projects and funding. Plan goals, policies and actions are to serve as a road map to guide the JARPD over the next 10 years and beyond (to be updated every five years). While the PTCP describes an overall intent for the seamless integration of parks and open spaces into neighborhoods, centers and districts envisioned for the Pedley area, the PRMP is the governing Plan for specific implementation details of such spaces.
- + **Trails Master Plan (2024-2025).** The Trails Master Plan (TMP) is a joint JARPD/City of Jurupa Valley plan developed in parallel with the 2024 JARPD Parks and Recreation Master Plan, to evaluate and update the City’s existing trails network – both off-road and along city streets - with improvements, adjustments and proposed extensions. While the PTCP identifies “Priority Routes” for equestrian and bicycle circulation within Pedley area, the TMP (or other superceding Citywide Mobility Plan) will guide specific design and implementation details of such facilities (see **Sections 3.2.B & 3.2.C**).
- + **The Citywide Corridors Plan (2024-2025).** The Citywide Corridors Plan (CCP) contains analyses, street design concepts, a “toolkit” and an inventory matrix for enhancing safety, equitable access, city identity, and economic vitality on Jurupa Valley’s primary corridors. Though these routes are vital to connecting neighborhoods, shopping, workplaces, and community destinations across the city, they present significant safety challenges. The plan focuses on measures promoting safer interactions between drivers, pedestrians, cyclists, and horse riders, while integrating opportunities to elevate the city’s image, support the economic growth of town centers, and attract compatible housing investment. Improvements are tailored to the different potentials of corridor segments, with particular attention to areas where walking, biking, and transit are more in-demand. The streetscape and “public frontage” improvements identified in the PTCP are reinforced by the CCP’s toolkit of improvements, and the CCP will function as the City’s tool for implementing such improvements in the Pedley area.



Parks and Recreation Master Plan, envisioning varied, accessible parks



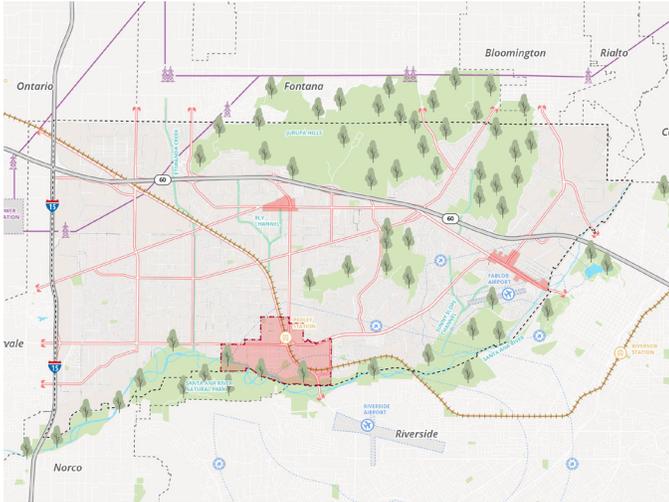
Trails Master Plan (in process) evaluates and identifies priority improvements for the City’s trail networks.



Citywide Corridors Plan includes a toolkit of street improvement concepts and strategies for equitably implementing context-aware improvements along the City’s corridors that improve multi-modal safety, enhance City identity and improve economic performance.

C. TOWN CENTER PLAN OVERVIEW

This Pedley Town Center Plan is organized as follows:



Chapter 1 - Pedley Area Context & Opportunities

Chapter 1 provides an overview of the Pedley Town Center Plan, including a summary of the Plan's boundaries and context, and community engagement conducted throughout the preparation of the Plan. Emerging from this process is a number of "Community Priorities" which directly inform the Town Center Plan's Vision, Goals and Priorities. Based on these, specific near-term and longer-term Opportunities and Challenges are identified within the Pedley Area to bring this community vision to fruition. These opportunities and challenges set up the placemaking strategies and design concepts that are studied in detail in Chapter 2.



Chapter 2 - Pedley Area Vision

Chapter 2 translates these goals and community priorities into tangible "Framework Plan" for Pedley, made up of design and vision concepts for a variety of opportunities within the Pedley Area. All such concepts are based on timeless Placemaking Principles, and on the best-practices and common attributes of many other authentic and successful town center environments.

The Framework Plan (and related strategies and design concepts) is organized into two main categories: Public Realm Improvements and Focus Area Design Concepts. Strategies and recommendations for the Public Realm include the establishment of complete "Priority Routes" for equestrians, bicyclists and transit, and other general public realm improvement strategies to ensure safe, comfortable circulation and enjoyment of Pedley for pedestrians and users of all modes and all abilities, and the establishment of an authentically semi-rural public realm character and environment.

The Focus Areas study several significant place-specific opportunities for bringing the community's vision of a lively, authentic, semi-rural Town Center environment to fruition, while preserving and enhancing Pedley's unique agrarian lifestyle.



Chapter 3 - Implementing the Vision

Chapter 3 provides a guidebook for incrementally implementing the vision and concepts of Chapters 1 and 2 through an initial set of City Actions and Priorities, near-term and long-term. Of equal (and perhaps greater) importance to any one implementation action recommended in Chapter 3, is the imperative to explicitly not make decision or approvals in the near-term that prevent the intended long-term priorities and outcomes that this Plan helps to identify and articulate. This requires strong understanding of the concepts of this Town Center Plan by city staff and decision-makers, and collective commitment to its implementation.



Appendix A - Approval of Interim Development Proposals

Prior to the adoption of new/updated development standards to implement the vision for the Pedley Town Center Plan (PTCP) area (See *Implementation Section 3.2.B*), **Appendix A** provides key findings that can be made by staff and decision makers when reviewing “interim” development proposals within the PTCP area to ensure that such proposals are consistent with the vision, goals and intended outcomes of the PTCP.

1.2 | Community Priorities

A COMMUNITY VISION & PLAN

I. Community Priorities

Community surveys, stakeholder interviews and public meetings were conducted over the course of eight months from November of 2022 to June of 2023. This interaction allowed the planning team to better understand opinions and perspectives of local residents. The most often repeated points were as follows:



Pedley offers an authentic semi-rural character and lifestyle



The community expressed a desire for more places and spaces for dining, shopping, entertainment and socializing in Pedley.



The desires safer, more attractive streets & public spaces.

+ **Preserve and Enhance Pedley's Semi-Rural Character.** Residents highly value Pedley's authentic rural character and equestrian lifestyle - and there is a strong desire to preserve and enhance these aspects of the Pedley's identity. To this end, the City's General Plan maps a special *Equestrian Lifestyle Protection Overlay* (ELPO) over much of the Pedley Area (mapped on **Figure 1.2** for reference) that includes specific provisions for the preservation, enhancement, and expansion of equestrian uses, facilities and activities, and promotion of Pedley's semi-rural equestrian lifestyle and character.

+ **More things to do and places to go.** There is a clear community desire for more shopping, dining and entertainment options, as well as for additional community gathering places within the city. Pedley is well-positioned to provide unique, authentic experiences that cannot be found elsewhere in the city or region.

+ **Safer, more attractive streets & public spaces.** Improvements to Pedley's streets - Limonite Avenue and Pedley Road in particular - are necessary to enhance the overall safety, functionality, and appearance of the Town Center.



Residents desire better infrastructure for both horses and bicycles.

+ **Improved connectivity and transportation options.** Residents highlighted the importance of safe and direct pedestrian, bicycle, automobile, and equestrian routes and access to facilitate convenient movement throughout Pedley.



The community hopes for improved access to the Santa Ana River and trail.

+ **Improved access to the Santa Ana River and trail.** There is a strong community desire to expand the network of multi-use and equestrian trails, particularly with connections to the Santa Ana River and regional trail.



Pedley is well-suited for new types of housing - in keeping with Pedley's village-scale and character - that could benefit from proximity to the Metrolink / Transit Center.

+ **Adding housing choices.** Pedley is an ideal location within the city to provide new housing choices that could benefit from proximity to regionally-serving transit (Metrolink), and meet the needs of those who would like to live in a unique, semi-rural town center environment, but may currently be unable to do so due to limited housing choices in the area. Increased housing is also an important strategy in attracting and retaining the types of quality retail and supporting local businesses desired for Pedley's Town Center.

1.3 | Pedley Plan Vision & Goals

A. PEDLEY TOWN CENTER VISION

The following Vision Statement for the Pedley Town Center Plan has been informed by extensive community outreach and engagement, by the original vision set forth for the Pedley area in the Jurupa Valley 2017 General Plan, and by a variety of other preceding planning efforts for related to the Pedley area.

This vision statement informs all other sections of this Plan, and as such, each new improvement and addition in Pedley should be shown to actively participate in and contribute to it.

The Pedley Town Center is a place for everyone; a human-scaled center of community activity, celebrating, supporting and enhancing the agrarian lifestyle and semi-rural character of this unique part of Jurupa Valley, and providing a lively, welcoming place for community, commerce and culture to thrive for generations to come.



Conceptual Vision Illustrations of future Town Center environment in the Pedley Station Area - including a conceptual Town Green and Transit Plaza (See *Chapter 2 - Pedley Area Vision*)

B. GOALS & PRIORITIES

To accomplish this vision, a number of top-level goals and priorities for the Pedley Town Center Plan have been confirmed through community engagement and discussion:

- 1. Preserve Pedley's unique quality of life.** The quality of life in rural California has always been defined by having a place of one's own to live, connected to the land and wide open spaces, and with the option to "go into town" for shopping, dining and socializing with friends and family. Jurupa Valley's semi-rural neighborhoods provide abundant opportunities for an authentic agrarian lifestyle - including small-plot agriculture and animal keeping - and its town centers, like Pedley, are envisioned to provide comfortable, walkable and lively small-town activity centers as a counterpoint to the quiet, low-density neighborhoods. Distinctly different, and very complementary.
- 2. Improve Public Safety.** Public safety is an top community priority, and is integral to the concepts and strategies studied in this Plan. Arterial streets developed to County standards effectively move cars at relatively high speeds through the rural countryside and past walled housing tracts, business parks and large shopping centers, but high speed traffic is incompatible with pedestrian, bicycle, and equestrian safety and comfort, and also with safe turning movements for motorists turning into and out of cross streets and driveways of home sites and businesses. While Van Buren Boulevard effectively operates as a highway, with access to adjacent properties very strictly limited, Limonite Avenue, as currently designed, attempts to provide both relatively high speed automobile throughput and unlimited access to flanking properties. The result is a dangerous environment for all users; pedestrian, cyclists, equestrians, and for motorists. A key priority of this Plan is to improve safety for all modes of transit.
- 3. Strengthen Pedley's identity and community character.** The most essential characteristic of any town center is that its streets, parks, plazas and other open spaces - also known as the "Public Realm" - act as the "outdoor living rooms of the community," providing attractive, shaded, wind-sheltered public spaces where residents and visitors can comfortably stroll, socialize and patronize unique shops and restaurants, and enjoy spending time with friends and family. Pedley's future town center will be characterized by charming streetscapes and unique buildings designed to enhance Pedley's authentic semi-rural town character and lifestyle.



Pedley can be an authentic Town Center that celebrates, preserves and continues its rural and agrarian heritage



Multi-modal streetscape improvements on arterial corridors can improve safety and usability for all.



Charming streetscapes can enhance Pedley's semi-rural town character

... # 4-9 continued on following pages

B. GOALS & PRIORITIES (continued)

4. Promote Healthy Living and Walkability. Whereas the neighborhoods and rural open spaces of Pedley invite walking, farming, horseback riding and many other healthy outdoor activities, much of the Town Center area is currently dominated by wide treeless streets, fast automobile traffic, and large, unattractive, and increasingly hot parking lots.

As envisioned by this Plan, streets in the Pedley Town Center will prioritize pedestrian, bicycle, and equestrian comfort and safety, providing wide shaded sidewalks, bicycle lanes and equestrian trails along prioritized routes. Shoppers and visitors will find it convenient and pleasant to park once and explore the Town Center on foot, which is not only healthy and fun but also very good for business. Walkable streets and trails will connect to surrounding neighborhoods to provide residents with the option of walking or biking or riding to the Town Center, and new types of housing will be integrated into the Town Center. New in-town living options for residents who value easy access to commercial and civic amenities.

5. Increase Transit Ridership at Pedley Station. As new activity concentrates around the Pedley Station area, a meaningful percentage of trips to and from the Town Center could be by train (Metrolink) or by bus (RTA). This shift would significantly reduce traffic congestion, vehicle miles traveled (VMT) per person and per transaction, as well as the total acreage of impervious parking lots needed to support the town center, supporting human health, environmental health, and economic health alike. Increased ridership demand at Pedley Station will also support the argument for additional and more regular rail trips/stops per day in Pedley, which, in turn, will make transit a more attractive and practical mobility option to more and more people.

6. Environmental Sustainability - Ensure Pedley's natural resources are available and enjoyable for future generations. Pedley is blessed with a beautiful, natural, rural setting, with the Santa Ana River to the south and the Pedley and Jurupa Hills to the north. Large lots in many of Pedley's neighborhoods and strong access to open spaces support healthy outdoor and agrarian lifestyles. The street, trail and other pedestrian and equestrian improvements recommended in this Plan will not only make the Pedley Town Center a unique, active, and welcoming place for residents and visitors, they will also significantly improve its environmental performance by enabling convenient access to the numerous amenities of the Town Center, by foot, by horse or by bike, rather than the current trend of driving and parking multiple times for multiple stops. Prioritizing the use of renewable energy sources (such as solar and wind) for future public and private development in Pedley will also support this goal.



Providing residents with multiple mobility options to go to and from the various destinations and offerings of Pedley - including walking, biking, and traveling by horse - is a top community priority, and informs many of the strategies of this Plan.



Increasing transit ridership (Metrolink and RTA) at Pedley Station is a top priority of this Plan, and will play a significant role in reducing traffic congestion in the Pedley Area.



Recreational access to the Santa Ana River, hills, and other parks and natural resources is a top community priority. Conservation and management of these treasured assets will ensure that they can continue to be enjoyed by future generations.

7. Economic Resiliency - Respond to a changing economy.

Over the past several decades the nature of retail has changed radically, and continues to evolve. Commercial strip commodity retail has been in decline, supplanted by a combination of online shopping and “experience retail” centers of various types, including revitalized downtowns and lifestyle shopping centers. Experience retail destinations offer customers not just the chance to purchase goods, services and meals, but to “make an outing of it”, spending time walking around with friends and family, meeting neighbors, and making new friends.

Such “small downtowns” are places where anyone can go, any time, for any reason or for no reason at all, other than that it just being an enjoyable place to be. Accordingly, the place itself becomes the “anchor tenant”, drawing visitors from all around, who tend to stay longer than they might have otherwise planned. This is extremely good for business, often providing enough foot traffic to support small, unique, locally owned businesses in addition to regional and national chains. Finally, enabling an appropriate amount of new village-scale and village-character housing to be integrated into the Town Center, can significantly improve the financial feasibility of infill development and help to fund the necessary streetscape and public space improvements that will complete the Town Center placemaking.

8. Incremental Growth & Change. Recognize that authentic places develop, redevelop, and evolve incrementally and over time. The Pedley area already has over 100 years of history, and its present transformation and continued evolution will happen over time through phased, adaptable, and incremental development. As things change over time, this Plan serves as an ongoing reference manual to anticipate, guide, and evaluate such growth and change, to ensure that Pedley’s essential characteristics and qualities of preserved and enhanced for the benefit and enjoyment of generations to come.

9. Clearly Defined Implementation-Focused Outcomes.

This Plan provides the opportunity to ensure that all future development and improvements within the Plan Area be appropriate in scale, form and character to Pedley’s unique and authentic semi-rural town center. This is done by describing and illustrating a clear community vision of the key placemaking qualities and characteristics intended for Pedley, that will, in turn, serve as the basis for future updates to Zoning, and Development Standards, to help ensure that the community’s vision for a Pedley Town Center is delivered incrementally, one project and one improvement at a time.



Experience retail destination that mixes shopping and hospitality



Village scale apartments above shops

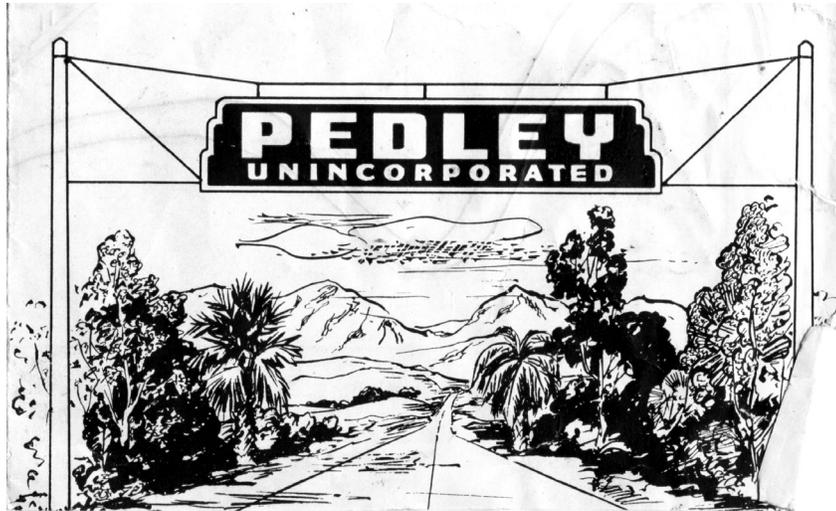


Authentic places develop, redevelop, and evolve over time

1.4 | Context & Opportunities

A. PEDLEY PAST AND PRESENT

The community's vision for the Pedley's future is rooted in its storied rural past. The following is a brief overview of Pedley's past and present, and future opportunities.



Historic illustration of gateway to the unincorporated community of Pedley, featuring Pedley Road fading into the foothills of the nearby mountains.

I. Community Origins

Like most riverfront lands in California, the Pedley area was frequented by migratory Native American hunters and gathers, though no permanent settlements have been identified within the Plan Area. In 1774, Juan Bautista de Anza crossed the Santa Ana River at Pedley Narrows, searching for a land route to California's missions and settlements.

In 1898 William Everard Pedley, purchased a large portion of the Jurupa Rancho to increase citrus holdings for his employer, the San Jacinto Land Company. An engineer by training, Mr. Pedley designed and constructed an irrigation system to bring water from the Santa Ana River to the fertile lands north of the river.

In 1903 or 1904 the settlement was named for Mr. Pedley when the San Pedro, Los Angeles and Salt Lake Railroad (SP & LASL), now the Union Pacific Railroad Company (UPRR), installed a switch and a railroad station at the location of the present day Metrolink station. Pedley constructed a packing house near the railroad tracks, near the Union Pacific Bridge across the Santa Ana River, and filed a subdivision map, initially called "Jurupa Heights," featuring homes on beautifully graded streets lined with rose bushes, and surrounded by orange groves and other agriculture.

In the 1920s, William Sparr took control of the land and subdivided it into three-acre lots, marketing them for small-plot farming and animal-keeping. Since that time, the notion of rural living on small agricultural plots of land has persisted in Jurupa Valley, and in Pedley in particular.



Pedley's historic Packing House built in 1904 at near the present-day Pedley Station



Horseshoe Lake (1962), now the site of Horseshoe Lake Park.



The Inland Empire is characterized by sprawling development patterns, with very little differentiating once city from the next.



These same suburban development patterns are found in Pedley as well. Refined development standards that are calibrated to Pedley's unique context (a recommendation of this Plan) can help ensure that future development is context-aware and appropriate.



A clear opportunity of this Plan is "placemaking" - defining a clear community vision for the Pedley Town Center, and providing a set of tangible steps for achieving it.

II. Recent Trends

Since the 1950s, the "Inland Empire" has experienced explosive growth as residents and businesses began relocating eastward from Los Angeles in search of more affordable housing, industrial land, and more rural lifestyles. As the freeway system that built to facilitate this migration rapidly filled with traffic, Jurupa Valley's major thoroughfares became increasingly popular commuter shortcuts, and its relatively affordable land attracted large housing tracts and warehouses.

In July of 2011, local residents voted to join the previously unincorporated communities of Pedley, Rubidoux, Glen Avon and Mira Loma as the City of Jurupa Valley. A key factor in that decision was a shared vision for preserving the area's "semi-rural" character, with these unique communities separated (and connected) by natural and rural open spaces, providing residents with the benefits of living in a town but with nature just a short walk or horseback ride away.

Jurupa Valley, like many new cities, had a limited budget for town planning in its first decade of cityhood, so despite adopting of a visionary General Plan, the City continued to rely on the old County zoning and public works standards with very minor adjustments. The result of this, in many cases, has been new residential, commercial and industrial development that looks much like everywhere else that follows those standards. Additionally, the wide, fast, arterial streets that are a product of these same standards, attract regional cut-through traffic and provide very low quality environment for pedestrians, equestrians, and cyclists.

III. Future Opportunities

In recent decades Pedley has increasingly become a "through place" - with high volumes of regional commuter traffic and local residents driving to other communities for work, shopping and recreation. Pedley Town Center - as well as the Rubidoux and Glen Avon Town Centers - holds the promise of providing residents of Pedley and all of Jurupa Valley with a local community activity destination and gathering place - also known as a "to place."

With this Town Center Plan, the Pedley community has the opportunity to take a step back and assess the place as it is now and as it is envisioned to become. Then, intentional strategies can be defined for refining Pedley's circulation and public realm network, and for attracting new private investment that reflects Pedley's identity as a small semi-rural town.

Community sentiment expressed in preparing this Plan has consistently advocated for a safer, more comfortable environment for walking and riding, and a more interesting and useful variety of local shops, restaurants and family activities, and buildings that reflect a small-town character; in-short, a nice place to spend time in public with friends and family. That is what small American downtowns have been providing for the past three centuries, and the basic community design requirements have not changed.

B. PLAN AREA OPPORTUNITIES & CHALLENGES

Putting a new vision for Pedley Town Center into motion will require focused and strategic policies and actions. By focusing on a limited number of key opportunities to deliver tangible near-term improvement - and help to attract investment - Pedley's evolution toward its envisioned future can start now. The following major opportunities for strategic near-term action are identified in **Figure 1.2** to right, with an emphasis on initiatives over which the City has a significant amount of control, and that can help to catalyze private investment:

1 Concentrate Activity around Pedley Station. Pedley Station put this community on the regional map in 1903, and now serves as Jurupa Valley's primary transit hub, providing regional access to local residents, workers, and visitors alike. Because the City controls key properties adjacent to the station area, and much of this area still remains undeveloped, with a clear vision, there is tremendous opportunity for this area to become an authentic, semi-rural village center and place that is unlike anywhere else in the region. Many State and Federal low cost loan and grant programs are focused on helping cities finance the types of transportation and station area improvements that could make this vision a reality.

2 Future Transit Village & Neighborhoods. The City recently identified the area just north of Pedley Station, (approximately 15-acres of mostly-vacant land), as a potential site to make up a shortage of housing required by the State's RHNA program, and there has been ongoing private interest in developing new neighborhoods on the east side of Pedley Road across from the Station. In both cases, there is a significant opportunity to ensure (and require) that new development occur in forms, patterns and styles that enhance Pedley's authentic semi-rural character, and that allow residents easy access - including walking or biking or riding a horse - to the shops, restaurants, transit and other amenities within the Pedley Town Center.

3 Improved Access to Santa Ana River, Parks and Trails. The Santa Ana River provides Jurupa Valley with over 12 miles of riverfront property, 2 miles of which runs along the southern boundary of the Pedley Area. However, the river is difficult to see or access within Pedley due to the existing street network design and development patterns. Accordingly, recreational access to the Santa Ana River, as well as to other public space amenities within Pedley, is a top community priority, and this Plan provides strategies for improved access to the river, as well as to neighborhoods, centers, community gathering spaces and other destinations in Pedley. City Council has also recently directed city staff to move forward with development of a Santa Ana River Master Plan, expected to commence in 2025, which will be informed by the initial concepts and strategies of this Plan.



Pedley Station provides regional transportation via Metrolink and Riverside Transit Agency bus transit.



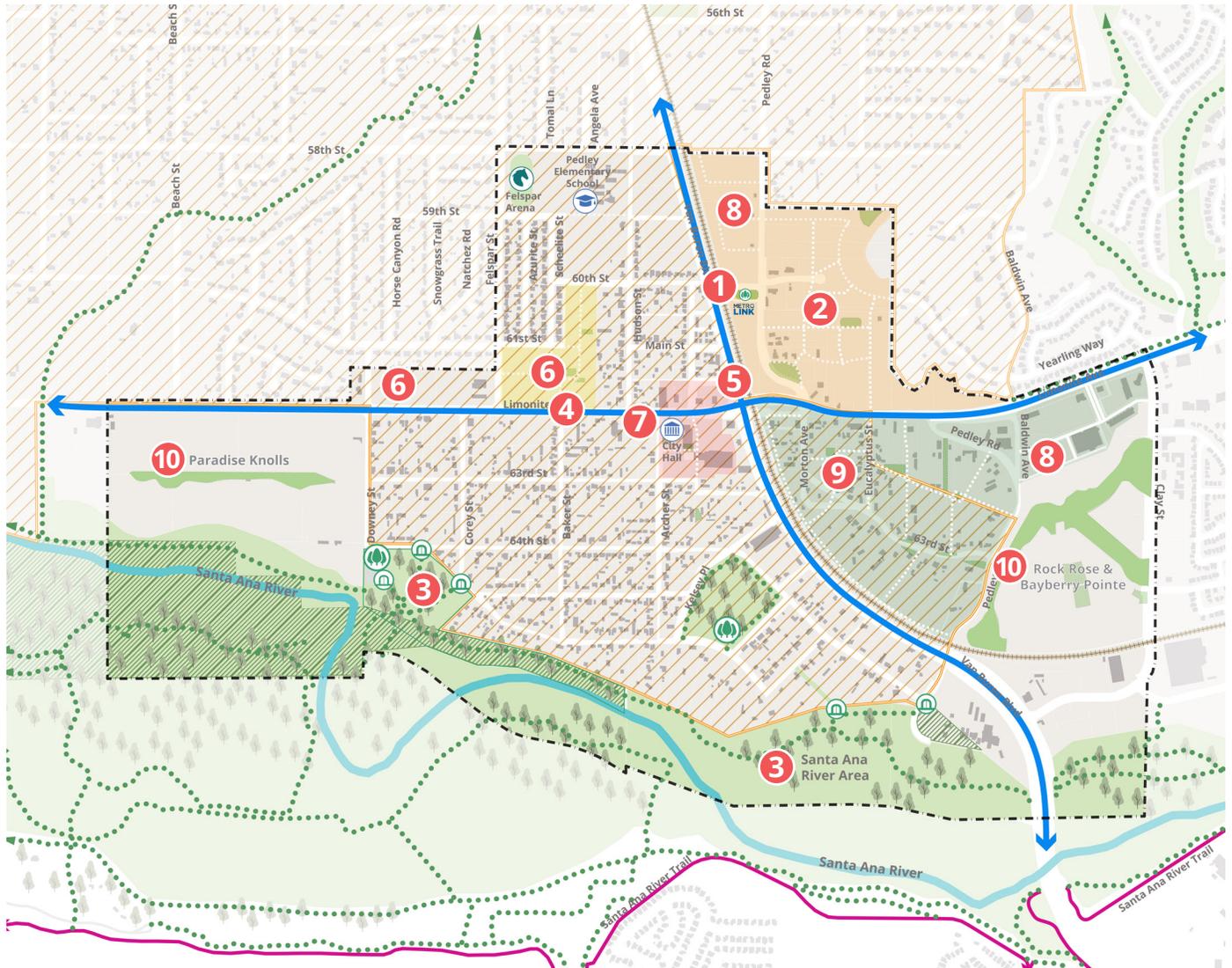
Future neighborhood development around Pedley Station - in walkable patterns and true to Pedley's semi-rural character, can establish this area as an authentic village center.



The Santa Ana River and regional trail. The City anticipates starting a "Santa Ana River Master Plan" process in 2025 to preserve and improve access to this treasured resource of Jurupa Valley and the Pedley Area.

... # 4-10 continued on following pages

FIGURE 1.2 | PEDLEY AREA CONTEXT & TOWN CENTER PLAN BOUNDARIES



LEGEND | FIGURE 1.2

- 1** Pedley Station Area (See Focus Area #1)
- 2** Future Transit Village and Neighborhoods
- 3** Santa Ana River Park & Regional Trail Access
- 4** Taming Limonite Avenue
- 5** Crossing Van Buren Boulevard
- 6** Large Opportunity Sites on Limonite
- 7** Jurupa Valley City Hall Improvements
- 8** Designated RHNA-Deficit Housing Sites
- 9** Evolving Southeast Neighborhood/Industrial Area
- 10** Existing/Approved Neighborhoods

- Pedley Station Area and Transit Village (**Section 2.4.1**)
- Pedley Civic Center District (**Section 2.4.2**)
- Limonite Village (**Section 2.4.3**)
- Southeast Area (**Section 2.4.4**)
- Equestrian Lifestyle Protection Overlay (ELPO)

Notes:

[1] **Equestrian Lifestyle Protection Overlay:** The General Plan maps a special Equestrian Lifestyle Protection Overlay (ELPO) over much of the Pedley Area. This Overlay includes specific provisions for the preservation, enhancement, and expansion of equestrian uses, facilities and activities, and promotion of Pedley's semi-rural equestrian lifestyle and character.

B. PLAN AREA OPPORTUNITIES AND CHALLENGES (continued)

4 Taming Limonite Avenue. Over many decades Limonite Avenue has evolved from a rural road into an busy regional commuter route. In hundreds of communities, such routes “calm down” when passing through town and village centers such as Pedley, respecting the desires of local residents and businesses for safe, comfortable, habitable places to be. A top level priority for Pedley Town Center must be transforming Limonite from a “rip” through the community fabric to a “zipper” that reconnects, supports, and provides multi-modal access to the neighborhoods, businesses, transit and amenities within Pedley.



Streetscape improvements and strategic infill of key vacant opportunity sites along Limonite Avenue can transform Limonite from a “rip” to a “zipper.”

5 Crossing Van Buren Boulevard. Van Buren Boulevard, and the Metrolink rail line is a significant physical barrier, effectively bisecting the Pedley Town Center area into “East” and “West” quadrants. With the future development around the Pedley Station Area a significant opportunity highlighted by this Plan, providing strategies for safe, comfortable, and convenient crossing of Van Buren Boulevard is a top challenge and priority of this plan, addressed further in *Section 2.3.2.A*.



Van Buren Boulevard is a significant physical barrier, effectively bisecting the Pedley Town Center area into “East” and “West” quadrants.

6 Large Opportunity Sites along Limonite. As the Limonite corridor becomes a place for people, not just a place for cars, development along both sides can provide new shops, restaurants and other community amenities. Several large, undeveloped parcels of land are still present along the Limonite Corridor and that could develop into new, walkable neighborhoods benefiting from these amenities as well as proximity to nearby transit.



Future development of several large vacant sites along Limonite Ave can systematically transform the character and quality of the corridor over time.

7 Expanding City Hall / Civic Center. City Hall is currently located on Limonite Avenue just west of the Van Buren Blvd undercrossing. Near-term and longer-term improvements to City Hall are being planned and considered, and this Plan provides additional strategies for helping City Hall become a prominent “anchor” of a growing Civic Center “district”.

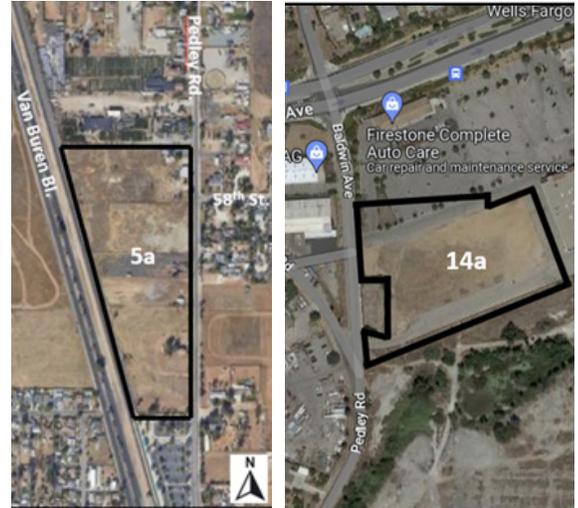


Plans are currently underway for the expansion of City Hall, with the potential for it to become a prominent anchor to a growing civic center district in Pedley.

8 Designated RHNA-Deficit Housing Sites. In response to shortages in the City’s RHNA housing provisions, in January 2023, City Council selected two sites within the Pedley Town Center Plan area - including six parcels of land (“Site 5A” - totaling 21.2 acres) located immediately north of Pedley Station, and one parcel (“Site 14a” - totaling 4.0 acres) located in the De Anza Marketplace, to be re-designated and re-zoned “Highest High-Density Residential(HHDR) to allow for more intense residential development. These sites were selected due to their proximity to transit at Pedley Station, and location within the anticipated Pedley Town Center.

9 Evolving Southeast Neighborhood/Industrial Area. As the Metrolink Station area matures into a true village center environment, some of the large industrial properties to the south of Limonite could begin to shift toward employment-generating uses benefiting from the nearby transit hub, and over time this area could evolve into a more active mixed-use environment, including additional workplace, employment, and residential uses. **Section 2.4.4** includes concepts and strategies for improving the organization and connectivity of this area, supporting its ongoing success, and creating new opportunities for property and business owners.

10 New Neighborhood Developments. Surrounding the core of Pedley Town Center are a number of new, in progress, and proposed neighborhood development projects that can provide the local customer base to support the types of businesses and amenities desired by the community. These new single-family neighborhoods in the [Paradise Knolls Specific Plan](#) area - in the west-most area of the Plan boundaries; Rock Rose & Bayberry Pointe - a 68-acre, 254 single-family home development off of Clay Street in the southeast of the Plan area.



Sites’ “5a” and “14a” - recently selected by City Council to be considered for future residential use.



The light industrial area, on the south side of Limonite, east of Van Buren Blvd, contains many valuable local businesses. Over time, this area could evolve into a more significant employment district.



The Paradise Knolls Specific Plan area - with several phases now constructed, adds hundreds of new homes to the west side of the Pedley Area.



Rock Rose & Bayberry Pointe, currently under construction will add another 254 single-family homes to Pedley.



Chapter 2

PEDLEY AREA VISION



INTRODUCTION

This chapter expands the high-level Community Vision, Goals and Opportunities described in **Chapter 1**, into place-specific planning principles, strategies and design concepts for evolving and establishing Pedley as an authentic semi-rural town center environment. It is important to note that all concepts and strategies presented herein are conceptual, and do not represent a “project proposal” in any way. Final plans for future development and capital improvements will result from ongoing and iterative processes involving multiple property owners, developers, investors and entrepreneurs working with the City’s professional staff and appointed commissions, and professional consultants. With that said, the concepts and strategies in this chapter are intended to be forward-thinking and help to imagine future possibilities, visualize community priorities and intended outcomes, and to create a framework for considering the variety of trade-offs inherent in the making of complete, human-scale places.

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2.1 | Placemaking Principles

MAKING AUTHENTIC & “COMPLETE” PLACES

Pedley Town Center Placemaking Principles:

The same simple town-making patterns and principles employed in the making of many of the most successful American towns of the late 19th and early 20th century can be adapted to Pedley’s agrarian, semi-rural character, to guide the making of an authentic Pedley Town Center.

Accordingly, the basic characteristics of creating compact, connected, “complete” places summarized below are based on the Community Priorities summarized in **Section 1.3**, and validated by the common attributes of numerous other successful semi-rural town center environments. These are also the basis of the vision concepts for various public realm improvements and placemaking opportunities in several “Focus Areas” of Pedley described and illustrated in **Sections 2.2 & 2.3** to follow. Clearly, these principles are overlapping and interconnected, and include the following:

1. Authentic, Semi-Rural / Agrarian Town Character & Identity.

Pedley’s public realm and building stock has a unifying, authentically semi-rural / agrarian design character, such that each new improvement and investment within the Town Center preserves and enhances the character and identity of Pedley, as unique from other parts of the city and region.

2. Human-Scale Design. Pedley’s streets and public spaces - and the buildings that shape and define them - are designed and built for and at the scale of people, supporting and prioritizing pedestrian comfort, activity, access, and safety. This is a core principle, without which none of the others can be achieved.

3. Compact, Complete & Connected Public Realm Network. Pedley is organized around a compact network of streets, trails and open spaces that provide safe, comfortable and direct connectivity and access options for pedestrians, bicyclists, equestrians, motorists, and transit users, to and from the various neighborhoods, businesses, transit and other amenities within Pedley.

4. Comfortable, Active Public Realm. Streets and public spaces are the “Outdoor Living Rooms” of Pedley’s Town Center, balancing accommodations for motorized vehicles, pedestrians, bicycles, equestrians and public transit, and making fine addresses for successful businesses residences of many types. This requires that buildings are built close to streets along the frontages of most blocks, and “front-onto” (are primarily entered from) sidewalks and public spaces with lively ground floor uses and building frontages, designed to maximize pedestrian safety, activity and comfort.

5. Lively & Balanced Mix of Uses & Amenities. Pedley offers a unique variety of uses and amenities - including shopping, dining, recreation, commerce, employment, arts and culture. Such offerings must balance the potential of a successful Pedley Town Center becoming a regional attraction and experience, with the daily needs of and livelihoods of local residents and business owners.





2.2 | Pedley Area Framework

PUBLIC REALM & FOCUS AREA OPPORTUNITIES

As seen in **Figure 2.1** (on the following page spread) the basic framework of Pedley Town Center Area includes the intersection of two major regional connectors in Limonite Avenue and Van Buren Boulevard, Metrolink's Riverside Line, with the Pedley Station on Pedley Road just north of Limonite a major opportunity to concentrate additional activity investment around the Santa Ana River and its regional trail defining the southern boundaries of the plan area. As often is the case, infrastructure designed to provide regional-connectivity unintentionally becomes a barrier to local-connectivity, and in the case of Pedley, the Town Center Area is bifurcated into separate quadrants with little connectivity between them.

Accordingly, **Sections 2.3** and **2.4** to follow, study opportunities for implementing Pedley Town Center Vision, one improvement, one investment, and one project at a time. All such studies and illustrations are conceptual - not project proposals - and are intended to help decision-makers, residents, business owners imagine the possibilities for Pedley, and to provide clarity of the community's intentions for potential developers and investors.

I. Public Realm Framework & Opportunities (Section 2.3):

Strategies for general and specific public realm improvements to streets, trails and public spaces in Pedley are identified in **Section 2.3**, with the goals of improving multi-modal circulation, comfort, safety and access to the neighborhoods, amenities and open spaces within the Town Center area, as well as creating a unified semi-rural town character. Specific opportunities include:

- 1. Multi-Modal Network Completion & Improvement.** Strategies defining and establishing priority pedestrian, equestrian, bicycle, and transit networks within Pedley (and extending citywide), including improved access to the Santa Ana River, and complete routes for all modes to key destinations and activity centers.
- 2. Priority "Complete Street" Improvements.** Strategies for calming traffic and improving multi-modal circulation and access along important connections such as Limonite Avenue - the primary east-west connection in Pedley, and only street crossing (under) Van Buren Blvd, and Clay Street - an important connection between the trail crossing under the Van Buren bridge (over the Santa Ana River) and the Pedley Town Center / Station Area.
- 3. Improved Crossing of Van Buren Boulevard.** Specific strategies for improving multi-modal access across Van Buren Boulevard to better connect the east and west sides of the Pedley Town Center.
- 4. Semi-Rural Streetscape Improvement & Beautification.** Strategies for streetscape and public frontage improvements on major thoroughfares and a number of prioritized neighborhood connections and routes, to improve multi-modal circulation routes throughout the Plan Area and establish a unifying semi-rural public realm character and identity for Pedley.
- 5. Increasing & Improving Parks & Community Gathering Spaces.** Strategies for new and improved outdoor community gathering spaces and improved access to natural open space amenities within the Pedley Area.



Limonite Side Access Lane Concept



Neighborhood Street Frontage Concept

II. Focus Area Opportunities (Section 2.4).

Place-specific opportunities and strategies are also studied and illustrated in **Section 2.4**, for several “Focus Areas” within the Pedley area, including:

- 1. Pedley Station Transit Plaza and Village (Sections 2.4.1.A&B).** The existing bus transit loop at the north end of the Pedley Station next to the train station is re-imagined as an active town square and transit plaza; a multi-functional community gathering space and welcoming arrival point for those coming to Pedley by transit. New neighborhoods to the north could locate hundreds of new residents within a short walk from transit, shops and restaurants.
- 2. Pedley Town Green (Section 2.4.1.C).** Two strategically-located city-owned parcels on the east side of Pedley Road are re-envisioned as a new civic Town Green - either as an alternative to, or potentially in addition to the Transit Plaza described in **Section 2.4.1.A**. This new civic space could be lined by village shops and restaurants, and a new (civic) gateway building on the south end of the Pedley Station Area, connected to the surrounding hillside neighborhoods by new walkable neighborhoods to the north and east.
- 3. Pedley Civic Center (Section 2.4.2).** Strategies for the transformation of the area around City Hall and the Jurupa Springs Shopping Center are studied, including retrofits to the shopping center that could make it a more successful retail and entertainment destination, as well as strategies for improved connectivity to Limonite Avenue, surrounding neighborhoods, and the currently expanding City Hall campus.
- 4. Limonite Village (Section 2.4.3).** Several large undeveloped parcels along the north side of Limonite could be developed as complete mixed-use neighborhoods, with commercial uses and amenities in the ground floors of buildings along Limonite Avenue (at key locations), and walkable neighborhoods - including a variety of neighborhood scale multifamily and single-family dwelling types - connecting these amenities to surrounding existing neighborhood fabric.
- 5. Southeast Area (Section 2.4.4).** If the area around Pedley Station transforms over time into an active Town Center and Transit Hub, the commercial/industrial/neighborhood area to the south may naturally also begin to mature in value due its proximity to transit and the amenities of the town center. This section studies the potential for this area to evolve over time into a more active mixed-use environment, including opportunities for additional uses, activities, and improved connectivity to support existing businesses as well as planned neighborhoods to the immediate east of this area.



Pedley Station Transit Plaza



Pedley Town Green



Pedley Civic Center



Limonite Village Neighborhoods

FIGURE 2.1 | PEDLEY AREA FRAMEWORK PLAN

Figure 2.1 provides an overall “Framework Plan” for the Pedley Area, highlighting priority public realm connections, parks and open spaces, and several “Focus Areas” for which place-specific opportunities are described and illustrated in **Section 2.4**.

LEGEND | FIGURE 2.1

-  Pedley Town Center Plan Boundaries
-  Existing Trails
-  Existing & Planned Trail Access Points
-  Existing Van Buren Undercrossings (Non-Vehicular)
-  Santa Ana River Regional Trail

Priority Connections (See Section 2.3)

-  Recommended Equestrian Priority Routes
-  Existing & Planned Bicycle Facilities¹
-  Recommended Bicycle Priority Routes^{2,3}

Recommended Additional Improvements:

-  Planned Multi-Use Trail Bridge
-  Recommended Multi-Use Trail Overcrossing

Focus Areas (See Section 2.4)

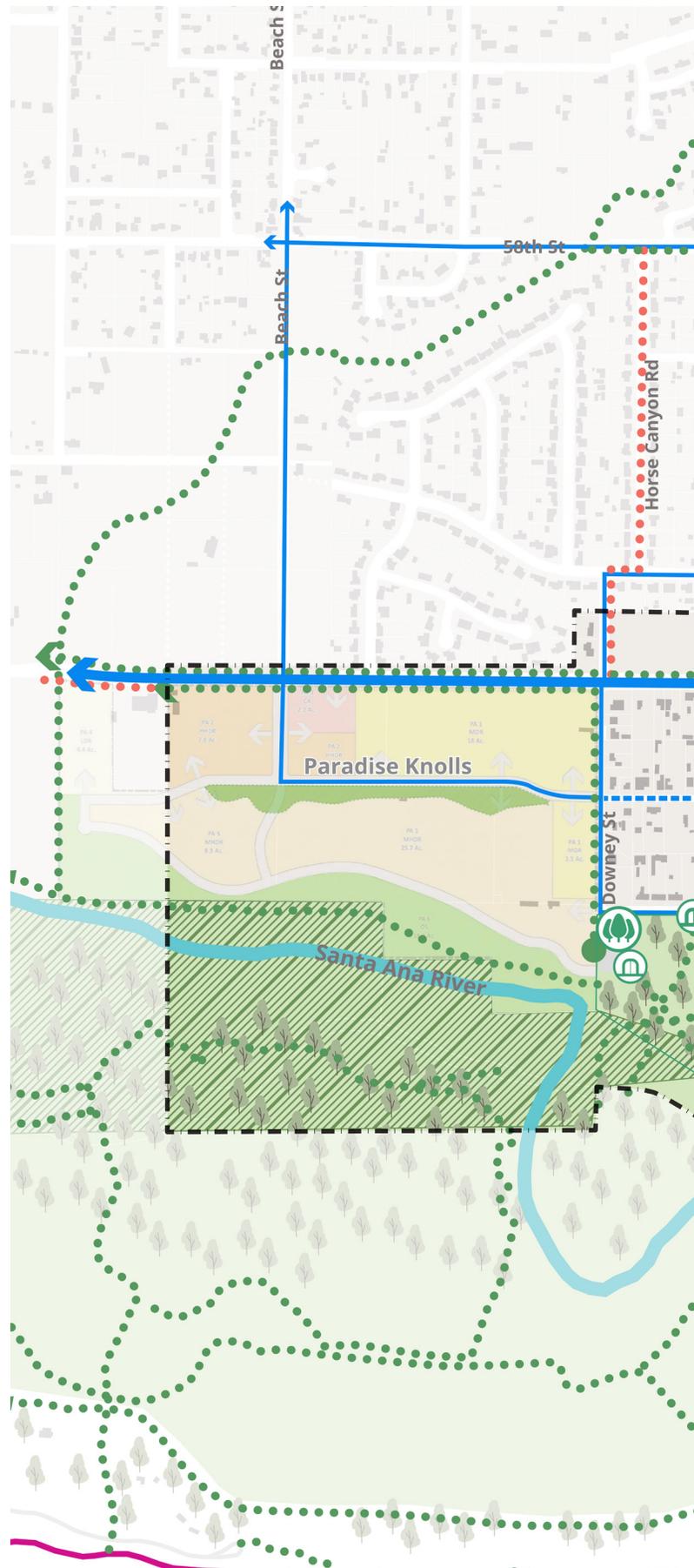
-  Pedley Station Area and Transit Village (**Section 2.4.1**)
-  Pedley Civic Center District (**Section 2.4.2**)
-  Limonite Village (**Section 2.4.3**)
-  Southeast Employment District (**Section 2.4.4**)

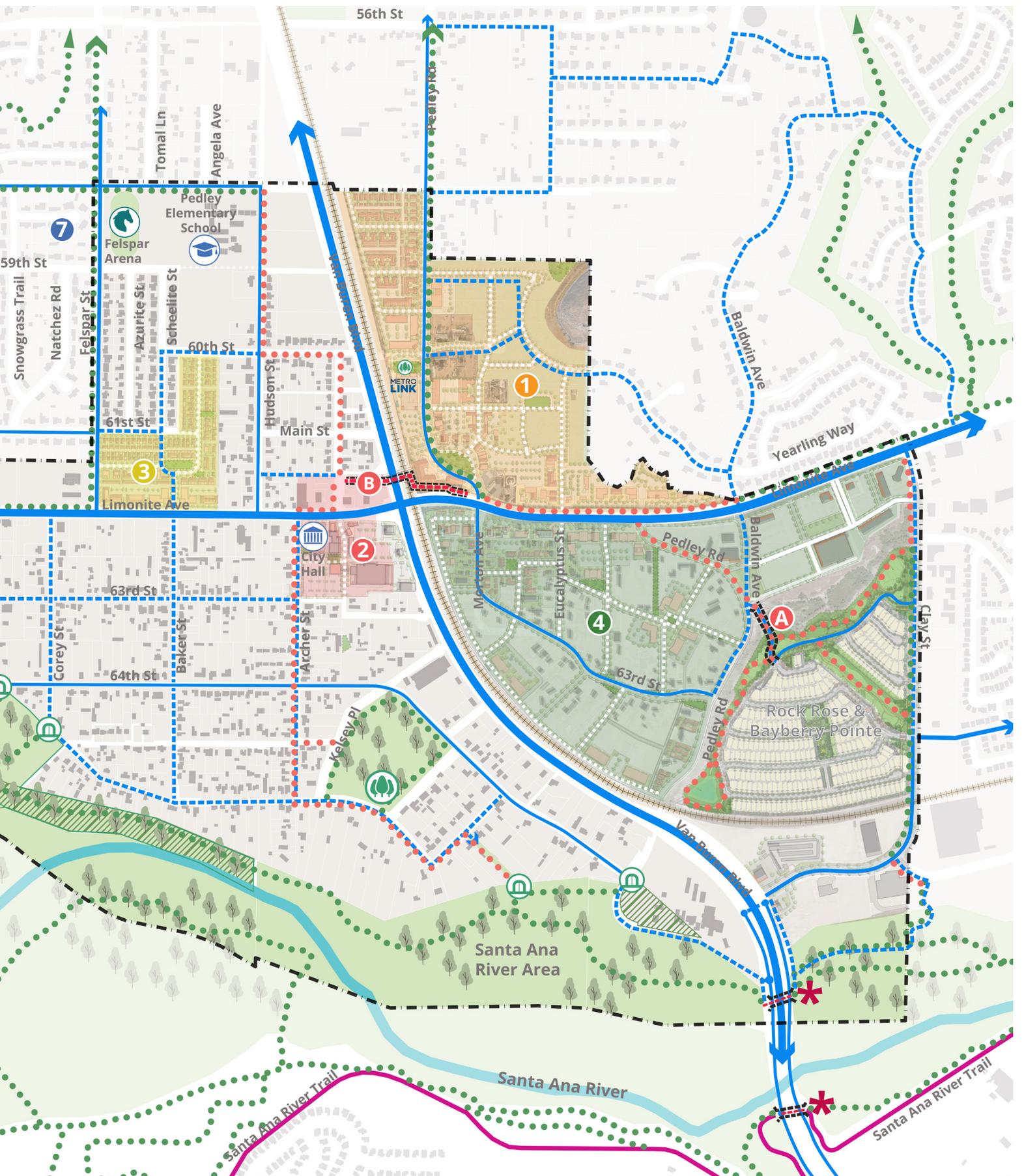
Notes:

[1] “Planned” indicates facilities identified in City’s June 2018 [Circulation Master Plan for Bicycles & Pedestrians](#)

[2] “Recommended” Equestrian and Bicycle Priority Routes identified in Figure 2.1 are intended to inform (and ultimately be superseded by) updates to the City’s Mobility Element and/or Updated Citywide Circulation Master Plan. See **Section 3.2.C** for additional recommendations.

[3] While Bicycle Facility Class are not specified by this Plan, it is recommended that the City aspire to provide the highest safety class feasibly appropriate for each roadway segment along the recommended route. See **Section 2.3.1.C** for additional recommendations.





2.3 | Public Realm Opportunities

PUBLIC REALM OVERVIEW & PRIORITIES

Pedley's public realm in its current form, is an incomplete network that prioritizes vehicular circulation over other modes, and is generally indifferentiable from anywhere else in the City or most other surrounding suburban cities in the region. This section provides strategies for incrementally improving and completing the network to improve multi-modal circulation, access and safety throughout the Town Center area, while also improving Pedley's overall appearance and semi-rural character and identity. As described in **Section 2.2** above, high-level priorities for Pedley's public realm improvements include:

- 1. Multi-Modal Network Completion - Connecting Residents to Pedley's Amenities & Resources.** The City's current street network strongly favors motorists, most often at the expense of pedestrians, bicyclists and equestrian users. This inequitably disadvantages those without access to a vehicle - particularly young, elderly and poor populations. Re-balancing and expanding this network (including trails and open spaces) to create safe routes for all modes to key destinations within Pedley, requires systematic improvements and balancing trade-offs. These include: prioritizing routes and improvements for safe bicycle and equestrian circulation as well as providing wider, more comfortable sidewalks and improving streetscape, landscape and street tree plantings on select streets to transform them into safer and more pleasant spaces, and establish a strong identity and public realm character for Pedley.
 - + **Section 2.3.1 provides a variety of strategies for Street Retrofits & Improvements in Pedley, including:**
 - **2.3.1.A - Streetscape, Placemaking & Traffic Calming Improvements;**
 - **2.3.1.B - Equestrian Priority Network Improvements**
 - **2.3.1.C - Bicycle Priority Network Improvements**
 - **2.3.1.D - Transit Priority Network Improvements**
 - **2.3.1.E - Neighborhood Street Improvement Strategies**
 - **2.3.1.F - Van Buren Beautification Strategies**
 - + **Section 2.3.2 provides strategies for crossing Van Buren Boulevard at Limonite Ave to improve connectivity and access to Pedley Station and surrounding areas.**
- 2. Open Space Network - Creating and Connecting Community Gathering Spaces and Natural Open Spaces.** Critical to preserving and enhancing Pedley's treasured active agrarian lifestyle is establishing and maintaining a robust, well-connected, and highly accessible network of open spaces.
 - + **Section 2.3.3 provides a variety of strategies for Parks, Open Spaces & Trails in Pedley.**
 - + **Section 2.4 provides design concepts and strategies for Pedley's 4 Focus Areas - all designed around a connective network of streets and community gathering spaces and are also connected to Pedley's natural resources and open spaces by a robust trail network connecting residents and visitors to nature.**



Maintaining Pedley's equestrian lifestyle



Improving pedestrian comfort with wider sidewalks and street trees



Strategies for improving street safety



Applying improvement strategies to exiting streets



Strategies for improving the crossing of Van Buren Boulevard



New parks and community gathering spaces

2.3.1 | COMPLETE STREET IMPROVEMENTS

OVERVIEW

This section includes strategies for systematically improving and completing Pedley’s multi-modal circulation network based on “Complete Street” principles, and establishing a unifying semi-rural character and identity for Pedley’s public realm. Identifying and planning for such improvements can be instrumental in securing transportation grant funding for street retrofits and improvements, as described in more detail in **Section 3.4**.

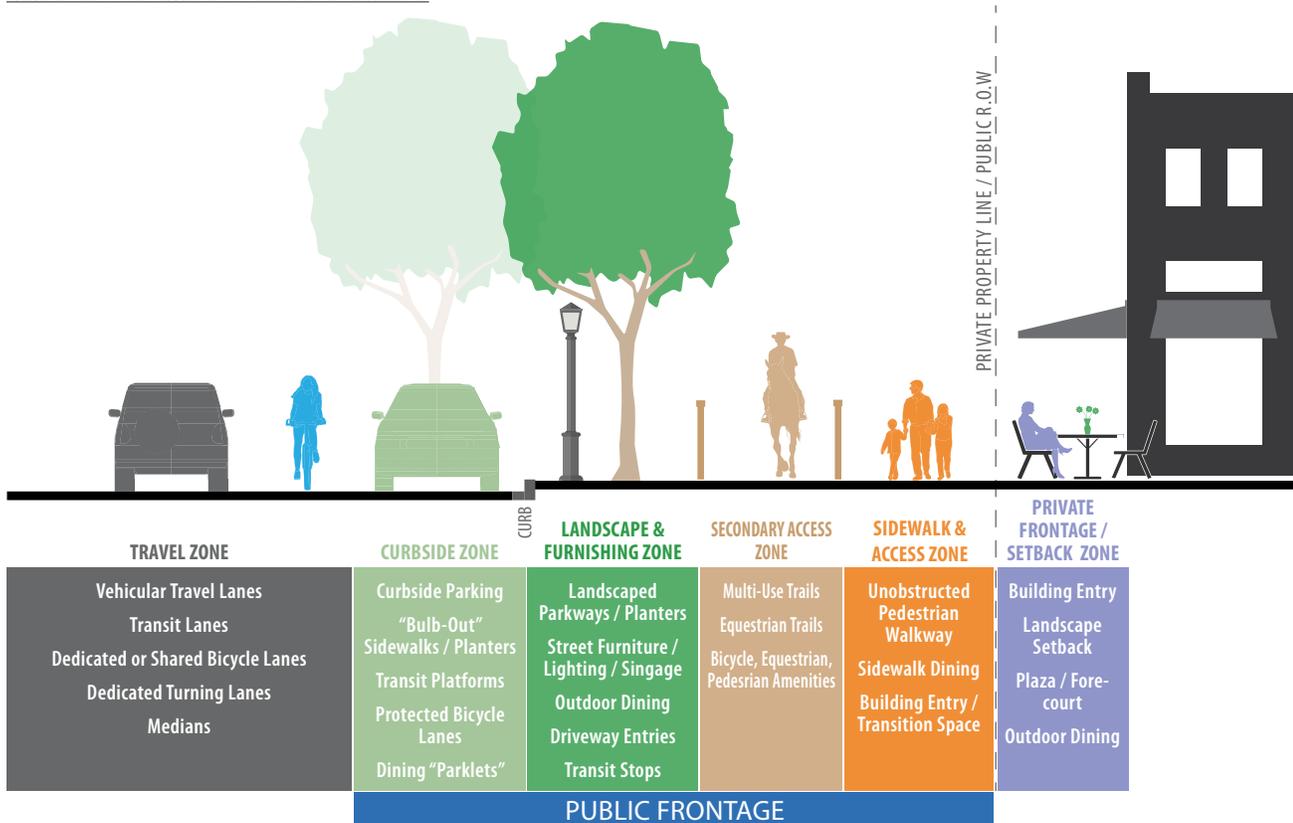
“Complete Street” Anatomy

In simplest terms a “Complete Street” network is one which is designed to accommodate the circulation needs of users of all ages and all abilities. In addition to ensuring safe and complete circulation routes for all modes, complete streets also tend to provide more valuable street addresses to the private properties that front them. The diagram below describes the basic anatomy of complete streets, identifying a range of functions that each “zone” of the street provides. The diagram focuses on the elements between the outermost vehicular travel lane and the entry of the street fronting building(s) - referred to as the “Public Frontage” of a street. It is the careful design and calibration of this space that is most determinant of the design character, quality, comfort and safety of the street. Note, that not all streets will, can, or should include each street “zone” - based on existing roadway / right-of-way constraints or roadway context..

Balancing Trade-offs of “Complete Street” Improvements

A common challenge in Complete Street designs and retrofits is that there is simply not enough space to provide all of the facilities, amenities and/or improvements that the a community wants or needs. While ideally, most of Pedley’s streets would include wide sidewalks for pedestrian comfort, large canopy street trees to provide shade and wind protection, convenient on-street parking to support businesses and residences, protected bike lanes and/or equestrian trails for safe travel by bike and horse, and sufficient travel lanes to alleviate traffic congestion, these cannot all be accomplished on all of Pedley’s streets - neither in terms of the required physical space, nor the financial cost of the improvements themselves.

COMPLETE STREET ANATOMY:



Pedley Street Improvement Types and “Priority Routes” for Equestrians, Bicycles & Transit

To help weigh these trade-offs and to help guide and prioritize future capital improvements, this Plan recommends a layered network of “Priority Routes” that connect specific modes to key destinations in Pedley along complete and continuous routes. **Figure 2.3** (on the following page spread) maps recommended priority routes for equestrians, bicycles and transit. In some instances, there are street segments where all modes are prioritized, and on all streets, pedestrian circulation, safety and comfort is prioritized, to the highest degree that is practical and feasible.

Examples of these improvements and retrofits applied to several existing roadway types in Pedley are studied in the Sections to follow. Common complete street improvement types, trade-offs, and considerations for Pedley include:

- 1. Streetscape, Placemaking & Pedestrian Improvements.** To reinforce a unified, semi-rural public realm identity and enhance comfort and safety for all transportation modes, additional streetscape improvements are recommended wherever feasible. These improvements should include traffic-calming measures, landscaping, lighting, signage, and street furnishings, particularly along priority routes and key connections within Pedley. **Section 2.3.1.A** describes these strategies in detail.
- 2. Equestrian-Priority Route Improvements.** All Equestrian Priority Routes recommended in **Figure 2.2** are intended to be “off-street” facilities within the shoulders or parkways of existing roadways, including enhanced equestrian safety facilities such as split-rail fences, equestrian crossings, etc. In some cases, roadway constraints may require balancing of trade-offs and priorities (i.e. trading street parking on one side of a neighborhood street for an equestrian trail). See **Sections 2.3.1.B** and **2.3.1.E** for examples of such strategies.
- 3. Bicycle-Priority Route Improvements.** **Figure 2.2** identifies routes along which bicycle improvements are prioritized. In most cases, bicycle facilities can be added or upgraded within the existing roadways, either by lane narrowing/re-striping or within “sharrowed” (Class III) travel lanes, and some portions of these routes may provided in the form of “off-street” facilities, such as Class I Multi-Use Trails. See **Section 2.3.1.C** for additional information on these improvement types.
- 4. Transit-Priority Route Improvements.** **Figure 2.2** identifies existing and recommended future bus transit routes in Pedley. At key locations along such routes, improved transit-supportive facilities are recommended. See **Section 2.3.1.D** to follow.
- 5. Neighborhood Street Improvement Strategies.** Specific strategies for public and private improvements - and balancing improvement trade-offs - on the spatially constrained neighborhood streets south of Limonite Avenue are provided in **Section 2.3.1.E**.
- 6. Van Buren Beautification Strategies.** Strategies for landscape and streetscape improvements along Van Buren Boulevard - the regional highway bringing thousands of travellers through Pedley on a daily basis - are provided in **Section 2.3.1.F**.



A complete network of comfortable and safe streets are an essential part of Pedley's public realm and multi-modal circulation network.



Streetside equestrian trails may be prioritized along select routes.



Physically buffered bike lanes; appropriate for busy vehicular streets like Limonite Ave.

FIGURE 2.2 | RECOMMENDED EQUESTRIAN AND BICYCLE PRIORITY STREET IMPROVEMENTS

Figure 2.2 (right) maps recommended “Priority Routes” for bicycles and equestrians to guide future street improvement and retrofit strategies in the Pedley Area (and extending outside of the Town Center Plan Boundaries for additional context). Strategies for adding and improving these facilities on a variety of roadway types in Pedley are provided in the sections to follow.

LEGEND | FIGURE 2.2

- Pedley Town Center Plan Boundaries
- Existing Trails
- Existing & Planned Trail Access Points
- Existing Van Buren Undercrossings (Non-Vehicular)
- Santa Ana River Regional Trail

Recommended Mode-Priority Routes & Improvements:

- Existing Equestrian Facilities
- Recommended Equestrian Priority Routes ²
- Existing & Planned Bicycle Facilities ¹
- Recommended Bicycle Priority Routes ^{2,3}

Recommended Additional Improvements:

- Planned Multi-Use Trail Bridge
- Recommended Multi-Use Trail Overcrossing

Public Realm Amenities & Destinations

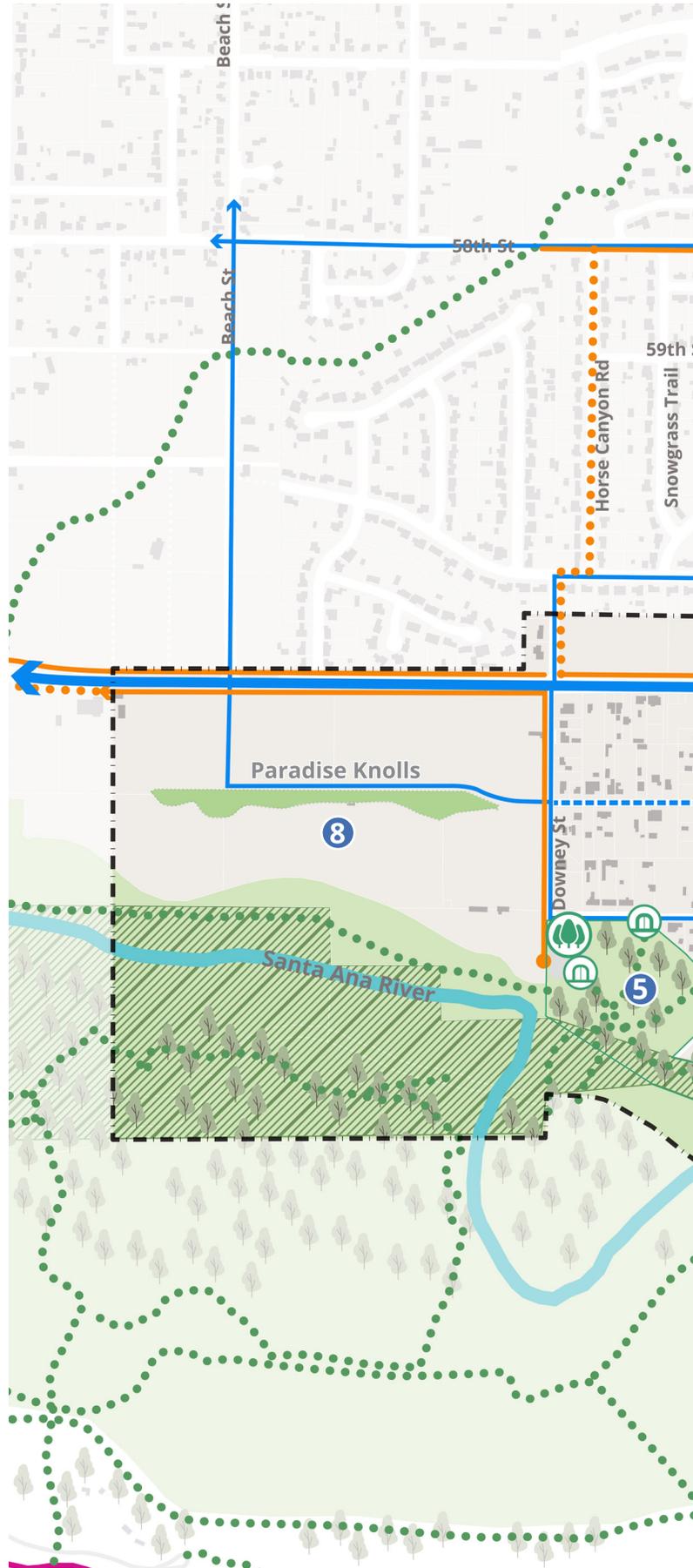
- Pedley Station Area & Future Town Center \ Transit Village
- Jurupa Valley City Hall & Future Civic Center
- Future Limonite Village
- Future Southeast Employment District
- Santa Ana River Park & Trailhead
- Horseshoe Lake Park
- Felspar Arena
- New Neighborhood Developments

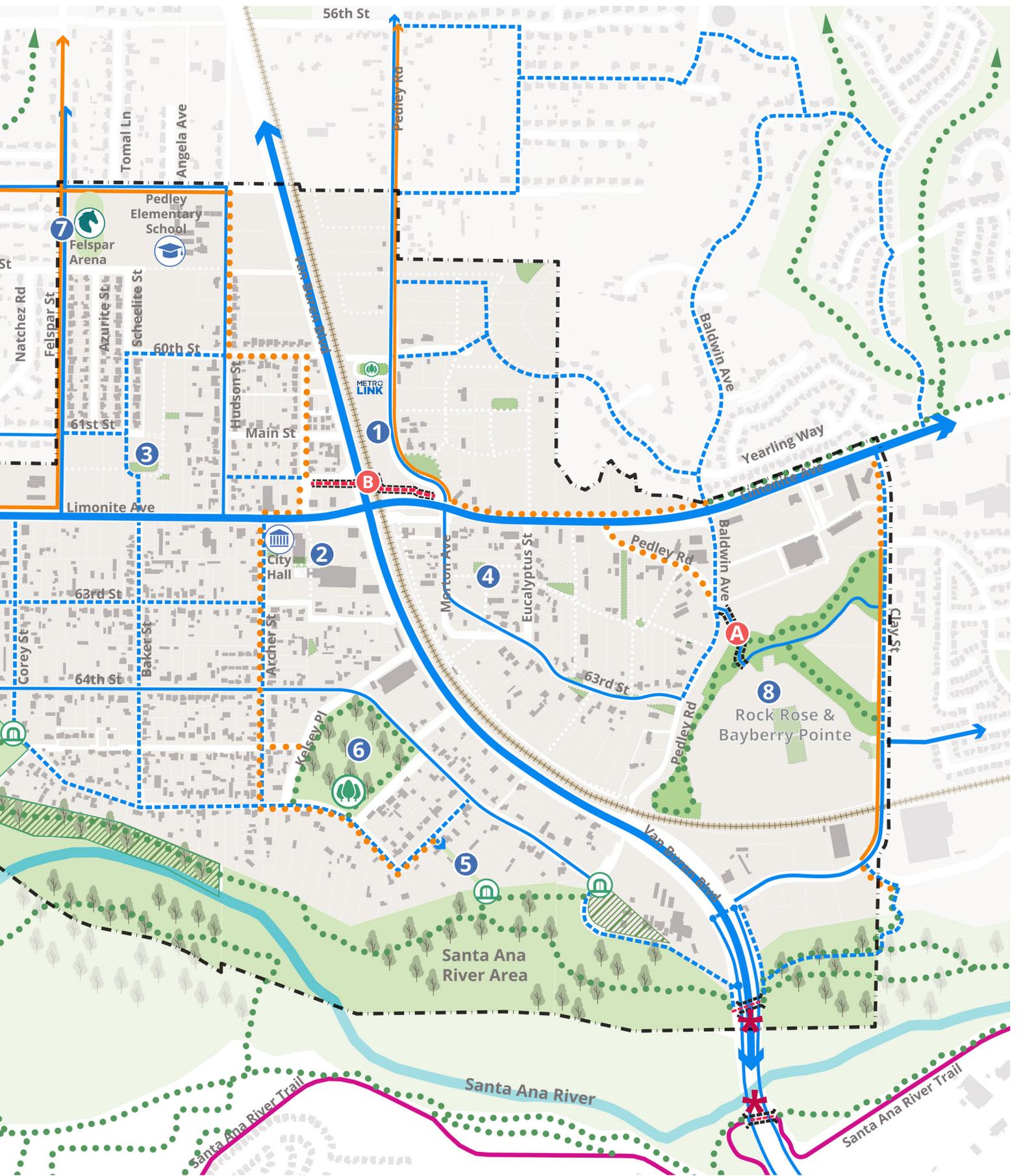
Notes:

[1] “Planned” indicates facilities identified in City’s June 2018 [Circulation Master Plan for Bicycles & Pedestrians](#)

[2] “Recommended” Equestrian and Bicycle Priority Routes identified in **Figure 2.1** are intended to inform (and ultimately be superseded by) updates to the City’s Mobility Element and/or Updated Citywide Circulation Master Plan. See **Section 3.2.C** for additional recommendations.

[3] While Bicycle Facility Class are not specified by this Plan, it is recommended that the City aspire to provide the highest safety class feasibly appropriate for each roadway segment along the recommended route. See **Section 2.3.1.C** for additional recommendations.





A. STREETScape, PLACEMAKING & TRAFFIC CALMING IMPROVEMENTS

The street design & improvement strategies in this section are intended to reinforce Pedley's semi-rural public realm character and lifestyle while improving pedestrian, equestrian, and bicycle safety via additional traffic-calming benefits. While most of these strategies can be equally applicable to any of Pedley's streets, additional strategies specific to the spatially-constrained rural neighborhood streets south of Limonite Avenue are provided at the end of this section. The following strategies are recommended:

1. Add Street Trees

Planting regular street trees with broad canopies is one of the simplest, and most impactful strategy for improving streetscape quality. Canopy trees visually “narrow” wide streets, providing shade and enclosure to increase pedestrian comfort and naturally calm vehicular driving speeds. In Pedley, the shading and wind-buffering effect of a regular and continuous tree canopy can radically transform the comfort of the streets providing pleasant places for people to walk, shop, and spend time with friends and family.

Application Guidelines:

The following guidelines and strategies apply:

- + **Broad Shade-Canopy Trees.** Use broad canopy trees in curbside parkways, parking lane planters, and landscaped medians to visually “narrow” streets and calm traffic.
- + **Vertical “Accent” Trees.** Species with vertical prominence (i.e. palms) can be used to highlight important routes, connections and crossings.
- + **Varied, Climate-Adaptive Species.** The use of unique tree species along individual streets can create a diverse public realm and differentiate streets and spaces. All trees should be appropriate / adaptive to Jurupa Valley's arid climate.
- + **Parkways and Sidewalk Planters.** Wherever possible, parkways and planters (landscape/amenity zone) should be designed with sufficient width (4 ft x 4ft minimum) to support the growth and health of desired tree types.
- + **Parking Lane Planters.** Small planters, with or without curbs, can be constructed in between on-street parking spaces. In addition to shading the parking lane and sidewalk, this reduces the wide appearance of streets that have on-street parking. (See *Example Illustration to right*).
- + **Medianettes.** Trees can also be added into the roadway in medianettes. See **Section 2.3.1.A.3**.



Wide, continuous planting strip allows for frequently spaced large trees with large canopies, providing lots of shade.



Parking lane planters bring trees closer into the roadway, narrowing the look of the street, encouraging drivers to slow down.

2. Add Lighting

Well-placed and well designed public realm lighting is essential for pedestrian safety and comfort, and ensures that public areas are still accessible after dark and that motorists can see pedestrians on sidewalks and at intersections, while preserving Pedley’s semi-rural environment by limiting light-pollution and “over-lighting” of neighborhood streets and public spaces.

Application Guidelines:

The following guidelines and strategies apply:

- + **Pedestrian-Oriented Lighting.** In addition to (and different from) roadway lighting, pedestrian-oriented lighting - with shorter luminaires and generally lower light-candles should be provided along sidewalks, paths, and formal trails.
- + **Semi-Rural Light Levels.** To preserve Pedley’s semi-rural environment, light levels on most sidewalks, trails and open spaces should be in the form of “soft pools of light” with relatively low foot-candle levels.
- + **Light Fixture Design Character.** Similarly, light fixtures with design character/style appropriate to, representative of, and compatible with Pedley’s semi-rural public realm character should be selected. Natural and tactile materials, such as natural stone, wrought-iron, and polycarbonate “glass” are recommended.
- + **Solar & Wind Powered Lighting.** Use of solar and wind-powered lighting fixtures - particularly for the lighting of trails in natural areas - is recommended. If used however, care should be taken to ensure that the design aesthetic of the chosen fixture is appropriate and representative of Pedley’s semi-rural public realm character.



Streetlights in Pedley’s should be softly illuminated and downward-facing to keep excessive light from polluting the night sky



Streetlights with a rustic design, crafted from tactile materials

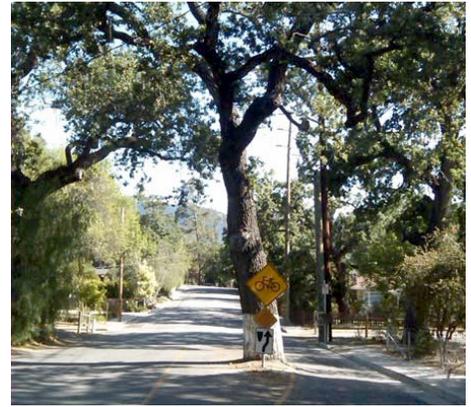


Example of solar-powered lighting bollards along a trail / park



Pedestrian scale lights along a trail

A. STREETScape, PLACEMAKING & TRAFFIC CALMING IMPROVEMENTS (continued)



Street Retrofit: Lanes are narrowed and reconfigured, where street width allows, to accommodate the installation of medianettes with street trees and landscaping. This contributes to a more comfortable and attractive environment for all users—pedestrians, cyclists, and equestrians.

3. Add Medians & Medianettes

Medians and “medianettes” (shorter, non-continuous median segments) can be an effective tool for enhancing the visual character of Pedley’s roadways, improving safety and reducing speeding.

Application Guidelines:

Medians and medianettes can be added to roadways with center-turn lanes, or on streets where lane reconfiguring or narrowing is feasible (i.e. a 4-lane to a 3-lane conversion, or narrowing of wide lanes). In Pedley, medians and medianettes should typically be prioritized on corridors such as Limonite Ave, Pedley Rd, and Clay St, but could equally be utilized on other streets where street width is superfluous to supporting traffic capacity.

The following guidelines and strategies apply:

- + **Add Medians to Manage Left-Turn & Driveway Access.** Medians are an effective way of managing left-turn movements and driveway access along busy roadways / corridors, improving overall roadway safety for all modes.
- + **Add Medianettes for Additional Landscape and Traffic Calming.** Medianettes can be added, where roadway width permits, wherever left-turn movements are not needed to provide additional street landscaping and visually narrow the street.
- + **Add Medianettes to Calm Neighborhood Streets.** Similar to traffic “Chicanes” (See also **Section 2.3.1.A.5**), medianettes can also be added to narrower neighborhood streets; typically involving removing curbside parking for a short stretch to divert the travel path of vehicles, calming travel speeds.



Center median planted with regularly spaced trees



Even rural crosswalks should be clearly marked with painted stripes and signage



A mid-block bulb-out protecting a pedestrian crossing with existing street gutter maintained.

4. Add Enhanced Safety Crossing Facilities

Many arterial streets with high traffic volumes and speeds, become circulation barriers because of wide intersection spacing, discouraging active circulation. As streets like Limonite Ave evolve into more active, mixed-use corridors where people live and shop, walk, bike and ride their horses, it is critically important that such streets become more crossable by pedestrians, equestrians, and bicycles.

Application Guidelines:

Enhanced Crossing Facilities should be prioritized on high-traffic-volume corridors such as Limonite Ave, Pedley Rd, and Clay St, particularly along the lengths of these corridors that pass through Focus Areas (See **Figure 2.1**) where higher pedestrian activity and circulation is envisioned and prioritized.

The following guidelines and strategies apply:

- + **Closely-Spaced Intersections.** As large parcels of land along major streets are subdivided into smaller blocks accessed by new streets, new streets of these developments should intersect and cross arterials at regularly-spaced intervals of 300-500 ft.
- + **Curb Extensions / “Bulb-Outs”.** Where on-street parking exists, the curbs at intersections and mid-block crossings can be extended (“bulbed-out”) to provide a shorter crossing distance for pedestrians and provide better visibility of pedestrians waiting to cross.
- + **Pedestrian Refuge Medians.** Introduce medians or “medianettes” with pedestrian refuges at selected crossings.
- + **Enhanced Crosswalk Visibility.** Design crosswalks with high visibility enhancements, including advance or in-street warning signage, overhead lighting, refuge island, high-visibility markings, such as zebra style crosswalks, and raised or “intersection table” design.



Mid-block crossing with a medianette pedestrian refuge



Crosswalks using street art as high-visibility markings



A raised crosswalk, also known as a speed table

A. STREETScape, PLACEMAKING & TRAFFIC CALMING IMPROVEMENTS (continued)

5. Add Traffic Chicanes

Traffic Chicanes are a roadway design tool that creates gentle curves or shifts in the street, causing drivers to slow down naturally. These curves are often formed by alternating curb extensions or landscaped areas, making vehicles move more carefully (to navigate the added curves) and enhancing pedestrian safety.

Application Guidelines:

Chicanes are typically used on residential streets where speeding is a concern, particularly in areas with frequent pedestrian activity or near schools and parks. They are best suited for streets with lower traffic volumes and sufficient roadway width to accommodate alternating curb extensions or landscaped islands. Typically installed in sets, chicanes alternate from one side of the street to the other, compelling vehicles to slow down as they navigate the gentle curves.

The following guidelines and strategies apply:

- + **Adding Chicanes.** Chicanes can be added on the sides of neighborhood streets as curb extensions / bulbed-out landscape areas, providing additional room for landscaping and stormwater retention.
- + **“Detached” Chicanes.** For retrofits of existing roadways, chicanes can be detached from the gutter to allow normal street drainage to occur. Where there are bike lanes, chicanes can be separated from the sidewalk curb with enough distance to allow a bike to pass, improving safe passage for bikes.
- + **Chicanes as Rain Gardens.** Chicanes can also be designed as rain gardens to assist with stormwater infiltration and groundwater recharge; by lowering the ground plane of the chicane below the level of the street, and allowing stormwater to flow into the landscaped area (either by small gaps/channels through the chicane’s curbs, or via the existing street gutter, chicanes can retain and infiltrate significant amounts of stormwater.
- + **Alternating Chicane Placement to Calm Travel Speeds.** Chicane placement can alternate from side-to-side of the street, disrupting the otherwise straight vehicular travel path, naturally calming travel speeds.
- + **Alternating Parking.** On narrower streets with on-street parking on only one side, the parking can also alternate from one side to the other, creating a meandering travel path for vehicles. This can be reinforced by physical barriers such as chicanes.



Chicane (NACTO)



Chicane on a neighborhood street



Chicane with medianettes and alternating placement.



Chicanes designed to double as rain gardens

6. Add Roundabouts & Traffic Circles

Roundabouts and Traffic Circles are facilities that can be added to busy intersections to improve safety and efficiency, and can additionally serve as visual gateways to neighborhoods and activity centers.

Application Guidelines:

Roundabouts: are circular intersections where traffic moves continuously in one direction around a central island, without the use of stop signs or traffic signals. Drivers entering a roundabout yield to traffic already in the circle, which naturally slows vehicle speeds and reduces collisions. Roundabouts could potentially offer traffic management / congestion relief solutions at busy / complex intersections (along Limonite Ave, Clay St, and Pedley Rd in particular) however, due to their often large footprints, additional study would be needed to evaluate their feasibility.

Traffic Circles: are smaller and less formal facilities - typically utilized at busier neighborhood street intersections in conjunction with four-way stop signs, to better manage intersection efficiency. Neighborhood traffic circles often feature landscaping or decorative elements in the center, creating a safer and more attractive street environment. Traffic circles could be considered / prioritized for intersections of neighborhood streets along Priority Equestrian and Bicycle Routes, as identified in **Figure 2.2**.

The following guidelines and strategies apply:

- + **Employ Multi-Lane Roundabouts at Congested Intersections.** Well-designed roundabouts can ease congestion at intersections of large arterial streets. However, they require a lot of space and the initial learning curve can be difficult for users unfamiliar with this configuration. There is often enough space in the center circle for civic art installations or special landscaping.
- + **Use Traffic Circles on Select Neighborhood Street Intersections for Traffic Calming and Neighborhood Character.** Traffic circles can slow neighborhood traffic and provide additional opportunities for street trees or planting that expresses neighborhood character.
- + **Appropriate Signage.** Signs should always alert drivers that they are approaching a roundabout or traffic circle.
- + **Correctly Located Crosswalks.** Crosswalks should always be located at least one car-length before a roundabout, no closer. Small neighborhood traffic circles may not need crosswalks.



Traffic Circle (NACTO)



Mini Roundabout



This residential traffic circle provides an opportunity to express neighborhood character



Neighborhood traffic circles need not be circular. This triangular-shaped planted area slows down traffic while beautifying the street.

B. EQUESTRIAN PRIORITY NETWORK IMPROVEMENTS

Jurupa Valley, and Pedley particularly, has a strong tradition and active lifestyle of equestrian keeping and ridership, with equestrian ridership an important circulation mode for many in the Pedley area. As mapped on **Figure 1.2**, much of the Pedley Area falls within the General Plan's *Equestrian Lifestyle Protection Overlay* (ELPO) - prioritizing the provision of enhanced equestrian amenities and facilities in new development and public realm improvements. **Figure 2.3** identifies "Equestrian Priority Routes" recommended for the Pedley area. Once implemented, this robust network of enhanced equestrian facilities will help ensure safer, more comfortable for equestrian riders, and better connect them to the key destinations and amenities within Pedley and in other parts of the city.

As noted in **Section 3.2.C**, it is recommended that future updates to the General Plan's Mobility Element include expanded mapping of Equestrian Priority Routes within a citywide context, coordinated and balanced with the needs of Jurupa Valley's layered multi-modal circulation network.

Equestrian Improvement Priorities & Strategies:

Initial priorities and strategies for equestrian improvements in Pedley include:

+ Improve Equestrian Safety along Arterial Streets and Crossings:

Improve equestrian facilities at intersections along busy arterial streets like Limonite Ave and Clay Street; strategies include:

- 1. Improve & Enhance Physical Protection for Equestrian Riders:** A number of streets in Pedley already offer rider protection with the use of curbed or fenced trails. These facilities are recommended along all "Equestrian Priority Routes" in Pedley, as identified in **Figure 2.3**.
- 2. Establish Enhanced Equestrian Priority Crossing Points:** To reduce potential equestrian/vehicular conflicts, establish enhanced equestrian crossing facilities at all major street intersections along *Equestrian Priority Routes*. Specific design standards and details for such enhanced facilities (potentially including equestrian-oriented signal activation buttons, at-grade horse trail crossings, protective fencing/barriers, etc...) will be clarified and regulated by the "Trails Master Plan", or other superceding plan, as described in **Section 3.2.C**.
- 3. Crossing Van Buren.** See **Section 2.3.2.A** for strategies specific to equestrian crossing of Van Buren Boulevard.
- 4. Equestrian Awareness Signage:** Add signage along Equestrian Priority Routes and intersections throughout Pedley to raise driver awareness of the equestrian network and ridership.



Equestrian trail physically separated from vehicular traffic by a split rail fence



Examples of equestrian-awareness signage

- + **Provide Additional and Improved Access to the Santa Ana River & Trail.** Establish one or more north south equestrian routes that provide access from north of Limonite Avenue to the Santa Ana River and trail network, as identified in **Figure 2.3**.
- + **Horse Friendly Facilities & Amenities:** Add horse corrals, hitching posts, watering stations and other amenities at community gathering spaces, businesses, and other activity centers to enhance and solidify the authenticity of Pedley's equestrian culture.
- + **Horse Trailer Accommodations:** Designate / provide special parking areas for horse trailers at key equestrian destinations throughout Pedley - particularly at trailheads and community gathering spaces.



Equestrian-oriented signal activation button, installed at a height comfortable for mounted riders



Install separate crosswalk buttons for both pedestrians and equestrians



Example of a new equestrian trail added to a typical neighborhood street south of Limonite Ave.



Example of "Land Bridge" used by equestrian-riders and cyclists to cross and interstate highway



Example of a horse trailer parking/unloading area at a trailhead



Example of Equestrian Corral at a commercial shopping center



Public Fountains can serve as horse watering stations in public spaces

C. BICYCLE-PRIORITY NETWORK IMPROVEMENTS

In a city as large as Jurupa Valley, and with mild year-round climate, providing complete, safe and comfortable bike routes that link as many neighborhoods, corridors, centers and districts as possible, will provide significant value and benefits to residents, workers, and the environment. **Figure 2.3** recommends a connected network of *Bicycle Priority Routes* throughout the Pedley Area. Bicycle-Priority streets should be designed to calm traffic, improve bicycle and pedestrian safety and comfort, and reduce bicycle / vehicular conflicts and collisions. While specific Bicycle Facility Types (classes) are not specified by this Plan, it is generally recommended that the City aspire to provide the highest safety class feasibly appropriate for each roadway segment along the recommended route.

To help ensure an organized implementation of priority bicycle routes in Pedley, and citywide, the specific implementation details of these facilities will be determined by the City's governing circulation and mobility plans, as described in **Section 3.2**. It is additionally recommended that the National Association of City Transportation Officials (NACTO) *Guide to Urban Streets & Guide to Urban Bikeways*, as well as the American Association of State Highway and Transportation Officials (AASHTO) *Guide for Bikeway Facilities*, be referenced as a design guide of all retrofits and improvements.

Street Retrofit Strategies.

Typical strategies for retrofitting existing streets to accommodate bike facilities include:

- + **Lane Narrowing.** Where appropriate, narrowing the widths of wide travel lanes (12 feet or wider) can free up sufficient additional space for bike lanes and other street improvements, such as on-street parking, landscaped medians, etc.. In general, the ideal travel lane-widths for most streets in Pedley is 10-11 feet, depending on target operating speeds and street function; streets with frequent volumes of larger vehicles, such as trucks and buses, may require wider lane-widths for at least one travel lane in each direction, per City standards.
- + **Lane Reductions / Street Reconfiguration.** Where street capacity exceeds actual or projected traffic volumes, a reduction in the number of lanes (in some cases, including the addition of a center-turn lane) can free up significant additional space for new/upgraded bike facilities or other improvements. In rarer cases where on-street parking is provided, but not needed - along a suburban street where buildings are set back behind parking lots, or on a street where future side-access lanes are planned, (see recommendations for Limonite Ave in **Sections 2.4.1.D** and **2.4.4.A**), curbside parking could be replaced by new or improved bicycle facilities.
- + **Shared Travel Lanes (Class III Facilities).** On neighborhood streets with low traffic volumes and low design speeds, travel lanes can be shared by bicycles and cars (and other modes). In such cases, painted "sharrow" symbols in the roadway as well as bicycle route signage, and additional traffic calming strategies if appropriate, are recommended.
- + **"Off-Street" Facilities.** Where space permits, off-street facilities, such as Class I Bicycle Trails or Multi-Use Trails may be provided. Where public right-of-way is limited, this may require a Public Access Easement to be applied to the fronts of street fronting parcels.
- + **Test Retrofit Concepts with "Tactical" Improvements.** A conservative way to test improvement concepts before committing to permanent construction is through non-permanent retrofits, such as travel/bicycle lane re-stripping, or non-permanent physical barriers. See **Section 3.4.C** for additional information.



Example of street / lane reconfiguration to provide Class IV cycletrack physically buffered from traffic by on-street parking



Example of Class III Bike Route on a neighborhood street with additional traffic calming features (chicanes & medianettes)



Class I Multi-Use Trail accommodates all non-motorized users

Other Recommended Facilities & Improvements:

Additional recommended bicycle facilities and improvements include:

- + **Enhanced Intersection Crossings & Design.** Intersections are critical, complex moments in the multi-modal movement network, and they require special design attention to ensure safety, clarity, and comfort. Designs should increase visibility and reduce dangerous conflict between cyclists and other road users. Where cyclists must cross or share space with other modes of travel, designs need to facilitate awareness and eye contact between the competing modes. Queuing spaces, such as bike boxes, make cyclists visible to motorists and provide a comfortable space to stop. Lastly, the design of any ramps and transitions between materials at intersections must be carefully designed for safety.
- + **Bike Parking & Storage.** For bicycle travel to be a viable transportation mode in Pedley, riders need convenient and secure places to park their bike near their destinations. Bike parking and storage should be prioritized at key destinations along the Priority-Bicycle network - including parks & community gathering spaces, concentrations of shops and businesses, and transit stops. Bike parking and storage includes not only streetside bike racks, but also secured bike storage and lockers for major destinations, such as the Pedley Station area.
- + **Traffic Calming Elements.** Various street design strategies can reduce the speed of motorists, making the street safer for all other travel modes—especially for cyclists and pedestrians. A few key strategies include: minimizing vehicular lane widths; visually narrowing the street width by flanking the roadway with street trees and street lights; introducing chicanes which deflect the path of vehicular travel via curb extensions, alternating street parking, and/or medianettes; increasing the frequency and visibility of pedestrian and bike crossings; and adding mini-roundabouts at minor intersections (see NACTO recommendations).
- + **Bicycle Signage.** Cyclists, like motorists and pedestrians, need clear traffic and wayfinding signage. Signage should clearly indicate to all users of the public realm how each travel mode can use the street. This is especially important as bike facilities are introduced—as is the case whenever vehicular lanes are reconfigured—as there is a learning curve with any new amenity. Wayfinding signage should also indicate directions to major destinations in the network, such as the Santa Ana River Trail, and can also contribute to the branding of the Pedley Town Center.



Examples of Bicycle Route & Wayfinding Signage



Intersections and crossings should provide visual clarity for pedestrians, cyclists, and drivers.



Convenient bike parking located near key routes and destinations



Traffic calming can be achieved through many strategies, including mini-roundabouts.



Bike boxes at intersections (NACTO)

Bicycle Facility Types (NACTO Urban Bikeway Design Guide):

Bicycle facility types and the recommended applications and contexts for each are described in detail in the standards and guidelines promulgated by the National Association of City Transportation Officials (NACTO), they include:

- + **Off-Street Facilities (NACTO Class I):** Class I facilities are off-street “Multi-Use Trails” meaning their use is not restricted to bicycles, but available to all non-motorized users. They are physically separated from and, often but not always, located well away from public streets - typically within public/natural open spaces, greenways and public utility easements and rights of way. In some cases, these facilities can also be accommodated in medians, or linear greenways along public streets, within or outside of the public right-of-way.
- + **In-Street Lanes (NACTO Class II):** Class II facilities are dedicated one-way bike lanes within the roadway, marked by painted striping. Striped buffers between the bicycle lane and vehicular travel lane can help improve user safety and comfort and are recommended on higher-speed, higher-volume streets wherever roadway widths allows. Striped car door buffers are also recommended where on-street parking is provided adjacent the bicycle lane.
- + **Shared Lanes (NACTO Class III):** Class III facilities are shared lanes (by bicycles and motorized vehicles) on low-speed, low-volume streets, marked with signage and pavement markings.
- + **Protected Lanes (NACTO Class IV):** Also referred to as “cycle tracks,” Protected Lanes are an increasingly utilized facility type in which a physical barrier of some form (curbs, bollards, planters, on-street parking, and others) separate the bike lane from vehicular lanes. Such facilities are ideal for higher-speed, higher-volume major thoroughfares like Limonite Avenue, and may be one-way or two-way facilities, depending on the street design.



Off-Street Facilities (NACTO Class I)



In-Street Lanes (NACTO Class II)



Protected Lanes (NACTO Class IV)



Shared Lanes (NACTO Class III)

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D. TRANSIT-PRIORITY NETWORK IMPROVEMENTS

Public Transit - including bus and rail - can be an increasingly integrated part of Pedley's layered circulation network, and a convenient way of traveling to and from Pedley's Town Center. **Figure 2.3** identifies existing transit Riverside Transit Agency (RTA) routes within the Pedley area where transit facility improvements should be prioritized. They include:

- + **RTA Route 29.** Connecting the all three of Jurupa Valley's "Town Centers" (Rubidoux, Pedley, and Mira Loma) to downtown Riverside and Eastvale, and with service along Limonite Avenue through Pedley.
- + **RTA Route 21.** Connecting the Riverside Galleria to Pedley Station (currently the end of the line) with service along Van Buren Boulevard, Clay Street, Limonite Avenue, and Pedley Road in Pedley.
- + **RTA Route 49.** To the north of Pedley, Route 49 provides service along Mission Boulevard, intersecting with Route 29 at Rubidoux Avenue (in the heart of the Rubidoux Town Center) and connecting to downtown Riverside and Country Village. **A future transit connection along Pedley Road connecting Route 49 to Pedley Station is recommended (See Figure 2.3).**

Transit Facility Improvement Strategies & Priorities:

Initial strategies and priorities for transit facility improvements along Transit Priority Routes in Pedley include:

- + **New/Improved Multi-Modal Transit Depot.** **Section 2.4.1.A** to follow, describes and illustrates a conceptual vision for the current bus depot at Pedley Station to be reconceived and redesigned as a mixed-use, transit-oriented "Center" and transit hub.
- + **First/Last Mile Facilities & Services.** Providing supportive "First/Last" mile transit facilities and services within the Pedley Station area - such as safe bicycle parking, equestrian corrals, shared parking, EV Charging stations, ride-share services, bike / electric scooter sharing services, passenger loading / drop-off zones, etc. - can significantly enhance transit rider experience, and increase transit ridership in Pedley.
- + **Improved Transit Stops & Facilities Along Priority Routes.** Most of the existing bus stops in Pedley are limited to a metal bench and trash can (and in some cases, there is no bench at all), with no protection from the elements for transit riders. Enhanced transit stops, such as covered bus stops would not only enhance rider safety and comfort, but could also be designed architecturally, to be an integrated part of Pedley's unified semi-rural public realm character (See example photo to right).
- + **Support Micro-transit.** Micro-transit refers to privately-operated transit systems that can operate in tandem to the services of a public transit agency like RTA. Micro-transit operators are typically highly flexible, tailoring their operations to match short-term and long-term travel behaviors and demands, and could be well-suited to Pedley's Town Center.



Conceptual "Transit Plaza" - including a new station depot, community gathering space, and mixed-use center, described further in **Section 2.4.1.A**.



Bus stop shelters provide protection from the elements and could be designed as an integral part of Pedley's unified semi-rural public realm identity.

FIGURE 2.3 | PEDLEY AREA TRANSIT-PRIORITY ROUTES



LEGEND | FIGURE 2.3

- Pedley Town Center Plan Boundaries
- RTA Route 21 ^[1]
- RTA Route 29 ^[1]
- Recommended Future Transit Service Connection

Public Realm Amenities & Destinations

- 1** Pedley Station Area & Future Town Center \ Transit Village (See *Section 2.4.1*)
- 2** Jurupa Valley City Hall & future Civic Center (See *Section 2.4.2*)
- 3** Future Limonite Village (See *Section 2.4.3*)
- 4** Future Southeast Employment District (See *Section 2.4.4*)
- 5** Santa Ana River Park & Trail Access
- 6** Horseshoe Lake Park
- 7** Felspar Arena
- 8** New Neighborhood Developments

[1] Source: RTA: [System Map](#)

E. NEIGHBORHOOD STREET IMPROVEMENT STRATEGIES

As diagrammed in **Figure 2.2**, a number of neighborhood streets are identified as recommended connections within Pedley’s bicycle and equestrian-priority networks. Because many existing neighborhood streets (those south of Limonite Ave in particular) have very constrained roadway and right-of-way widths, all improvements involve assessing and prioritizing trade-offs. Similarly, most recommended streetscape enhancements to these neighborhood streets will rely heavily on the collective participation of individual property owners to beautifying their street frontage.

Street Improvement Priorities & Strategies:

Figure 2.4 illustrates a number of conceptual improvement strategies, that could be applied incrementally, over time to improve and enhance many of Pedley’s neighborhood streets:

- + **Add Trees to Street Shoulders.** The city and / or neighborhood improvement organizations could plant shade trees in the shoulders of residential streets (between parking spaces). Individual residential streets could be differentiated from one another with unique selection from a pre-approved list of drought-tolerant / climate-adaptive tree species.
- + **Incentivize improvements of Private Street Frontage:** City-sponsored programs could be implemented to encourage property owners to improve their front yard landscaping. Such programs could promote enhancement of the following street elements:
 1. **Front Yard Landscaping:** The City could develop a list of pre-approved drought-tolerant plants and trees, and encourage homeowners to add them to their property frontages to enhance the rural character of neighborhoods streets.
 2. **Yard Walls and / or Fencing:** Homeowners could be encouraged to wall or fence their front yards using a selection of materials such as stuccoed masonry or split rails, utilizing a limited palette of pre-approved colors and finishes. This would ensure a certain amount of variety, while cumulatively giving neighborhoods a unified and identifiable character unique to Pedley.
- + **Class III Neighborhood Bicycle Routes.** Bike “sharrows” and bike route signage can be added to select neighborhood streets to improve driver awareness of cyclists sharing the roadway, and delineate clear routes to key destinations in the city for Cyclists. See **Figure 2.3** for recommended Bicycle Priority Routes.
- + **Equestrian Priority Routes.** Along Equestrian Priority Routes, a protected equestrian trail could replace street parking along one of the street shoulders. Additional landscaping along and between spit-rail fence segments could additionally enhance neighborhood character. See **Figure 2.3** for recommended Equestrian Priority Routes.



Typical existing conditions of neighborhood streets south of Limonite Ave; include constrained paved roadway widths (24 ft) and Rights-of-Way (40 ft), gravel shoulders, and inconsistent street landscaping and frontages.



Front landscaping with drought-tolerant plants.



Attractive front yard fencing.

FIGURE 2.4 | NEIGHBORHOOD STREET - INCREMENTAL IMPROVEMENTS



Protected Multi-use Trail

Private Landscaping Improvements

Bicycle Sharrows

Parking limited to one side

Private Frontage Improvements

Canopy Trees added to Parking Shoulder



Drought tolerant plants



Sharrows on neighborhood street



Neighborhood-initiated street planting program



Protected horse trail in a residential neighborhood

F. VAN BUREN BEAUTIFICATION STRATEGIES:

In addition to the numerous placemaking strategies for Pedley throughout this plan, modest streetscape and landscape improvements to Van Buren Boulevard - a major regional thoroughfare passing through the middle of the Pedley Town Center - could be significant in establishing and differentiating this part of the city as a unique, authentic, active semi-rural town center environment and destination.

Van Buren Beautification Strategies & Priorities:

- + **Unified Rural Landscape Design Theme:** The moment one enters Pedley, the landscaping on both sides of Van Buren could change, surrounding the street with lush vegetation utilizing a unified repeating design that begins and ends at Pedley's boundaries.
- + **Gateway Signage:** Gateway signage could mark the entry into Pedley's Town Center. A well-designed gateway sign instantly creates a memory of a place and could be a powerful tool for establishing Pedley's brand. A potential pedestrian overpass on Van Buren (see **Section 2.3.2.A**) could be an excellent opportunity for the placement of overhead Gateway signage.
- + **Art & Graphics:** Well-curated art and graphics, including sculptural, murals, etc.. is an effective way to both beautify the landscape and highlight Pedley's unique character and history to visitors and passersby.
- + **Climate Resilient/Adaptive Landscape:** Minimize irrigation with applications of drought-tolerant tree and plant species, native to Jurupa Valley.
- + **Employ Local Vernacular:** Utilize materials and elements that fit into Jurupa Valley's landscape (ie. rock, stained concrete, metallic and/or Corten steel elements, glass, etc...).



A unified landscape design using drought-tolerant species



Gateway signage



Civic street art



Light installations can become a memorable part of the landscaping program.



Corten steel is particularly well suited - in both visual appearance and durability -- to Jurupa Valley's climate and aesthetic. Here it is formed into sculptural elements and placed into the natural landscape.



Sculptural art - particularly if commissioned to the local arts community - can be a key element of the City's identity / branding / image strategy, and provide design enhancements along the Boulevard.



Steel art installations could speak to Pedley's aspirations or history.



Gabion walls and structures fit naturally into the landscape of Jurupa Valley.



A pedestrian overpass can be functional and sculptural, becoming a local landmark that draws visitors from around the region.

2.3.2 | VAN BUREN CROSSING STRATEGIES

OVERVIEW

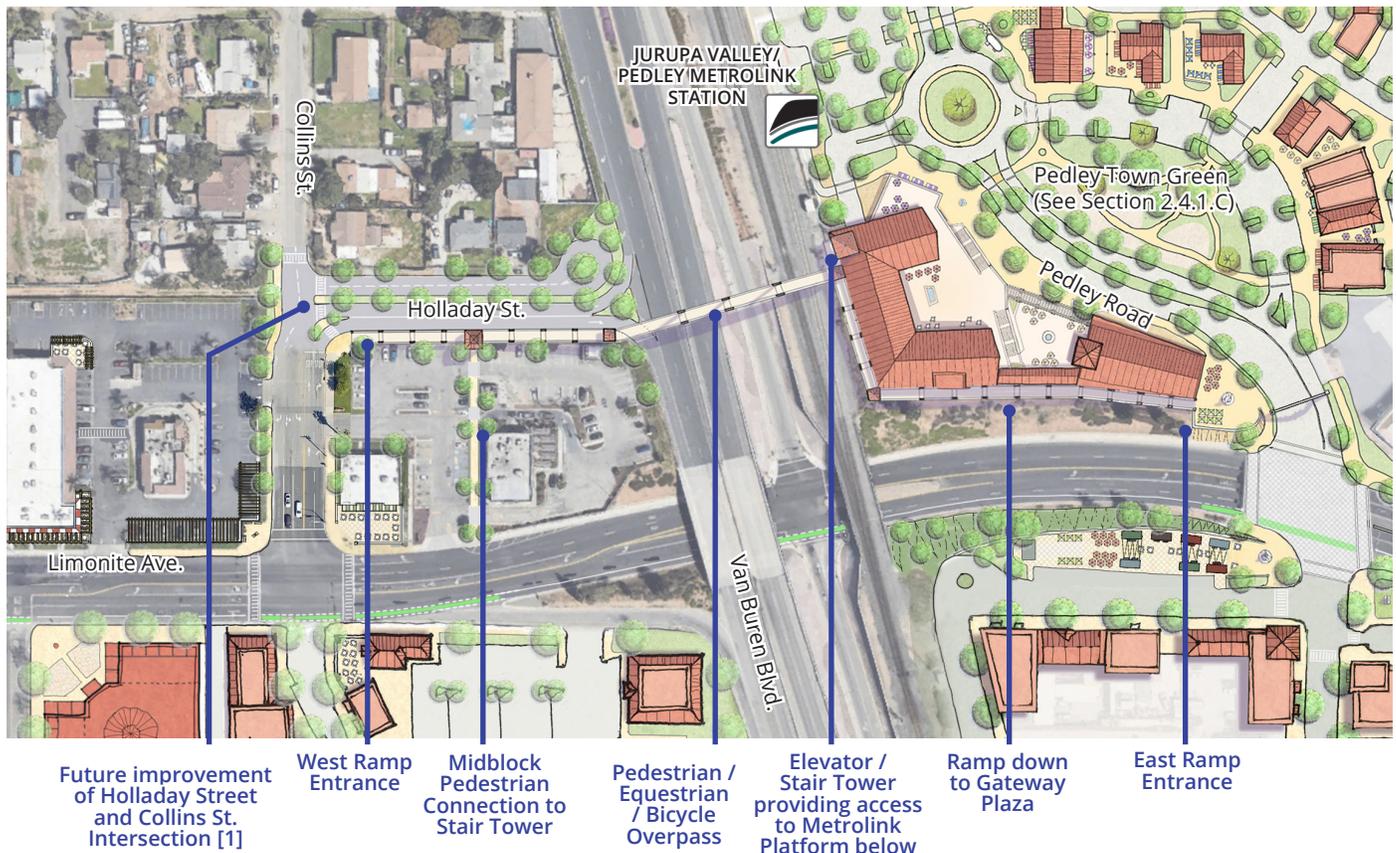
This section provides strategies for improving pedestrian, bicycle and equestrian connectivity across Van Buren Boulevard and the Union Pacific Rail line - two major regional transportation corridors that currently divide the Pedley Area. Currently, crossing Van Buren is limited to two locations within the Plan Area; the Limonite Avenue underpass, and the multi-use trail underpasses at the Van Buren bridge over the Santa Ana River. The Limonite Avenue underpass does not accommodate particularly safe or comfortable circulation to any non-vehicular modes, with a narrow 6ft sidewalk, unbuffered from vehicular traffic limited to the north side of the roadway only. With multi-modal access to the Pedley Station area a priority of this Plan, providing improved multi-modal crossing of Van Buren in this area is strongly recommended. Two primary strategies are discussed herein:

- A. Pedestrian/Bicycle/Equestrian Overpass of Van Buren.** Considerations for a long-term overcrossing of Van Buren Boulevard to provide safe and direct connectivity to the Pedley Station area for non-motorists;
- B. Limonite Avenue Underpass Improvements.** Considerations for retrofitting the Limonite Avenue underpass to prioritize improvements for either bicycles or equestrians, based on physical constraints of the existing roadway.

A. FUTURE PEDESTRIAN / BICYCLE / EQUESTRIAN OVERPASS

As a long-term strategy, the City, in partnership with Metrolink and the Riverside Transit Agency (RTA), could pursue the potential of a Pedestrian / Bicycle (and potentially also Equestrian) overpass of Van Buren. **Figure 2.5** (below) conceptually illustrates one potential configuration of such a facility, taking advantage of excess / underutilized public right-of-way on Holladay Street to provide an ADA compliant ramped overpass of Van Buren Boulevard and Rail right-of-way. As illustrated, the overpass could potentially connect into a new gateway building on the east side of Van Buren, that could provide stair and elevator access down to the Metrolink platform, and ADA compliant ramping down to a new outdoor plaza at the intersection of Pedley Road and Limonite Avenue.

FIGURE 2.5 | CONCEPTUAL VAN BUREN CARLESS OVERPASS



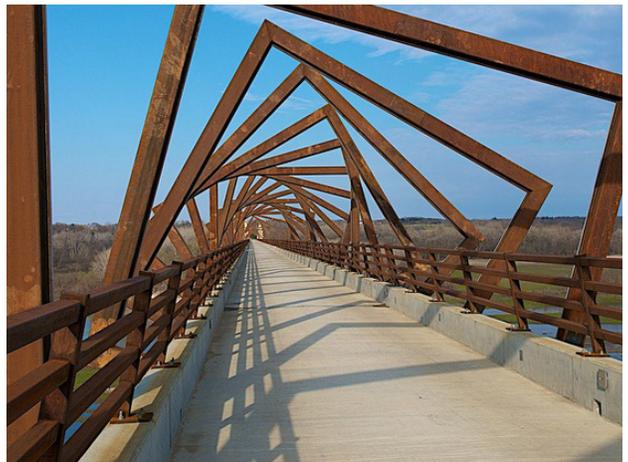
Key Strategies & Considerations

Key strategies and considerations include:

- + **Joint Partnership Opportunity.** The City should engage Metrolink, RTA, and Union Pacific Rail to determine the joint feasibility of a future pedestrian overpass of Van Buren and the rail R.O.W. Potential future developers of gateway site at the northwest corner of Limonite Ave and Pedley Road should also be engaged;
- + **Coordinated Improvements to Holladay Street Exit of Van Buren.** *Figure 2.5* (lower left) illustrates conceptual improvements to Holladay Street to improve traffic safety and congestion- including for drivers exiting/entering Van Buren. Recommendations include a new semi-private median/access-drive for the residents on the north side of the street and intersection improvements at Collins Street;
- + **Pedley Gateway Monument.** Any overpass of Van Buren Blvd should be intentionally designed as an iconic entry gateway / monument for the Pedley Town Center;
- + **Plan for Equestrian Access at Limonite.** If feasible, the overpass could also provide equestrian access, via the ramps on either end of the overpass. Alternatively, if and when a pedestrian/bicycle overpass is provided, equestrian access could be prioritized for improvements to the Limonite Ave underpass, as described in the following spread.



Pedestrian/Bicycle rail overpass



Multi-Use Bridge with sculptural corten steel elements

[1] Note on Future Improvements to Intersection of Holladay St & Collins St: Should the City study the potential for a multi-modal overcrossing in this location, improvements to the Holladay Street interchange with Van Buren Blvd (and intersection with Collins Street and Limonite Avenue) should also be studied to improve safety and address limited access and circulation to and between the adjacent properties. While this plan illustrates very conceptual improvements, this complicated interchange will require detailed future analysis.



A future Van Buren overpass could have a “soft”/natural design, highlighting Pedley’s semi-rural character - such as the “Land-Bridge” in central Florida, which provides trail access over Interstate-75 for bikes, pedestrians, equestrians (and wildlife) .

B. LIMONITE AVENUE UNDERPASS IMPROVEMENTS

While a future pedestrian/bicycle overpass, as described in the previous section, is a preferred long-term solution for access across Van Buren Boulevard, improved access can be provided in the near-term via relatively modest retrofits of the Limonite Avenue underpass. Due to the physical / spatial constraints of the existing roadway/ underpass, there are limitations in terms of the degree of physical retrofits that can be made. Accordingly, this Section describes conceptual improvements, trade-offs and considerations for bicycle- and equestrian-priority improvement alternatives that can be considered.

Key Strategies & Considerations:

1. Bicycle-Priority Improvements. As described previously in *Section 2.3.1.C*, recommended improvements for Limonite Avenue include re-striping and the addition of striped and/or physically buffered bicycle facilities within the Pedley Town Center area. The following options could be considered:

+ **Class II Bike Lanes.** As illustrated in *Figure 2.6.A* (right), with relatively minor re-striping / reconfiguring of the median, turn- and travel-lane configurations within the Limonite Avenue underpass (re-striping all to 10-11 ft), Class II buffered bicycle lanes (5-6 ft lanes with 1-2 ft buffer) could be added to the north and south sides of the existing roadway.

+ **Class IV Cycletrack.** Because of the location of the supporting center column of the railway bridge (seen in distance) - space for a multi-directional Class IV cycletrack on the south side of the street would be constrained, with a maximum of 10ft of space available from re-striping, that also includes the roadway's existing drainage gutter.

+ **Class I Multi-Use Trail.** As illustrated in *Figure 2.6.B* (right), the sidewalk on the north side of Limonite Avenue could be extended into the existing roadway by up to 10 ft, to replace the existing narrow sidewalk with a two-way multi-use trail (to provide access to all modes) buffered from traffic by a physical barrier, such as a low wall or split-rail fence.

2. Equestrian-Priority Improvements. If a future pedestrian/bicycle overpass is provided, underpass improvements could prioritize equestrian access. As illustrated in *Figure 2.6.B* (right), using the same approach as described for the Class I Multi-Use Trail above, a 8-12 ft decomposed granite horse trail could be provided along the north side of Limonite, potentially maintaining, or replacing the existing sidewalk.

3. Intersection Improvements. All of the above strategies should also include enhanced intersection crossings for pedestrians, bicycles, and equestrians at Pedley Road and Collins Street, and the consideration of limiting driveway access from Limonite Avenue, where feasible, and providing conflict striping and signage where drive access may cross bicycle or equestrian facilities.

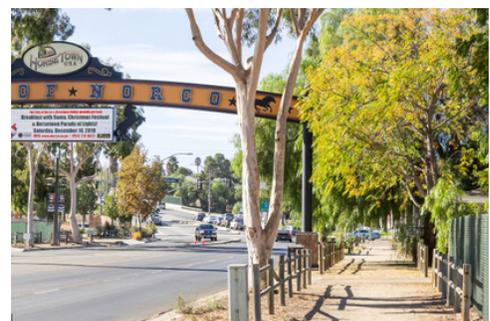
4. Landscape & Lighting Improvements. Additional planting and pedestrian-oriented lighting this area would enhance the experience of non-motorists traversing this connection.



Striped buffers with flexible / reflective bollards for additional visibility.



Physically separated bike lane going through an underpass



Horse trail on busy road protected by fencing

FIGURE 2.6.A | VAN BUREN UNDERPASS - CONCEPTUAL IMPROVEMENTS - BIKE PRIORITY

Separated bike lanes can be added to both sides of Limonite to encourage cyclists to traverse both sides of Pedley. Landscaped side slopes help make the experience more pleasant.



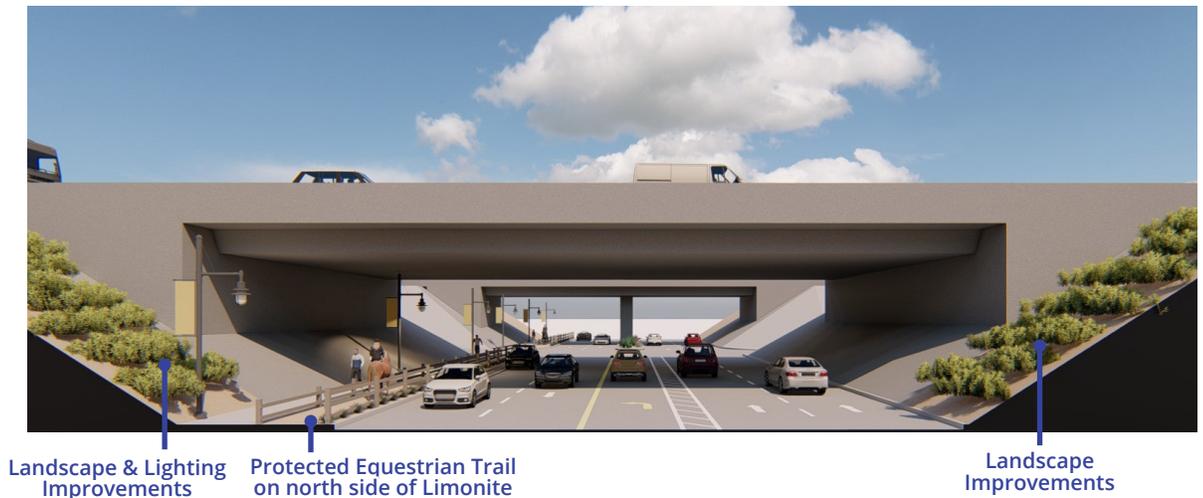
FIGURE 2.6.B | VAN BUREN UNDERPASS - CONCEPTUAL IMPROVEMENTS - MULTI-MODAL PRIORITY

A Class I Multi-Use Trail is added to the north side of Limonite Ave by extending the existing narrow sidewalk into the roadway, and narrowing and re-striping the current wide travel lanes.



FIGURE 2.6.C | VAN BUREN UNDERPASS - CONCEPTUAL IMPROVEMENTS - EQUESTRIAN PRIORITY

Similar to the approach in *Figure 2.5* above, an equestrian trail could be prioritized along the north side of Limonite Avenue, should pedestrian and bicycle access be facilitated by an overcrossing in the future.



2.3.3 | PARKS, OPEN SPACE & TRAILS STRATEGIES

A. PARKS & COMMUNITY GATHERING SPACES:

The primary goals for interventions to Pedley's park and open space system is to improve the quality and usability of existing parks, and to improve access to the river for all of Jurupa Valley, promoting Pedley as one of the best access points to the trails along the Santa Ana. **Figure 2.7** (right) identifies existing and recommended new parks and community gathering spaces in the Pedley Plan Area.

Priorities & Strategies:

Priorities and Strategies for Parks and Community Gathering Spaces include:

- + **Improve Existing Parks:** Existing parks will be improved, with plans to build a new playground and pocket park at Felspar Arena and new horse facilities planned at Santa Ana River Regional Park.
- + **Provide New Community Gathering Spaces:** New parks and green spaces proposed in this plan could provide residents with a greater variety of outdoor places to enjoy, as well as bring such spaces closer to existing areas that need them.
- + **Ensure Safety with “Eyes on the Park”.** Each park, green, and square should be faced by homes and other buildings, activating them and making them safe for children and families, during all waking hours. New construction around existing parks, as well as future development, should ensure that Pedley's greens will “have eyes on them” by surrounding buildings.
- + **Make Spaces Activity Focused.** Each park, green, and square should provide multiple choices of activities, such as children's play, fitness, reading a book, having a family picnic, riding a bike or horse, or just sitting in the shade or sun. Programmed events such as farmers markets, summer movies-in-the-park, and weekend concerts are great ways to bring residents together in Pedley's community gathering spaces.
- + **Use Climate Appropriate & Adaptive Materials.** Pedley's parks and greens should be designed for Jurupa Valley's warm, dry climate, emphasizing native and adaptive plants that do not require large amounts of increasingly scarce water resources.
- + **Provide Shade.** The trees of Pedley are varied in size and form, but emphasize large shade trees such as sycamores and oaks to offer residents shade and shelter from the sun and wind.
- + **Make Access to Open Spaces Safe.** Neighborhood streets and trails should provide safe and convenient access to the Pedley's parks, with trails running through many of them (see also **Figure 2.8**).
- + **Lighting.** Nighttime lighting should generally take the form of “soft pools of light”, only where and when needed, not brighter than necessary, downward directed and producing no glare, maintaining a “dark sky” environment that reinforces the neighborhoods' semi-rural character.



New green spaces

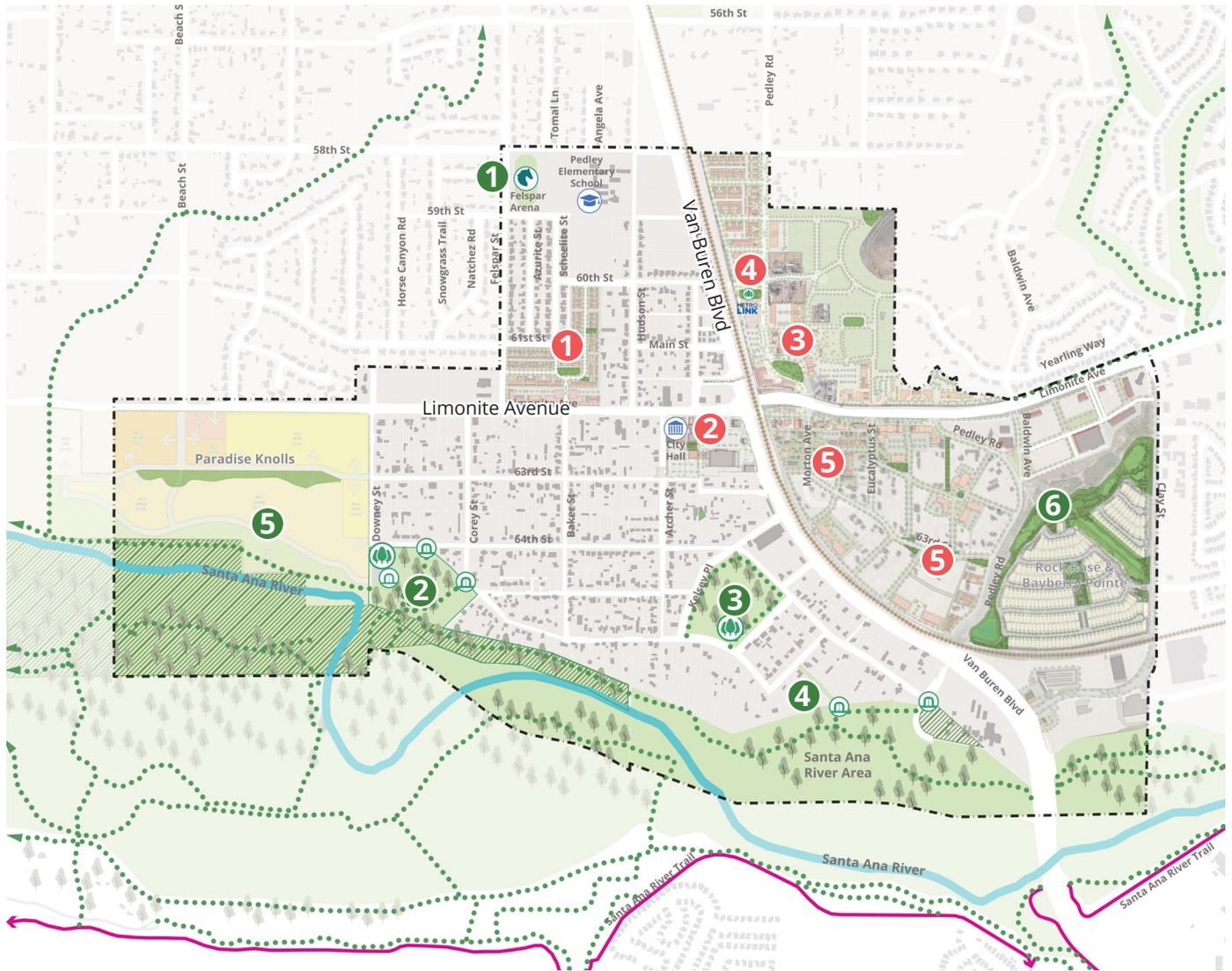


Programmed events in the park bring residents together



Improved access to the river is critical to Pedley's future

FIGURE 2.7 | PARKS AND COMMUNITY GATHERING SPACES



LEGEND | FIGURE 2.7

- Town Center Area Boundary
- Existing Parks and Open Space
- Habitat Conservation Area
- New Parks & Community Gathering Spaces

EXISTING PARKS & OPEN SPACES

- 1** Felspar Arena
- 2** Santa Ana River Regional Park
- 3** Horseshoe Lake Park
- 4** River Access from Riverdale Place
- 5** Parks in Paradise Knolls
- 6** Greens in Rock Rose & Bayberry Pointe

NEW OPEN SPACES

- 1** Neighborhood Green
- 2** Civic Gathering Spaces
- 3** Pedley Town Green
- 4** Pedley Station Transit Plaza
- 5** District Greens



Horseshoe Lake Park

B. TRAILS AND NATURAL OPEN SPACES:

The nature trails along the Santa Ana River are well-known and it's expansive natural open space is an anchor for this area. Pedley should take advantage of the opportunity this presents. All neighborhoods in Pedley should have a access to a trail that gets residents down to the river and other open spaces without a car. Existing and new trails should be enhanced with increased safety and wayfinding measures to make traversing Pedley by foot, bike, or horse more convenient and pleasurable. **Figure 2.8** (right) identifies existing and recommended trails and natural open space resources in the Pedley Plan Area.

Priorities & Strategies:

Priorities and Strategies for Trails and Natural Open Spaces include:

- + **Connect All Areas of Pedley to the River Area by Trails:** The previously mentioned "Master Plan of Streets, Trails and Bikeways" should create a comprehensive trail network that touches every neighborhood in town so that every resident in central Pedley could be on a trail within a 2 minute walk from their home.
- + **Upgrade Existing Trails and Build New Trails with Safer Facilities:** Pedestrians and equestrians should be physically separated from car traffic with curbs and fencing. Good downward lighting will help users feel safer at night and alert cars of the presence of the trail.
- + **Educational Opportunities.** Trailhead facilities, interpretive displays along trails, and a nature interpretive center will educate residents and visitors about the unique local habitats.
- + **Develop a Trail Signage Plan:** As part of a recommended future General Plan Mobility Element Update and/or Master Plan of Streets, Trails, and Bikeways (See **Section 3.2.C**), the City should consider developing a Trail Signage Plan including:
 - + **Directional & Wayfinding Signage:** leading residents and visitors to trailheads, entry points and parking facilities from the surrounding street network.
 - + **Trail Signage:** along trails providing directions to nearby neighborhoods and destinations.
 - + **Interpretive Signage & Displays:** presenting information about natural habitats and cultural history of the area.
 - + **Regulatory Signage:** identifying allowed and prohibited uses of each trail, access restrictions, and hours of operation.
 - + **Informational Signage:** with contact information for trail maintenance and security officials.



Neighborhood trails can be used by pedestrians and horses

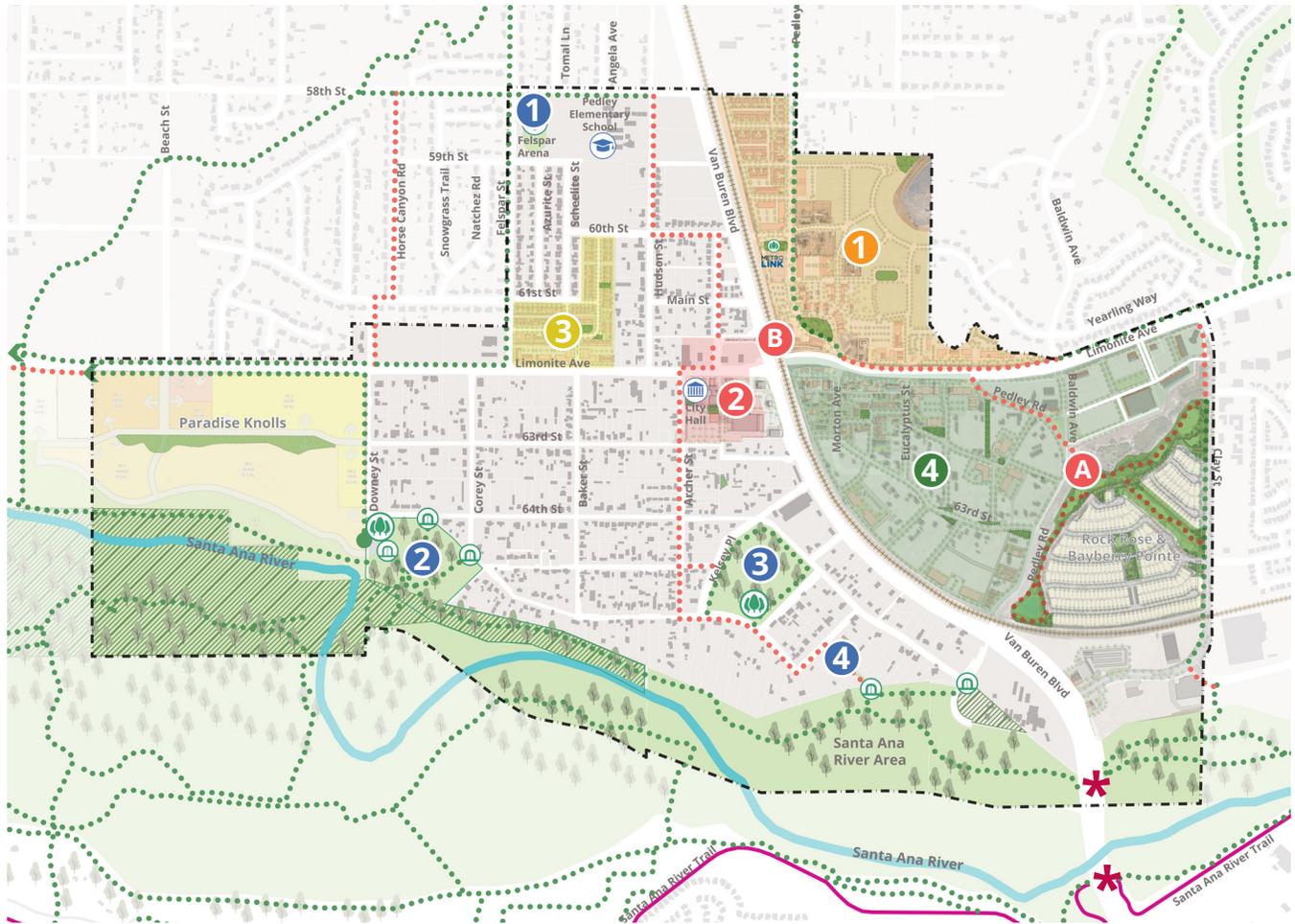


Good trail lighting is critical for usability and safety



Trail signage used for wayfinding and educational purposes

FIGURE 2.8 | TRAILS AND NATURAL OPEN SPACE NETWORK



LEGEND | FIGURE 2.8

- Pedley Town Center Plan Boundaries
- Existing Trails
- Existing & Planned Trail Access Points
- Existing Van Buren Undercrossings (Non-Vehicular)
- Santa Ana River Regional Trail

Recommended Priority Equestrian Routes

- Recommended Equestrian Priority Routes

Recommended Additional Improvements:

- Planned Multi-Use Trail Bridge
- Recommended Multi-Use Trail Overcrossing (See Section 2.3.2.A)

Existing Parks and Open Spaces

- Felspar Arena
- Santa Ana River Regional Park
- Horseshoe Lake Park
- River Access from Riverdale Place
- Parks in Paradise Knolls
- Greens in Rock Rose & Bayberry Pointe

Focus Areas (See Section 2.4)

- Pedley Station Area and Transit Village (Section 2.4.1)
- Pedley Civic Center District (Section 2.4.2)
- Limonite Village (Section 2.4.3)
- Southeast Employment District (Section 2.4.4)

2.4 | Focus Area Opportunities

2.4.1 PEDLEY STATION AREA & TRANSIT VILLAGE



The Metrolink Station area

FOCUS AREA OPPORTUNITIES AND PRIORITIES

The Pedley Station Transit Village Focus Area is an area of significant opportunity for Pedley, the City and the greater region. Anchored by Pedley Station, providing regional Metrolink and RTA bus transit to Jurupa Valley, and including several vacant and underutilized sites - including two prominent city-owned parcels on Pedley Road, and a large area with current private development interest - this area is primed and ready, awaiting a clear vision and implementation strategy. **Figure 2.9** (to right) and the pages to follow, conceptually illustrate and describe a vision and strategies for transforming this area into an authentic transit and cultural town center. High-level strategies and priorities include:

1. **Re-imagine the Existing RTA Bus Depot as a Public Space / Transit Plaza:** With modest reconfiguration, the existing RTA bus depot “loop” could evolve from its current single-function use into a lively, multi-functional community gathering space lined by shops and restaurants while still maintaining its transit functions and serving as an efficient connection between Metrolink and the regional bus network.
2. **Create a Town Green on City-Owned Parcels:** The location, size, and shape of the city-owned parcels at the bend in Pedley Road just north of Limonite Avenue lend themselves naturally to a “carved out” Town Green, lined and activated on one or more sides by shops and restaurants, with the additional opportunity for a significant civic “gateway” building to be pursued on the highly-visible (currently vacant) site at the corner of Pedley and Limonite, backing onto the rail right-of-way and Van Buren Boulevard.
3. **Plan for “Transit Village” Neighborhoods adjacent the Pedley Station:** The vacant area immediately north of Pedley Station has been recently selected by City Council as a site where higher intensities of housing could be appropriate due to its proximity to transit, which will play a crucial role in providing Pedley with the diverse and affordable housing necessary to support a thriving Town Center. This area, as well as a number of large vacant properties on the east side of Pedley Road, could be planned as well-connected, walkable neighborhoods, providing a variety of housing types and choices for future residents, and providing customers for shops and restaurants in this Town Center environment.
4. **Create a strong Town Center Gateway:** Enhancements to the intersection of Limonite Avenue and Pedley Road, as well as a potential future civic “gateway” building on the currently vacant site at the northwest corner of Limonite and Pedley, could create a strong gateway into the Station Area Town Center, and capture the attention of traffic along Van Buren Blvd and Limonite Avenue.

FIGURE 2.9 | CONCEPTUAL VISION FOR THE PEDLEY STATION TRANSIT VILLAGE



LEGEND | FIGURE 2.9

- 1** Pedley Station Transit Plaza (See *Section 2.4.1.A*)
- 2** Transit Village Neighborhoods (See *Section 2.4.1.B*)
- 3** Pedley Town Green (See *Section 2.4.1.C*)
- 4** Parking Structure with retail liner
- 5** Civic “Gateway” Building
- 6** Gateway Intersection Improvements
- 7** Limonite Ave Commercial Corridor Development (See *Section 2.4.1.D*)
- 8** Van Buren Overcrossing (See *Section 2.3.2.A*)
- 9** Transit Village Hillside Neighborhoods
- 10** Neighborhood Trailhead Park
- 11** Conceptual pedestrian/equestrian connection to 58th St

Note:

All future connections shown in **Figure 2.9** are conceptual. Some new connections may require an access agreement and easement with the neighboring propert(ies). See **Section 3.2 - Summary of Required “Town Center Implementation” Zoning Updates** for additional information.



Existing Focus Area near the Metrolink Station

A. PEDLEY STATION TRANSIT PLAZA



Conceptual Illustration of reimagined Transit Plaza, with a central promenade terminated by a new transit station building, a central fountain, horse corrals, and new bus shelters / drop-offs lining the outer perimeter of the central plaza.

Vision and Opportunities:

The existing RTA bus transit loop at Pedley Station is designed around its single function of bus loading/unloading, with the resulting greenspace in the center of the loop purely decorative and largely unused. With modest roadway reconfigurations to the loop, this space could be transformed into a charming and vibrant multi-functional public plaza lined with shops and restaurants, and with canopy trees sheltering users from the elements, without losing any of its transit functionality. As conceptually illustrated in **Figure 2.10**.

Strategies & Priorities:

Key strategies for creating such a space include:

- 2 Reconfigure bus passenger loading/unloading to the central plaza space:** Shifting the location of bus passenger loading and unloading from the outer sidewalks of the Plaza to the central plaza itself would free up curbside space for parking, and additional sidewalk space for street furnishings and amenities to support new businesses lining the plaza. Transit riders would now arrive into an inviting public space with easy access to Metrolink, nearby shops and restaurants, parking, and the surrounding neighborhoods.



Existing RTA bus depot at north end of Pedley Station



The Grand Canyon Visitors Center uses a similar bus terminal configuration

FIGURE 2.10 | CONCEPTUAL VISION FOR THE TRANSIT PLAZA



Conceptual illustration of future Transit Plaza

LEGEND | FIGURE 2.10

- 1** Transit Plaza (Central Promenade)
- 2** Reconfigured bus passenger loading/unloading areas
- 3** New Shared Parking Structure with retail liners
- 4** New Transit Center Station building
- 5** Mixed-use buildings on north side of Plaza
- 6** Horse Corrals & Shelters on east side of Plaza
- 7** Horse Trail along Pedley Road



A. PEDLEY STATION TRANSIT PLAZA (continued)



Conceptual Illustration of commercial spaces lining a future shared parking structure, screening parking from public view and activating the plaza with sidewalk dining and human activity.

3 New Shared Parking Structure lined with Retail on Plaza. In partnership with Metrolink and RTA, the city could pursue the funding and construction of a shared parking structure to replace Pedley Station's existing surface park and ride lot. Such a facility could provide sufficient parking to meet future increased ridership demands, and could provide additional parking to support new shops, restaurants, and other uses within the Town Center, including a potential new civic building, described in **Section 2.4.1.C** to follow. The north side of the structure (fronting the plaza) could be lined with commercial - shops and restaurants, with wide sidewalks accommodating outdoor dining, to activate the plaza during the day and evening.

4 New Transit Center Station Building: As a centerpiece of the transformed Transit Plaza, a new Transit Center Station building terminating the west end of the plaza could provide a prominent landmark at Pedley Station - highly visible from Van Buren Blvd and Metrolink - and a welcoming arrival point for transit passengers. The station building could include ticketing, restrooms and a cafe, and its architecture could reinforce Pedley's authentic semi-rural character and identity.



Shared parking structure lined with ground-floor shops and restaurants. from Old Town Temecula, CA.



Potential architectural character of new commercial shops and restaurants link the Plaza



4 Historic Train Depot in Folsom, CA



4 Cafe/Retail in traditional train station



5 3-Story mixed-use building with ground floor commercial and upper floor housing, with balconies overlooking the street / plaza.

5 Mixed-use Buildings Transitioning to Transit Village

Neighborhood: New mixed-use buildings - with ground shops and restaurants and housing and/or offices upper floors - lining the north side of the plaza would provide a strong transition to the “Transit Village Neighborhoods” envisioned to the north of Pedley Station (see also **Section 2.4.1.B**). Upper-floor housing - potentially even in the form of a hotel - would provide 24 hour-per-day “eyes on the street,” improving overall safety and use of the Plaza. With direct proximity to transit, office uses in this location would also be an ideal use.

6 Provide Strong Access and Amenities for Equestrians:

A new equestrian / multi-use trail along Pedley road, and the inclusion of equestrian corrals and shelters within the plaza itself, would provide easy access and use of the many amenities of the Plaza for those choosing to arrive by horse.

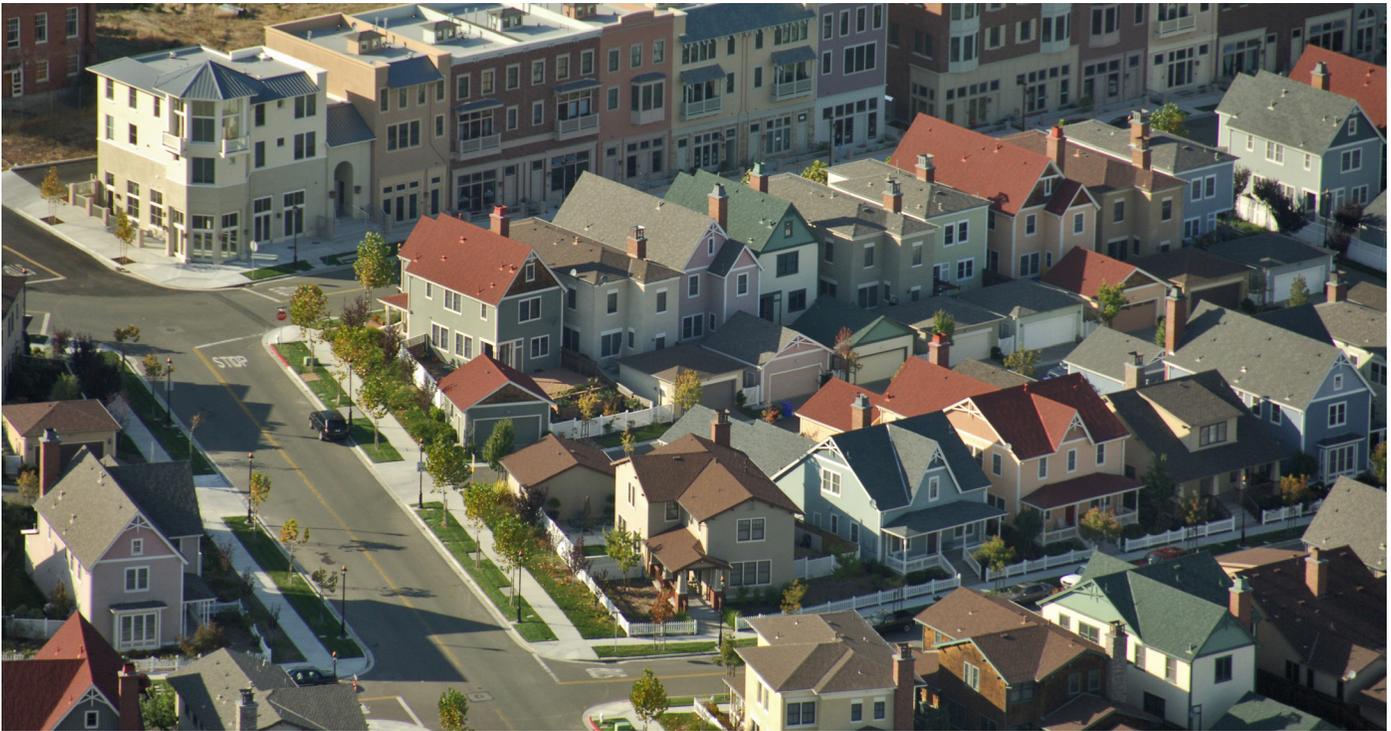


5 3-story mixed-use hotel on a public square in Healdsburg, CA



6 Horse corral / hitching area at a bar & restaurant

B. TRANSIT VILLAGE NEIGHBORHOODS



The Transit Village Neighborhoods can provide a range of housing types and choices for potential residents of the Town Center. Well-crafted (future) “form-based” development standards can ensure seamless neighborhood patterns and an authentic town character. Pictured here: new neighborhoods in Hercules, CA - seamlessly transitioning from mixed-use to single-family.

Vision and Opportunities:

The Plan’s vision of the Transit Village brings traditional walkable neighborhood patterns to several large vacant / underutilized areas surrounding Pedley Station - in particular, the area immediately north of the Station is one of several of the City’s Housing Element sites designated for higher intensities of housing. This site is well-suited for such uses, due to its close proximity to Pedley Station, locating a concentration of residents within short walking / biking distance to regionally-serving transit. There has also been ongoing private interest in developing new neighborhoods on a large vacant area on the east side of Pedley Road, which could be leveraged to catalyze development of the Town Center. **Figure 2.11** (to right) a conceptually illustrates the urban patterns and forms that of the Transit Village Neighborhood



Walkable neighborhood patterns connecting residents to the amenities of the Town Center.

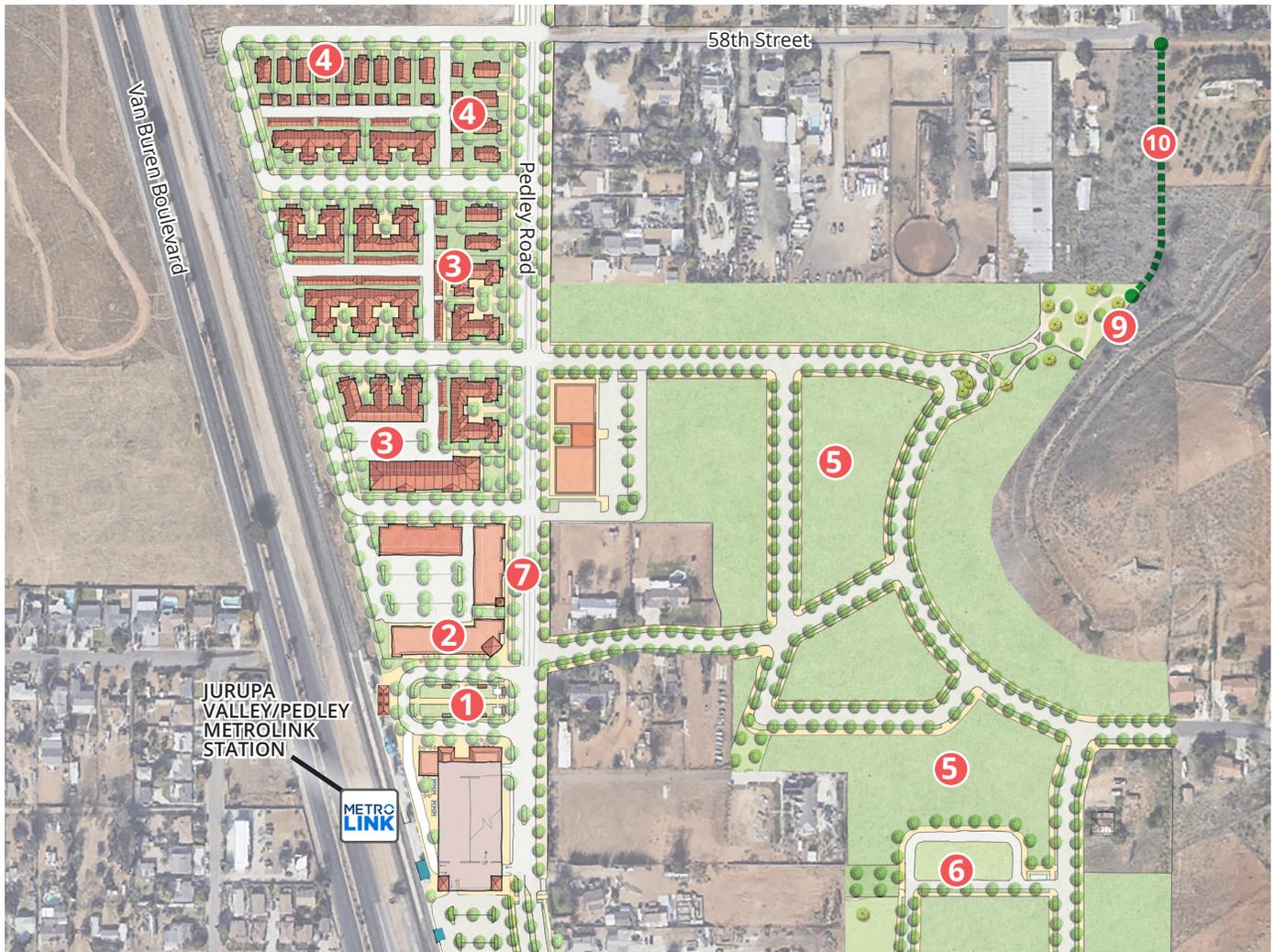
Strategies & Priorities:

- + **Prioritize Walkability and Connectivity:** A top priority for neighborhood development in the Town Center is walkability and connectivity - providing convenient, comfortable, and safe access to key destinations like the Transit Plaza (**Section 2.4.1.A**) and Town Green (**Section 2.4.1.C**) for all residents and by all modes of travel. Compact walkable blocks, neighborhood streets with comfortable sidewalks and landscape parkways, as well as multi-modal streetscape improvements to Pedley Road, will all play a critical role in connecting residents to transit and the amenities of the Town Center.



Neighborhoods streets with wide sidewalks and landscape parkways and medians

FIGURE 2.11 | CONCEPTUAL VISION FOR THE TRANSIT VILLAGE NEIGHBORHOODS



LEGEND | FIGURE 2.11

- 1** Future Transit Plaza (See **Section 2.4.1.A**)
- 2** Mixed-use buildings fronting Transit Plaza & Pedley Road
- 3** Neighborhood-scale “Missing Middle” Multifamily Housing
- 4** Single-family homes transitioning to surrounding neighborhoods
- 5** Future Transit Village & Hillside Neighborhoods
- 6** Neighborhood parks & greens
- 7** Pedley Road improvements
- 8** City-designated Housing Element site (designated for multifamily housing)
- 9** Conceptual Neighborhood Trailhead Park
- 10** Conceptual pedestrian/equestrian connection to 58th St



Existing conditions of Transit Village Neighborhood Focus Area

Note:

All future connections shown in **Figure 2.11** are conceptual, many of which would require an access agreement and easement with the neighboring propert(ies). See **Section 3.2 - Summary of Required “Town Center Implementation” Zoning Updates** for additional information.

B. TRANSIT VILLAGE NEIGHBORHOODS (continued)



Example of neighborhood-scale multifamily development that is skillfully massed and articulated based on clear and objective “form-based” development standards.



Example of a village-scaled mixed-use building on a corner lot - of a form, character and pattern that would fit well into the future Pedley Station Transit Plaza.

- + **Provide a Variety of Housing Types and Choices near Pedley Station:** More residents living within a short walk, bike or horse ride from the regionally serving transit options at Pedley Station will support increased transit ridership which, in turn, will support future reductions in vehicular trips and traffic congestion. Additionally, following the real-estate mantra “retail follows rooftops,” a critical mass of residents in this area will provide a built-in customer base for new shops and restaurants around the Transit Plaza and Town Green.

Such neighborhoods could include a mixed-variety of housing choices to meet the individual needs of potential residents, including: more intense mixed-use (2) and multifamily typologies (3) around the Station Area proper; neighborhood-scale multifamily types such as multiplexes, courtyard apartments and rowhouses within the neighborhoods themselves; and single-family detached homes abutting the edges of surrounding neighborhoods.

- + **Prioritize Design Variation to Create Authenticity:** Prioritizing variation in architectural style, character and detail (in styles appropriate to Pedley) from building to building as well as in the elements of the public realm - whether developed by a single or multiple developers - will help establish an authentic semi-rural neighborhood character. Similarly, subtle variations in public realm design (i.e. variation of street tree species, furnishings, signage, monuments) from neighborhood to neighborhood, street to street, open space to open space will strengthen the overall identity and character of the Town Center and Transit Village.



Example of neighborhood-scale multiplex buildings designed to look like large single-family homes.



Example of neighborhood-scale multifamily; townhouses on a shared / community courtyard.



A shared neighborhood green with unique / natural features, fronted by duplexes and triplexes that look like (and blend seamlessly with) large single-family homes.



Unique public realm elements - such as furnishings, landscaping, neighborhood gateway monuments, etc. can help establish a strong neighborhood and Town Center identity.



Conceptual illustration of Transit Village Neighborhood Character and streetscape improvements along Pedley Road - including wide sidewalks landscaped medians and parkways, and an equestrian/multi-use trail connecting residents to the Town Center.

7 Pedley Road Streetscape Improvements. Pedley Road will be a critical and primary connection to the Town Center for the new neighborhoods envisioned to the north of Pedley Station that effectively “back up” to the Railroad tracks and Van Buren Boulevard. Accordingly, future improvements - including the addition of multi-use and/or equestrian trails along one or both sides of the street, transit shelters, and parkways and medians with shade trees and landscaping, will help improve the function, safety and semi-rural streetscape character realm of this area. The Illustrations above and to the right highlight several of these characteristics.



Conceptual illustration potential future Equestrian and / or Multi-Use trail along one or both sides of Pedley Road to be an important connectivity improvement of the Transit Village Neighborhoods.

C. PEDLEY TOWN GREEN



Conceptual illustration of a new “Pedley Town Green” on City-owned land on the east side of Pedley Road, across the street immediately from Pedley Station.

Vision and Opportunities:

Two strategically-located City-owned parcels on Pedley Road, just north of Limonite and across from Pedley Station, could be transformed into the prominent focal point and community gathering space of the Pedley Town Center in the form of a new civic Town Green.

Strategies & Priorities:

1 New “Pedley Town Green”. As illustrated above and in *Figure 2.12* (to right), a new compact Town Green could be naturally “carved out” of a portion of city-owned land on the east side of Pedley Rd. The resulting civic space would provide a strong visual terminus from the intersection of Pedley Rd and Limonite Ave, inviting visitors into the space. The perimeter streets of the Green could have a distinct “main street” character, lined with shops and restaurants with open storefronts that pour life and activity out onto the green and onto wide shaded sidewalks with outdoor dining, comfortable seating, equestrian hitching areas and bicycle parking. The Town Green itself would be a multi-functional community gathering space, and could include a small gazebo or covered outdoor stage for special events and performances, ample shade from canopy trees, comfortable outdoor furnishings for resting and socializing, play areas for children, and equestrian corals and hitching areas for those arriving by horse.



Town Green with shade pavillion in center



Equestrian Corral for those arriving to the Town Center by horse

FIGURE 2.12 | CONCEPTUAL VISION FOR PEDLEY TOWN GREEN AREA



Conceptual illustration of a new “Pedley Town Green” on City-owned land on the east side of Pedley Road, across the street immediately from Pedley Station.

LEGEND | FIGURE 2.12

- 1** Pedley Town Green
- 2** New mixed-use buildings on City-owned land
- 3** Existing houses reconfigured for retail
- 4** New mixed-use development along Pedley & Limonite
- 5** Future Civic / Gateway Building
- 6** Roundabout at Pedley Station’s south entry
- 7** Gateway Intersection at Limonite Ave
- 8** Potential future Multi-Modal (pedestrian, equestrian, bicycle) Overcrossing of Van Buren Blvd / Rail R.O.W. (See *Section 2.3.2.A*)

C. PEDLEY TOWN GREEN (continued)



Envisioned character of mixed-use buildings fronting the Green and extending along Pedley to Limonite in the future.

2 New Mixed-use Buildings on City-Owned Land: On the remainder of the city-owned land, along the perimeter of the Town Green, new village-scale mixed-use buildings, with ground floor storefronts and offices or residential units above, could define, enclose and activate the space. A curated mix of village shops and restaurants, could make this an active destination.

3 Adaptive Reuse of Existing Buildings: The existing homes that define the north side of this conceptual open space could eventually be adapted to additional shops and restaurants, as has been done in many other authentic village centers.

4 New Commercial / Mixed-Used Development Along Pedley Rd and Limonite Ave: If development demand outgrows the Town Green, it should extend the character and quality of this environment along Pedley Road toward Limonite Avenue, strengthening the gateway into the Town Center & Transit Village.



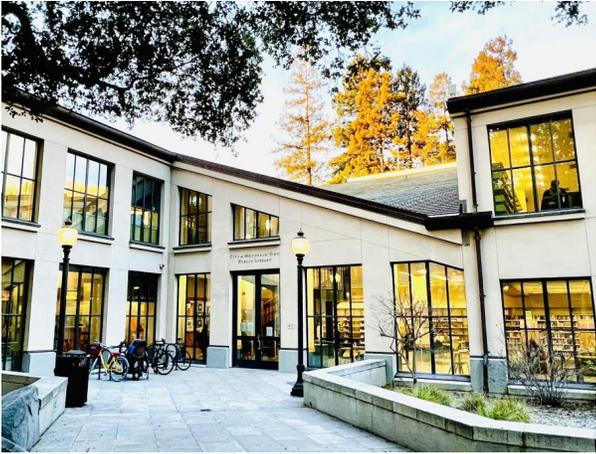
Existing single-family home adapted / retrofitted into a restaurant in the "Funk Zone" in Santa Barbara, CA



Development along Pedley Road can continue the Town Green character toward Limonite Avenue



A new civic building on the west side of Pedley Road across from the Town Green could be a strong landmark for the Pedley Town Center, and help anchor the new Town Green



5 New Civic Gateway Building on Prominent Opportunity

Site: A currently vacant, prominent opportunity site is currently for sale at the corner of Limonite Ave and Pedley Rd, backing up to Van Buren Blvd and the railroad tracks. This highly-visible site would be an ideal location for a prominent civic gateway building such as a performing arts or cultural center, library, or potentially a future relocated City Hall. Such a building could announce the Pedley Town Center to the thousands of daily travelers on Van Buren, Limonite, and by Rail, and could become a significant regional landmark.

6 Reconfigure Key Intersections to Mitigate Traffic and Improve Circulation:

A new traffic circle at the northern part of this town center area could help regulate traffic into the Pedley Station area (including the potential new civic gateway site) the Town Green and surrounding neighborhoods.

7 Gateway Intersection at Limonite Ave & Pedley Rd:

The City also owns a small parcel on the south side of Limonite Ave that could be linked to the north side with unique paving, enhanced crosswalks, landscaping, and signage, creating a gateway into the Town Green and Pedley Station Areas. In the future, studying the feasibility of a roundabout at this intersection is recommended.



Single-Lane Roundabout



Gateway art and graphics (potentially part of a future roundabout design at Limonite and Pedley) could create a strong Town Center Gateway at this important intersection.

D. INFILL DEVELOPMENT ALONG LIMONITE AVENUE CORRIDOR

FIGURE 2.13 | LIMONITE AVENUE CORRIDOR - LONG TERM OPPORTUNITIES



Conceptual illustration of future corridor-fronting development along Limonite Avenue in the Pedley Station and Transit Village Focus Area.

Vision and Opportunities:

Several vacant and underutilized parcels along the north side of Limonite Avenue within the Pedley Station and Transit Village Focus Area offer near-term opportunities for new “corridor-fronting” commercial development. With similar infill development patterns envisioned on the south side of Limonite Avenue (see *Southeast Focus Area* in **Section 2.4.4**), along with future streetscape and public frontage improvements to Limonite Avenue envisioned in the *Citywide Corridors Plan*, the Limonite Corridor could be transformed into a much more cohesive, connected, safe, comfortable, and visually appealing gateway into the Town Center area.

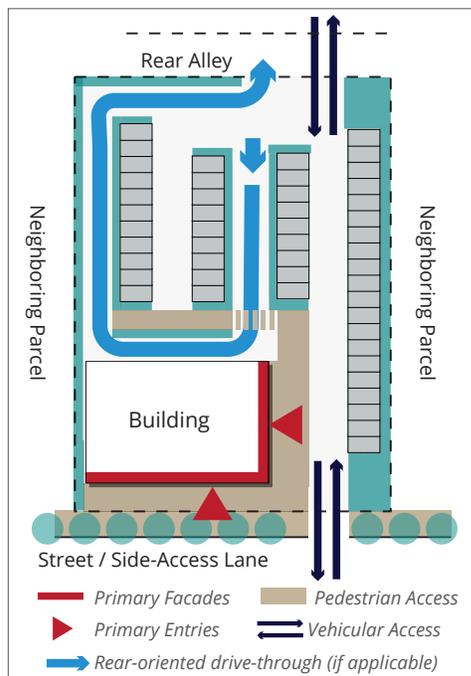
Strategies & Priorities:

+ Prioritize “Corridor-Fronting” Development Patterns: Unlike typical corridor development patterns elsewhere in the city—where commercial uses are set back and oriented toward parking lots—development along Crosstown Corridors (Limonite Avenue, Pedley Road, and Clay Street) within Town Center areas should directly front onto and activate these corridors. Key strategies and priorities to achieve this include:

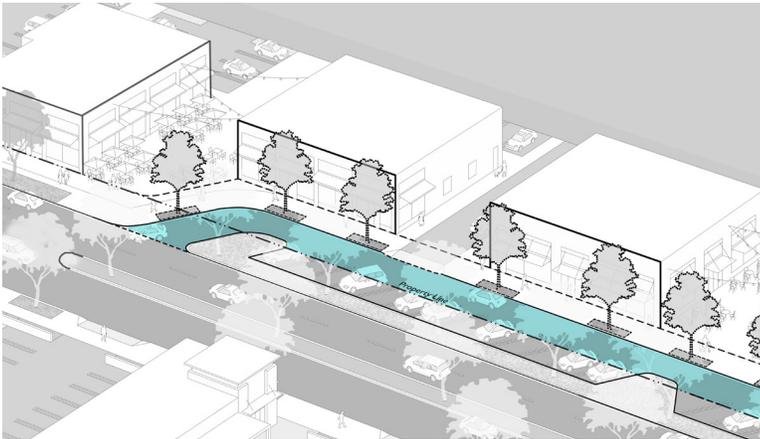
- + Building Orientation.** Building facades should be oriented toward Limonite Avenue (and any other new/existing streets along the site’s perimeter).
- + Building Access.** Primary entries of buildings should typically be oriented toward (and visible from) the street / public realm.
- + Building Spacing.** Buildings should be spaced relatively close to each other to establish strong spatial definition of the public realm. A minimum of 50% of each block’s frontage should be lined by building facades to achieve this.
- + Parking Location.** Surface parking lots should be well landscaped and located behind or beside buildings. Shared parking arrangements between connected properties are strongly encouraged.

LEGEND | FIGURE 2.13

- 1** Future Limonite Avenue Side-Access Lane(s) and Streetscape Improvements
- 2** Corridor-fronting commercial infill development of vacant and underutilized properties along Limonite Avenue
- 3** Limonite Avenue Intersection / Crossing Improvements (for pedestrians & equestrians)
- 4** Shared Parking Lots
- 5** Southeast Focus Area - See Section 2.4.4



Sample configuration diagram of corridor-fronting commercial use, prioritizing street frontage & access.



Ingress/Egress access to Side Access Lanes is managed/limited to fixed-locations; typically provided before and after intersections. This allows for a high-quality continuous public frontage environment to be provided for buildings to front onto.



Examples of Frontage Lane concept for properties fronting Limonite Avenue. Parking and access are consolidated and shared across properties, improving safety, and enabling continuous landscaped medians along the street for street landscaping and other amenities such as transit stops and multi-use trails.

+ Introduce Side Access Lanes along Limonite Avenue: Where possible, adding new side access lanes along one or both sides of Limonite Avenue (via a public access easement along the streetside fronts of private properties), could dramatically transform the Corridor into a Multiway Boulevard, strengthening the connection of new buildings to the improved street. **Figure 2.13** illustrates this strategy conceptually, highlighting a number of potential benefits of this strategy, including:

- + Managed Access / Improved Safety.** Side access lanes provide shared access to adjoining parcels, limiting access points to specific fixed-locations along the corridor. This minimizes drive-way curb-cuts and left-turn movements, reducing pedestrian/equestrian/vehicular conflict points and improving overall safety.
- + Improved “Public Frontages” (Street Addresses) for Adjacent Properties.** Side access lanes provide a unified, high-quality frontage for properties along Limonite Ave, including wide sidewalks, landscaped parkways (with large-canopy street trees and landscaping) and convenient shared customer parking. Such improvements could dramatically improve the character, quality and value of the private properties along the corridor.
- + Enhanced Streetscape & Facilities.** Managed left-turn access enables additional streetscape enhancements, such as landscaped center medians - where left-turn movements are not needed or permitted - further enhancing the character of the corridor. The median(s) separating the side access lane from the main roadway - in addition to adding street trees and landscaping to the streetscape, also provides space for facilities such as bus stops and multi-use trails along Transit- and Equestrian-Priority Routes.

2.4.2 PEDLEY CIVIC CENTER AREA



Conceptual Illustration of reimagined “Main Street” entry into Jurupa Springs Shopping Center from Limonite Ave. (See [Section 2.4.2.C](#) to follow)

Vision and Opportunities:

The Jurupa Springs Shopping Center is an important commercial center in Pedley that includes a grocery market and a number of shops and restaurants. While many amenities could be of daily benefit to residents of the surrounding neighborhoods and to employees at City Hall next door, the current configuration of the shopping center (oriented toward its parking lots and effectively “backing up” to the neighborhoods and City Hall), makes access to these amenities inconvenient and uncomfortable. With plans to improve and expand City Hall already underway, and with current trends in the retail market shifting toward more pedestrian-oriented “experience retail” formats, there could be a great opportunity for partnership between these two parties to jointly re-imagine this larger area as a cohesive civic/retail district and center with improved connectivity and synergies between its various uses and the surrounding neighborhoods. To accomplish this will require well-coordinated public and private improvements to both properties. A variety of such concepts are explored in this Section.

Key Opportunities & Priorities: Key opportunities and priorities for this Focus Area include:

+ Improved Access Circulation and Connectivity:

Circulation access between City Hall, the Jurupa Springs Shopping Center and surrounding neighborhoods is currently very limited. **Figure 2.14** conceptually illustrates a variety of potential retrofits to the Shopping Center and City Hall Campus to enhance access, activity, comfort and safety in this area, improving the overall character and quality of the Civic Center. These concepts are explored further in the pages to follow.

+ Improved Safety. The community has expressed concerns about crime and safety in the parking areas behind Jurupa Springs Shopping Center and the City Hall campus along 63rd Street. Enhancing access, increasing activity, and improving visibility in this area would significantly improve safety and comfort for residents in neighborhoods to the south and west of City Hall

+ Catalytic, Coordinated Improvements.

Coordinated public and private improvements between the City and neighboring property could transform this area, over time, into a successful, active, amenity-rich unified Civic Center District.

+ District Visibility. The Civic Center’s highly visible and accessible location along Van Buren Boulevard is a significant asset to the area. Enhancing the presence and appearance of City Hall, along with surrounding commercial amenities, would further capitalize on the value of this prime location.

FIGURE 2.14 | CONCEPTUAL LONG-TERM VISION FOR PEDLEY CIVIC CENTER



Conceptual illustration of potential long-term vision for a unified “Civic Center District” - implemented over time, through coordinated public and private improvements to City Hall, the Jurupa Springs Shopping Center, and Limonite Avenue corridor.

LEGEND | FIGURE 2.21

- 1** Reconfigured Shopping Center “Main Street” Entry Drive (See Section 2.4.2.C)
- 2** Intersection improvements at Limonite Ave & Collins St / Shopping Center Entry Drive
- 3** Expanded / improved City Hall Campus (See Section 2.4.2.B)
- 4** Conceptual Shared (“Park-Once District”) Parking Lots
- 5** Future Connections to City Hall & surrounding neighborhoods^[1]
- 6** New Outdoor Plaza / Community Gathering Space
- 7** Potential new “Food Hall” / Retail Building
- 8** Frontage & facade Improvements of existing suburban shopping center(s)
- 9** Conceptual 63rd Street Development (See Section 2.4.2.A)
- 10** Conceptual future Van Buren Blvd Pedestrian Overpass (See Section 2.3.2)



Existing conditions at Jurupa Springs Shopping Center and Jurupa Valley City Hall

Note:

[1] All future connections shown in Figure 2.14 are conceptual and would require an access agreement and easement with the neighboring propert(ies). See Section 3.2 - Summary of Required “Town Center Implementation” Zoning Updates” for additional information.

2.4.2 PEDLEY CIVIC CENTER AREA (continued)

A. Phasing of Potential Improvements:

The conceptual transformation of the Civic Center area into a cohesive, unified “Place” or “District” - will require a series of well-coordinated public and private improvements between multiple properties and entities. **Figures 2.15.A-C**, to right, conceptually illustrate how a variety of such improvements could be incrementally phased in over time.

+ Phase 1 - Leverage City Hall Improvements: The City is currently in the process of planning for retrofits and additions to the existing City Hall site on Limonite Ave as a near-term response to the to the growing spatial needs of the City’s administration and governance. Such planning should consider how investment in a new/improved City Hall could support and catalyze improvement of the broader area as a successful and unified “Civic Center District” - as envisioned by this Plan. Priorities and opportunities for future City Hall expansion and improvement are expanded in **Section 2.4.2.b** to follow.

+ Phase 2 - Jurupa Springs Shopping Center Improvements & Retrofits: Building and public realm retrofits and improvements to the *Jurupa Springs Shopping Center* and commercial businesses along the north side of Limonite Avenue could transform these centers into more active and successful pedestrian and retail environments. Improvements to the gateway intersection of Limonite Avenue and Collins Street - including enhanced pedestrian/equestrian crossing facilities - and frontage improvements along Limonite Avenue would improve access and connectivity between these currently isolated uses. Opportunities and strategies for these improvements are expanded in **Section 2.4.2.C** to follow.

+ Phase 3 - Joint Improvements / Shared District: Coordinated planning between the City and Jurupa Springs Shopping Center—including the potential retrofitting or removal of some existing buildings—could significantly improve connectivity with the expanded City Hall campus and transform this area. Establishing a shared parking agreement, in which parking spaces unused by City Hall during evenings and weekends could accommodate shopping center customers, may create additional redevelopment opportunities. If a shared parking arrangement adequately meets the needs of both parties, the City and shopping center could explore redeveloping portions of their properties along 63rd Street. Currently, 63rd Street serves as the “back” of the shopping center and is a significant safety and security concern for both the City and adjacent neighborhoods. **Figure 2.15.C**, to right, conceptually illustrates one form in which development along the north side of 63rd street could occur, activating and providing “eyes on the street”, improving the overall safety and character of the area.



City Hall improvement / expansion concept, developed by SVA Architects, (Independent of this Pedley Town Center Plan)



Retrofits and improvements to the Jurupa Springs Shopping Center, and commercial properties along the north side of Limonite Ave could transform these centers into more active and successful pedestrian and retail environments.



Establishing a shared parking supply between uses in the Civic Center could unlock new development potential within the district.

FIGURES 2.15.A-C | CONCEPTUAL PHASING OF CIVIC CENTER IMPROVEMENT STRATEGIES



Figure 2.15.A: Conceptual City Hall campus improvement / redevelopment.



Figure 2.15.B: Conceptual Shopping Center Improvements / expansion.



Figure 2.15.C: Conceptual joint-improvements of City Hall & Jurupa Springs Shopping Center as a single unified place.

LEGEND | FIGURE 2.15.A-C

- 1** Expanded / Improved City Hall
- 2** Reconfigured Shopping Center "Main Street" Entry Drive, Facade Improvements and Infill Development
- 3** Intersection improvements at Limonite Ave & Collins St / Shopping Center Entry Drive
- 4** Conceptual Frontage & facade Improvements to existing commercial buildings on north side of Limonite Ave
- 5** Conceptual Shared ("Park-Once District") Parking Lots
- 6** New Outdoor Plaza / Community Gathering Space
- 7** Future Street/Pedestrian Connection(s) to 63rd Street
- 8** Conceptual Infill Development along 63rd Street

2.4.2 PEDLEY CIVIC CENTER AREA (continued)



Existing Jurupa Valley City Hall at the corner of Limonite Avenue and Archer Street. In its current form and configuration, City Hall lacks a strong presence on Limonite Avenue, and there is no direct pedestrian access/pathway between the building's main entry and the street/sidewalk.

B. City Hall Improvement Strategies:

The City is currently in the process of planning for retrofits and additions to the existing City Hall site on Limonite Ave as a near-term response to the growing spatial needs of the City's administration and governance.

Improvements currently being considered include renovation of the existing City Hall building, constructing one or more additional satellite structure(s), and expansion of parking via a new surface parking lot on the city-owned land south of City Hall. Additional recommendations include:

1 Establish Strong Presence / Frontage on Limonite Ave.

Should the City elect to retrofit, expand, rebuild or even relocate⁽¹⁾ City Hall, a renovated or new building on the City Hall site could strengthen the patterns of the Civic Center District by providing a stronger frontage and presence onto Limonite Ave. This could be accomplished by extending the building mass toward the street and providing improved public realm features and elements such as widened sidewalks shaded by street trees, and a prominent entry plaza (2) at the corner of Limonite and Archer Street.

5 Potential Development along 63rd Street. The City-owned parcel on the northwest corner of 63rd Street and Archer Street could be developed with a civic-supporting use such as a Community Room, administrative overflow space, daycare center, library or similar. In addition to providing additional space to City Hall, a building with regular active use in this location, could help activate 63rd street, potentially helping address some of the safety concerns in this area. Public realm improvements - such as the sidewalk and pergola along the City Hall side of Archer Street (6) illustrated in **Figure 2.16** to left, would create an attractive frontage to the City Hall Parking Lot, and create a clear connection between this building and City Hall.

4 Establish a Shared Parking Supply and

"Park-Once District." The City could pursue a shared parking arrangement with the Jurupa Springs Shopping Center to expand City Hall's new parking lot into the Shopping Center's underutilized rear parking/loading area. Landscape improvements - as well as improved access to and visibility of the parking lot from the Shopping Center and City Hall, could make this a highly valuable shared amenity, potentially unlocking additional development potential for the City and Shopping-Center properties.

FIGURE 2.16 | CONCEPTUAL PHASED IMPROVEMENTS



LEGEND | FIGURE 2.16

-  Existing City Hall Footprint
- 1** Conceptual Expanded / Improved City Hall ^[1]
- 2** New Corner Entry Plaza
- 3** New South Courtyard
- 4** Expanded City / Public Parking Lot
- 5** Conceptual new Community Center / Community Room on City-owned property
- 6** Conceptual covered sidewalk (pergola) connecting new building to City Hall

Notes:

[1] See also **Section 2.4.1.C** - for conceptual relocation of City Hall (or other Civic Building) to anchor the Pedley Town Green.



Example of a Civic Building with a strong street presence, that actively engages and “fronts” the street, as could be prioritized with future improvements to Jurupa Valley’s City Hall Building.



Example of a well-landscaped surface parking lot - that would be an attractive “edge” of the Civic/Shopping Center to the surrounding neighborhoods.



5 Example of a modest civic building that could be developed on the City-owned vacant lot at 63rd and Archer.



6 Example of a pergola covered sidewalk.

2.4.2 PEDLEY CIVIC CENTER AREA (continued)



- 2** Conceptual Illustration of transformed “Main Street” entry into Jurupa Springs Shopping Center from Limonite Ave, including wide landscaped / furnished sidewalks lined with new and improved retail spaces, and curbside parking (where feasible).

C. Shopping Center Improvement Strategies:

There are a variety of improvements that the owners of the Jurupa Springs Shopping Center, as well as those on the north side of Limonite Ave, could be encouraged to pursue to evolve these suburban facilities into a more successful, pedestrian-oriented retail environments that are part of a larger Civic District, including:

- 1 Facade and Frontage Improvements.** Facade and frontage improvements to existing commercial buildings could improve the overall appearance and character of these centers, and adapt underutilized outdoor spaces into valuable dining and community gathering spaces **(1)**.
- 2 New Retail “Main Street” Entry.** The Jurupa Springs Shopping Center’s existing entry drive could be transformed into a more significant retail “Main Street” environment with enhancements to the public realm, including wide shaded sidewalks with ample spaces for outdoor dining and socializing, and the potential for curbside customer parking and / or passenger loading areas, where possible.
- 6 New Outdoor Spaces & Improved Connectivity:** As conceptually illustrated in **Figure 2.17**, the configuration of the Jurupa Springs Shopping Center could be retrofitted such that the least-visible “interior corner” commercial space could be replaced with a more prominent / visible commercial space - potentially a food hall or other highly active use - connected to an outdoor Plaza **(5)** that could serve as a dining pavilion / event space, as well as new pedestrian passages/paseos providing access to a new shared District Parking Supply **(7)** in the rear.



- 1** Conceptual illustration of a new dining terrace added into the front setback area of a shopping center to create a valuable, attractive new outdoor space for the commercial unit.



- 1** Conceptual illustration of a new outdoor dining patio created in the inside corner of a commercial parking lot with the addition of simple, low-cost landscaping, lighting, shade and seating

FIGURE 2.17 | CONCEPTUAL SHOPPING CENTER IMPROVEMENTS



LEGEND | FIGURE 2.17

- 1** Frontage & facade Improvements of existing suburban shopping center(s)
- 2** Reconfigured Shopping Center “Main Street” Entry Drive
- 3** Intersection improvements at Limonite Ave & Collins St / Shopping Center Entry Drive
- 4** New Outdoor Plaza / Community Gathering Space
- 5** Potential new “Food Hall” / Retail Building
- 6** Potential future connections (street or pedestrian connections) City Hall and 63rd Street.
- 7** Conceptual Shared (“Park-Once District”) Parking Lots (See also *Section 2.4.2.B*)

KEY

- Conceptual New Street Connections
- Existing Buildings
- Conceptual Infill Development
- Conceptual Building Improvements / Adaptive Re-use



5 Example of Food Hall and Outdoor Plaza



6 Example of new paseos/connections that could be created via retrofits to existing shopping center buildings, improving connectivity to shared parking, City Hall, and surrounding neighborhoods.



6



8

Examples of suburban shopping center improvements and retrofits including a new outdoor dining plaza and pedestrian paseos to parking (upper left) and replacing small amounts of surface parking with landscaped areas and dining patios (upper right).

2.4.3 LIMONITE MIXED-USE VILLAGE



2 Conceptual Illustration of new mixed-use gateway buildings on Baker Street creating a welcoming entry and Village Center.

Vision and Opportunities:

A large undeveloped site on the north side of Limonite Avenue, just west of City Hall, is ideally suited for new walkable, mixed-use neighborhood development, providing a range of housing choices in Pedley. New development here could locate a critical mass of new residents and customers within a short distance of a variety of surrounding destinations and amenities, including the recently developed “Limonite Plaza” shopping center, and an evolving Civic Center District (envisioned in **Section 2.4.2**). **Figure 2.18** conceptually illustrates one potential way in which new neighborhoods might be organized on this site.

Key Opportunities & Priorities: Key opportunities and priorities for the Limonite Village Focus Area include:

- + **Connective Public Realm Network.** New neighborhoods must be organized around a well-connected walkable network of blocks, streets, paseos and open space, providing safe and comfortable pedestrian/equestrian/bicycle connectivity within the neighborhoods, and to nearby destinations such as the Civic Center (See **Section 2.4.2**) and the Limonite Plaza Shopping Center next door.
- + **“Context-Aware” Building Forms and Patterns:** More intense (2-4 story) buildings along Limonite Avenue could help define and visually enclose roadway, supporting the streetscape and public realm enhancements envisioned for the Corridor. As development transitions away from the corridor and toward the neighborhoods, it should scale-down to less intense “neighborhood-scale” multifamily types (See **Section 2.4.3.B** to follow) and single-family detached homes compatible with the surrounding neighborhoods.
- + **New Mixed-Use Village Center:** Mixed-use buildings at the corners of Limonite Avenue and Baker Street could create a charming new Village Center environment - potentially including a neighborhood cafe and/or other shops and services - easily accessible from Limonite and surrounding neighborhoods.



9 The recently completed, equestrian-oriented *Limonite Plaza Shopping Center* includes a variety of neighborhood-serving shops, amenities and services. These will be easily accessible (by foot, bike, or horse) to future Limonite Village Neighborhoods.

Additional opportunities and priorities for the Limonite Village Focus Area on the pages to follow.

FIGURE 2.18 | CONCEPTUAL VISION FOR LIMONITE VILLAGE



Conceptual diagram of new mixed-use neighborhoods on this large undeveloped site, transitioning from more-intense mixed-use and multifamily buildings along Limonite Avenue to less-intense “neighborhood-scale” multifamily types within the neighborhoods and to single-family detached homes mirroring the existing patterns of the surrounding neighborhoods.

LEGEND | FIGURE 2.18

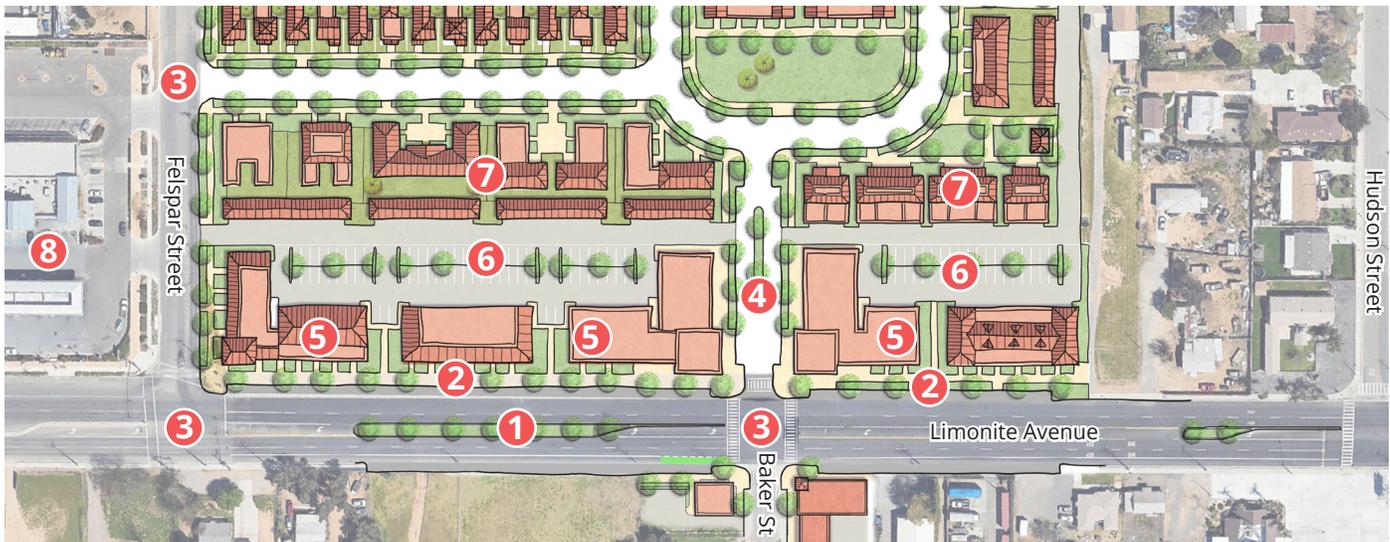
- 1 Corridor-fronting Mixed-Use & Multifamily Development
- 2 Small Neighborhood Commercial / Mixed-Use Entry Street.
- 3 Central Neighborhood Green
- 4 Smaller Neighborhood Greens & Pocket Parks
- 5 Neighborhood-Scale & “House-Form” Multifamily Buildings
- 6 Detached Single-Family Homes
- 7 Rear Alley & Shared Parking Areas
- 8 Future Intersection / Crossing Improvements
- 9 *Limonite Plaza* Lifestyle Commercial Center



Existing conditions at Limonite Village Focus Area

2.4.3 LIMONITE MIXED-USE VILLAGE (continued)

FIGURE 2.19 | CONCEPTUAL VISION FOR LIMONITE VILLAGE CORRIDOR-FRONTING DEVELOPMENT



Conceptual Illustration of potential corridor-fronting development patterns in the Limonite Village Focus Area.

A. Limonite Avenue Corridor-Fronting Development Priorities:

Throughout the city, neighborhoods along crosstown corridors typically use sound walls and landscaped setbacks to mitigate impacts from auto-oriented traffic. In contrast, the vision established by the *Pedley Town Center Plan (PTCP)* and the concurrent *Citywide Corridors Plan (CCP)*^[1] aims to transform these corridors as they pass through town centers, with the goal of creating a more comfortable, attractive, and safe public realm environment that supports walkability and corridor-fronting development patterns that activate the corridor.

Key priorities for the Limonite Corridor frontage of the Limonite Village Neighborhoods include:

+ Prioritize “Corridor-Fronting” Development Patterns:

Corridor-fronting development priorities include:

- + **Building Orientation.** Building facades should be oriented toward Limonite Avenue (and any other new/existing streets along the building site perimeter).
- + **Building Access.** Primary entries of buildings should be oriented toward (and visible from) the street / public realm.
- + **Building Spacing.** Buildings should be spaced relatively close to each other to establish strong spatial definition of the public realm. A minimum of 50% of each block’s frontage should be lined by building facades to achieve this.
- + **Parking Location.** Surface parking lots should be well landscaped and located behind or beside buildings. Shared parking arrangements between connected properties are strongly encouraged.
- + **Public Frontage Improvements:** To support the corridor- and street-fronting neighborhood development patterns, as well as the unified semi-rural public realm character envisioned for Pedley, private development must provide “Public Frontage” improvements along Limonite Avenue and Felspar Road. **Figure 2.20** conceptually illustrates two variations of improvement types, highlighting the key public realm elements to be included.

LEGEND | FIGURE 2.19

- 1 Future Limonite Avenue Streetscape Improvements^[1]
- 2 Limonite Avenue Public Frontage Improvements^[2]
- 3 Future Intersection/Crossing Improvements^[2]
- 4 Small Neighborhood Commercial / Mixed-Use Entry Street.
- 5 Corridor-fronting Mixed-Use & Multifamily Development
- 6 Rear Alley & Shared Customer/Resident Parking Areas
- 7 Neighborhood-Scale & “House-Form” Multifamily Buildings
- 8 *Limonite Plaza* Lifestyle Commercial Center

Notes:

[1] See also **Section 3.2.B** - for PTCP’s relationship to *Citywide Corridors Plan* - as implementing Plan for Limonite Avenue Corridor Public Realm Improvements.

[2] To be provided by/at the time of private development of the Limonite Village Neighborhood Area, per the requirements of the *Citywide Corridors Plan*^[1].



5 Examples of corridor-fronting mixed-use buildings that are skillfully massed and articulated, to maintain an authentic village scale and character.

FIGURE 2.20 | LIMONITE AVENUE PUBLIC FRONTAGE VARIATIONS



Figure 2.20.A | Bulb-In Parking Variation.

“Bulb-In” Parking Variation:

New Parking Lanes / Pockets are created outside of the existing curb / edge of roadway, such that existing street drainage / gutters are maintained. Parking lane planters are well landscaped with drought-tolerant plants and canopy trees.

An equestrian trail, sidewalk, or combination multi-use trail is provided along Limonite avenue, buffered from traffic by street parking and landscaping.

New development fronts onto Limonite Avenue, with primary building entrances oriented toward, and accessed from the sidewalk, or toward shared open-spaces



Figure 2.20.B | Side-Access Lane Variation.

Side-Access Lane Variation:

New side-access lanes are developed (typically outside of the existing public right-of-way as internal streets of the new development) transforming the corridor into a multi-way boulevard.

Side-access lanes includes on-street visitor / customer / resident parking, landscaped parkways and comfortable sidewalks. Development fronts onto the frontage road, with primary building entrances oriented toward, and accessed from the sidewalk, or toward shared open-spaces that front onto the sidewalk.

An equestrian or multi-use trail, shaded by an alley of canopy trees, could be provided within a widened frontage lane median in this configuration.

2.4.3 LIMONITE MIXED-USE VILLAGE (continued)



Conceptual illustration of neighborhood-scale multifamily buildings on a tree-lined neighborhood street with wide sidewalks and lush rural landscaping.

B. Neighborhood Design Priorities: Key neighborhood design priorities for Limonite Village include:

- + **Variety of Neighborhood Housing Types and Choices:** With thoughtful and intentional planning, new neighborhood development in Pedley can set itself apart from the homogeneous suburban development types and patterns that characterize many neighboring cities in the region, while significantly expanding housing options and choices for prospective residents. **Figure 2.18** conceptually illustrates how a wide variety of neighborhood-scale housing types - in both single- and multifamily arrangements - could be intermixed in authentic “traditional neighborhood” patterns within the Limonite Village area. Multifamily typologies could include “house-form” multiplexes (two or more units in a building that looks like a large house), courtyard apartments, bungalow courts, rosewalks, rowhouses, etc., and single-family types could range significantly in lot and unit sizes and arrangements based on market-demand.
- + **Connective Public Realm Network.** A top priority for new development within the Limonite Village area is to ensure - through carefully coordinated planning and subdivision of the large vacant parcels - that each new increment of development is part of a connective and collective human-scale network of streets and other publicly accessible spaces. This network must provide multi-modal access within and through this area, connecting the Limonite Village Neighborhoods - as well as surrounding neighborhoods - to amenities and services along Limonite Avenue and the within the nearby Civic Center.



Attached rowhouses accessed by a sideyard pathway.



Bungalow cottages arranged around a shared green.



Apartments arranged around a shared courtyard.



Conceptual illustration of attached townhouses and detached single family homes (and/or “house-form” multiplexes) fronting tree-lined neighborhood streets and a small neighborhood green.

- + **New Community Gathering Spaces:** The public realm defines the “outdoor rooms” of a place where the community gathers (formally and informally) and participates in civic life. *Figure 2.18* conceptually illustrates how a variety of new public spaces - including a new central Neighborhood Green, smaller greens and pocket parks, semi-public residential courtyards, dining plazas and the streets themselves can be designed and organized to support Pedley’s community life.
- + **Prioritize “Active” Building Frontages:** The public realm is “activated” the ways in which buildings front and engage streets, sidewalks and public spaces. Commercial storefronts that seamlessly “spill out” into the sidewalk, ground-floor residential units that can be entered directly from the sidewalk via stoops and dooryards, and homes with welcoming front yards and porches, can all help create an active, safe, and social public realm and neighborhood environment in Pedley.
- + **Deploy Alleys for Improved Streetscapes:** Rear alleys offer a number of important benefits for new neighborhoods in Pedley; they provide access to garages and parking areas, can be used for trash pickup, and can house public utilities - in all cases, freeing up the front of the building and lot for attractive landscaping and active, welcoming building frontages. Alleys also eliminate curb-cuts and driveways, significantly increasing the on-street parking supply, and improving the safety and comfort of sidewalks and equestrian / multi-use trails.



Example of neighborhood-scale multiplexes (that look like large homes) fronting a rural neighborhood green.



Residential alley provides garage and parking access, is used for trash pickup, and houses public utilities.

2.4.4 SOUTHEAST AREA



The Southeast Area is ideally located and well-suited to evolve, over time, into a more active mixed-use industrial / employment and residential area that leverages the value of its proximity to transit (Pedley Station) and the future Pedley Town Center.

Vision and Opportunities:

The Focus Area south of Limonite Avenue and east of Van Buren Boulevard is a unique and eclectic part of Pedley. Originally subdivided into large residential/agricultural lots, the area has gradually transitioned to predominantly industrial and manufacturing uses, though fragments of the original residential neighborhoods remain. A few commercial uses exist along Limonite Avenue, including a short segment of historic Limonite Avenue (now Limonite Court). Being in close proximity to Pedley Station and the future town center environment envisioned for that area, and with two new residential development projects underway, this area holds significant potential for revitalization. The concepts and strategies explored in this section are intended to identify potential opportunities / options for property and business owners in this area to glean new value from their proximity to transit, the evolving Limonite Avenue corridor, and the future Pedley Town Center.

Key Opportunities & Strategies: Key opportunities and strategies for the Southeast Area include:

- 1 Limonite Avenue Infill & Improvements.** The Limonite Avenue corridor is the “front door” to the Southeast Area. Streetscape improvements to Limonite Avenue, along with infill, improvement, and redevelopment of properties fronting Limonite could be transformational for this area.
- + Expanded Public Realm Network.** *Figure 2.21.A* conceptually illustrates a strategy of organizing the Southeast area into a more complete network of streets and blocks (conceptually inserted along existing property lines to preserve existing ownership patterns). The addition of new street and paseo connections could provide improved circulation and access within this area for all modes. Such investments could also provide new options (and value) to property owners, providing improved frontage and access to previously underutilized portions of properties.
- 2 New Uses and Activity through Infill Development.** *Figure 2.21.A* includes the footprints of virtually all existing buildings in the Southeast Area, highlighting the amount of undeveloped / underutilized land here. Strategic infill development - enabled by an expanded street network - could add new uses, activities and value to this area.
- 3 Enhanced Access & Connectivity to Transit and the Pedley Town Center.** Improved connectivity and access within and through the Southeast Area - along with improvements to key intersection crossings of Limonite Ave - could leverage the value of proximity to transit and the Town Center for properties, businesses, and residents.
- 4 Clay Street Corridor Improvements.** Continued improvements to the Clay St Corridor - the intersection of Clay St and Van Buren Blvd particularly - could provide a strong south gateway into Jurupa Valley.

Additional opportunities and strategies for the Southwest Area are explored in more detail on the pages to follow.

FIGURE 2.21.A | CONCEPTUAL LONG-TERM VISION FOR THE SOUTHEAST AREA

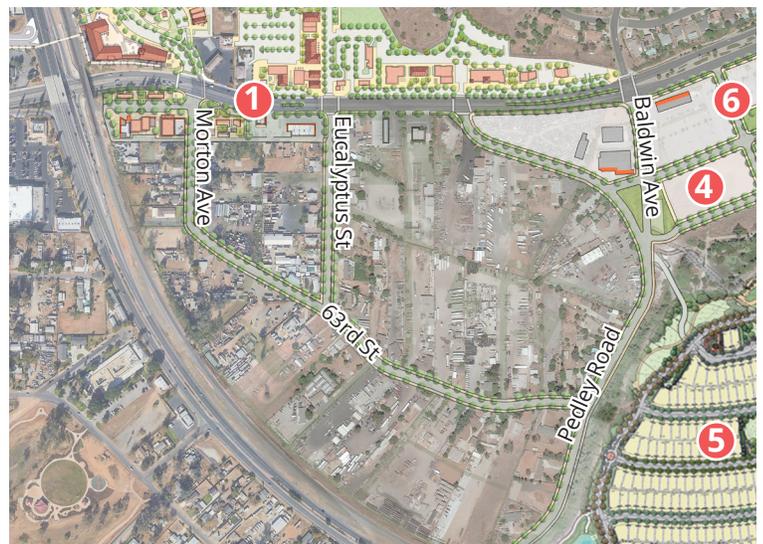


Figure 2.21.A illustrates a conceptual long-term evolution of the Southeast Area (one of many potential future possibilities for the area). An expanded network of new streets, paseos, and open spaces in this area (conceptually illustrated along existing parcel lines) could potentially unlock new value and options for property and business owners, providing improved frontage and access to previously underutilized portions of properties.

LEGEND | FIGURE 2.21.A / 2.21.B

- 1 Limonite Avenue Corridor Transformation / Improvements (See Section 2.4.1.D)
- 2 Conceptual Infill Development of underutilized properties (long-term opportunity)
- 3 Pedley Town Center & Station Area (See Section 2.4.1)
- 4 Clay Street Gateway Corridor Improvements - (See Section 2.4.4.C)
- 5 City-Designated HHDR Housing Element Site
- 6 New Neighborhood Development (in construction)
- 7 Conceptual DeAnza Marketplace retrofits (extension of walkable block and street network)
- 8 Planned future multi-use trail / bridge crossing to new neighborhood development (Rock Rose & Bayberry Pointe)
- 9 Potential future trail undercrossing / Santa Ana River Trail Access (See Section 2.3.3.B)

FIGURE 2.21.B | SOUTHEAST AREA NEAR-TERM



Near-term opportunities for the Southeast Area focus on the properties fronting Limonite Ave, explored in more detail on the pages to follow.

2.4.4 SOUTHEAST AREA (continued)

FIGURE 2.22.A | NEAR-TERM OPPORTUNITIES - “OLD LIMONITE” GATEWAY TO SOUTHEAST AREA



Conceptual Illustration of public and private improvements concentrated around the Limonite Ave / Pedley Rd / Morton Ave intersection transform this area into a new gateway center and entry for the Southeast Area.

A. Limonite Avenue Corridor Opportunities:

The area around Limonite Court (the historic alignment of Limonite Ave prior to construction of the Van Buren underpass) and Morton Ave could evolve to serve as a small “Old Limonite” Gateway Center (1) for the Southeast Area. As conceptually illustrated in **Figure 2.22.A / 2.22.B**, a combination of building improvements / adaptive re-use, new infill development, and public realm improvements could support additional uses in this area that could include new amenities for employees and residents in this area. Over time, more active commercial uses could expand eastward, complemented by new streetscape improvements to Limonite Ave, and new development along the north side of the corridor. Key opportunities include:

- 2 Limonite Avenue Frontage Improvements.** Driveway consolidation and shared access between businesses and properties along Limonite Avenue could enable additional streetscape improvements (landscaped medians and parkways, enhanced pedestrian / equestrian facilities) to Limonite. Over time, new frontage lanes could replace front parking lots, providing a high-quality public frontage environment for businesses.
- 3 Improvement and Adaptive Re-Use of Existing Buildings.** Vacant or underutilized buildings along Limonite Ave could be improved and adaptively re-used with more active uses (shops, restaurants, cafes, etc.) that support the needs of businesses and residents in this area.
- 4 Infill / Redevelopment of Underutilized Properties.** Infill and redevelopment of vacant and underutilized properties along Limonite could activate and add new uses, activities and value to the corridor.
- 5 New Public Gathering Spaces.** The creation of new outdoor spaces such as courtyards, plazas and greens, activated by new and existing development, could further enhance the overall quality, character, and function of the public realm, providing a safe, comfortable and enjoyable outdoor environment for residents and employees.

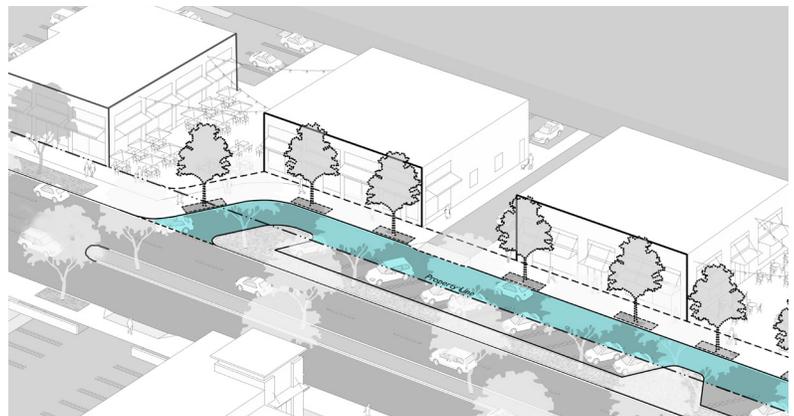
LEGEND | FIGURES 2.22.A / 2.22.B

- 1** “Old Limonite” Gateway Center
- 2** Limonite Avenue Frontage Improvements (shared access, drive consolidation, frontage lanes)
- 3** Adaptive re-use / improvement of existing buildings
- 4** Infill / Redevelopment of vacant and underutilized properties
- 5** New public gathering spaces (shared courtyards, greens, and open spaces)
- 6** Limonite Avenue Intersection / Crossing Improvements
- 7** Conceptual new Frontage Road along VanBuren / Railroad right-of-way.

FIGURE 2.22.B | LIMONITE AVENUE CORRIDOR - LONG TERM OPPORTUNITIES



Conceptual illustration of expansion of the



2 Example of Frontage Lane concept for properties fronting Limonite Avenue. Parking and access are consolidated and shared across properties, improving safety, and enabling continuous landscaped medians along the street.



3 Example of adaptive re-use of existing industrial buildings into commercial shops, restaurants, offices and outdoor spaces for community gathering and socializing (Pictures from "The Funk Zone", in Santa Barbara, CA).

2.4.4 SOUTHEAST AREA (continued)



- 2** Example of a microbrewery with an outdoor dining plaza and recreation area would be an excellent example of a “Town Center-supporting” industrial use that would be appropriate to the Southeast Employment District.

B. Preservation, Infill and Redevelopment Opportunities & Priorities:

- 1 Preserve and Prioritize Low-Impact Industrial Uses.** Industrial uses, such as small warehouses, maker and incubator spaces, and potentially others that minimize impacts to adjacent residential uses should be preserved and prioritized in this area.

- 2 Prioritize Employment-Generating and Town Center-Supporting Uses:** Within a very short walk or bike ride from transit and the amenities of the future Station Area and Town Green, this area is an ideal location for office and other employment generating uses, as well as a variety of “Town-Center supporting” light industrial uses - such as bakeries, breweries, coffee-roasters, shared commercial kitchens, small-plot agriculture, etc. - that could directly feed into local shops and restaurants.

- 6 Preserve & Consider Expanding Residential Uses.** Fragments of the original neighborhoods in this area remain in small clusters intermixed with industrial uses. Current zoning (commercial and manufacturing) makes these uses legally non-conforming - however, with a housing element site already designated in this area, future zoning updates could consider enabling additional residential uses to enable the continued evolution of this area into an eclectic mixed-use area.

- + **Equestrian Lifestyle Protection Overlay (ELPO).** A significant amount of the Southeast Area is covered by the Equestrian Lifestyle Protection Overlay (See **Figure 1.2**). Enabling additional residential uses within these areas particularly, could help facilitate expansion of equestrian activity and facilities in the Southeast Area.



- 1** Examples of low-impact industrial uses - such as maker- and business incubator spaces, warehouses, and others, that could be prioritized and preserved in this area.

FIGURE 2.23 | CONCEPTUAL LONG-TERM VISION FOR THE SOUTHEAST AREA



Figure 2.23 highlights conceptual long-term infill opportunities in the Southeast Area. The potential expansion of the public realm network in this area - including a potential new frontage road along the Van Buren Blvd / Railroad R.O.W, and new internal streets, paseos, and open spaces, could create new development opportunities for previously underutilized portions of properties.

Note:

[1] All future connections shown in **Figure 2.23** are conceptual, many of which would require an access agreement and easement with the neighboring propert(ies). See **Section 3.2 - Summary of Required “Town Center Implementation” Zoning Updates** for additional information.



3 Example of larger-scale, employment-generating uses that could be added to the Southeast Area over time through strategic infill / redevelopment.

LEGEND | FIGURE 2.23

- 1** Preservation of existing “low-impact” industrial uses.
- 2** Conceptual adaptive re-use of existing industrial building(s) to Town Center-supporting uses.
- 3** Conceptual larger-scale employment generating infill development
- 4** Existing residential neighborhood fragments
- 5** City-Designated HHDR Housing Element Site
- 6** Conceptual neighborhood-scale residential infill development.
- 7** Conceptual new Frontage Road along VanBuren / Railroad right-of-way.

2.4.4 SOUTHEAST AREA (continued)

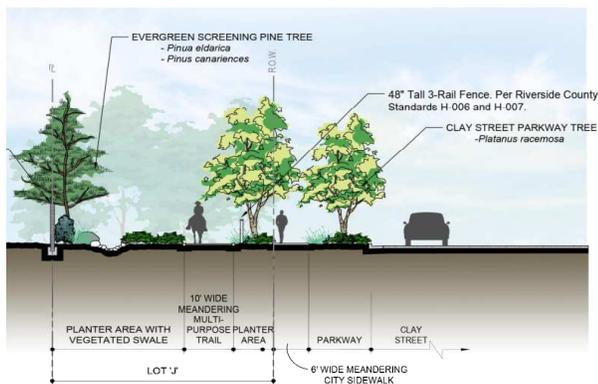
C. Clay Street Gateway Corridor Opportunities & Strategies

Clay Street provides a convenient connection from Limonite Avenue southbound to Van Buren Boulevard and is a very important connection in Pedley's overall public realm and circulation networks. Its current design heavily favors vehicular travel, with limited, and incomplete in some cases, facilities for other modes. New neighborhoods (Rock Rose and Bayberry Pointe) currently under construction on the west side of Clay, and several significant large vacant commercial and mixed-use development sites along the east side provide a real opportunity to improve and transform Clay Street into a safe, comfortable, and attractive gateway into Southeast Area and Town Center.

Recommended Improvements:

In its current form, Clay Street is a 5-lane roadway with wide travel lanes - 12 ft typical, and 20 ft outer lanes - with no need for on-street parking based on current development patterns. To reduce speeding, improve safety, and support new, active and street fronting uses, the following street improvements are recommended:

- + **Lane Narrowing.** Narrow wide travel lanes to 10-11ft to reduce speeding, and free additional roadway space for the addition of bicycle lanes.
- + **Adding Enhanced Bicycle Facilities:** Buffered Class II Bicycle Lanes could be added to the wide outer travel lanes of the street with simple re-striping of the current travel lanes. Such facilities could be physically buffered in the future, wherever drive / parking access is not needed.
- + **Adding Planted Medianettes, Planters and Parkways:** Adding planted "medianettes" - with landscaping and street trees - to portions of the existing center turn lane where left-turn movements are unneeded, would beautify Clay Street, add shade, and visually narrow the roadway, calming traffic. New landscaped planters and parkways, to be added as required public improvements for new development on either side of the street will complete Clay Street's streetscape transformation.
- + **Improving Public Frontages to Support Future Development:** As the properties along the east side of Clay St develop over time, with neighborhood-serving retail, mixed-use and other commercial uses, on-street parking can be added to the street by "bulbing-in" parking (into the current curbside sidewalks, whilst maintaining the current gutter and portions of the existing street curb) and constructing new widened sidewalks and planters/ parkways within public-access easements along the fronts of properties as required public improvements / conditions of development.
- + **Gateway Intersection Improvements.** Prioritize improvements to the intersection of Clay Street and Van Buren Boulevard, potentially as a condition of approval for future infill / redevelopment occurs along the Clay Street Corridor.

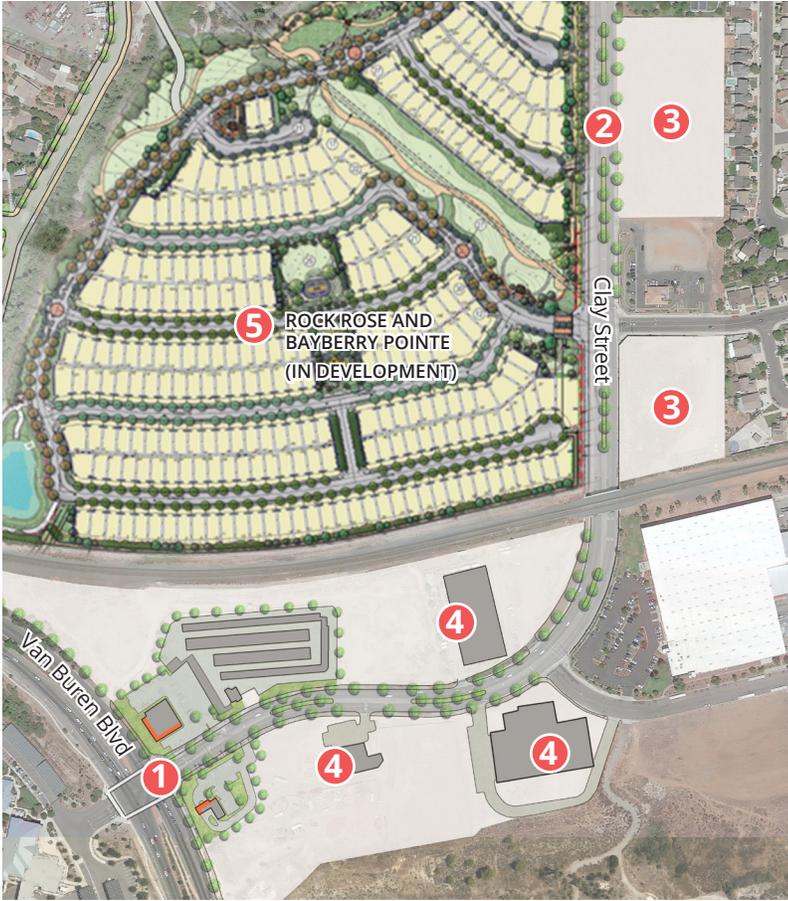


Planned Public Frontage Improvements along the west side of Clay Street to be completed as a conditioned public improvement of the Rock Rose & Bayberry Pointe Neighborhood Development. Source: *Appaloosa Springs TTM 37714 Development Plan*



Curbside parking in front of neighborhood-serving retail

FIGURE 2.24 | CLAY STREET CORRIDOR OPPORTUNITIES



LEGEND | FIGURE 2.24

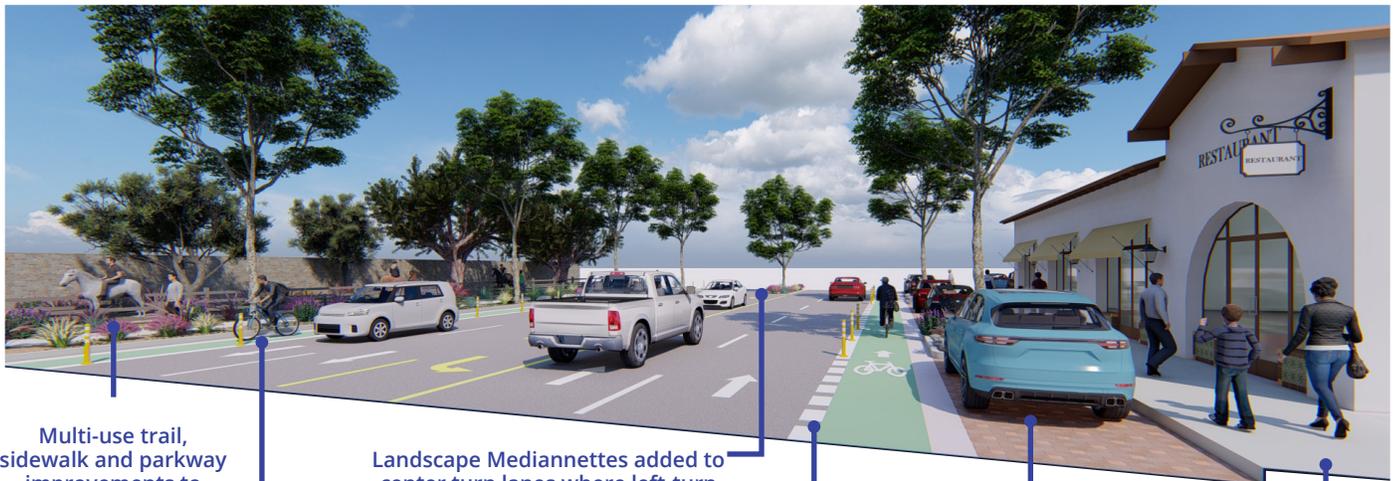
- 1** Conceptual Clay Street Gateway Intersection Improvements
- 2** Conceptual Clay Street Streetscape and Public Frontage Improvements.
- 3** Vacant opportunity sites along Clay Street (outside of Town Center Overlay boundaries)
- 4** Approved / Entitled Industrial Development
- 5** New Neighborhood Development (under construction)



Figure 2.24 illustrates conceptual public realm improvements and opportunity sites along the Clay Street Corridor. Public and private improvements to the intersection of Clay St and Van Buren Blvd could establish a strong south gateway into the Southeast Area and Town Center.

2 Typical existing conditions of Clay Street - with large vacant parcels on the east side, and Rock Rose & Bayberry Pointe development now under construction on the west side of the street.

FIGURE 2.25 | CLAY STREET CONCEPTUAL RETROFITS



Multi-use trail, sidewalk and parkway improvements to be provided by new Neighborhood Development

Landscape Mediannettes added to center turn lanes where left-turn access is unneeded.

Striped / Buffered Class II Bicycle Lanes

"Bulb-in" parking and parking lane planters "cut into" existing curb and sidewalk where curbside parking is desired for street-fronting development; existing drainage gutter remains.

New widened Sidewalk (provided outside of Public R.O.W at time of new development via Public Access Easement)

2 Conceptual Streetscape / Public Frontage improvements and infill development of large vacant opportunity sites along Clay Street.



Chapter 3

IMPLEMENTATION



INTRODUCTION

This Chapter outlines the first steps necessary to turn the priorities and vision of Chapters 1 and 2 into a reality. This includes: prioritizing action items according to a well-coordinated work plan; updates to related policy and regulatory documents; creating strategic partnerships to make projects possible; district management and financing, especially to improve and maintain infrastructure; and staff training, development, and relationships with consulting professionals. These efforts can work in tandem to implement this Town Center Plan.

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3.1 WORK PLAN

A. INTRODUCTION

The following Work Plan provides a summary guide of specific actions and steps required to achieve the vision and goals of the Pedley Town Center Plan (PTCP). **Table 3.1.1** below, summarizes key implementation actions, along with responsible parties and an intended implementation timeline for each action. The work plan will require the coordination of many skill sets, departments, and often other agencies. The “Responsible Parties” indicates the department or entity most likely to take a leadership role in the measure, however, that role may shift to a new department / entity depending on circumstances needed for the issue, and resources available at the time.

The Action Items referenced in **Table 3.1.1** are described in more detail in the Sections to follow, with specific Section number references provided in the first column.

TABLE 3.1.1 | SUMMARY OF KEY IMPLEMENTATION ACTION ITEMS

CH. 3 REF.	DESIGN REF.	ACTION ITEM	RESPONSIBLE PARTIES	TIMING (YEARS)
3.2.B	-	Prepare updated development standards to implement the intended built outcomes envisioned by the PTCP. <i>(Currently in-progress via Town Center Implementation Zoning)</i>	Community Development / Consultant	1
3.2.B	All Ch. 2	Ensure consistency between this PTCP and other concurrent / parallel planning efforts, including the Citywide Corridors Plan (CCP) and Trails Master Plan (TMP), and Town Center Implementation Zoning Updates.	Community Development / Consultant	1
3.2.C	2.3	Prepare and adopt the equivalent of one or more Master Plan(s) of Streets, Trails & Bikeways (MPSTB) , to guide the design and implementation of future improvements to streets, trails, and bikeways.	Community Development	2
3.2.C	2.3	Concurrent with preparation of Master Plan(s) of Streets, Trails & Bikeways (MPSTB) , study the feasibility and design of priority connections, such as improved access to the Santa Ana River and the Van Buren Crossing (§2.3.2).	Public Works / Community Development	2
3.2.C	2.3	Concurrent with feasibility study of Van Burn Crossing / Overpass (§2.3.2), potential improvements to the Holladay Street interchange with Van Buren Blvd (and intersection with Collins Street and Limonite Avenue) should also be studied to improve safety and address limited access and circulation to and between the adjacent properties.	Public Works	2
3.3.B	-	Develop political and technical connections to RTA and Metrolink	Community Development	1
3.3.C	2.4	Meet with developers, property owners, and investors with active interests in constructing new projects in Pedley, especially in those locations identified as Focus Area Opportunities (§2.4), and make known the vision for Pedley Town Center.	Community Development	1

TABLE 3.1.1 | SUMMARY OF KEY IMPLEMENTATION ACTION ITEMS (CONT.)

CH. 3 REF.	DESIGN REF.	ACTION ITEM	RESPONSIBLE PARTIES	TIMING (YEARS)
3.4.B		Identify potential public/private funding sources for infrastructure and catalytic public realm improvements in the Town Center.	Community Development	1-2
3.4.C	2.3 2.4	Identify and test high priority streetscape and public realm improvements through tactical interventions, including on local and neighborhood streets.	Community Dev.; Public Works and Engineering	Now & On-going
3.5.B	-	Train and develop staff so that the City may play the role of “Master Developer,” organize a consultation including one or more workshop sessions that include senior staff of all relevant City departments and consulting professionals.	All relevant departments	1
3.5.C	2.3.3 2.4	Identify, protect, and make an inventory of key opportunity sites and potential connections. Ensure that any new development meets new development standards (see §3.2.B), provide appropriate multi-modal connectivity, and contribute to the public realm.	Community Development / Consultant	Now & On-going
3.5.C	2.4.2 2.4.1.C 3.2.B	Evaluate potential alternatives for City Hall, such as: expansion to properly front Limonite Ave; new structure(s) in the same area; or relocation to another site (§2.4.1.C). Coordinate any improvement/reconstruction of City Hall with intended streetscape improvements identified in the Citywide Corridors Plan (see also §3.2.B - “Citywide Corridors Plan”).	Community Development / Consultant	Now & On-going
3.5.D	2.3	Initiate necessary / supporting Town Center Management, Maintenance and Improvement Entities.	Community Development	1-3
3.5.E	-	Establish a Pedley Town Center Park-Once District.	Community Development	2
3.2.B 3.4.C	2.3 2.4	Concurrent with the preparation of updated zoning and development standards, identify mechanisms for incentivizing private frontage improvements in coordination with intended streetscape improvements.	Community Development / Consultant	1-2

3.2 POLICY & REGULATORY UPDATES

A. INTRODUCTION

To implement the bold vision of the Pedley Town Center Plan (PTCP), the City is in the process of creating and updating several policy and regulatory documents. This section provides a brief summary of those concurrent actions, along with policy direction for future action items that will further support efficient, well-coordinated implementation of this Plan. **Table 3.1.1** at the conclusion of this Section, provides a “Work Plan” summary of key action items for PTCP implementation, summarizing the indented action, responsible party, and intended timeline for each.

B. CURRENT ACTIONS AND UPDATES

Concurrent with the adoption of this Pedley Town Center Plan (PTCP), the city is also undertaking the following updates to various policy and regulatory documents:

- + **2025 General Plan Amendments:** The 2017 General Plan includes clear statements of the community’s vision and values and a solid policy framework for decision-making. However, the General Plan does not provide sufficient clarity as to how the high-level vision and values would manifest physically as new development, streets, trails, and public open spaces. This Pedley Town Center Plan - adopted as a special “Area Plan” within the General Plan - fills that gap and clarifies the types of built outcomes and public realm improvements that will fulfill the community’s vision and aspirations for the Pedley Area.
- + **2025 “Town Center Implementation” Zoning Updates:** During the preparation of the PTCP, the City was awarded a Regional Early Action Planning (REAP 2.0) funding grant from the California Department of Community Development (HCD), issued through the Southern California of Governments (SCAG), to make necessary updates to their zoning and development standards to implement the intended outcomes of the three Town Centers envisioned by the General Plan. The colored box on the opposite page provides a summary of the anticipated zoning and development standards updates. This work is now underway, and the new zoning development standards, once adopted, will replace the **“Findings of Consistency for Interim Development Proposals”** provided in **Appendix A** of this PTCP.
- + **2024-2025 Citywide Corridors Plan:** Concurrent with the adoption of the PTCP, the City is in the process of preparing the **Jurupa Valley Citywide Corridors Plan (CCP)**; a “Toolkit” for making public and private improvements along the City’s corridors to improve multi-modal safety, beautifying corridor streetscapes to strengthen the City’s identity (including the localized character and identity of unique areas like Pedley), improving the economic performance of corridors (within the Town Centers in particular), and ensuring equitable investment in improvements throughout the city. The improvements types identified in the CCP are informed by the intended public realm outcomes for the Pedley Town Center, as envisioned in this PTCP. Once adopted, the Citywide Corridors Plan will be the implementing tool for all public realm improvements along all corridors in the Pedley Town Center area (Limonite Ave, Pedley Road, Clay Street, Van Buren Boulevard), and will replace the **“Findings of Consistency for Interim Development Proposals”** provided in **Appendix A** of this PTCP. However, as the CCP is limited to corridor-improvements, additional improvements to local and neighborhood streets in the Pedley Town Center area will rely on the strategies and direction of the PTCP (See also **Section 2.3.1.E**).
- + **2024-2025 Trails Planning:** Concurrent with the adoption of the PTCP, the City in collaboration with Jurupa Area Recreation & Parks District (JARPD) is in the process of preparing the Jurupa Valley Trails Master Plan (TMP) to evaluate and identify priority improvements to the City’s existing trails network – both off-road and along city streets. The planned trails and trail improvements identified in the TMP are to be informed by the “Priority Equestrian / Bicycle Routes” identified in this PTCP. Once completed, the TMP may serve as a guiding tool for new and improved off-road trails in the Pedley Town Center area, however, long-term implementation and completion of citywide trail networks and improvements should be consolidated into a comprehensive citywide mobility planning effort, as described in **Section 3.2.C** to follow.

Summary of Required “Town Center Implementation” Zoning Updates:

Jurupa Valley’s current zoning standards, subdivision standards, and street standards are slightly modified from the previous Riverside County standards that were primarily intended to manage the development of conventional housing tracts, shopping centers, and business parks, while enabling vehicular traffic to move back and forth among such development projects. Such patterns and forms of development are distinctly different from semi-rural neighborhoods, multi-modal street and trail networks, and walkable town centers with equestrian mobility networks. Accordingly, Jurupa Valley’s updated development standards will be much more than a “zoning code refresh”; they will include standards for a semi-rural public realm network of unique streets, beautiful trails and rural open spaces. This will include :

- + **Updated Vision-Based Zoning:** Updated zoning for Pedley will include customized zoning standards for large lot residential development to preserve and enhance older neighborhoods, encouraging and promoting small-plot agriculture and large animal keeping in a semi-rural environment. They will also include very different, but compatible, standards for walkable neighborhoods and mixed-use town centers that maintain a small-town scale and character rather than a big city or “plain vanilla suburban” character.
- + **Form-Based Zoning:** Such customized zoning standards will regulate much more than just building heights and setbacks and uses; they will guide the building massing and façade design to create small-town charm rather than long boxy buildings. They will also provide guidance for the design of the building frontages where passing pedestrians can see into and access shop and restaurant interiors, or stop to visit with neighbors on a front porch or in a garden court rather than in a parking lot.
- + **Updated Subdivision Standards:** Customized subdivision standards that enable subdivision of large parcels into smaller, interconnected, walkable block networks of multi-modal streets that attract and support pedestrians, cyclists, and equestrians. Provisions for shared access agreements and public-easements will also be needed to implement these patterns.
- + **Updated Street/Public Realm Standards:** Customized street standards that provide high-quality pedestrian, bicycle, and equestrian routes while accommodating adequate vehicular flows at moderate speeds that support pedestrian safety and comfort.
- + **Updated Parking Standards/Strategies:** Parking standards and strategies will be customized for town centers. This will be done by applying parking reductions where appropriate and enabling “off-site” parking and “in lieu parking fees,” creating a “parking district.” It is well documented that in downtowns and walkable town centers—where most customers and visitors who arrive by automobile will park one time and then navigate the place on foot—the total number of parking spaces needed per business is typically much less than in commercial strips, where shoppers park, drive, and repark many times as they move from business to business. And when parking is centrally managed—as it is also in successful large shopping centers—each business can then focus on their business, rather than on parking management.
- + **Updated Landscape Standards:** Landscape standards and guidelines that encourage the use of California native plants to enhance and restore Jurupa Valley’s unique natural and rural environment will be prepared.

Approval of Interim Development Proposals

Prior to the adoption of new/updated development standards as described above, all development proposals shall meet the Findings of Consistency established by **Appendix A**.

C. FUTURE UPDATES

Future regulatory updates for consideration include:

I. Citywide Mobility Planning

As a future action, either as part of a future General Plan Mobility Element (GPME) update, or separate Plan, the City will prepare and adopt the equivalent of one or more Master Plan(s) of its Streets, Trails & Bikeways (MPSTB), to guide the design and implementation of future improvements to streets, trails, and bikeways within the City - including on local and neighborhood streets - to establish safe, comfortable and complete routes for all modes throughout the city. Such a Plan will provide a high level of coordination between the design of the multi-modal public realm network within private lands and on existing streets, trails, and bikeways. In order to plan for and achieve this vision at the citywide level, the City will take the lead in planning the multi-modal network in light of citywide trade-offs for all travel modes and other goals for the built environment.

The updated GPME / MPSTB will be informed by this Pedley Town Center Plan, the Citywide Corridors Plan, the Trails Master Plan, the 2018 [Circulation Master Plan for Bicyclists and Pedestrians](#), any other Town Center Plans / Planning that has been completed at the time of preparation. The GPME / MPSTB will stitch together the vision of each of these plans into an expanded citywide context, while also weaving in topics and modes that have not yet been covered. Accordingly, the GPME / MPSTB may therefore replace and supercede any conflicting recommendations in any of those earlier documents.

Key elements of future citywide multi-modal mobility planning should include:

- + **A citywide plan drawing identifying all segments of all streets that are covered by the Plan.** The design of the network should start with an assessment of existing conditions, other relevant planning documents, and the location of priority routes for each mode.
- + **Geometric designs of streets and public frontage types.** Street designs should show proposed lane configurations, medians, potential bicycle lanes and curbside parking lanes. To the extent possible, bicycle and parking facilities and medians should be accommodated by reconfiguration of vehicular lanes rather than moving existing curbs. Public frontage designs should be calibrated to the desired public realm character and the intended private frontage environment.
- + **Prototypical designs of new intersection types.** New and improved intersections will be required at various locations within the Plan area to accommodate new street crossings, as well as improved pedestrian, bike and equestrian crossing. In some locations, intersection design must also take into account other specialized design elements such as side access lanes, bike, equestrian, and transit facilities, and be carefully designed to manage potential conflicts.
- + **Coordinated wayfinding and branding signage.** Either to be included in the GPME / MPSTB, or, part of a future Citywide Branding & Wayfinding Plan.
- + **Budget-level cost estimates for improvements and their maintenance.** Cost estimates for street improvements should be provided per street segment, and be typically be organized by improvement type. This will be helpful to the City in evaluating and prioritizing investment in catalytic capital projects (to help stimulate private development interest), as well as identifying potential funding sources and financing strategies. As part of or concurrent with the preparation of this the GPME / MPSTB, the City may establish a Town Center Management & Maintenance Entity (**Section 3.5.D**) and develop a District Infrastructure Financing Strategy (**Section 3.4**).
- + **Identification of priority improvements as well as a system for evaluating trade-offs to determine priorities and phasing over time.** Financial and physical feasibility, as well as City goals and priorities must be jointly taken into account evaluating future improvements. The GPME / MPSTB should additionally identify: "off-site improvements" that developers may be required to construct as part of new private development projects; capital improvements that the City intends to construct with existing transportation funds; and infrastructure improvements for which the City may seek State, Federal or other grant and low-cost loan funding.

3.3 STRATEGIC PARTNERSHIPS

A. INTRODUCTION

Establishing and sustaining a successful Pedley Town Center will require the coordinated efforts of multiple public agencies and many private individuals and groups. This section outlines a preliminary list of strategic partnerships and cooperative relationships that the City should establish as soon as possible.

B. RTA AND METROLINK

It is currently Pedley's major transportation infrastructure—Limonite Avenue, Van Buren Boulevard, and the railroad—that connect Pedley to the region and disconnect the four quadrants of Pedley Town Center from one another. To plan, design, fund, and implement the long-term improvements to the Pedley Station Area envisioned by this Plan - including better under / overcrossing of Van Buren Blvd and the rail R.O.W (See **Sections 2.3.2 & 2.4.4 / Figure 2.20.A**), a potential new Station Depot and Transit Plaza, shared district parking supply, and potentially others - it will be critical to establish strong partnerships and positive working relationships with Metrolink and the Riverside County Transit Agency (RTA). These agencies could be critical partners in providing funding resources to the city, as well as technical and political support for future transit and other infrastructure improvements.

The primary goals of this partnership should be to to improve access to (and visibility of) Pedley Station and to promote increased transit ridership from this important regional mobility hub. The City can use this Plan as proof of clear and forward-thinking planning to make a strong argument for prioritizing Pedley for future transportation improvement funding.

Action: Upon adoption of the PTCP, the City will reach out to Metrolink and RTA for an opportunity to present the City's long-term vision for the Pedley Station Area, seek Agency feedback, identify any planned / pipeline projects that might impact the Pedley Station Area vision, and identify potential follow-up action items / next steps.

Potential next steps to be identified may include - identification of potential funding sources, needed follow-up studies, joint City / Agency ridership campaigns, strategic partnerships, etc.

C. DEVELOPER ENGAGEMENT

Private developers will construct, own, and operate most future development in Pedley Town Center. To invite the types of infill development necessary to deliver the authentic, walkable, mixed-use town center as defined in the General Plan and in this Town Center Plan, the City should build relationships with current and future developers who share the community's vision for Pedley. Developers engaged should surely begin with those currently proposing to invest or reinvest in Pedley, and the City should proactively reach out to developers known to build the town center retail, mixed-use, and residential building types envisioned for Pedley. This Pedley Town Center Plan can serve as a "brochure" that can be shared with prospective developers, to determine if they are or are not interested and able to deliver projects that will contribute positively to Pedley Town Center.

Action: Following adoption of the PTCP, the City will meet with developers, property owners, and investors with active interests in constructing new projects in Pedley. Through building industry associations (ULI, BIA, ICSC, etc), the City will actively market the vision for Pedley Town Center and invite interested parties to meet with City staff to discuss potential development opportunities.

3.4 INFRASTRUCTURE FINANCING STRATEGIES

A. INTRODUCTION

Significant reinvestment in Pedley's infrastructure will be required to transform the old County standard roadways to comfortable Town Center streets, lanes, paseos, and trails. Recommended actions and ongoing activities are listed below, along with recommendations for district management entities and financing tools. While some significant portion of the funds required for this retrofit may come from developer fees, exactions and other contributions, the design of the Town Center street network and public realm must be led by and coordinated by the City, and much of the cost of these overdue improvements will need to be financed by the City. This Section identifies a variety of infrastructure financing and implementation strategies that the City may pursue for the Pedley Town Center.

B. POTENTIAL FUNDING SOURCES

The potential district management entities above each offer potential revenue streams for funding the required high levels of public realm maintenance. But the capital costs of upgrading existing infrastructure to town center standards will require a well-organized effort by the City to secure the necessary financial resources.

Potential funding sources will vary from improvement to improvement. Major transportation improvements—such as improvements to Limonite Avenue or the Metrolink Station and station area— may be eligible for large State or Federal transportation improvement grant funding. Some street, trail and other connectivity improvements may be constructed by private developers as part of a new development project. And some new parking facilities may be constructed through public / private partnerships. A variety of potential funding sources are listed below and on the following spread, based on their relevance to the priorities of the Pedley Town Center Plan. The City is encouraged to research and seek out additional grants and funding sources as well.

Action: *Immediately following adoption of this Pedley Town Center Plan, the City will begin to identify funding sources and mechanisms to support the phased construction of public improvements in the Pedley Town Center - as well as other priority Centers and Corridors, to be identified in the parallel Citywide Corridors Plan or Trails Master Plan (See Sections 3.2.B & 3.2.C).*

- + Enhanced Infrastructure Finance District:** After the State rescinded the laws enabling cities to establish Redevelopment Project Areas, it created a somewhat similar but less powerful “Tax Increment Financing” mechanism called the Enhance Infrastructure Finance District (EIFD). These districts enable the City to create a special account into which property tax increases for a specified area of town—in comparison to a “base year” property tax amount—are deposited and accrue over time. Those funds may be used to fund infrastructure improvements within the defined district area. And, like redevelopment before, the city may project such increased tax revenues into the future and may incur bonded indebtedness in the early years to enable the construction of enhanced infrastructure, with the expectation that those infrastructure improvements will help to attract private reinvestment in the district, which in turn will further enhance property values and future property tax revenues. The logic is the same as the old redevelopment process, but property taxes that may be so sequestered in the EIFD are limited to the city’s share and not included the portions assigned to the County or special districts.
- + Infrastructure Grant and Low-Cost Loan Funding:** There are currently very significant amounts of money that have been allocated by Congress to update America’s aging infrastructure. Many Federal and State programs prioritize the allocation of those funds for projects that support active transportation and public transit, as viable alternatives to automobile-only transportation.

Notes:

[1] Community Project Funding requests may be made to the office of Congressman Takano at: <https://takano.house.gov/community-project-funding-requests>

- + **Rail Transit Grant Funding:** There are a number of grant and loan programs intended to fund planning and regulatory reform, and for the planning, design and construction of rail and station and street improvements to optimize and encourage use of public transit and active transportation connectivity within station areas.
 - + **CalTrans Sustainable Transportation Planning Grants:** CalTrans provides annual funding grants to communities for transportation-related improvement projects that help provide a safe, reliable and equitable transportation networks and that contribute to the State’s ambitious greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) reduction goals.
 - + **Complete Streets Grants:** There are numerous grant programs to fund the design and construction of improvements that rebalance existing auto-priority or auto-only street networks to provide safe, comfortable and efficient routes for pedestrians and cyclists, and equestrians as well.
 - + **Transformative Climate Communities (TCC) Program.** The Transformative Climate Communities Program is a State-led (California Strategic Growth Council) initiative which funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California’s most disadvantaged communities, funded through the State General Fund and “cap-and-trade dollars” gathered from private development.
Projects eligible for TCC grants vary widely, including transit stations and facilities, bicycle and pedestrian facilities, urban greening / green infrastructure, affordable and sustainable housing development, among others, many of which align with the vision, goals and intended outcomes of this Pedley Town Center Plan.
 - + **Affordable Housing and Sustainable Communities (AHSC) Program.** The Affordable Housing Communities Program is an annually grant opportunity that provides project- or program-specific funds to support infill and compact development that reduces greenhouse gas (“GHG”) emissions by encouraging active transportation and transit usage. The program targets Disadvantaged Communities, Low-Income Communities, and Low-Income Households and aims to increase the accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation resulting in fewer vehicle miles traveled (VMT) through shortened or reduced vehicle trip length or mode shift to transit, bicycling or walking - all of which are key priorities of this Pedley Town Center Plan.
The program identifies three “Project Area Types” which are available for funding, two of which are applicable to Jurupa Valley and the Pedley Area including:
 - **Transit Oriented Development (TOD) Project Areas.** Provides funding for certain types of housing development within 1/2 mile of a “high-quality transit station” - of which Pedley Station (See **Section 2.4.1**) could certainly qualify;
 - **Integrated Connectivity Project (ICP) Project Areas.** Provides funding for certain types of housing development within 1/2 mile of a “qualifying transit stop”;
- AHSC Grant Application / Developer RFP:** Because AHSC grants are focused on the development of new housing, the most likely scenario would be for the City to submit a joint-application with a housing developer. To ensure that the city’s and developer’s interests are aligned, it is recommended that the city identify specific sites within the Plan Area where such housing is desired, and release a “Developer Request for Proposals (RFP)” to develop one or more catalytic projects based on the goals, vision and intended outcomes described in this Pedley Town Center Plan.

B. POTENTIAL FUNDING SOURCES (Continued)

+ Congressional Community Project Funding Requests:

Each year, US Congress issues funding for purchasing, constructing, or improving a range of essential community facilities. Past projects selected for funding range widely from water quality treatment, to surveillance systems for preventing illegal dumping, to rail improvements for Metrolink transit - most relevant to the Pedley Area. To receive funding, a member of US legislature must submit a formal request to their respective Appropriations Committee; in this case, the "Transportation, Housing and Urban Development, and Related Agencies" committee, and selected projects are funded and written into law each year as part of the annual appropriations process.

Jurupa Valley is part of the 39th Congress District, represented by congressman Mark Takano, whose office receives community project funding requests annually¹.

Community Project Funding requests are no longer being received for Fiscal Year 2024, however, the City could be in contact with Congressman Takano's office to determine potential eligibility and applicability of community improvement projects in the Pedley area - particularly those related to the Pedley Station Area and potential Van Buren overcrossing for Fiscal Year 2025.

+ SCAG - Sustainable Communities Program (SCP) - Civic Engagement, Equity & Environmental Justice (CEEEJ):

The Southern California Association of Governments (SCAG) distributes annual funding grants (through REAP 2.0² funds) to support planning initiatives in Southern California that further the goals of their SCP & CEEEJ programs - specifically those that support and prioritize social and racial equity and support vulnerable "priority" populations.

Funding is available to local governments to support a range of land use and transportation planning activities, as well as housing supportive infrastructure projects.

For more information, visit the [SCP CEEEJ Program Guidelines](#) on the SCAG website (www.scag.ca.gov)

Notes:

[1] Community Project Funding requests may be made to the office of Congressman Takano at: <https://takano.house.gov/community-project-funding-requests>

[2] REAP 2.0 is a State-Led Program through the California Department of Housing and Development that provides a \$600 million investment to advance implementation of adopted regional plans by funding planning and development activities that accelerate infill housing and reductions in per capita VMT. For more information visit: <https://www.hcd.ca.gov/grants-and-funding/programs-active/regional-early-action-planning-grants-of-2021>

+ SCAG - Regional Utilities Support Housing RUSH:

Regional Utilities Supporting Housing (RUSH) Pilot Program is focused on investments in utility infrastructure planning and capital improvements that will support jurisdictions in meeting the housing production goals defined in the 6th cycle RHNA, housing elements and REAP 2.0² Program Objectives. Eligible applicants include cities, counties, Tribal Governments and public agencies with a role in housing production (within the SCAG Region).

Of the \$35 million that has been allocated to the RUSH Program, up to \$30 million will be allocated to Capital Projects, with a maximum award of up to \$10 million per application, and with the goal of funding at least three (3) projects in the SCAG region. Up to \$5 million will be allocated to the Infrastructure Planning Projects, with maximum awards between \$800,000-\$1 million, and with the goal of funding at least six (6) projects in the SCAG region.

The RUSH Pilot Program Call for Applications will award funding for projects in any of the following categories and meeting the definition of infill:

- **Infrastructure Planning Projects:** Plans, programs and green infrastructure plans that support increased utility capacity in areas designated for residential development in Housing Elements.
- **Capital Projects:** Projects that address current and future utility restrictions in housing development through upgrading infrastructure for sewer, water, stormwater, and dry utilities systems and enable continued infill housing.

C. DEPLOY “TACTICAL” & LOW COST IMPROVEMENT STRATEGIES (TO RAPIDLY TEST & IMPLEMENT CONCEPTS)

“Tactical” Improvements are public realm improvements that use short-term, low-cost and often citizen-led interventions to test, catalyze, justify and incrementally scale toward long-term capital improvements and investments. They often include minor adaptations or retrofits to existing physical conditions; for example, the City could test specific street retrofits - such as adding protected bike facilities on Limonite Ave; hosting a weekly farmers market on the City-owned land and potential future site of the “Pedley Town Green” (**Section 2.4.1.C**); or replacing parking on one side of a neighborhood street with a dedicated equestrian trail (**Section 2.3.1.E**)- tactically, using low cost, “temporary” materials, to gain community support and modify user behavior prior to making significant capital improvement investments.

Some cities also test short-term policy changes - such as eliminating/reducing certain permitting fees and other requirements (i.e. short-term “Parking Holidays”) in defined locations such as a Town Center to assist feasibility and jumpstart the first one or two catalytic projects. For private frontage improvements (outside of the public right-of-way), the City could sponsor a citizen-led private frontage improvements program, as also described in **Section 2.3.1.E**.

Incorporating a Tactical Improvement approach to Plan Implementation could provide the City and community with an effective tool for incrementally progressing toward the robust and ambitious long-term vision for the Pedley Town Center, in balance with the City’s available (and limited) resources. Tactical Improvements can also include citizen-leadership and participation, a great form of community engagement which can also create and reinforce a strong sense of community ownership of the place and environment being created. While many resources on this popular approach to Placemaking now exist, the [Tactical Urbanists Guide to Materials and Design \(Version 1.0\)](#)¹ is a great handbook and resource.



Example of tactical implementation / testing of a protected Class IV bike lane - using hay bales - on an arterial corridor in Oxnard, CA.



Example of tactical implementation of a protected Class IV bike lanes and medians - using painted art and planters - in Fort Lauderdale, FL.



Example of citizen-led tactical crosswalk art implementation.

Notes:

[1] [Tactical Urbanists Guide to Materials and Design \(Version 1.0\)](https://issuu.com/streetplanscollaborative/docs/tu-guide_to_materials_and_design_v1) by StreetPlans is available at: https://issuu.com/streetplanscollaborative/docs/tu-guide_to_materials_and_design_v1

3.5 DISTRICT MANAGEMENT & MAINTENANCE

A. INTRODUCTION

A common attribute of any successful town center environment is that it is well maintained and managed. This Section identifies key Town Center maintenance and management strategies and actions to ensure implementation and lasting success of the Pedley Town Center vision.

B. CITY STAFF TRAINING & DEVELOPMENT

As the City takes charge of implementing the Pedley Town Center Plan, it will in effect play the role of “Master Developer.” This will require that City staff play a very active role in updating the policy and regulatory documents and preparing infrastructure and public realm implementation documents described earlier in this Implementation chapter. It will also require that City staff and consulting professionals play an active role in evaluating each new development proposal and in effectively coordinating and phasing public improvements with new development.

This will require that the City have in-house and on-call consulting professionals—and partner organizations such as a Business Improvement District—with expertise in topics including: development design review; project management of mixed-use development; design and detailing of pedestrian-oriented street and public space networks; management of Park-Once districts; marketing and promotion of town center destinations; and recruitment of businesses, developers and investors.

Action: *Upon adoption of this Town Center Plan, the City will evaluate and identify areas in which current City staff possess the necessary areas of expertise for successful implementation of the PTCP; areas in which current staff will benefit from further training and development; areas for which hiring new staff may be warranted; and areas in which retaining on-call consulting professionals may be a more effective approach. Consulting professionals contributing to this consultation should include one or more of each of the following:*

- + **Town center manager:** likely a current executive or managing director of a successful business improvement district.
- + **Economic development professional** with extensive experience in recruiting and managing developers and investors who are expert in town center infill development.
- + **Transportation/mobility specialist** in multi-modal, pedestrian-priority mobility networks.
- + **Equestrian Advisor** with expertise in equestrian infrastructure, networks, and safety.
- + **Parking specialist** with expertise in organizing and managing park-once districts.
- + **Town Architect / Urban Designer** with expertise in the design and design review of walkable, mixed-use town centers and neighborhoods.

C. IDENTIFICATION & PROTECTION OF KEY SITES

While moving forward rapidly and purposefully is key to implementing a visionary Plan, it can be equally important to identify a certain key sites in strategic locations that should be prioritized for some specific type of development or use. Sites immediately adjacent to a major public facility such as the Metrolink station have unique potential to become a major nucleus of the Town Center, and others may have the potential to either provide, or to forever preclude, a key street or trail connection linking one portion of the Town Center to another. The City-controlled parcels across Pedley Road from the Metrolink station and the vacant parcel just south of the station are prime examples of the former. Many vacant parcels of land in the Town Center have the potential to provide (or potentially prevent) the future multi-modal connectivity on which the success of the Town Center depends.

Action: *Upon adoption of this Town Center Plan, the City will identify uniquely located parcels of land and ensure that any new development provides appropriate multi-modal connectivity and contributes to the Town Center public realm. The City will engage owners of such properties to discuss the intentions of the Plan as related to the properties in question.*

D. TOWN CENTER MAINTENANCE & IMPROVEMENT ENTITY

To help establish and sustain the Pedley Town Center as an attractive and competitive local and regional destination, the City will provide or facilitate proactive, ongoing management, maintenance and infrastructure financing to ensure that the character, quality and operation of the Town Center public realm.

In new neighborhoods, maintenance and improvement of publicly accessible streets and open spaces is typically the responsibility of a private homeowners' association. In shopping centers and business parks, much of the common area landscape and street and parking lot maintenance is the responsibility of each property owner or business association of landscape maintenance district. In a Town Center, the "public realm" is actually public, and the City must take the lead in maintaining and managing it as well as or better than shopping center owners maintain their parking lots and landscaping. There is no one single "right way" to maintain and manage a successful town center, but it is important that the maintenance of streets, landscaping, street furniture, lighting, public signage, and the management of a shared district parking supply (see **Section 3.5.E**) be centrally coordinated. Businesses, customers, visitors and residents will expect the town center to be clean, safe, attractive and convenient, and will simply go elsewhere if that is not the case. Potential entities for the Pedley Town Center include:

- + **Community Facilities District (CFD):** This is one potential mechanism for ensuring appropriate maintenance of the public realm, which in a Town Center is by far the most important "community facility." A CFD can levy a special tax upon properties within the District, to pay for such on-going maintenance. In shopping centers and business parks, Common Area Maintenance (CAM) charges are typically charged to each business, to ensure that the parking lots and landscaping are well maintained, and in a Town Center a CFD would essentially do the same.
- + **Business Improvement District (BID):** Similar to a CFD, a BID can assess each business an annual charge for maintenance and operation of the district public realm. BIDs typically also take on responsibility for promoting and marketing the district, a function that also parallels what the owners of successful shopping centers do. This can include advertising and marketing the district as a destination, recruiting new businesses and private development to the district, and organizing and promoting special events to help draw new customers and better serve existing customers and residents. Street fairs, farmers' markets, youth sporting tournaments, trail rides, and holiday celebrations and parades are among the types of activities that a BID might organize. Fees to support these efforts could be assessed to district businesses, and/or to property owners (referred to as a "PBID").
- + **City-led Town Center Manager/Association.** Because of the very limited number of businesses currently in the areas envisioned as the Town Center "Core" (See **Section 2.4.1**) - the City may elect to take the lead in appointing a Town Center "Manager" or "Association" - either as a interim or permanent position(s) - to lead the near-term and ongoing programming, marketing, and management of the Pedley Town Center, with an initial focus on programming activity in the Town Center, through regularly occurring special events in partnership with local businesses, providers, and organizations (i.e. Farmers Markets, car shows, swap meets, rodeos and equestrian events, outdoor concerts, movie screenings, and theatre, etc.).
- + **Equestrian / Trails Association.** In addition to its human-scaled, pedestrian-oriented walkable framework, the Pedley Town Center is intended to be an equestrian-oriented Town Center, highly accessible via citywide trail network, and featuring a variety of equestrian amenities. To ensure high quality equestrian access, safety, amenities and activities in the Pedley Town Center, an Equestrian / Trails Association (or similar) is recommended - either as part of a Town Center Association, or as a standalone entity. This position / entity would oversee the ongoing maintenance, improvement, and expansion of equestrian amenities and activities within the Pedley Town Center.

Action: Within one year of adopting the PTCP, the City will initiate or support the establishment of one or more Pedley Town Center Management, Maintenance, and Improvement Entities. These entities will be responsible for programming and managing activities in the Town Center area. Once a significant level of new development or regularly occurring special events have been established in the Pedley Town Center, the City will create one or more business tax-increment financing districts. This strategy aims to sustain high levels of activity, programming, services, safety, and preserve the authentic character of the Town Center.

E. ESTABLISH A “PARK-ONCE” DISTRICT

One of the most compelling attributes of town centers - setting them apart from conventional suburban commercial shopping environments - is that visitors and customers arriving by car are encouraged to “park once” upon arrival and explore and enjoy the town center on foot.

In conventional commercial strip retail environments, each shopping center or freestanding business has its own parking lot in front of the store, and customers are most often required drive between destinations. This typically results in large numbers of sometimes very short car trips, each of which adds congestion to the street and presents numerous opportunities for conflicts and accidents with other vehicles, pedestrians, bicycles or horses, sometimes taking longer than it would have taken to just walk.

In traditional town center environments on the other hand, higher concentrations of businesses are located closer to each other - typically with “active” storefronts lining comfortable sidewalks and public spaces - and a compact, network of walkable blocks make navigation comfortable and interesting enough, that most people will choose to walk between destinations based on convenience and enjoyment. Over the past 20 years, the prevailing trend in retail (driven by customer choice) has been away from strip shopping centers and toward historic downtowns and other “experiential retail” environments where the place itself is the “anchor tenant” attracting visitors and customers spend time with friends and family, and often to shop, eat and drink.

Action: Concurrently with the formation of a Town Center Management Entity, described in Section organize a Town Center Park-Once District to develop and manage a shared parking supply to support the establishment, growth and success of the Town Center.

+ **Parking Study:** Start with a comprehensive parking study, prepared by a consultant that specializes in organizing and managing such districts. Key elements of the parking study would include identifying some options for the boundaries of the Park-Once District, taking an inventory of existing public and private parking spaces including potential new on-street parking spaces, an analysis of current utilization rates for existing parking lots by time of the day and week, and estimates of future parking demand for future uses as envisioned by the Public Realm Master Plan.

Then, based on generally accepted guidelines and case study analysis, identify potential parking reduction factors to account for the fact that fewer parking places per business are required when many customers arrive on foot, having already parked elsewhere nearby. Additional reductions may be considered based on the fact that the peak parking demand for some uses occur at

different times of the day or week that others.

Dinner restaurants need more parking nights and weekends, while donut shops need more in the morning. Offices need more parking during regular business hours but movie theaters, family fun centers, and many bars and restaurants need more parking nights and weekends. Typical shopping centers and office buildings have parking lots that are mostly empty during long stretches of time, and town centers let a variety of uses “pool their parking supply” and they may cut by up to half the total number of spaces required. In strip shopping centers, walking from the farthest space is a chore, but in town centers walking is just part of the experience. And through competent, active management of a shared parking supply, a sufficient number of very convenient short-term parking spaces can be balanced with longer-term parking spaces a block away or around the corner.

+ Parking Management and Financing Strategy/

Plan: In a successful Town Center, businesses come and go, the customer base and residential population grows over time, and special event programming may at some point require overflow parking lots or shuttles from other shopping centers or office parks. In such a context, convenient parking becomes a valuable resource. For example, the most convenient on-street parking spaces right in front of the stores must be managed so that new customers have a fair chance to park there rather than having them all taken by employees first thing in the morning.

If a BID is formed to manage and finance district maintenance (as described earlier in this section), managing the parking supply might be assigned to the BID professional staff. Alternatively, the City might assign staff from the planning or public works department to manage the parking. In either case, at regular intervals—perhaps every year or two—parking surveys should be conducted, including customer and business satisfaction surveys—to identify any parking shortages, conflicts, and management issues, so that adjustments to time limits on parking meter rates can be made, and at some point additional public parking facilities can be planned and constructed.

To enable and encourage the development of smaller infill projects in forms not surrounded by surface parking, the City should establish and “in-lieu fee program” that allows a developer to pay into the Park-Once system in lieu of constructing new parking spaces.



Parking spaces on streets, in frontage lanes, in lots, and in structures (where feasible) provide a shareable supply of parking. When located within a walkable framework, people can use this shareable parking supply to park once and walk between multiple destinations.



Parking in a side access lane (far right)



Curbside street parking



Appendix A

APPROVAL OF INTERIM DEVELOPMENT PROPOSALS



INTRODUCTION AND APPLICABILITY

Prior to the adoption of new/updated development standards to implement the vision for the Pedley Town Center Plan (PTCP) area, all development proposals in the Pedley Town Center Plan area shall meet the *Findings of Consistency* established by this Appendix.

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[A.1. Findings of Consistency for Interim Development Proposals](#)122

A.1 | FINDINGS OF CONSISTENCY

Prior to the adoption of new/updated development standards to implement the vision for the Pedley Town Center Plan (PTCP) area, as described in **Section 3.2.B**, this section provides key findings that can be made by staff and decision makers when reviewing “interim” development proposals within the PTCP area to ensure that such proposals are consistent with the vision, goals and intended outcomes of the PTCP. These findings are organized topically, in the subsections to follow. **Only projects found to be substantially consistent with the following findings should be considered for approval/permitting.**

A. CONNECTED, WALKABLE, ATTRACTIVE PUBLIC REALM

The findings of this section ensure that the public realm connectivity goals of the Pedley Town Center Plan (provided in general, in sections **Sections 2.2** and **2.3**, and specifically to each Focus Area in **Section 2.4**) are accomplished for incoming development proposals. All new projects in the Pedley Town Center area must be found to provide or contribute to (and not detract from or inhibit) safe, comfortable, and attractive multi-modal access between homes, businesses, transit, and other key destinations in the Pedley Area—as appropriate to the specific contexts depicted and discussed in Chapter 2 of the **PTCP**.

The following public realm requirements and findings apply, as noted:

1. Public Realm Network Connectivity:

Project Application shall include a **Public Realm Site Plan Diagram (PRSPD)**, overlaid on Chapter 2 figures as specified below, which demonstrates that the proposed project accounts for, provides for and / or contributes to—and does not inhibit nor detract from: 1) required connections and / or priority routes; 2) open spaces and community gathering spaces; and 3) connections to existing streets that are equal to or greater than those illustrated in the corresponding figures. The Public Realm Site Plan Diagram shall be overlaid per the following:

- **All projects:** PRSPD shall be overlaid on **Figure 2.1 (Pedley Area Framework Plan)** and on **Figure 2.7 (Parks and Community Gathering Spaces)**, in addition to being overlaid on Focus Area-specific figures as required below:
- **For projects in Focus Area 1:** PRSPD shall be overlaid on **Figure 2.9**.
- **For projects in Focus Area 2:** PRSPD shall be overlaid on **Figure 2.14**.
- **For projects in Focus Area 3:** PRSPD shall be overlaid on **Figure 2.18**.
- **For projects in Focus Area 4:** PRSPD shall be overlaid on **Figure 2.20.A**.

Required Findings:

- The proposed plan appropriately accounts for, provides and/or contributes to – and does not inhibit or detract from – any existing or recommended “Priority Connection(s)” (equestrian and/or bicycle routes and facilities) as identified in **Figure 2.1**.
- The proposed plan appropriately accounts for, provides and/or contributes to park and community gathering spaces equal to or larger than those identified in **Figure 2.7**, or approximately 7% of the overall project area, whichever is greater. If agreed upon with the City, a project may contribute “in-lieu” fees of equivalent value to this open space requirement. That value will be calculated as the sum of: a) 7% of the overall project land value, and b) the estimated cost to improve a new public open space, as determined per development agreement.
- The proposed plan appropriately accounts for, provides and/or contributes to – and does not inhibit or detract from – at least as many connections to all existing streets as illustrated in **Figure 2.9, Figure 2.14, Figure 2.18, or Figure 2.20.A**.

2. Large Site Subdivision & Public Realm Completion:

“Large Development Sites” (sites larger than 4 acres) must additionally be subdivided into multiple walkable “blocks”. For all such projects, the proposed PRSPD (see **5A.1.A.1** above) shall demonstrate the following:

Required Findings for Large Sites (>4.0 acres):

- All blocks in are “Complete Blocks”—that is, bounded on all sides by publicly accessible Streets [2] or Open Spaces [2] (see **Figure 3.1**).
- All blocks have a perimeter of 1,800 feet or less, as measured along the public rights-of-way / block faces (see **Figure 3.1**).
- The following exceptions apply:
 - Block perimeters larger than 1,800 feet may be considered, if a publicly accessible mid-block Paseo [2] is provided (see **Figure 3.1**).
 - The proposed project site abuts a walled, fenced, or otherwise “closed edge” of an existing adjacent development, such that the resulting “block” formed by the assembled new and existing “partial block” exceeds the maximum block perimeter (see **Figure 3.2**).
 - The project site abuts a “closed edge” of public infrastructure – such as freeways, aqueducts, or railroads – that may not be crossed or intersected by a new public connection or open space, such that a “Complete Block” may not be formed (see **Figure 3.2**).
 - The project site abuts a natural feature – such as a mountain, hillsides, lake, or river – into which a future public connection cannot be extended, such that a “Complete Block” may not be formed (see **Figure 3.2**).

[2] See additional required findings for “Street and Public Frontage Design” to follow.

FIGURE 3.1

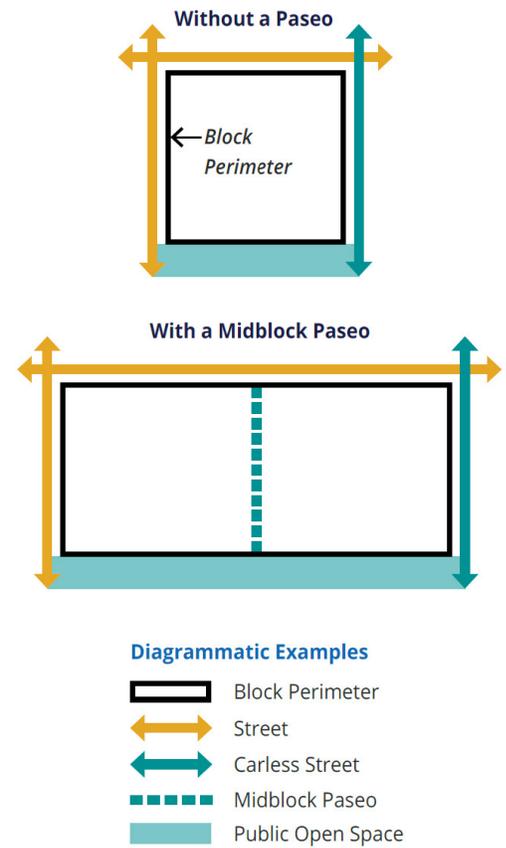
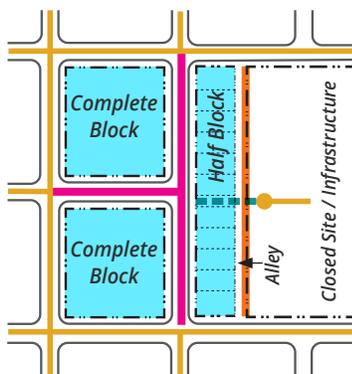
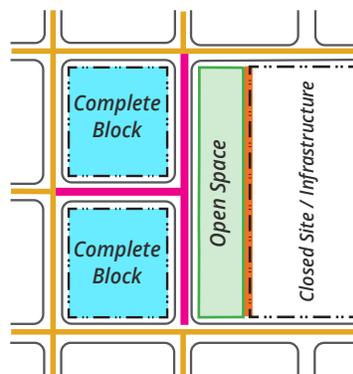


FIGURE 3.2

Alley and Lots along Closed Edge



Open Space Along Closed Edge



Legend

- Curbs
- Public R.O.W
- Existing Streets
- Required Public Connections
- Closed Edge
- Connection to adjacent dead end
- Proposed Development Site
- Conceptual Building Lots

B. STREET, PUBLIC FRONTAGE, & OPEN SPACE DESIGN

The findings of this section ensure that all required new or improved Streets and Public Frontages are properly designed (see also **Section 2.3.1**) to provide an attractive streetscape and public realm character, safe and comfortable pedestrian access (and potentially other non-vehicular modes) between private properties, and a privacy buffer that is appropriately calibrated to the intended ground-floor uses of adjacent building spaces, enabling them to front onto, activate, and “keep eyes on” the Public Realm environment.

Required Findings:

- **Existing Street Improvements:** the proposed project appropriately accounts for, provides and/or contributes to—and does not inhibit or detract from—any existing or recommended “Priority Connection” related improvements identified in **Figure 2.2**, and/or any other planned or required future streetscape improvements as identified by the city (Including the Draft Jurupa Valley Corridor Improvement Plan, currently underway). This may include additional building setbacks, right-of-way adjustments, and/or mapping of public access easements along the public right-of-way abutting edges of the proposed development site(s).
- **New Streets and Public Frontages:** All new streets in the proposed project are designed to include, as appropriate or required, all “Street Anatomy Zones” identified in **Figure 2.2**—“Typical Complete Street Anatomy” (Travel Zone; Curbside Zones; Landscape and Furnishing Zone; and a Sidewalk and Access Zone). If applicable, new streets also include a Secondary Access Zone, and bicycle, equestrian and transit facilities (i.e. bike lanes, equestrian trails, bike / equestrian parking, transit stops, and other furnishings) as required to complete any Recommended Equestrian and Bicycles Priority Street Improvements identified in **Figure 2.2**.
- **Safety & Design Standards:** All Streets and Public Frontage improvements are designed to be safe for all—including pedestrians, horseback riders, cyclists, and motorists—utilizing NACTO design standards and/or city standards.
- **Design Aesthetics:** All components of the public realm are designed to support or enhance the intended semi-rural character described and envisioned in the PTCP—including landscape design, hardscape design, signage, and streetscape furnishings. In particular, refer to the public realm components described and depicted in **PTCP §2.3.1 (Complete Street Improvement Strategies)** and **PTCP §2.4 (Focus Area Opportunities)**. Examples include:
 - Equestrian trail fences (see **PTCP Figure 2.4**);
 - Drought tolerant landscaping with gravel, stones, and/or dirt (see **PTCP Figure 2.10**, the Jurupa Valley Suggested Tree List, and the County of Riverside California Friendly Plant List);
 - Shade structures (including bus shelters) with sloped roofs and exposed wood rafters (see **PTCP Figure 2.10**);
 - Pedestrian-oriented lighting (see **PTCP §2.3.1.A.2**);
 - Low walls, fences, or other partitions made from stones, pots, barrels, and/or plant pallets (see images with such elements in **PTCP §2.4.1.A, §2.4.1.C, and §2.4.4**);
 - Landscape, hardscape, and furnishing design are natural and informal—rather than using formal, rigid geometries or artificial materials—to emphasize the semi-rural character of the Pedley Area.
- **Building Access:** The Public Frontage provides clear, comfortable, safe, and direct pedestrian access to the Private buildings that line it.
- **Paseos & Open Spaces:** for private frontages abutting and fronting onto paseos or open space, the paseo or frontage edge of the open space provides pedestrian access (and secondary access if required), landscaping and furnishing, and privacy, as appropriate to the adjacent buildings, to the same degree that would otherwise be required for new streets.

C. BUILDING PLACEMENT, ORIENTATION, FORM & CHARACTER

The findings of this section ensure that all new or improved buildings in the proposed project are appropriately sited and orientated to shape the public realm, and that their scale, massing, form and character is appropriate to the intended semi-rural, small-town character envisioned for the Pedley Town Center.

Required Findings (Building Placement and Orientation):

- **Building Location / Orientation:** new primary buildings are sited near or at the front of the site, and oriented to “front onto” the Public Realm, such that they collectively define the “walls of public outdoor rooms” (the streets, paseos, and open spaces of the Public Realm). The following additional building setback findings apply:
 - **Retail / “Retail-Ready” ground floors:** are built at or within 10-15 feet of the back of sidewalk, front property line or public access easement, and the setback area (if provided) is designed as an extension of the sidewalk to facilitate outdoor dining, furnishing, and merchandising.
 - **General Commercial ground floors:** are built at or within 10-15 feet of the back of sidewalk, front property line or public access easement, and may include a landscaped privacy buffer for the ground floor use.
 - **Residential ground floors:** are set back 10-20 feet from the sidewalk, front property line or public access easement, with the setback area designed as a semi-private landscaped yard/dooryard.
- **Access from the Public Realm:** All primary buildings take their primary access directly from the street/sidewalk or a semi-public “extension” of the public realm (i.e. shared yard, courtyard, forecourt, paseo, rosewalk, etc.). See also Private Frontage findings in *SA.1.D*.
- **Location of Parking:** On-site parking is located beside or behind buildings, accessed by alleys wherever possible, to ensure a consistent pattern of buildings lining the Public Realm.
- **Location of Services and Utilities:** On-site services and utilities are located behind buildings, accessed by alleys wherever possible.

Required Findings (Building Form):

- **Rhythm of Building Facades:** The lengths and heights of building facades which line the Public Realm—collectively known as the “street wall”—are scaled to the desired character of the local community and immediate context. In lower density contexts, many smaller, individual building facades line the Public Realm, forming a consistent yet broken street wall. In higher density contexts, facades line the Public Realm more continuously, creating a less broken, or completely unbroken, street wall.
- **Building Types at Neighborhood Edges:** Within 75 feet of a single-family zone, building height and intensity is scaled down appropriately to generally match (and with massing elements of similar proportions to) the existing surrounding context. Buildings or portions of buildings within 75 feet of a single-family zone are house-form with eaves and pitched roofs. They are no more than one half story taller than the maximum height permitted in the neighboring zone. They are one of the following types:
 - **Detached Building.** A detached building here is no wider than 60 feet. It has at least one minor facade mass—such as a projecting bay, porch, or tower—that is no wider than 30 feet.
 - **Townhouses.** A row of townhouses here is no more than 3 units long and no wider than 70 feet. Each townhouse has its own front door.
 - **Larger Building Broken into Massing Increments.** Massing Increments in this location are distinct, 60-foot wide (maximum) portions of a longer facade. They are distinguished by a gap (i.e., recess) in the facade that is a minimum of 15 feet wide by 20 feet deep in plan and extends from the ground to the top of the facade. Massing Increments here are also distinguished using at least one of the following strategies: a change in facade material; a change in facade color; and/or a change in type and/or arrangement of windows and doors.
- **Building Types Central to New Development:** Buildings or portions of buildings more than 75 feet from a single-family zone are house-form (with pitched roofs) or block-form (with parapets). They are one of the following types:
 - **Detached Building.** A detached building here is no wider than 80 feet. It has at least one minor facade mass—such as a projecting bay, porch, or tower—that is no wider than 30 feet. If the building is longer than 60 feet, it has at least two minor facade masses.
 - **Townhouses.** A row of townhouses here is no more than 5 units long and no wider than 115 feet. Each townhouse has its own front door.
 - **Larger Building Broken into Massing Increments.** Massing Increments in this location are distinct, 80-foot wide (maximum) portions of a longer facade. They are distinguished by either: a gap (i.e., recess) in the facade that is a minimum of 15 feet wide by 20 feet deep in plan and extends from the ground to the top of the facade; OR a facade height difference of 6 feet minimum (the latter strategy shall not be used twice in a row). Massing Increments here are also distinguished using at least one of the following strategies: a change in facade material; a change in facade color; and/or a change in type and/or arrangement of windows and doors.
- **Building Intensity:** Building height and intensity is appropriate to the use and location or the proposed project; increased building height and intensity is concentrated at important and highly accessible (i.e. by transit) locations within the PTCP area, including near the following (see **PTCP Fig. 2.9** for mapping of these locations):
 - The Jurupa Valley / Pedley Metrolink Station;
 - The future Pedley Station Transit Plaza;
 - The future Pedley Town Green; and / or
 - The gateway intersection at Limonite Ave and Pedley Rd.

Required Findings (Architectural Character):

Building façade designs utilize a consistent and authentic architectural style and elements shown to be appropriate to that style.

- **Traditional Building Shape.** Primary building masses are square or rectilinear in plan, or made up of multiple adjoining squares or rectangles. Circular and polygonal shapes in plan are only used to emphasize particular features, such as a tower. Overlapping shapes, creating complex massing geometries are avoided.
- **Vertically Proportioned Openings.** All openings on the facade—whether windows or doors—are at least as tall as they are wide. Doors and/or windows may be grouped to create a wider area of fenestration, but the vertical proportion of each individual window/door visually prevails.
- **Traditional Expression of Structure.** Traditional rural buildings communicate the way their structure works in the following ways:
 - **Vertical Structure.** The vertical structural elements of a building—comprising piers, columns, or portions of solid wall which flank each bay of the facade—visually carry the apparent weight of upper floors down to the ground. If any vertical structural element is expressed but does not extend to the ground, it is supported by structure beneath it, with a visual system of weight transference from the supported element to the ground.
 - **Horizontal Structure.** Horizontal structural elements—such as beams and lintels—are sized to appropriately support the visual weight of the building mass and elements above them with respect to the distance they span and the material they are made from.
- **Materials.** Authentic, natural building materials are used and preferred, including smooth plaster, fine concrete block, brick, stone, tile, wood, terra cotta tiles and appropriate metals. Synthetic materials that simulate natural materials are used sparingly, provided:
 - That the material faithfully simulates the appearance of the natural material it imitates;
 - That the material has a demonstrated ability to weather gracefully, aging similarly to or better than the natural material it imitates.

D. PRIVATE FRONTAGE DESIGN

The findings of this section ensure that all new or improved buildings in the proposed project appropriately activate and enhance the safety of the Public Realm environment as envisioned for the Pedley Area. A building's "Private Frontage" determines how it interfaces between the private and public realms; its design includes the configuration and design of the ground floor, its facade, and the setback area between the ground floor facade and the public right of way. Private frontages must be designed to balance the privacy/exposure needs of the ground floor use with the needed activation of the public realm.

Required Findings:

- **Public Realm Activation and Safety:** Building facades line the streets with ample windows, fenestrations and other semi-public spaces (i.e. porches, terraces, stoops, etc.) that enliven and provide "eyes on" the street and public realm environment.
- **Building Privacy:** Building facade design provides an adequate level of privacy for the ground floor use – enabling building tenants and visitors to feel safe and protected while enjoying and engaging with the Public Realm.
- **Retail ground floors:**
 - **Activity:** Ground floor spaces are designed to allow activity to spill out into the sidewalk/setback area and activate the Public Realm.
 - **Ground floor level:** The ground floor is at-grade (within 8"), unless site topography warrants a ground-floor entry terrace/dooryard.
 - **Ground floor height:** The ground floor height (measured floor-to-ceiling) is 12 feet minimum to accommodate a wide range of retail and restaurant uses.
 - **Access and fenestration:** Ground floor facades are built out as highly fenestrated shopfronts, providing access from the adjacent sidewalk and maximizing visibility for ground floor businesses. Facade openings (doors and windows) comprise at least 75% of the ground floor facade.
- **"Retail-Ready" ground floors:**
 - **Activity:** Ground floor spaces are designed to provide privacy and protection in the near term; however, they are designed to be ready to transform into shopfronts, allowing activity to spill out into the sidewalk/setback area and activate the Public Realm.
 - **Ground floor level:** The ground floor is at-grade (within 8"), unless site topography warrants a ground-floor entry terrace / dooryard.
 - **Ground floor height:** The ground floor height (measured floor-to-ceiling) is 12 feet minimum to accommodate a wide range of retail and restaurant uses, regardless of what use occupies them in the near term.
 - **Access and fenestration:** Ground floor facades are shopfronts, providing access from the adjacent sidewalk and maximizing visibility for future ground floor businesses. Facade openings (doors and windows) comprise at least 60% of the ground floor facade.

□ **General Commercial ground floors:**

- **Activity:** Some businesses require a high level of Public Realm engagement and exposure, while others (like many office spaces) require as much privacy as residences. Frontage design therefore varies widely and is calibrated to the particular commercial use.
- **Ground floor level:** The ground floor is 0–5 feet above the level of the adjacent grade.
- **Ground floor height:** The ground floor-to-ceiling height is 9 feet minimum.
- **Access and fenestration:** Ground floors have shopfronts, dooryards, stoops, terraces, and/or lobby entries—as appropriate to the particular commercial use—providing access from the adjacent sidewalk. Facade openings (doors and windows) comprise at least 35% of the ground floor facade.

□ **Residential ground floors:**

- **Activity:** The frontage design allows building tenants and visitors to feel safe and protected while enjoying and looking out over the Public Realm.
- **Ground floor level:** The ground floor is 0–5 feet above the level of the adjacent grade. Unless they are designed to be ADA-accessible, they are typically at least 2 feet above grade, so that ground floor windowsills can be near or above eye-level.
- **Ground floor height:** The ground floor height (measured floor-to-ceiling) is 9 feet minimum.
- **Access and fenestration:** Ground floors have dooryards, stoops, porches, terraces, and/or lobby entries, providing access from the adjacent sidewalk. Facade openings (doors and windows) comprise at least 35% of the ground floor facade.

E. “RETAIL-READY” FRONTAGE LOCATIONS

The findings of this section help ensure that new development provides active retail or “retail-ready” spaces in key locations of the Pedley Town Center to generate the level of activity, visitor-draw, and fiscal performance envisioned by the PTCP. Retail-Ready spaces are designed to either: 1) contain retail and/or food and beverage establishments in the near term; or 2) be feasibly adaptable to accommodate such uses in the future when feasible.

Required Findings:

- **Retail / Retail-Ready Locations:** Using the same Development Program Site Plan, project applications must identify and map locations within their proposed development where Retail and Retail-Ready uses are intended / envisioned / required by the PTCP as illustrated for each Focus Area to support the envisioned active Pedley Town Center environment. These locations include all new development frontages along Limonite Ave, Pedley Rd, and Clay St.
- **Retail & Retail-Ready Ground Floor Design:** All such spaces are designed as retail or adaptable retail-ready spaces; refer to Private Frontage Design findings for Retail-Ready spaces in **5A.1.D** above.
- **Feasibility of Near-Term Retail / Retail-Ready Space:** To ensure that the locations within the PTCP area where retail and retail-ready spaces are envisioned are preserved (and/or implemented), the city may offer incentives and bonuses (such as streamlined permitting, reduced development impact and permitting fees, increased building density, etc.) to help offset the costs of retail and retail-ready spaces that may not be supported by market development in the near term.

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