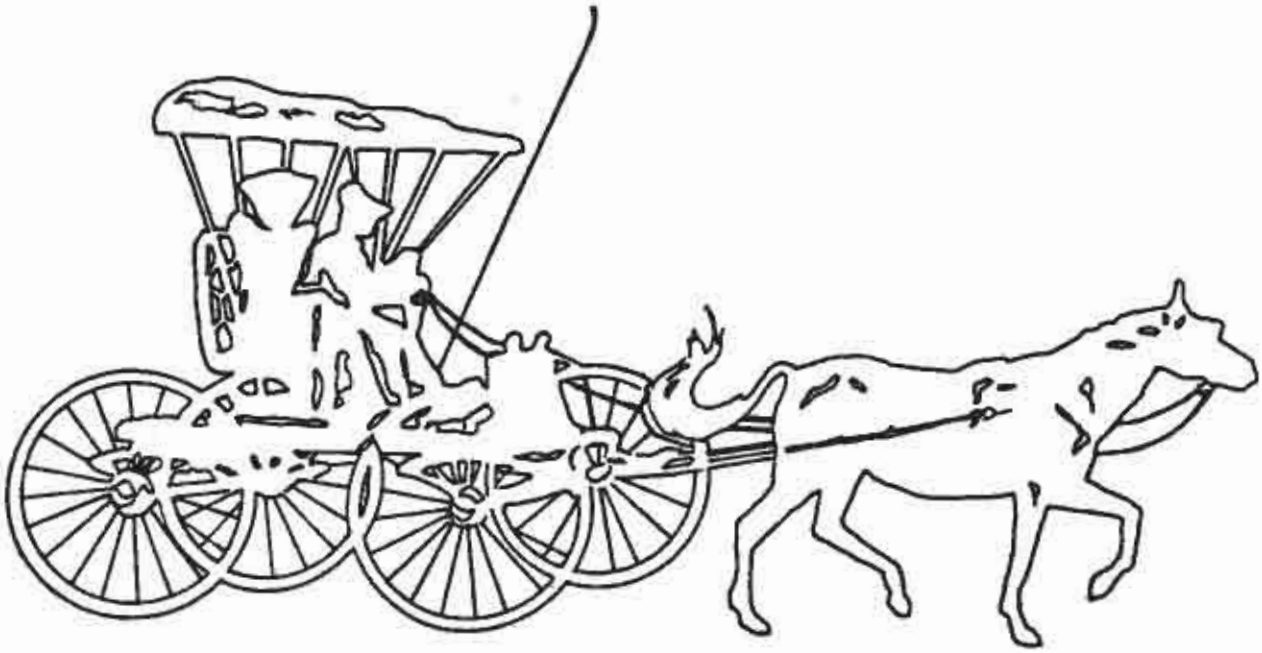


SPECIFIC DEVELOPMENT PLAN

2.0

2.0 SPECIFIC DEVELOPMENT PLAN

2.1 INTRODUCTION

The Gateway Specific Plan (the "Plan") contains the essential components and the policy direction which serve as the foundation for development regulations and guidelines that will actually be used in reviewing and approving development projects proposed within the Project Area. Generally, the Plan is intended to, 1) promote an effective land use policy, 2) insure quality development standards, 3) to facilitate growth within the Project Area where market forces are favorable and, 4) to phase implementation of Project Area infrastructure and circulation system improvement projects and programs.

The basis for the Plan lies in 1) the Norco General Plan; 2) the analysis undertaken as part of the Specific Plan development process and I-15 Corridor Study; 3) direction provided by City staff, City Council, Planning Commission and other City officials; and 4) direction provided by affected property owners, business owners and citizens.

In order for the Project Area to function at its best, a partnership between the City/Redevelopment Agency, property owners, business owners and tenants will be essential. The Plan is intended to be the foundation for that partnership.

City Council adoption of the policies, land use regulations, site development standards and design guidelines demonstrates the City's commitment to the Plan to property owners, business owners and tenants within the Project Area, and to the citizens of Norco in general.

2.2 SUMMARY OF SPECIFIC PLAN POLICY DIRECTION

The following summary expresses the overall policy direction for which the remaining Plan components are supporting details.

A. Decisions about participation in redevelopment programs and/or projects or about development of new uses on privately held property within the Project Area, shall rest with the individual property owner.

B. Final decisions concerning development standards to be maintained or established within the Project Area shall rest with the City and shall be as prescribed in the Plan as it may be amended from time to time.

C. The City of Norco and the City of Norco Community Redevelopment Agency shall give the first right of participation to owners/tenants currently within the Project Area. Further rights of participation shall be in accordance with the Redevelopment Plan for Project Area 1, as amended from time to time.

D. Interpretation of what constitutes "quality" development within the Project Area shall be a cooperative decision between the developer and the City/Redevelopment Agency. Quality, as referenced throughout the Plan, is a consideration of the following factors:

1. Property which is developed in uses permitted by the Plan;

2. Development which conforms to the site development standards in the Plan, particularly with respect to building height, bulk and floor area, setbacks, etc.; and

3. Projects which generally respond to the design guidelines in the Plan, whether they were established before or after Plan adoption.

E. The following primary land use Districts within the Project Area have been established: 1) Commercial, 2) Office Park, and 3) Industrial. Secondary residential and church related uses, as identified on the land use map, will remain as legal uses within the Project Area. Additional restrictions related to existing land uses are contained in Section 4.0 of this Plan.

F. This Plan provides guidance for development as it could occur within an approximate 15 year time period, or by the year 2005.

G. New development will not be allowed unless an appropriate expansion/upgrading of service infrastructure accompanies such development.

H. Effective planning for the Project Area must consider and respond to opportunities/constraints caused by the newly completed I-15.

2.3 GOALS, OBJECTIVES & POLICIES

The purpose of this section is to articulate goals, Objectives, and Policies for the Gateway Specific Plan and to build the foundation for subsequent sections of the Plan.

2.3.1 Definitions

A. GOALS are broad statements that define the community's hope for the future. Goals are general in nature and do not prescribe "when" and "how".

B. OBJECTIVES are statements of intent that generally guide future decisions in specific topic areas.

C. POLICIES are specific statements of intent designed to deal with particular topics in a prescribed manner. They define the approach to be taken to achieve Plan objectives, and

are in themselves the first step in the development of a problem solution because they form the basis for standards and regulations.

2.3.2 General Goal Statement

The ultimate goal of the Plan is to create a Project Area that is attractive and of high quality with a unifying Project Area design theme reflective of community standards and identity, providing an economically viable setting for a balanced mixture of light industrial, commercial and office/professional uses, serviced by a safe and efficient circulation/transportation system, and to eliminate existing and prevent future service infrastructure deficiencies. All new uses must respect and accommodate existing uses that will remain both within and adjacent to the Project Area.

In an effort to further define and prioritize this general goal statement, the following Project Area Design, Land Use, Economic, Circulation, Environmental, and Infrastructure goals and objectives have been developed.

2.3.3 Project Area Design

GOAL: To create a Project Area design theme within the Project Area that expresses the unique character and identity of Norco.

Objectives

1. The architectural theme within the Project Area should be reflective of the City's adopted philosophy, "City living in a rural atmosphere". To this end, the Plan should incorporate architectural design guidelines that will ensure the development of a quality western/southwestern/early Californian design character within the Project Area.

2. Provide a system of vehicular gateway nodes which announce and identify entries into Norco and major land use districts and which help to achieve an overall positive identify for the area.

3. Promote compatible building elevations and construction materials.

4. Promote contemporary landscape treatments throughout the Project Area. Plantings should be primarily those that are low maintenance and drought tolerant.

5. Provide for the elimination of visually objectionable views such as outdoor storage, poorly maintained vacant parcels, underutilized properties and loading areas through the use of design guidelines.

6. Provide attractive and functional buffers for sensitive adjacent land uses. The buffers might include a combination of walls, plantings, earth bearms, trees and varying setback depths.

Policies

1. Develop consistent streetscape and architectural palettes which are conducive to creating a gateway statement for Hamner Avenue and other parts of the Project Area. It is not the intent of this thematic overview to discourage innovative or contemporary architectural expressions, or to imitate the architecture of the past, but to promote the harmonious coexistence of architectural styles with an emphasis placed upon the western/southwestern/early Californian theme.

2. Require compliance with the Project Area design guidelines in plans prepared for new development, expansion or redevelopment, and make Project Area design standards a major consideration in the site plan review and approval process.

3. Utilize landscape materials within the Corridor which are drought tolerant, clean, safe and relatively low maintenance. Formal forms and configurations should be utilized at activity center nodes, such as major intersections, while less formal, natural planting patterns should be utilized throughout other parts of the Project Area such as in street medians and landscape setbacks.

4. Develop an incentive program which rewards private sector development for providing certain "extra" design amenities within their developments. Of particular interest are solar-control devices such as building overhangs, awnings and extra tree plantings in parking lot areas. Consideration should be given to special paving materials used in place of asphalt in vehicular areas, such as systems that allow water percolation.

5. Develop land use/site planning concepts that allow for adequate setbacks and land use buffering techniques to mitigate land use conflicts.

6. Provide a streetscape design for Hamner Avenue and other major roadways to include entry identification signage into the City, street tree programs, median landscape design concepts, landscape and hardscape standards, etc.

7. Consider economic incentives for owners who wish to architecturally rehabilitate, refurbish or upgrade design elements on existing properties.

8. Designate special landscape features at major intersection locations designed to promote a distinctive thematic character for these nodes. Changes in paving materials, plant materials, lighting, signing and siting of adjacent structures should occur at major intersections to enhance their distinctiveness and identity.

9. Designate new land uses that are sensitive to existing land use designations. Design appropriate buffers to mitigate potential conflicts caused by possible land use incompatibility.

2.3.4 Land Use/Fiscal

GOAL: Develop a specific plan which is sensitive to Project Area land use and fiscal needs.

Objectives

1. Maximize the economic potential of new and existing Project Area commercial and industrial activities, capturing local and subregional demand. The Norco Auto Mall is a particularly important area of economic potential.

2. Promote distinctive commercial activities which are complimentary to the characteristics and identity of the City as a whole.

3. Encourage or facilitate the assembly of smaller, fragmented lots into integrated, comprehensive development sites to optimize land use efficiency.

4. Segregate shopping-oriented retail commercial use and professional/office parks from industrial developments in order to provide a suitable environment for optimum growth of all segments of the business community.

5. Promote and encourage the use of private resources for commercial reinvestment in existing commercial developments.

6. Promote and encourage commercial activities that provide employment opportunities for all age and income groups.

7. Promote commercial activities that provide recreation and leisure opportunities to all age and income groups.

8. Require master planning at key sites/locations to assure comprehensive, integrated and compatible development consistent with this Plan.

9. Promote the upgrading of underutilized land functioning at less than market potential through incentives for rehabilitation and elimination of non-conformities.

10. Employ a land-use development concept that will effectively reduce the number of vacant properties, while eliminating mixed land uses of an incompatible nature.

11. Employ design standards to improve land use compatibility where changes in land use are impractical.

Policies

1. Promote intensive commercial uses along roadways that have high visibility and good access, particularly along Hamner Avenue and adjacent to I-15 on/off ramps.

2. Prepare Development Regulations and Guidelines which regulate, simplify and facilitate the development review process.

3. Establish regulations and standards for mixed use developments which assure proper land use mixture, minimum lot size, access restrictions, buffering techniques, and master planning.

4. Establish an incentive program for lot consolidation of small, shallow parcels in the Project Area pursuant to Section 5.1.3 of this Plan, as a way to encourage development of larger, massed projects, as opposed to a linear strip commercial configuration.

5. Allow legal nonconforming uses to continue as pursuant to Section 4.5, to allow more flexibility in the continued use of property.

6. Encourage the formation of new redevelopment programs and incentives to assist retail and service businesses with property improvements.

7. Develop a light industrial land use nucleus centering around the existing Norco Ranch Facility.

8. Promote clustering of multiple, medium sized structures on large parcels rather than single, massive structures.

9. Allow maximum site development through liberal site development standards in return for well planned site plans which respond to established design guidelines.

10. Apply design guidelines to mitigate conflicts between uses where a change in land use is not practical.

11. Prepare a relocation Plan that will address the conditions of property owner relocation as needed on a case-by-case basis.

2.3.5 Circulation

GOAL: Develop a circulation system which facilitates efficient and safe vehicular, equestrian and pedestrian traffic and enhances the Project Area's design character along Hamner Avenue and other major roadways within the Project Area.

Objectives

1. Limit vehicular access points on Hamner Avenue.

2. Provide for, and phase necessary street improvements to maximize efficiency of the circulation system within the Project Area, and integrate the planned Yuma Drive/I-15 on/off ramp system.

3. Minimize vehicular through traffic on adjacent residential streets, such as Pacific Avenue.

4. Provide safe sidewalks and equestrian trails where there is a purpose for pedestrian and equestrian access.

Policies

1. Reduce inter-site vehicular trips within the Project Area commercial areas by requiring private developments to secure Reciprocal Access Agreements prior to development when feasible.

2. Allow shared parking and points of access to facilitate efficient parcel usage and to minimize traffic support facilities such as driveways (particularly those that affect traffic flow on major streets such as Hamner Avenue), parking spaces, etc.

3. Discourage new commercial, industrial and office park developments from taking access from local residential streets, by developing internal circulation systems which direct traffic away from surrounding residential neighborhoods.

4. Promote the installation of raised landscaped medians within Hamner Avenue, First Street, Second Street, and Mountain Avenue to insure efficient, safe and aesthetically pleasing traffic operations along these roadways and to provide a visual connection to Lincoln Street.

5. Promote the vacating of Cota Street, Mountain Avenue (south of First Street), portions of Valley View Avenue and the most easterly segment of First Street, in order to reduce access to Hamner Avenue and to allow for maximum land utilization and contiguous development south of First Street.

6. Promote the extension and new alignment of Mountain Avenue (south of First Street) Yuma Drive (west of Hamner Avenue) and the construction of additional roadways as shown in the Circulation Plan to promote access to future and existing land uses.

7. Promote the widening of Parkridge Avenue, First Street, the existing portion of Mountain Avenue, and Second Street between Hamner Avenue and the new connector street to be located west of the Norco Ranch Processing facility to facilitate increased levels of vehicular traffic.

8. Investigate the lowering of Hamner Avenue at First Street to provide a safer intersection at that location and to facilitate development of adjacent properties.

9. Promote intersection improvements at the following locations: 1) Hamner Avenue and Yuma Drive (proposed); 2) Parkridge Avenue and Yuma Drive (proposed); 3) Hamner Avenue and First Street; 4) Mountain Avenue and First Street; 5) Parkridge Avenue, First Street, Pacific Avenue and Lincoln Street; 6) Mountain Avenue and proposed connector street; and 7) Cota Street and Parkridge Avenue.

10. Promote the construction of pedestrian sidewalk facilities where appropriate within the Project Area to facilitate pedestrian activities. Promote the construction of riding trails along Pacific Avenue, First and Second Streets. Provide incentives to private development to incorporate such amenities into their development proposals.

2.3.6 Environmental

GOAL: Maintain the highest possible quality of environment within the Project Area by balancing the impacts of development with environmental sensitivity.

Objectives

1. Promote the involvement of landscape architects in future development to ensure environmental compatibility of all projects. For example, to reduce the impacts of flooding and to increase water percolation, increase the amount of pervious surfaces in parking lots, e.g., use of turf block; increase the number of landscaped areas, especially those incorporating trees.

2. Promote pedestrian and equestrian modes of transportation as a means of improving regional air quality.

3. Establish guidelines which preserve significant environmental features, such as mature trees.

4. Promote land use compatibility and measures to mitigate noise and visual impacts.

Policies

1. Limit development within the 100 year flood areas as shown on the latest City FIRM maps (or as may be amended) or provide flood protection measures e.g., improved flood control channel facilities, in accordance with City and Riverside County Flood Control and Water Conservation District requirements.

2. Based on projected traffic volumes and land uses, map future noise contours, and establish land use restrictions and/or noise attenuation conditions for areas within noise impacted areas.

3. Through the project approval process and the imposition of conditions or mitigation measures, pursuant to CEQA, ensure that all development within the Specific Plan area will not result in a decrease in environmental quality, and will wherever possible create a higher quality environment.

4. Encourage that developments within the Project Area impacted by noise provide sufficient noise attentuation levels to maintain exterior and interior CNEL noise levels at acceptable levels.

5. All site planning alternatives shall be reviewed and approved by a licensed landscape architect to ensure utmost environmental compatibility and to determine whether or not a more environmentally sensitive design alternative might be appropriate.

2.3.7 Infrastructure

GOAL: Provide a high level of public services and service facilities to all residents, businesses and industrial uses within the Project Area.

Objectives

1. Phase future development to correspond with the construction of adequate utility infrastructure.

2. Provide solutions to remedy deficiencies affecting the following: 1) drainage/flood control, 2) poor visibility at the intersection of Hamner Ave. and First Street, and 3) water and sewer service infrastructure.

3. Utilize the resources of the Redevelopment Agency to assist in the funding of necessary public infrastructure improvement projects and to facilitate the timely development of economically beneficial land uses.

Policies

1. Insure that all necessary public services and utilities are or will be available prior to completion of new development projects and prior to, or concurrently with the issuing of building permits.

2. Develop an implementation program for the improvement, phasing and financing of infrastructure within the Project Area.

3. Monitor utilization of public infrastructure systems and program improvements to ensure capacity for future planned development.

4. Encourage the formation of new redevelopment programs and incentives to assist funding of necessary public infrastructure.

2.4 EXISTING CONDITIONS

2.4.1 General

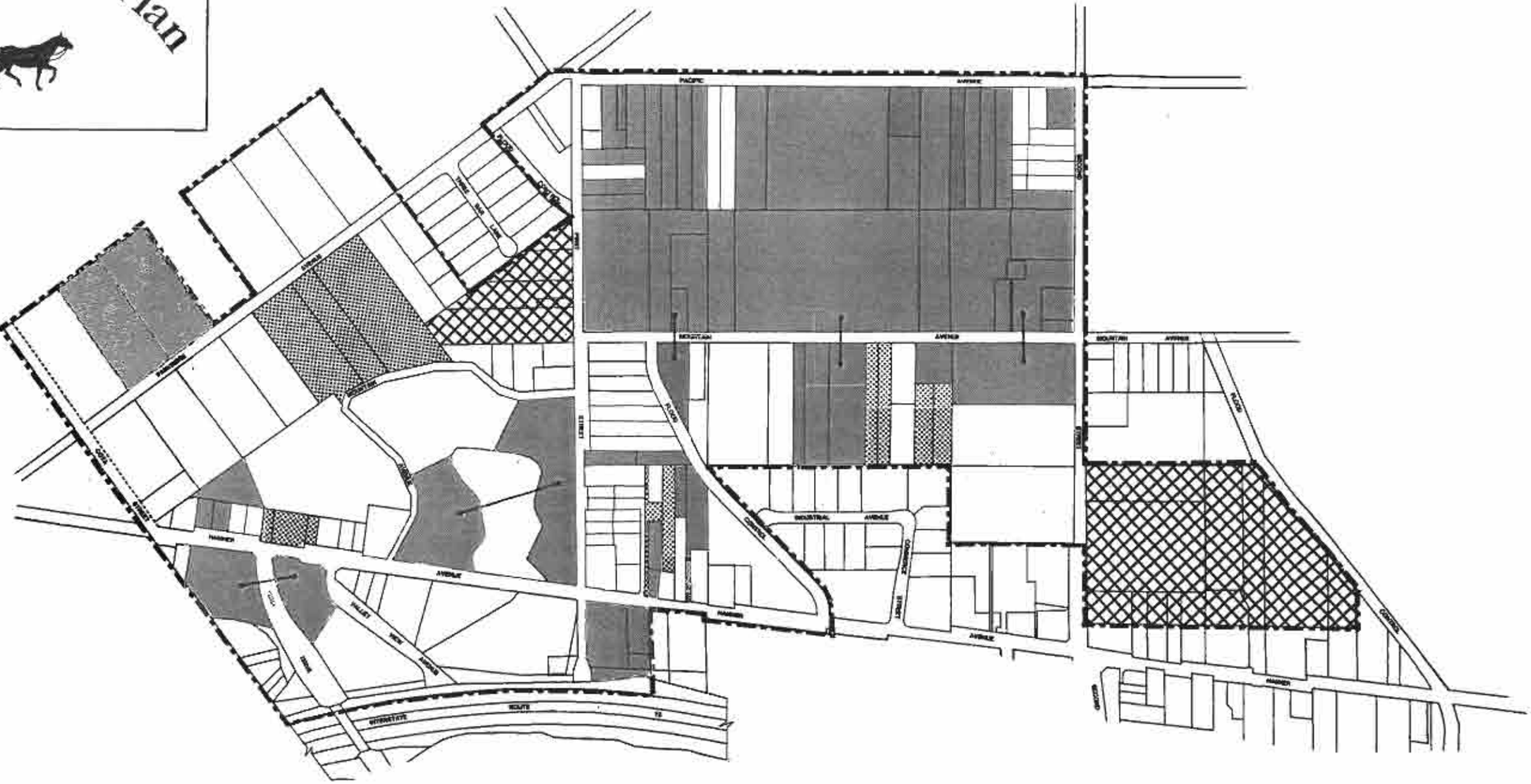
The analysis of existing conditions within the Project Area is the result of input from numerous sources. General findings are as follows:

A. As previously disclosed in Section 1.2, an economic study prepared for Interstate 15 Corridor Study (see Appendix B of the I-15 Corridor Study) revealed a significant sales leakage from the City of Norco into the City of Corona and other communities. That study also revealed strong market demand and an acceptable rate of absorption, over a 15 year period and beyond, for the land uses proposed within the Project Area.- Land use distribution rates were guided to a significant degree by this economic analysis.

B. Approximately 25% of the gross acreage within the Project Area is undeveloped. An additional 47 parcels are underutilized or in a deteriorated state. These areas represent areas of immediate development opportunity.

C. For the purposes of discerning development opportunities and constraints, as well as to create a Project Area database, the Project Team studied ownership patterns, building conditions, lot consolidation opportunities, existing zoning and general plan designations. Exhibit 3 shows existing ownership patterns within the Project Area. Conclusions drawn from parcel ownership patterns included:

1. As shown in Exhibit 3, the Norco Ranch owns a large amount of land within the Project Area. The Norco Ranch ownership generally includes the area between Pacific Avenue, Mountain Avenue, and First and Second Streets. This ownership also extends east of Mountain Avenue and south



PROPERTY OWNERSHIP MAP

LEGEND

Indicates Multiple Parcel Ownership by Single Entity

Indicates Individual Parcel Ownership

Ownership Connectors

XXXX Not A Part

N

SCALE 0 300 600 feet

EXHIBIT 3

of First Street. Total acres owned by the Norco Ranch within the 41 parcels is approximately 87; this is approximately 30% of the total Project Area excluding public right-of-ways. Norco Farms is currently in the process of negotiating for additional parcels in close proximity to its existing holdings.

2. The second largest land holding occurs between Hamner Avenue and the unimproved portion of Mountain Avenue; this ownership totals approximately 9.84 acres.

3. The third largest land holding is located on the southwest side of Parkridge Avenue. This ownership consists of two large parcels totaling 8.62 acres.

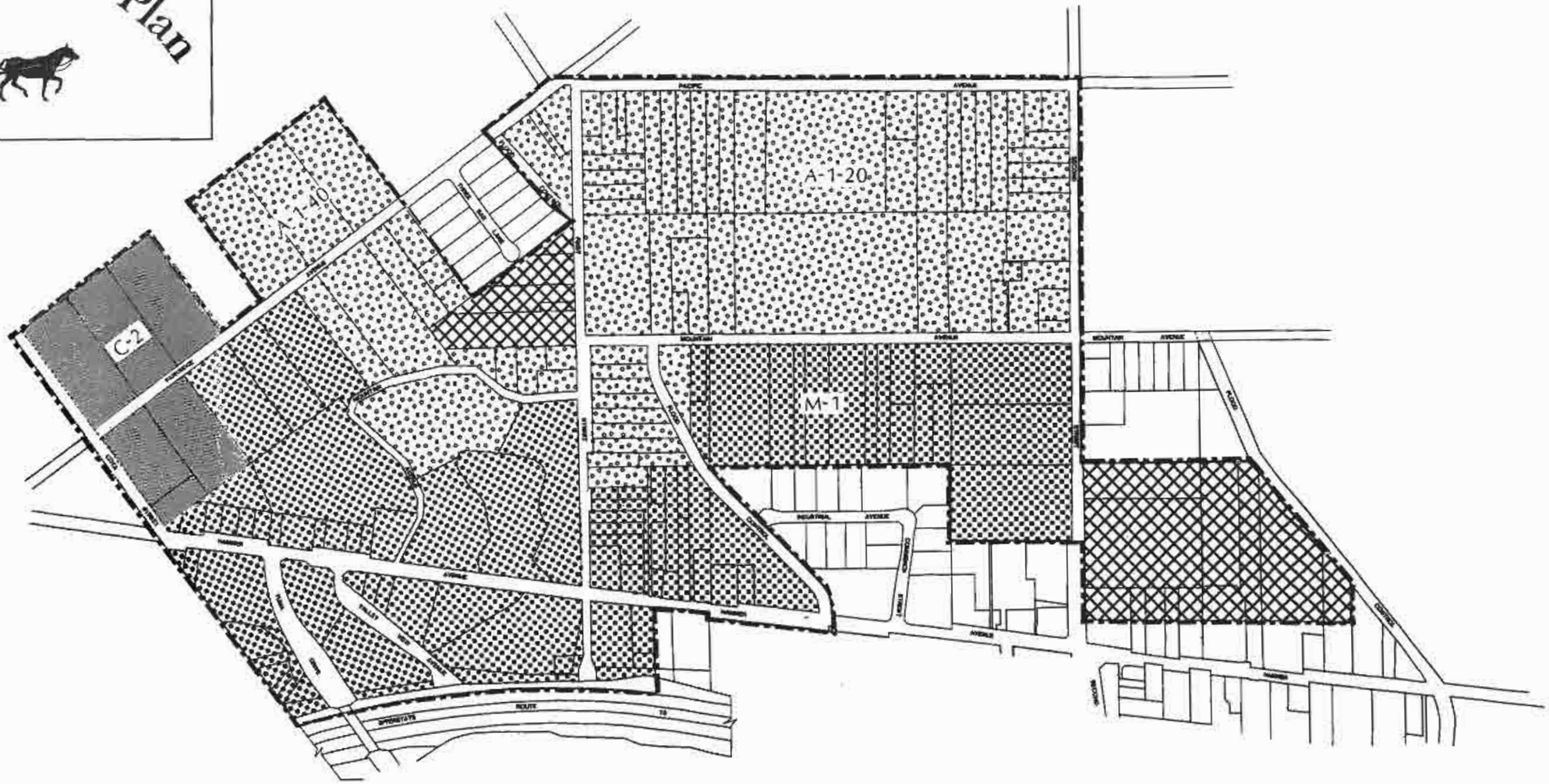
4. Within the Project Area there are 113 property owners in possession of 165 parcels totaling approximately 272.49 acres.

D. Exhibit 4 shows existing zoning; Exhibit 5 shows existing General Plan land use designations.

1. The analysis of existing zoning and general plan land use designations has shown that numerous parcels are inconsistent with respect to existing zoning and existing General Plan Land Use designations.

2. Review of these maps also indicates that all properties adjacent to Hamner Avenue are designated for industrial development which is not the highest and best use for properties along Hamner Avenue.

Gateway Specific Plan



EXISTING ZONING MAP

LEGEND

A-1 Agricultural /Residential

C-2 General Commerical

C-3 Heavy Commerical

M-1 Heavy Commerical /Light Manufacturing

NOT A PART

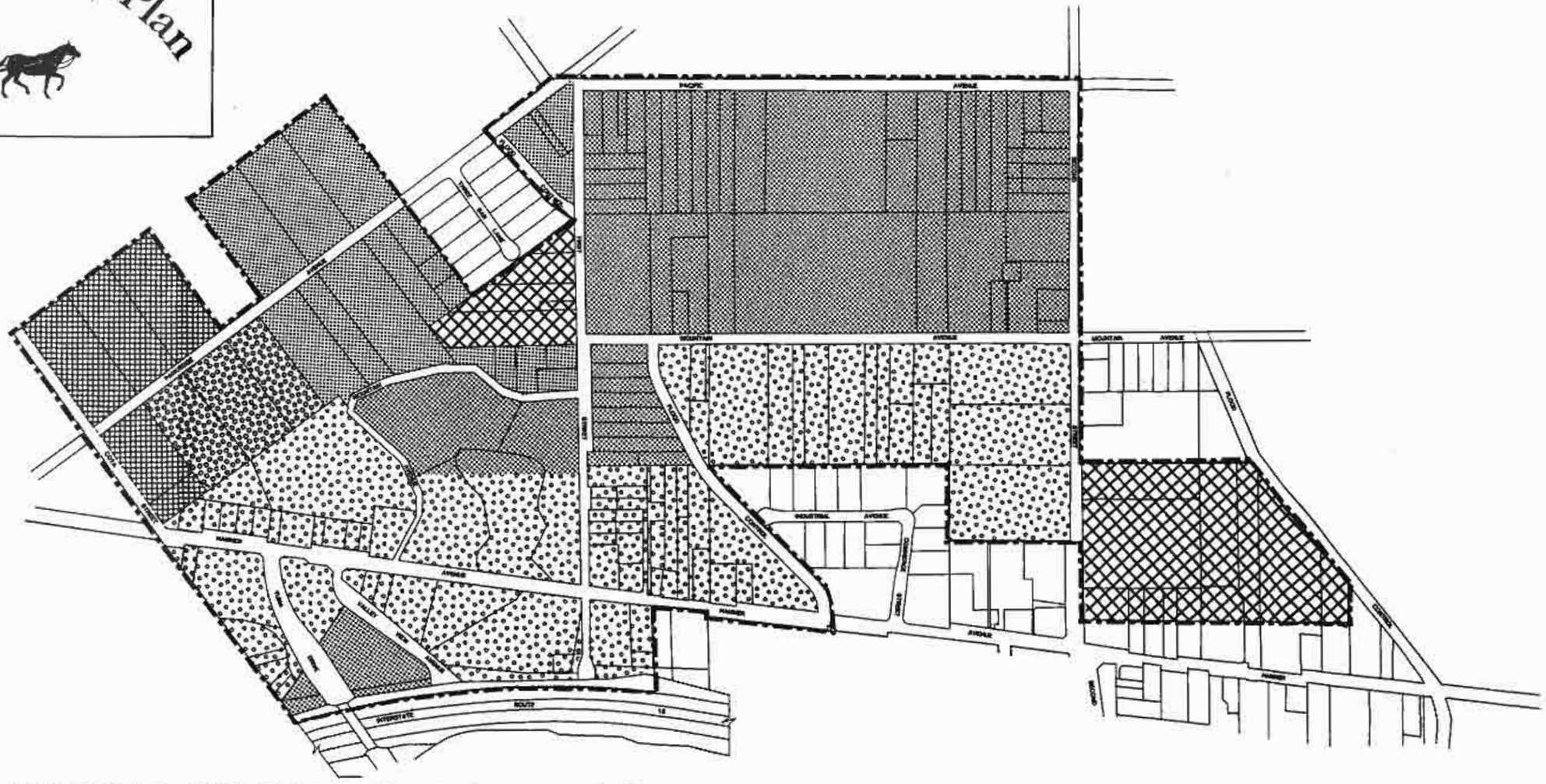
The 'A' and 'R' zones each have sub-zones to designate lot size; the suffix number designates the required minimum lot size in either thousands of feet, or in acres. Any numerical suffix of 20 or more shall mean thousands of square feet; any numerical suffix of less than 20 shall mean acres.

N

SCALE 0 300 600 feet

EXHIBIT 4

Gateway Specific Plan



EXISTING GENERAL PLAN LAND USE MAP

LEGEND

- Residential Low (0-2 units per acre)
- Commercial Neighborhood
- Commercial Community
- Industrial
- Specific Plan
- NOT A PART

N

SCALE 0 600 1200 feet

EXHIBIT 5

E. A Soils/Geology Study was prepared to analyze existing soils and geologic conditions and found that no adverse soils/geology constraints were present within the Project Area.

F. A Biology Study was prepared to analyze existing biological conditions and found that no adverse biological constraints were present within the Project Area. However, a small riparian area was identified west of Hamner Avenue and Yuma Drive.

G. An Archeological Study was prepared to research the possibility of archaeological or historical constraints; no significant archaeological/ historical constraints were found to be present within the Project Area.

H. Civil engineering studies were prepared to analyze existing conditions; issues studied are as follows:

- o drainage/flood control;
- o elevation of Hamner Avenue;
- o Project Area topography;
- o adequacy of sewer and water service infrastructue
- o costing of the Plan's development.

I. A traffic/circulation study was completed. This study found that all Project Area intersections are presently operating at an acceptable level of service (LOS) of B or better. However, Plan related circulation improvements will not maintain an acceptable LOS. There will be a significant impact which cannot be completely mitigated to a level of insignificance.

J. Analyses of existing acoustical and air quality conditions within the Project Area were prepared. No significant development constraints were found within the Project Area.

K. A substantial number of structures within the Project Area were observed to be in a declining state. Table 1 provides an analysis of Project Area structures by land use.

2.4.2 Existing Land Use

Existing land uses are shown on Exhibit 6.
Existing land use acreages are shown on Table 2.

TABLE 1

EXISTING PROJECT AREA STRUCTURAL RATINGS

	Rating Category				
Land Use	1	2	3	4	Total
Residential	10	73	8	1	92
Multi-Family	0	2	0	0	2
Commercial	1	37	4	1	43
Industrial	0	9	1	0	10
Public	0	1	0	0	1
Total	11	122	13	2	148

Source: Urban Futures, Inc., 1990

Gateway Specific Plan

EXISTING LAND USE MAP

LEGEND

Land Use	Acres
Residential/Single-Family	106.67
Residential/Multi-Family	.46
Commercial	65.52
Industrial	8.64
Pasture/Agriculture	4.76
Quasi Public (Church)	8.69
Vacant	77.80
Public Rights-of-Way	44.86
TOTAL	317.35

Not A Part

N

SCALE 0 100 300 feet

EXHIBIT 6

TABLE 2

EXISTING LAND USE ACREAGES

Land Use	Acres
Residential/Single-Family	106.67
Residential/Multi-Family	.46
Commercial	65.52
Industrial	8.64
Pasture/Agriculture	4.76
Quasi Public (Church)	8.69
Vacant	77.80
Public Rights-of-Way	44.86
TOTAL	317.35

Source: Urban Futures, Inc., 1989

2.4.3 Existing Traffic/Circulation

Area Streets and Highways

Regional access to the Project Area is provided by the Riverside Freeway (State Route 91) and Interstate 15. Primary access to the Project Area is from the Riverside Freeway interchange with North Main Street (Hamner Avenue) in the City of Corona and the Interstate 15/Second Street interchange located in Norco. Upon its completion the Yuma Drive/I-15 Interchange will provide direct I-15 access into the Project Area.

Hamner Avenue (State Route 31) is classified as a major highway in the City of Norco Circulation Element of the General Plan and provides two through lanes in each direction with a two way left turn lane median area. Hamner Avenue is known as Main Street in the City of Corona. The roadway width varies from full improvements with curb and gutter to minimum width and unimproved highway edges. Hamner Avenue is signalized at the intersections of Parkridge Avenue, Yuma Drive and Second Street. Hamner Avenue is posted for a 40 MPH speed.

First Street extends from its intersection at Pacific and terminates west of the I-15 Freeway providing two lanes with unimproved road edges. First Street is signed with STOP signs at Pacific, Mountain and Hamner Avenue. First Street is classified as a collector in the City's Circulation Element.

Second Street is an east-west roadway, classified as a collector, extending from Parkridge Avenue on the west to Hillside Avenue, east of I-15. Second Street generally provides for one lane each direction except for multiple lanes from west of Hamner Avenue to the I-15 north bound freeway ramps. Four-way STOP controlled intersections exist at Pacific and Mountain Avenues, while multiple phased traffic signals control the intersections at Hamner Avenue and the Second Street/I-15 on/off ramp.

Pacific Avenue is a north-south street, classified as a local extending from Parkridge Avenue to the U.S. Naval Reservation. Two lanes are provided with unimproved roadway edges.

Mountain Avenue is a north-south local roadway extending from First Street to the U.S. Naval Reservation. Mountain Avenue and First Street is controlled by a three-way stop. Mountain Avenue also exists south of First Street as a dirt roadway curving easterly and intersecting with Hamner Avenue.

Parkridge Avenue is an existing two lane roadway having improved and unimproved roadside edges. Parkridge Avenue extends from Kips Korner

Road in the southeasterly direction, into the newly developing area of northeast Corona and intersecting with Yuma Drive.

Table 3 presents the key area intersection existing AM/PM peak hour Intersection Capacity Utilization/Level of Service (ICU/LOS) summary within the Project Area. Existing intersection conditions are relatively good with a majority of intersections operating with an LOS of B or better. Exhibit 7 shows the existing circulation system in the Project Area.

2.4.4 Existing Infrastructure

The Project Area is being served by sewer mains ranging in size from 8" to 27". Similarly, the existing water main sizes vary from 6" to 12". There are a number of abandoned water mains on Mountain Avenue, Hamner Avenue and Second Street. Final line sizes will be determined at the time of final engineering to assure adequate fire flow for the proposed developments. Proposed development projects will not be approved by the City without approval of an acceptable program/plan for providing sewer and water service infrastructure.

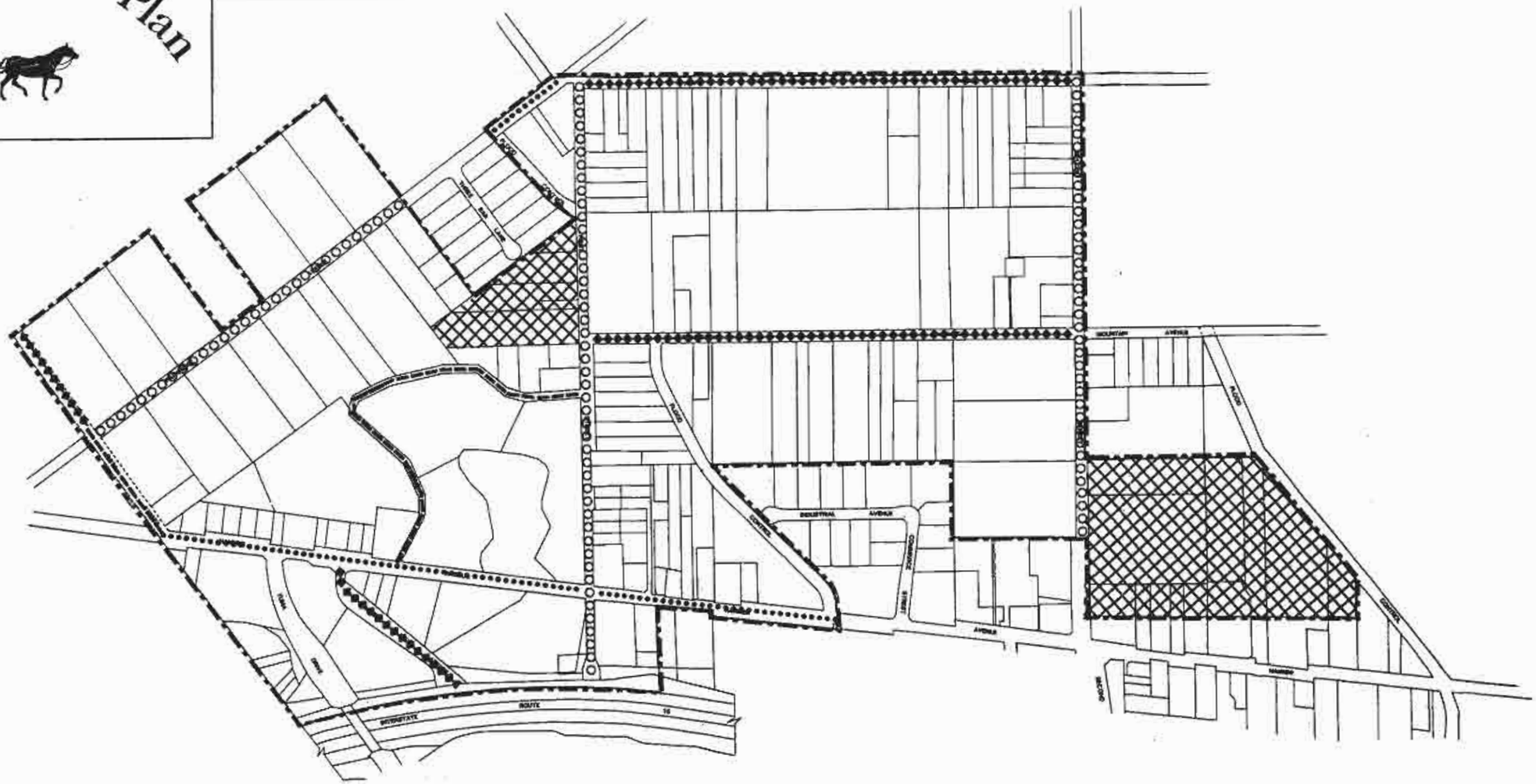
TABLE 3

INTERSECTION CAPACITY UTILIZATION/LEVEL OF SERVICE
EXISTING CONDITIONS SUMMARY
FOR PROJECT AREA KEY INTERSECTIONS

INTERSECTIONS	AM PEAK HOUR ICU/LOS	PM PEAK HOUR ICU/LOS
Hamner Avenue		
@Parkridge Avenue	0.45/A	0.61/B
@Yuma Drive	0.40/A	0.49/A
@2nd Street	0.53/A	0.67/B
2nd Street		
@I-15 W/B Ramps	0.48/A	0.44/A
@I-15 E/B Ramps	0.47/A	0.62/B

N/A = not available; in process of taking existing counts

Source: Final Traffic Impact Report; Norco Gateway Specific Plan, I-15 Corridor Study, Norco, CA, April 1990.



EXISTING CIRCULATION SYSTEM MAP
Roadway Classifications

LEGEND

••••••••• Major

•••••••• Local

XXXXX Not A Part

oooooo Collector

----- Unimproved

N

SCALE 0 300 600 feet

EXHIBIT 7

2.5 OPPORTUNITIES AND CONSTRAINTS

Of primary importance in the development of land use development strategies within the Project Area is the identification and location of existing and anticipated development opportunities and constraints. These opportunities and constraints may manifest themselves physically, economically or socially, becoming the foundation for future development of the Project Area. For instance, a large land form composed of a very hard rock is a physical constraint, conversely, a large number of land parcels under single ownership in an existing urbanized area, assuming social and economic conditions are acceptable, will generally be viewed as a physical and economic opportunity.

The analysis of opportunities and constraints considers existing and anticipated physical, social and economic constraints and opportunities, both within the Project Area and the surrounding territory that will either affect, or be impacted by the Project Area's long term development.

Methodology

The finding of opportunities and constraints involved field analysis, research of existing current and historical data, discussions with City staff, contributing sub-consultants, and property and business owners. The opportunities and constraints are described below and shown graphically on Exhibit 8.

2.5.1. Opportunities

1. The Project Area's northern and southern points of entry from Hamner Avenue, and its western point of entry along First Street, provide indirect access into the Project Area from Orange County, the City of Riverside and other sub-regional economic trade areas.

2. Current plans for the Corona Ranch, the Northeast Corona Specific Plan and other planned developments within the City of Corona are expected to add over 10,000 new residential units over the next five year period.

   The Northeast Corona Specific Plan is close to completion. The project encompasses 1,457 acres; approximately 5,800 units have been built or are being built. The Buey Corporation, through implementation of the Corona Ranch Specific Plan, is developing an approximately 712 acre area into a 3,410 dwelling unit tract. Grading commenced three years ago; construction is approximately 30% complete (this Project was previously known as the Woodlake project).

   Three housing projects are currently being developed west of Hamner Avenue between Third and Fourth Streets in Norco. These include: Watt Development, 146 units;

Gateway Specific Plan

OPPORTUNITIES & CONSTRAINTS MAP

LEGEND

+ Opportunities

− Constraints

1, 2, 3... Reference Text

XXXX NOT A PART

N

SCALE 0 300 600 feet

EXHIBIT 8

Lewis Homes, 100 units; and Woodcrest, 121 units. Families living in these homes will generate the need for additional commercial, retail and service oriented land uses, helping to support future development of the Project Area. Area housing developments will also generate short term employment opportunities and a long term labor force. Exhibit 9 shows the locations of all development projects within the vicinity of the Project Area which are presently planned or under construction. Table 4 quantifies the development shown on Exhibit 9. Exhibit 10 shows all major development projects within the I-15 Corridor that are planned or have been approved.

3. There are approximately 88 acres of vacant land within the Project Area; another 45 acres is made up of land parcels that are underutilized, or improperly developed or have deteriorating structures situated on them. Exhibit 11 shows these areas of development opportunity.

4. Norco Ranch owns approximately 87 acres generally located at the western border of the Project Area. This ownership represents approximately 30% of the total land, excluding public rights-of-way, within the Project Area. The owners of this facility are actively participating in the preparation of this Specific Plan.

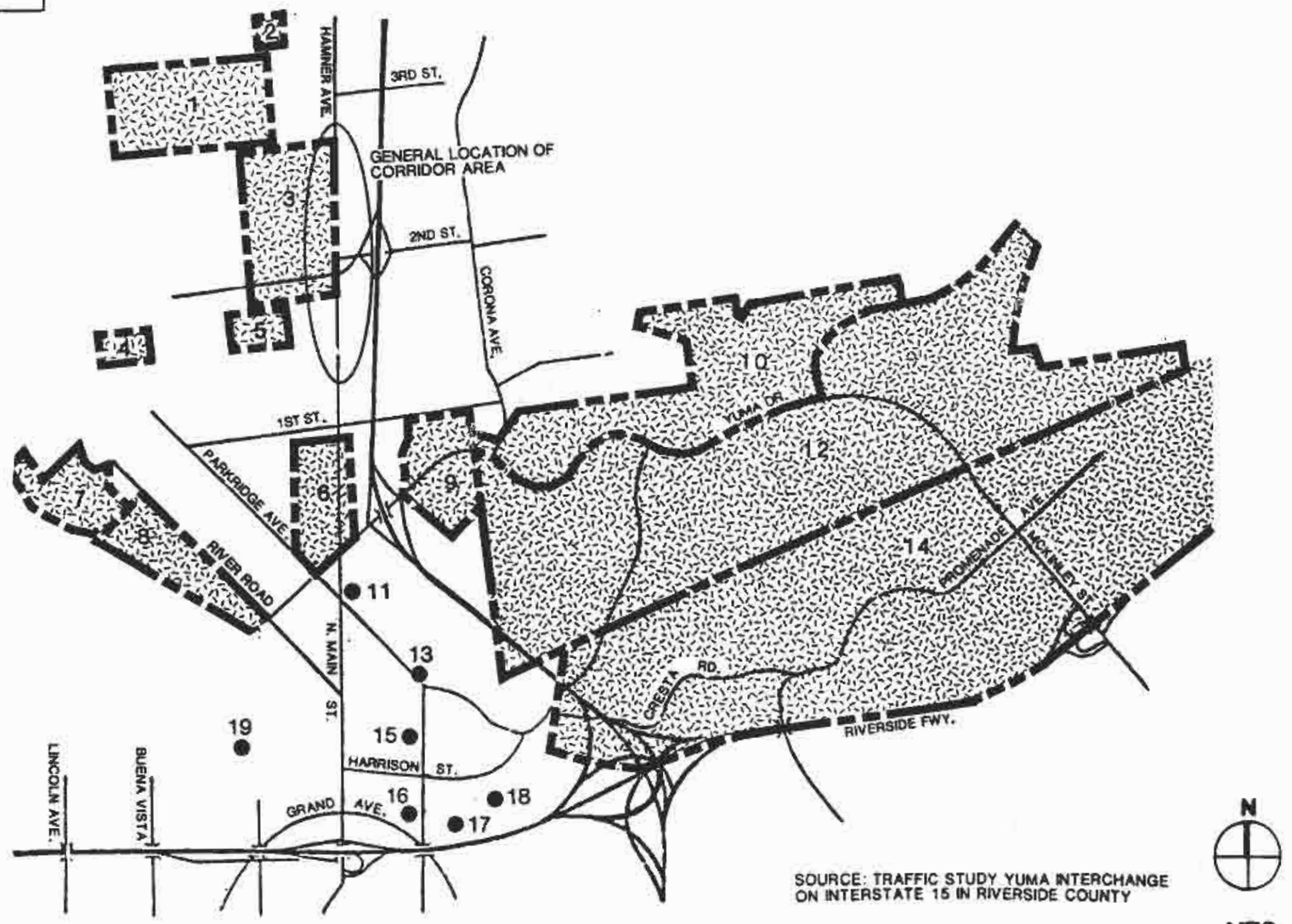
5. The Norco Auto Mall is located immediately east of the Project Area, near the Second Street I-15 on/off ramps. The auto mall provides a regionally significant primary trip destination into the Area. People coming to the City to purchase automobiles may require other goods and services; appropriate spin-off goods and services can be developed on adjacent properties. These might include mechanic services, auto parts, tire dealerships, automotive accessories, body and paint shops.

6. U.S. Navy Weapons Fleet Analysis Center is located northwest of the Project Area and provides 800 full time jobs on-site and an additional 800 contract employee jobs off-site. This facility provides the opportunity for the development of additional retail, commercial and office space.

7. Construction of a Riverside Community College satellite campus is scheduled to begin in the immediate future. This facility will be located directly northwest of the Project Area and will be accessed by an extension of Third Street. Current estimates call for a total of 12,000 students to be enrolled at the campus. Students attending the campus will increase the demand for local services such as fast food, printing, entertainment, recreation, theatre, arts, sports, and other educational facilities.

8. Construction of a Yuma Drive on/off ramp is a short-term reality. City of Norco and Corona officials are presently working with Caltrans on the feasibility of this facility. When the on/off ramp is constructed it will make the southern end of the Project Area more easily accessible for commercial, retail, office and industrial development. This ramp will also facilitate access into new housing developments located in northeastern Corona along Yuma Drive.

PLANNED DEVELOPMENT IN VICINITY OF I-15 CORRIDOR



SOURCE: TRAFFIC STUDY YUMA INTERCHANGE ON INTERSTATE 15 IN RIVERSIDE COUNTY

NOTE: REFER TO TABLE NO. 3 FOR DESCRIPTION OF AREAS OF DEVELOPMENT

N

NTS

EXHIBIT 9

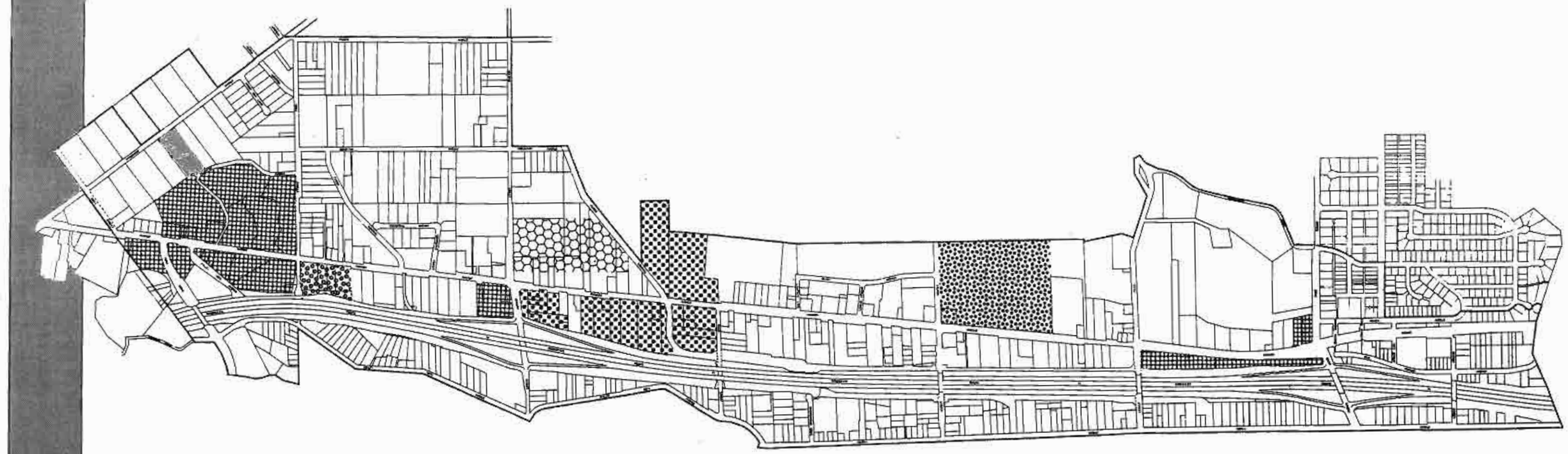
TABLE 4

PLANNED DEVELOPMENT
WITHIN VICINITY OF THE PROJECT AREA

Location	Land Use	No. of Units
1	Riverside City College	12,000 students
2	Residential - Townhomes	80 units
3	Norco Auto Mall	85 acres
4	Single-Family Residential	16 units
5	Single-Family Residential	0 units
6	Mixed Use Commercial	66 acres
7	Single-Family Residential	184 units
8	Mixed Density Residential	920 units
9	Single-Family Residential	100 units
10	Single-Family Residential	250 units
11	Apartments	88 units
12	Corona Ranch	3,410 units
13	Commercial	40 acres
14	Northeast Corona Specific Plan	
	Commercial	138 acres
	Single-Family Residential	6,100 units
15	Industrial	4.7 acres
16	Industrial	5.1 acres
17	Industrial	3.8 acres
18	Industrial	21 acres
19	Industrial	10 acres
TOTAL		
	Residential	11,234 units
	Commercial	244 acres
	Industrial	44.6 acres

Gateway Specific Plan

PROPOSED DEVELOPMENT WITHIN I-15 CORRIDOR



LEGEND

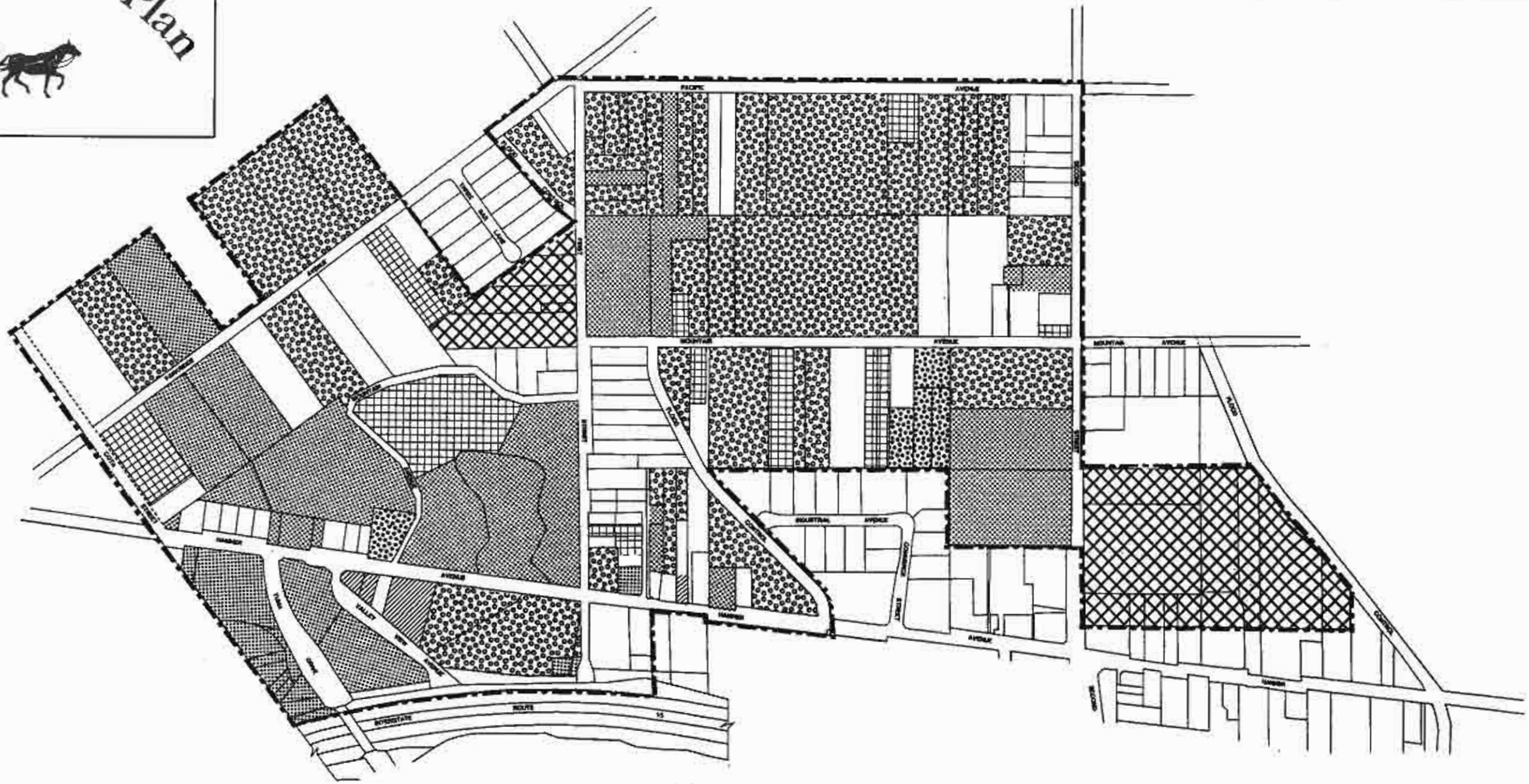
- Auto Related Commerical
- Commerical/Mixed Use
- Office/Light Industrial
- Highway Oriented Commerical
- Church
- Auto Mall

N

SCALE 0 600 1200 feet

EXHIBIT 10

Gateway Specific Plan



AREAS OF DEVELOPMENT OPPORTUNITY +

LEGEND

- Industrial*
- Residential*
- Commerical*
- Not A Part
- Vacant
- Underutilized Parcels++

N

SCALE 0 300 600 feet

* Parcels that have one or more deficient structures located on the property (Shown by existing land use)

\+ Based upon Consultants Field Survey

\+ + Properties that are only partially developed or that do not demonstrate the use of property to its highest and best use

EXHIBIT 11

9. There is one existing on/off ramp connecting the I-15 to Hamner Avenue within the Project Area at Second Street. The ramp facilitates sub-regional access to local goods, services and commercial and industrial activities located within the Project Area. The ramps also provide the potential to establish goods and services to serve the travelers using I-15.

10. Existing residential neighborhoods both within and adjacent to the Corridor provide the purchasing power to support new development within the Corridor. Retail sales leakage has been estimated to be as high as 40% in the City of Norco, evidence that a balanced mix of goods and services is not being provided within the City.

2.5.2 Constraints

1. The health and safety of the general public traveling along Project Area roadways, particularly Hamner Avenue is a concern of City officials.

Cross traffic at intersections on First Street and Parkridge Avenue, as well as numerous minor streets, can be difficult. Intersection signalization is limited and visibility approaching First Street is poor because of the existing grade of Hamner Avenue.

2. Inadequate infrastructure within the Project Area is deterring development. In particular, drainage and flood control in the vicinity of Valley View Avenue, First Street and Mountain Avenue is inadequate. The Project engineer has identified areas within the Project Area that lack adequate water and sewer service. Lines need to be extended and/or capacities increased to accommodate future growth.

3. Land locked parcels, multiple ownership, and inadequate street access deter potential development. This is a particular problem around Mountain and Parkridge Avenues. Many streets are not wide enough, lack curbs, gutters and adequate traffic control devices.

4. Isolated residential parcels can make parcel consolidation difficult for economically viable commercial/industrial development.

5. Air and noise pollution impacts from Hamner Avenue and I-15 pose limitations for residential development in the Project Area.

6. Existing commercial centers along Main Street just south of the Norco City limits may hinder demand for new commercial/retail development in the short term. Market demand and absorption rates must be considered to lessen the possibility of oversaturation of like goods and services.

7. Traffic conditions along Hamner Avenue may worsen as growth of population and new development occurs. This may be particularly critical if the Yuma Drive/I-15 on/off ramp is not constructed and other street/circulation improvements are not made.

8. Adjacent property owners have indicated that existing traffic conditions along Parkridge Avenue and First Street are poor. These streets are too narrow and lack adequate traffic control facilities. The Parkridge Avenue/Pacific Avenue/First Street/Lincoln Avenue intersection demonstrates particular problems. Increased development within the Project Area will negatively impact these roadways unless appropriate improvements are made.

2.6 PROJECT AREA DESIGN CONCEPTS

This component of the Specific Plan establishes parameters with which the design character for the entire project Area can be created. To do so, a number of design concepts have been developed. The Project Area Design Plan is primarily focused upon the creation of aesthetic character within the parameters already established by the City of Norco. Its purpose is to further promote a visual environment that evokes a distinctive and unifying image which is unique to Norco. It is important to have a design statement for the Gateway Project Area that orchestrates and promotes a cohesive design concept design image for both the immediate Project Area and the larger I-15 Corridor Area.

The Project Area Design Concept is comprised of a hierarchy of urban design components. The intent of the Project Area design concept is to provide a broad-brushed overview of general design components which ultimately will lead to the development of specific design guidelines.

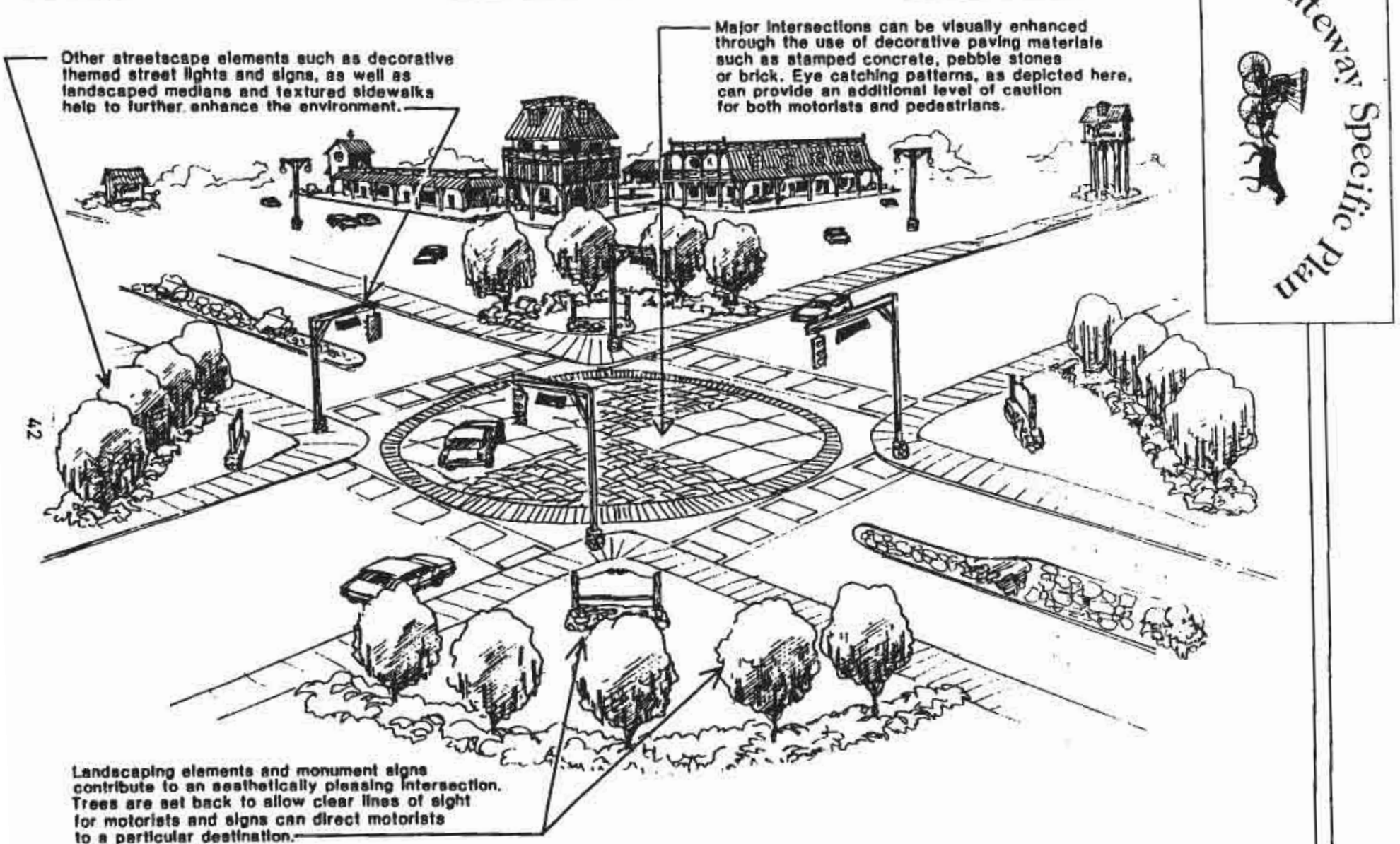
The overall Project Area design concept consists of the following components:

- Activity Nodes
- Architectural concept
- Landscape architectural concept
- Circulation concept

Activity Nodes

1. Vehicular Activity Nodes

   As shown in Exhibit 11A, these activity nodes will be oriented to people in transit. Aside from being attractive focal points serving to provide orientation for drivers, they will incorporate directional and locational signage. These nodes will incorporate appropriate building setbacks to allow for landscaping, entry monuments, special paving materials, patterns, etc.



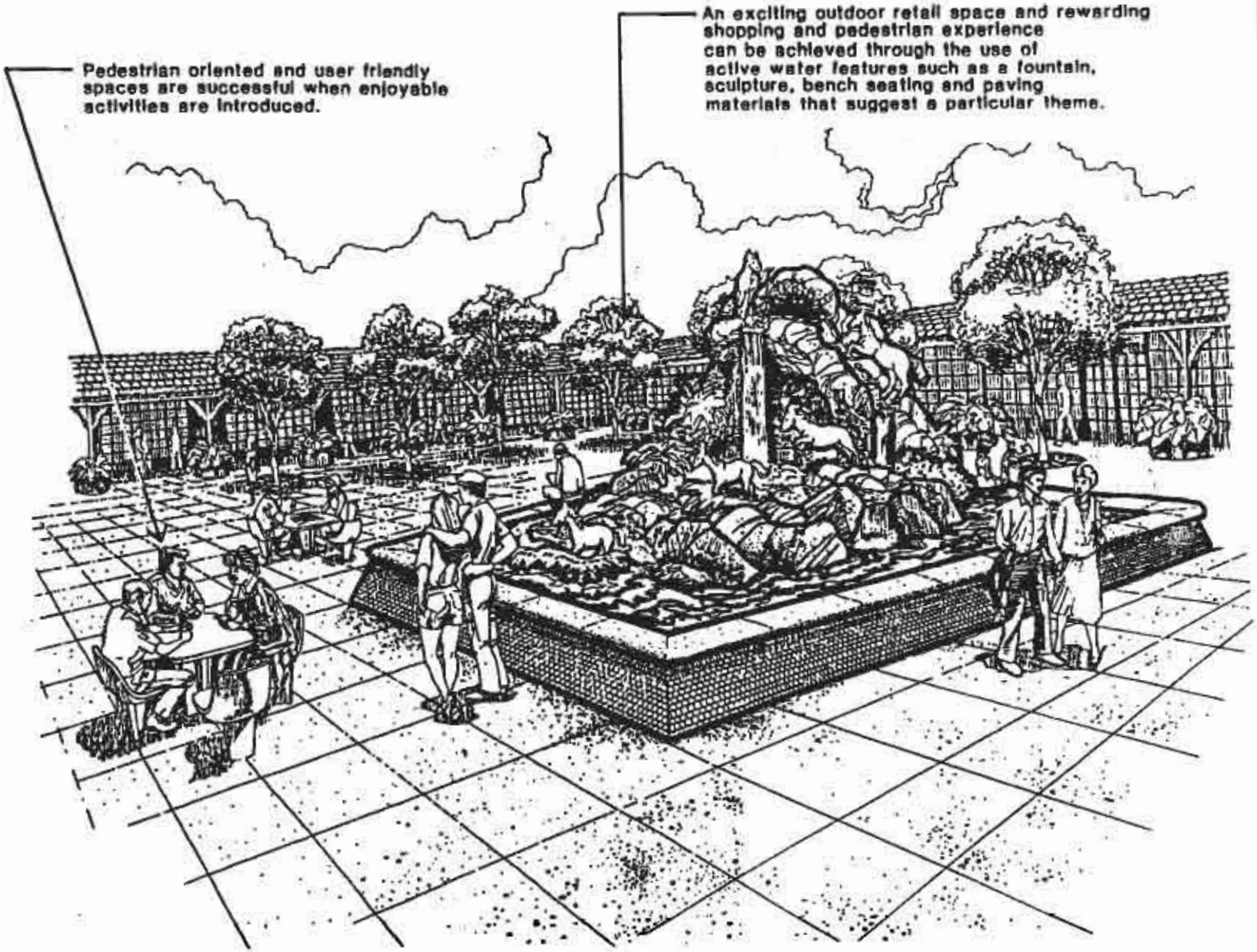
VEHICULAR ACTIVITY NODE CONCEPT
(CONCEPTUAL ONLY)

EXHIBIT 11A

2. Pedestrian Activity Nodes

The Project Area is one that will be accessed primarily by automobiles. People will generally arrive by automobile at one of the commercial, office or industrial areas with a particular purpose in mind. Because of its vehicular orientation, and because the area does not contain a substantial residential element, the Gateway Project Area is not intended to function as a highly pedestrian oriented environment. However, each area of primary destination should provide for pedestrian amenities at the micro scale. For example, within the light industrial zone, each development should provide pedestrian areas designed for employees and visitors; areas should be provided for outside eating, passive exercise or for quiet and relaxation.

As shown in Exhibit 11B, each activity node will incorporate pedestrian amenities that might include benches, unique paving patterns/materials, landscaped areas, shade trees, fountains and turf areas.



PEDESTRIAN ACTIVITY NODE
(CONCEPTUAL ONLY)

EXHIBIT 11B

Architectural Concept

The overall architectural concept is characterized by architectural elements which complement the City of Norco's heritage as shown in Exhibits 12, 13A and 13B, the primary theme will be western/early California. However, a diversity of architectural styles will be allowed within the Project Area in an effort to promote a richness and diversity of architectural character. The promotion of architectural diversity will occur primarily within the industrial zone, while the western/early Californian theme will be most dominant within the Commercial and Office Park Districts.

Landscape Architectural Concept

The Landscape Architectural Concept for the Project Area proposes the use of a limited trees palette within designated areas, designed to reinforce both an urban and rural design character. Tree plantings will border all activity nodes and will define these nodes as focal points and areas of special interest. Informal plantings will provide a casual backdrop to these areas. The overall landscape concept as illustrated in Exhibit 14 shall incorporate a mixture of landscape, hardscape and signage features using native materials to the greatest extent possible. Plant species shall be drought tolerant to the greatest degree possible.

The circulation concept for the Gateway Specific Plan Project Area includes provision for landscaped street medians, as shown in Exhibit 15, along Hamner Avenue. The landscaped medians are intended to create an improved aesthetic quality on the Project Area's major roadways.

Gateway Specific Plan

As with new commercial buildings, industrial buildings are designed in an increasing variety of styles that incorporate exterior finishing materials ranging from natural stone to rough sawn wood. These elements should be incorporated into industrial building design to achieve a "western" design flavor within the Industrial District.

Lettering can be used to provide easy identification and compliment the design of the front entrance. All signage must comply with the City's signage code.

Landscape elements are an important and integral part of any development within the Industrial District, helping to set the buildi in a more natural setting. A minimum of 15% of the total of any development site shall be devoted to landscaping.

Today's increasingly competitive industrial building market has resulted in more architecturally innovative and sophisticated developments. The Gateway Specific Plan places a strong emphasis on design standards to effectively compete with surrounding communities in attracting industrial development to the Project Area.

Grand entrances and functioning windows are elements that can be effectively used to capture the appropriate design character within the Industrial District. Cornices, pitched roofs and skylights can also be used.

Design elements that can be used to acheive a Western flavor consistent with the objectives of Norco are illustrated here.

Standardized signage. Plastic and Flourescent fixtures are not permitted.

Dome shaped, fire-retardant fabric canvas awnings.

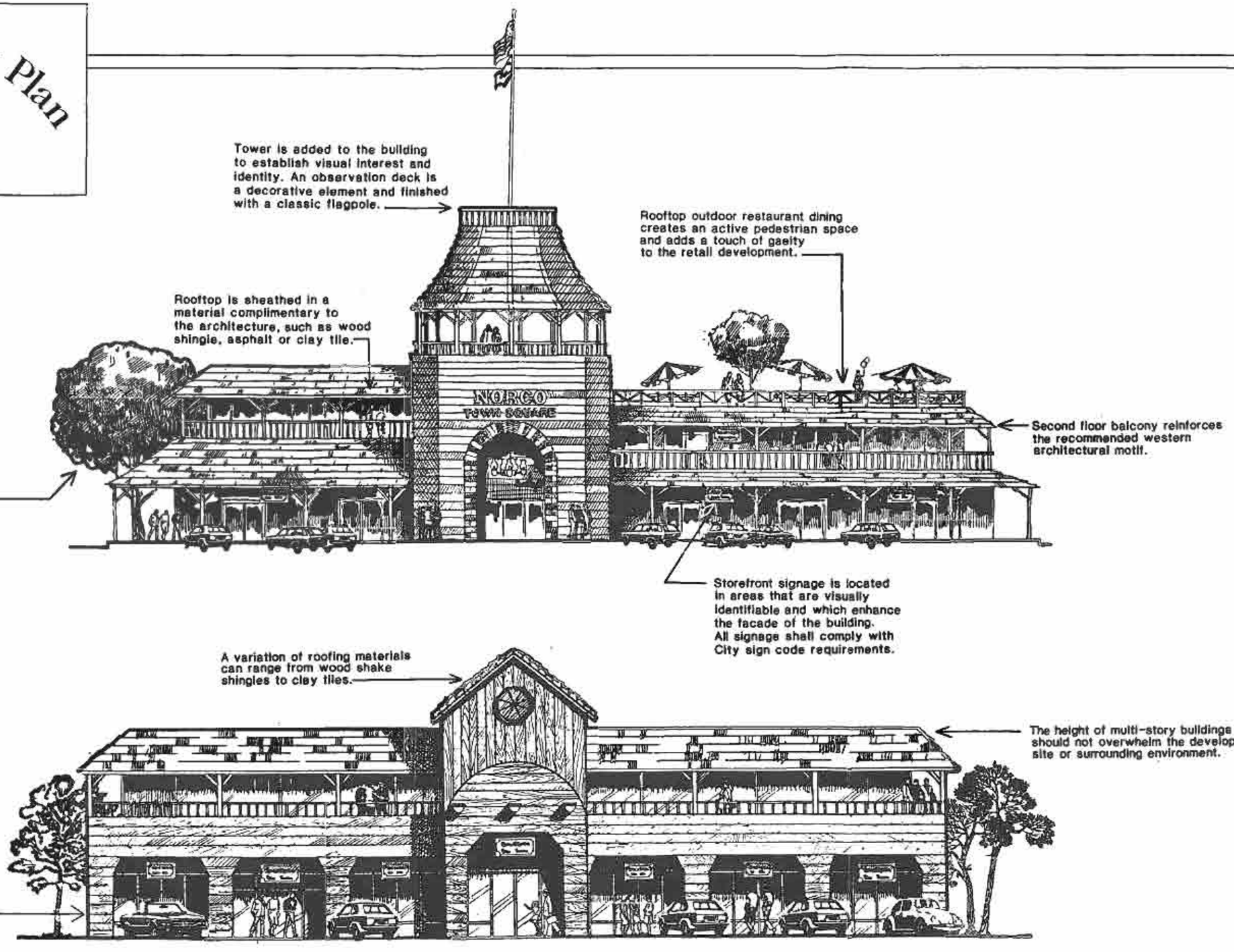
40 foot maximum height restriction. (Typical.)

Minimum of 15% of any development site shall be devoted to landscaping.

Suggested facade finishes can include pebble stone, aggregate concrete, textured stucco or red brick veneers.

CONCEPTUAL ARCHITECTURAL DESIGN ELEMENTS FOR INDUSTRIAL BUILDINGS

EXHIBIT 12



CONCEPTUAL ARCHITECTURAL DESIGN ELEMENTS
FOR COMMERCIAL/OFFICE BUILDINGS

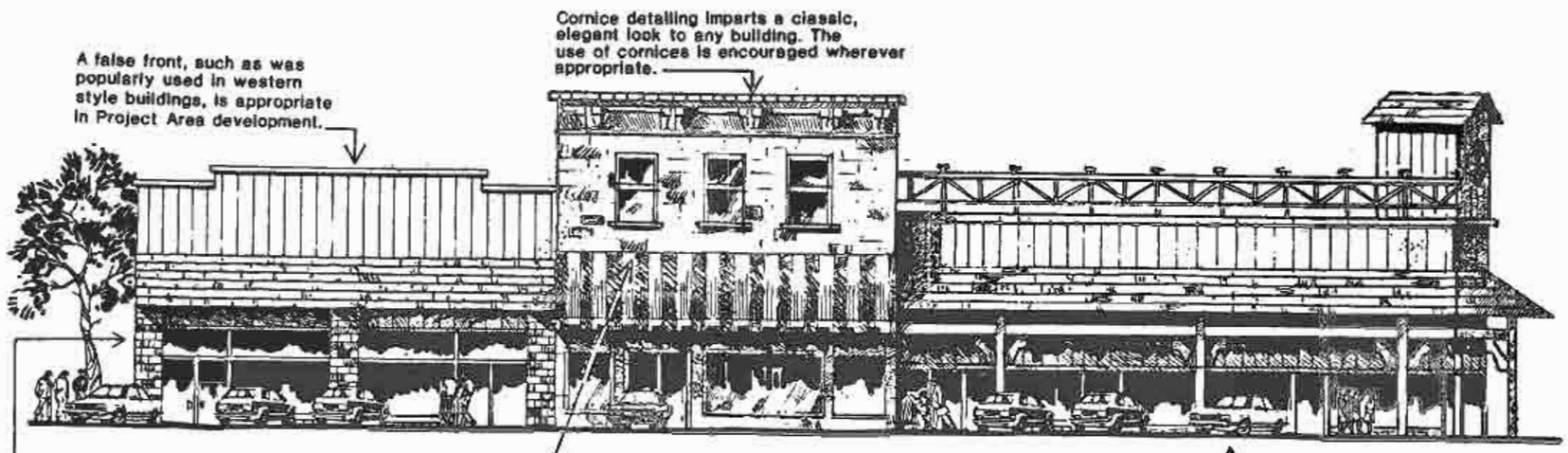
EXHIBIT 13A

A rooftop "false front" design element imparts a Western look to the face of this building reminiscent of the old west achitectural genre.

Second floor balconies lend a casual yet functional design feature to the building.

The use of trees, shrubs and other landscaping as design elements in a development are important features to soften the angularity and bulkiness of the hardscape.

A variation of a "Western" style commercial building designed to enhance the Norco country atmosphere.



A false front, such as was popularly used in western style buildings, is appropriate in Project Area development.

Cornice detailing imparts a classic, elegant look to any building. The use of cornices is encouraged wherever appropriate.

A combination of several finishing materials such as brick, wood siding and shingles can be used for contrast such as is depicted above.

The use of decorative storefront awnings should be used for contrast, color, aesthetics and as a sunshade device.

A covered collonade adds a "Western" touch to this building's design also acting as a sunshade device.

CONCEPTUAL ARCHITECTURAL DESIGN ELEMENTS FOR COMMERCIAL/OFFICE BUILDINGS

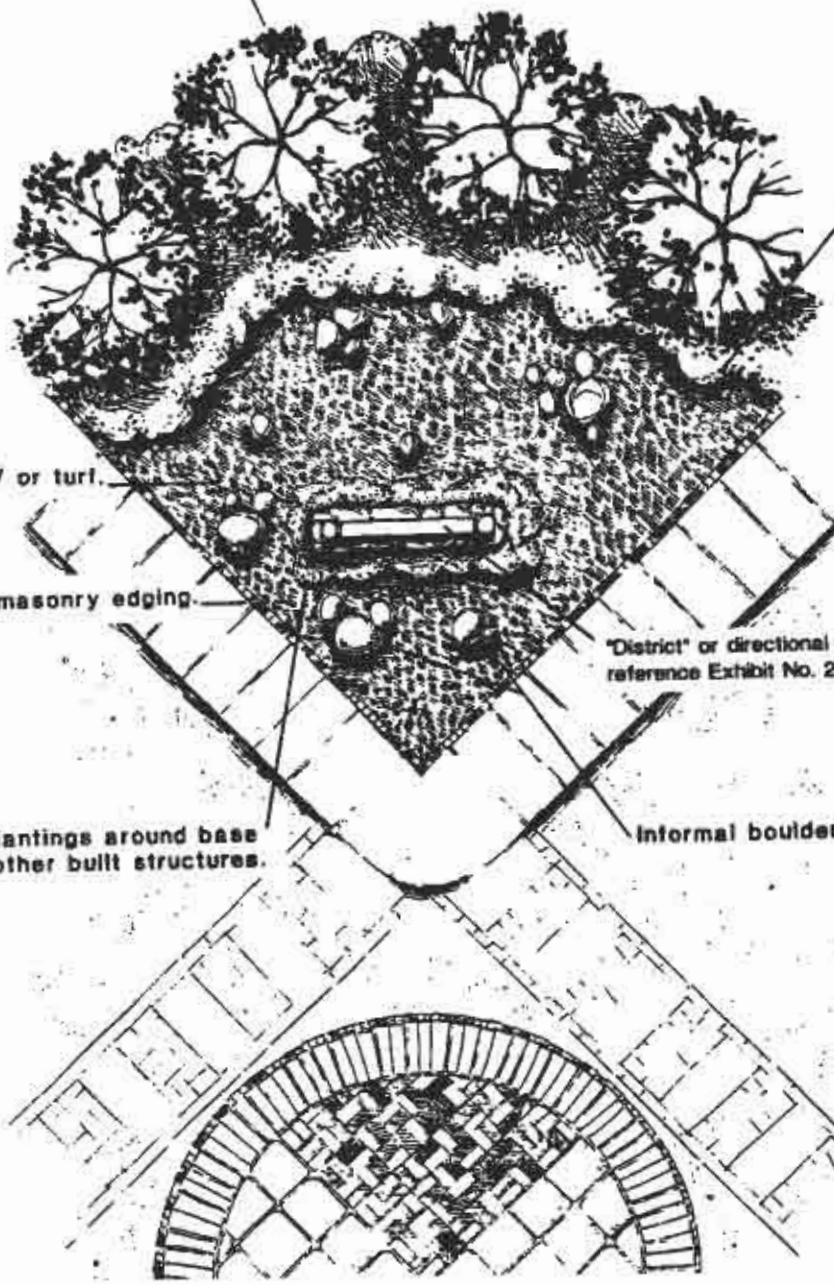
PLEASE REFERENCE PG. 70 (EXHIBIT 23A)
FOR CHANGE IN SIGNAGE LAYOUT.

Formal tree groupings.

See Plant Palette Appendix B.

All intersection tree specimens should be flowering.

Mass shrub plantings to create understory.



Ground cover and/ or turf.

River rock or masonry edging.

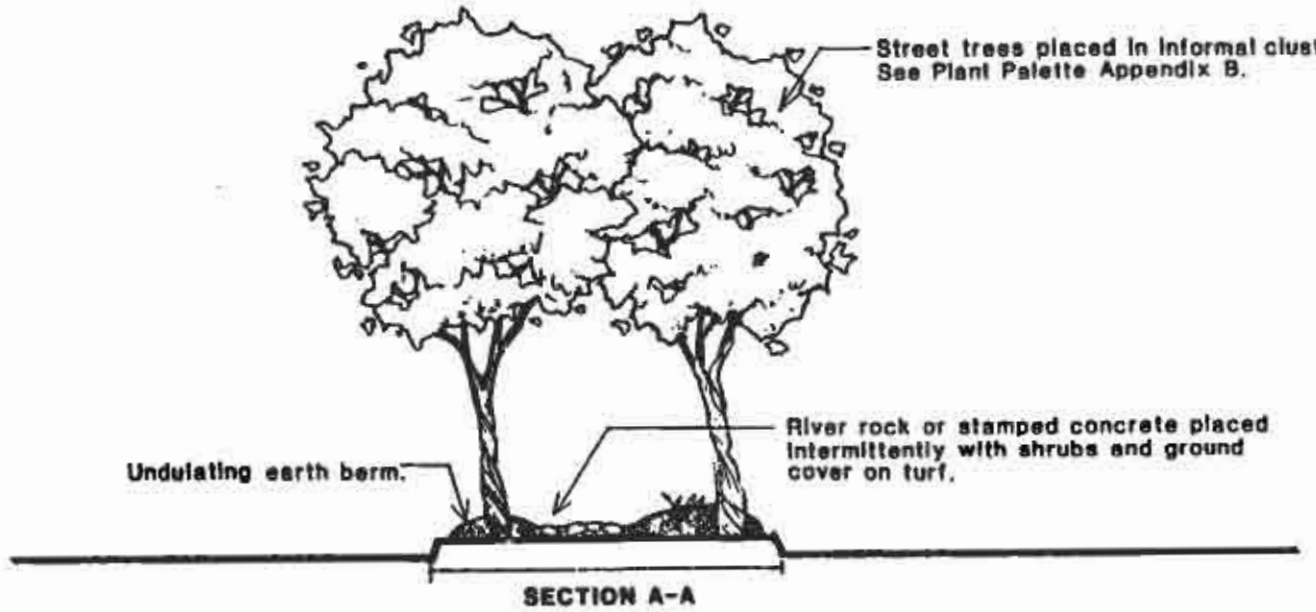
"District" or directional signage reference Exhibit No. 23B

Informal boulder groupings.

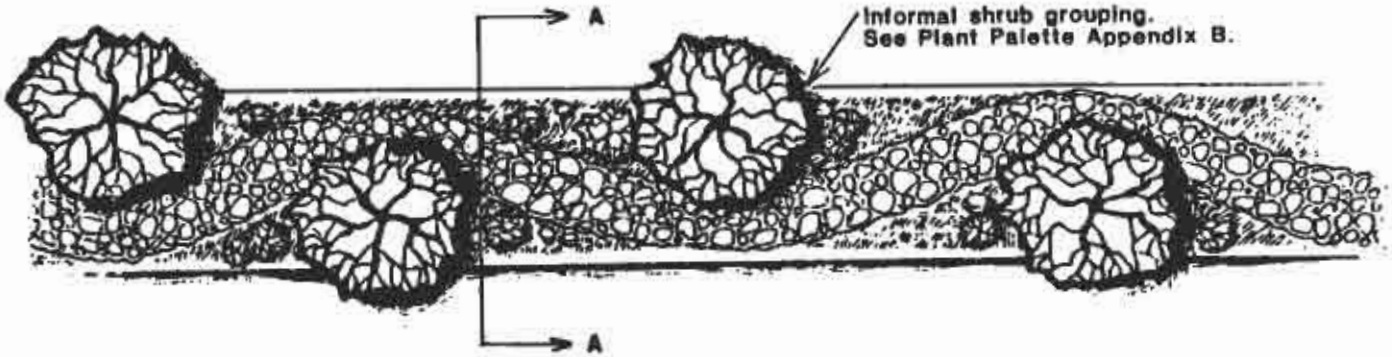
Mass shrub plantings around base of signs and other built structures.

LANDSCAPE ARCHITECTURAL CONCEPT

EXHIBIT 14



CONCEPTUAL LANDSCAPED MEDIAN ISLAND SECTION
(HAMNER AVENUE ONLY)



CONCEPTUAL LANDSCAPED MEDIAN ISLAND
(HAMNER AVENUE ONLY)

EXHIBIT 15

2.7 LAND USE PLAN

2.7.1 Land Use Concept

The Land Use Concept is based on the premise of dividing the Project Area into four major land use "Districts"; 1) Commercial, 2) Office Park, 3) Industrial and 4) Residential. Districts were determined by analyzing such factors as existing Project Area development patterns, market absorption rates, adjacent development patterns, circulation routes, infrastructure capacity, geology and relationship to the I-15. Exhibit 16 illustrates the location of these four primary districts.

2.7.2 Land Use Categories

As shown in Exhibit 17, contained in the map pocket at the back of this Plan, the Conceptual Development Plan demonstrates land uses that provide a rich texture and diversity to the community as a whole while maximizing the Project Area's relationship to the I-15 and other significant roadways. Suggested Land Use Categories consist of the following designations:

2.7.2.1 Residential

Residential uses in the Gateway Specific Plan area will be designated for very low density (0-2 units/acre). Lot size will be a minimum of 20,000 sq. ft. (A-1-20) or a minimum of 40,000 square feet (A-1-40) depending on the location of the proposed residential districts.

2.7.2.2 Commercial

The Gateway Specific Plan area should contain a variety of commercial uses designed to promote diverse and unique shopping environments. In general, commercial land uses within the Project Area will range in size, type and character, based upon their respective relationship to location of the I-15, other major roadways and prevailing market conditions.

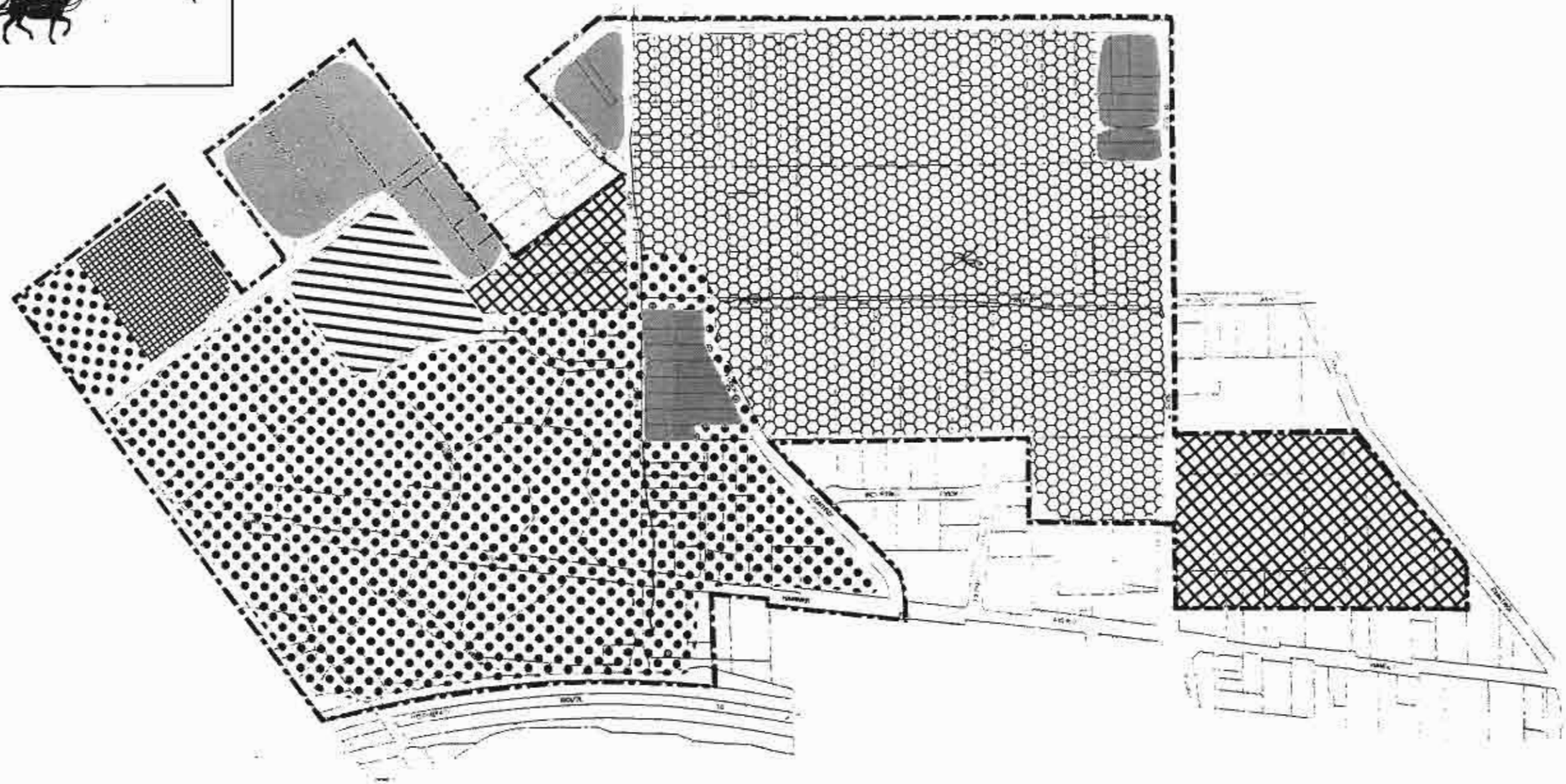
2.7.2.3 Office Park (OFP)

The Office Park District is primarily located southwest of Parkridge Avenue. The OFP designation will allow office development that will include garden and single occupant facilities, as well as ancillary uses such as restaurants, cafes, copy shops, etc. This classification is closely related to the City's existing C-0 zoning designation.

2.7.2.4 Industrial (I)

This District overlaps the south westerly most portion of the Project Area, that portion of the Project Area farthest from I-15 and Hamner Avenue. While this area will depend on good access to primary access routes such as the I-15, Hamner Avenue and Lincoln Street, the need for high visibility and quick access is not critical to the success of the District.

Gateway Specific Plan



CONCEPTUAL LAND USE DISTRICTS

LEGEND	ACRES		ACRES
Commerical District	96.6	Residential	18.1
Industrial District	84.3	Existing Church	12.9
Office Park District	8.4	Not A Part	

N

SCALE 0 300 600 feet

EXHIBIT 16

EXHIBIT 17

CONCEPTUAL DEVELOPMENT PLAN
(Please refer to map pocket
at back of this document)

The Industrial designation allows light industrial, research and development, and office uses. Permitted industrial uses include light manufacturing, custom manufacturing, assembly, fabrication and wholesaling. Permitted office uses are those necessary to support the administrative function of the primary permitted uses. This industrial classification is closely related to the city's existing C-4 and M-1 and industrial park zoning designations.

2.7.2.5 Existing Land Uses

A large church facility that is used primarily on weekends is located on the northeast side of Parkridge Avenue. This facility will continue to operate under the city's existing A-1-20/M-1 zone.

The Norco Ranch facility presently operates its administrative and egg processing facilities on an area of land located near the corner of Mountain Avenue and Second Street within the Plan's Industrial District. The facility will remain in place and is compatible with the Industrial designation.

Located at the corner of Second Street and Pacific Avenue is a cluster of residential properties. These homes will remain within a residential designation.

Located at the most southern tip of the Project Area is a newly constructed self-storage facility. This facility will remain because it is compatible with surrounding land uses.

There are 92 residential structures on approximately 107.13 acres presently existing in the Project Area.

Please refer to Section 2.4, Existing Conditions, for a complete analysis of existing conditions within the Project Area.

Project Review and Plan Consistency

The Plan is intended to allow for substantial flexibility compared with typical zoning restrictions, yet it does provide certain direction that is critical to successful long term development of the Project Area.

In determining whether or not a proposed project is consistent with the Specific Plan, the following sequence of considerations should be followed. Successful responsiveness of the project at each step in the sequence allows consideration of the following step. Failure on one or more counts at each step will require project modification accordingly.

1. The initial "screen" for plan consistency is in compliance with the development regulations in Section 4.0.

2. The second consistency factor is the extent to which the design guidelines are used in actual project design.

3. The third area of consideration is the extent to which the various incentives are appropriately used.

4. Finally, in the case of needed interpretation, the extent to which the development proposal responds to the Plan's Goals, Objectives and Policies will be evaluated.

2.8 CIRCULATION PLAN

The Project Area's proposed circulation system is shown conceptually on Exhibit 18. This upgraded system, while not dictating specific project roadway layouts, incorporates the existing roadway pattern to the greatest degree possible, but, incorporates numerous additions and improvements to that system. The cited improvements and additions will serve to mitigate existing circulation/traffic system deficiencies while allowing for future development to occur without significantly decreasing existing roadway and intersection service levels. The circulation plan will allow the City to achieve the following related transportation goals: 1) promotion of the conservation of energy and land; 2) acquisition and development of public roadways will be made with regard to the medium and long term needs of the City; and 3) reduction of through traffic on residential streets. The circulation plan includes roadway improvements that would be constructed as on site circulation improvements. These roadways are subject to design revisions based upon specific site development plans which will require City approval.

Generally, the proposed circulation system is intended to provide:

1. Improved access to all Project Area land uses;

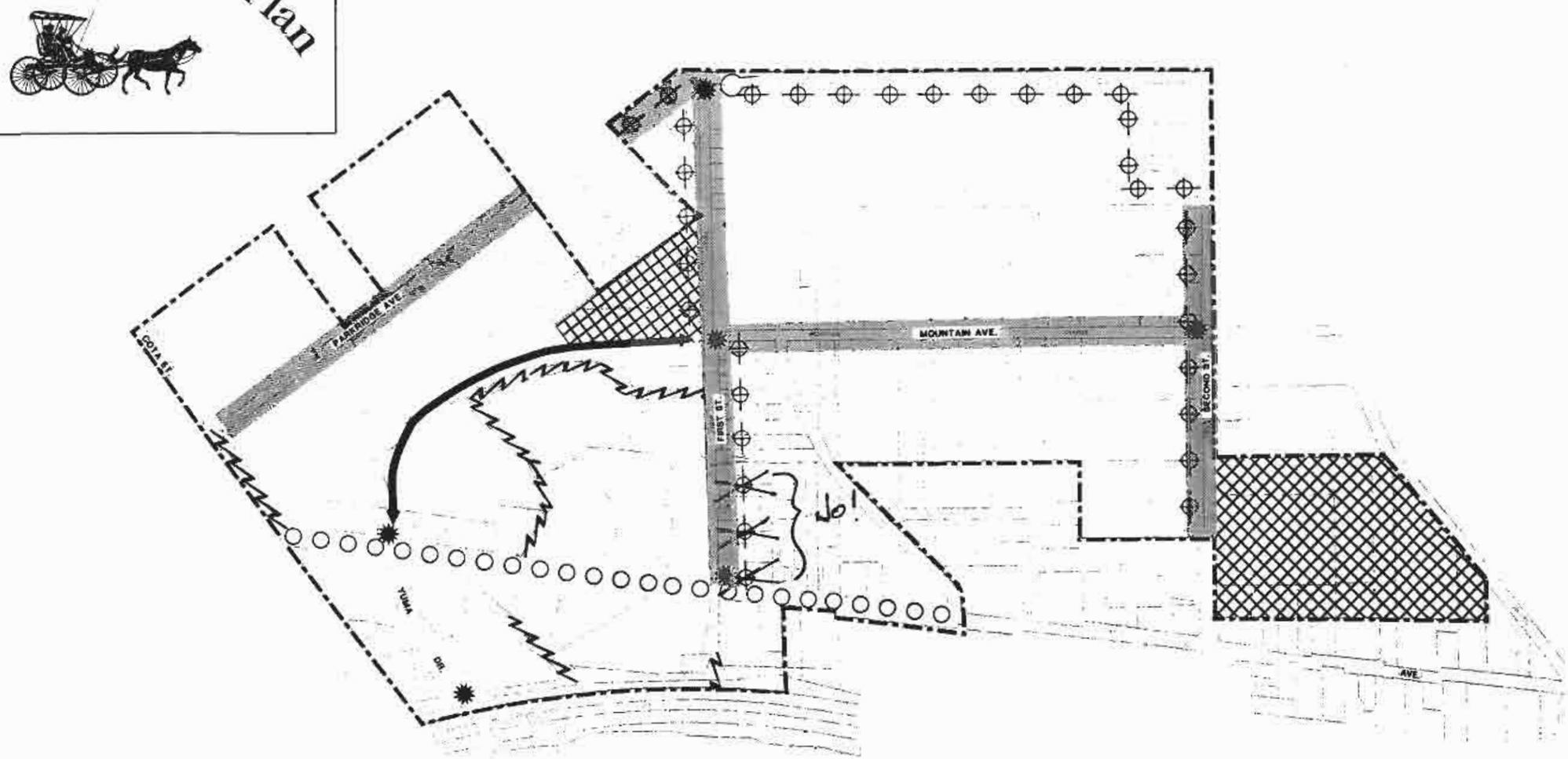
2. Improved access to both the I-15 and 91 Freeway;

3. A more efficient circulation system with improved levels of service along major roadways and intersections;

4. A safer circulation system;

5. A median installation program that will create more aesthetically pleasing roadway;

6. Roadway/circulation system improvements designed to facilitate increased development within the Project Area and the surrounding locale while minimizing negative impacts to existing levels of service.



CONCEPTUAL CIRCULATION PLAN MAP

LEGEND

- ✸ Intersection Improvements
- ⊂ New Cul-de-Sac
- ○○○ Landscaped Medians
- ≈≈ Roadway Vacations
- ➡ Proposed Circulation Pattern
- ▬ Roadway Widening
- ⊕ ⊕ Riding Trails
- ⟋⟋⟋

SCALE 0 300 600 feet

EXHIBIT 18

2.8.1 Circulation System Modifications

Existing conditions and future trends indicate that significant increases in vehicular traffic will occur within the Project Area. In an effort to minimize possible future traffic liabilities, the following traffic/circulation related actions, as shown in Exhibit 18 are necessary:

Center Median Program

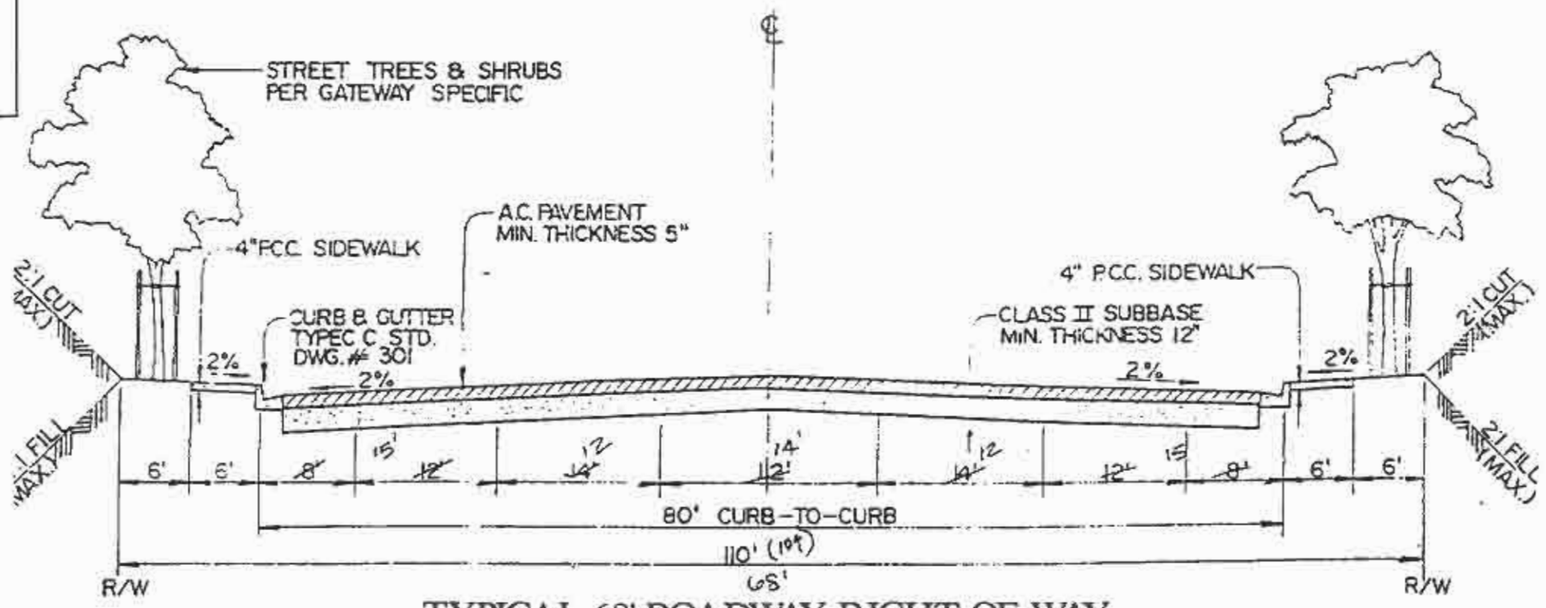
Based upon traffic analysis, raised landscaped center medians are recommended along Hamner Avenue. The following benefits can be realized with the implementation of a raised landscaped center median program:

- Increased vehicular capacity
- Increased vehicular/pedestrian safety
- Increased vehicular mobility
- Increased vehicular level of service
- Improved Project Area appearance

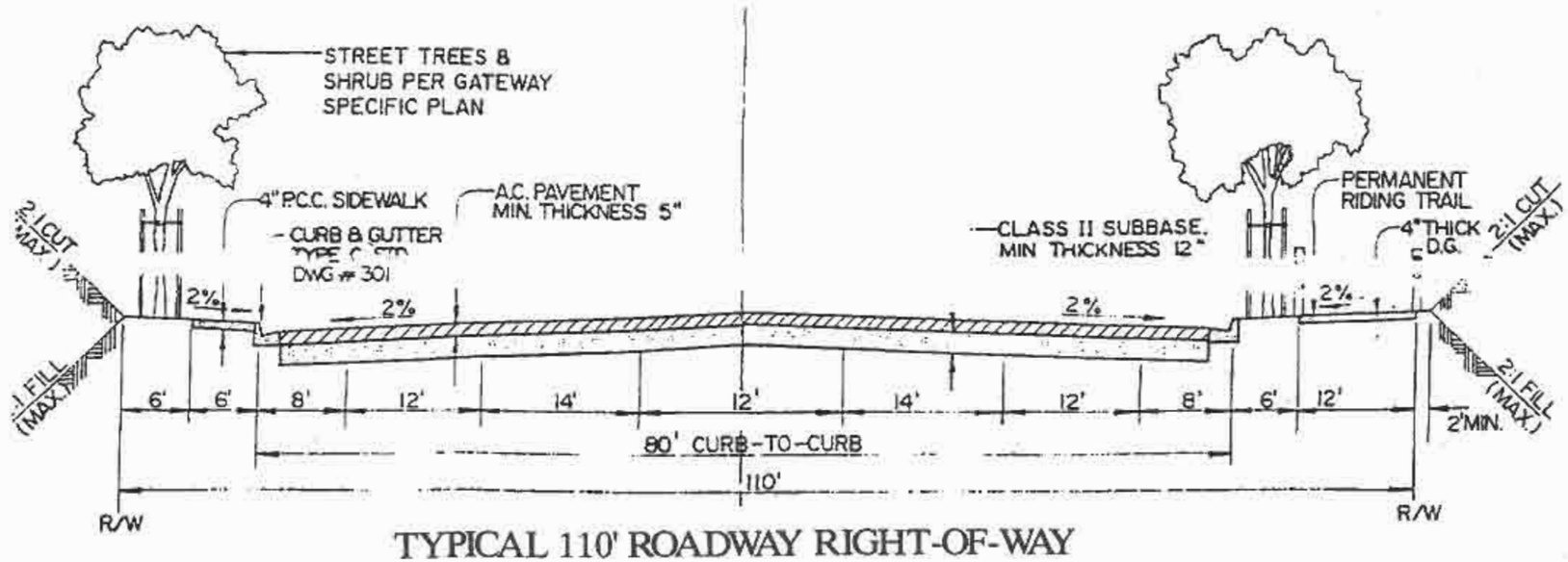
The median program (see Exhibit 17 for median location) is designed to maintain the highest level of service possible on Hamner Avenue. The enhancement of traffic flow and safety through the attainment of the lowest possible level of conflict among vehicles is essential to achieving the necessary service level.

In order to preserve the level of service along Hamner Avenue, access to commercial properties should be primarily via the median breaks at signalized intersections. It will be necessary to accept an increased number of U-turns at these intersections. Additional median breaks, in addition to those at signalized intersections, will be considered in accordance with local business needs and City traffic standards. These breaks and emergency access across the medians will be subject to a detailed traffic safety analysis subject to review and approval by the City Engineer.

Exhibits 19 and 19A show typical roadway sections for Project Area roadways.



TYPICAL 68' ROADWAY RIGHT-OF-WAY



TYPICAL 110' ROADWAY RIGHT-OF-WAY

TYPICAL 88' ROADWAY RIGHT-OF-WAY

EXHIBIT 19-A

Parkridge Widening

Presently, Parkridge Avenue is a two-lane roadway with a paved roadway width of 24 feet. Parkridge avenue runs southeast/ northwest with that portion between Cota Street and the Lincoln Street/Parkridge Avenue/First Street/Pacific Avenue intersection being within the Project Area. The roadway is too narrow to accommodate an appropriate level of service and pedestrian amenities do not exist. As part of this Plan, Parkridge Avenue will be widened to an 88 foot right-of-way to improve its level of service and to facilitate access to the 91 Freeway via Lincoln Street.

First Street Widening

Presently, First Street is a two lane roadway with a paved roadway width of 20 feet. First Street runs east/west and lies totally within the Project Area. The roadway is too narrow to accommodate planned land uses and increased service demands caused by future development projects. As part of this Plan, First Street will be widened to a 88 foot right-of-way to improve its level of service and to facilitate access from Hamner and Mountain Avenues to Project Area commercial and industrial land uses and to facilitate access to the 91 Freeway via Lincoln Street.

Second Street and Mountain Avenue Widening

Second Street provides direct I-15 access into the Project Area. Second Street presently exists as a two-lane roadway through most of the Project Area; the eastern most portion has been widened to include turn lanes at Hamner Avenue. As a part of this Plan, Second Street will be widened to a 88 foot right-of-way for the primary purpose of improving Project Area access to the I-15. To deter high volumes of through traffic from continuing west on Second Street into residential areas along the western portion of Second Street and Pacific Avenue, the width of Second Street will be reduced to a 66 foot right-of-way beginning just east of the new street located midway between Mountain and Pacific Avenues.

To facilitate access to commercial and industrial land uses adjacent to Mountain Avenue and to facilitate access to the 91 Freeway via Lincoln Street, Mountain Avenue will be widened to a new right-of-way width of 88 feet.

Cul-de-Sacing of Pacific Avenue

Pacific Avenue presently exists as a two-lane, north/south running roadway. Pacific Avenue proceeds northward beyond the Project Area, but, its southern terminus occurs within the boundaries of the Project Area at its intersection with Lincoln Street/Parkridge Avenue/First Street. As a part of this Plan, Pacific Avenue will be cul-de-saced just north of its intersection with First Street/Parkridge Avenue/Lincoln Street. This improvement will limit access into the industrial district east of Pacific Avenue and the residential area west of Pacific Avenue.

Mountain Avenue Extension/Vacation

As part of this Plan, the existing unimproved portion of Mountain Avenue will be vacated. From the intersection of Mountain Avenue (improved) and First Street, Mountain Avenue will be extended as an 88 foot wide right-of-way, in a south-easterly direction where it will intersect with the new extension of northeast/southwest running Yuma Drive. This extension will provide additional access to land uses on either side of the Mountain Avenue extension, thereby, reducing traffic volume along Parkridge Avenue.

Yuma Drive Extension

The present terminus of Yuma Drive is located at the Yuma Drive/Hamner Avenue intersection. As part of this Plan, Yuma Drive will be extended as an 88 foot right-of-way in a south-westerly direction where it will intersect with Parkridge Avenue, continuing southward from this intersection as a 66 foot right-of-way through the office park district located at the southern most portion of the Project Area. This improvement will facilitate access from Hamner Avenue and the I-15 to Mountain Avenue; the extension will also lessen the congestion at the existing Hamner Avenue/Parkridge Avenue intersection.

Cota Street Vacation

Cota Street presently exists as an unimproved northeasterly/southwesterly running roadway northeast of Parkridge Avenue. This right-of-way will be vacated. Southwest of Parkridge Avenue, Cota Street is improved to River Road; this portion of Cota Street will remain as is.

Lowering of Hamner Avenue at First Street

As a part of this Plan, Hamner Avenue may be lowered no less than five to six feet nor more than 17 feet at its intersection with First Street. This improvement may create a more functional Hamner Avenue/First Street intersection.

Intersection Improvements

Improvements to six (6) Project Area intersections are required to complete the Circulation Plan. Those intersections are shown on Exhibit 18 and are described in Table 5. Most intersection improvements will involve new or upgraded signalization, signage and pavement improvements. However, the Lincoln Street/First Street/Pacific Avenue/Parkridge Avenue intersection will be realigned.

Traffic Signal Control for Horseback Riders

Traffic signal control buttons for horseback riders shall be incorporated at intersections designated by City staff and shall be installed in accordance with existing City standards.

TABLE 5
INTERSECTION IMPROVEMENTS

Traffic signal modify, Yuma Drive/Hamner Avenue
Traffic signal install, First Street/Hamner Avenue
Traffic signal install, Second Avenue/Mountain
Traffic signal install, Parkridge Avenue/Pacific Avenue
Traffic signal install, I-15/Yuma Drive on/off ramps
Traffic signal install, First Street/Mountain Avenue

2.9 INFRASTRUCTURE/UTILITIES

Adequate utility service shall be provided to all properties within the Project Area. Telephone, gas and electrical service are currently available with adequate capacity upon application and payment of applicable fees and charges.

Water Service

Water service is provided by the City of Norco and will be available to the Project Area as necessary.

The average daily water consumption for the City is currently 8 million gallons per day. Exhibit 20 depicts improvements to the existing water system.

Fire Protection

The provision of water for adequate fire suppression to any particular property will involve upgrading several existing small connectors. Improvements should be provided to meet the requirements of the Insurance Services Office (ISO), fire underwriters. Fire flows must be at least 2,000 gpm. Minimum size mains shall be 8 inches. Any dead end mains should be corrected and reconnected into a looped, gridded system. Fire hydrants will be spaced 300 feet apart. Project engineers have estimated that an additional 40 fire hydrants are needed in the Project Area.

All new development shall be provided with fully automatic sprinkler protection or other reasonable fire/life safety protection as determined by the City's fire chief. All new development in areas adjacent to dead-end water mains shall include provisions for assessment in order to accomplish re-looping of such mains into the system. It is recommended that all new commercial and industrial development shall be assessed a fee per square foot of net increase in building area to mitigate the effect of the incremental additional demands on fire/life safety and paramedic services.

EXHIBIT 20

WATER SYSTEM IMPROVEMENTS
(Please see back map pocket)

Sewer System

Developments which significantly increase the demand on the sewer system cannot be accommodated without construction of relief sewer systems. The size, extent and cost of these systems depend greatly upon the level of property development. Because of this localized variation in capacity, it is imperative that project review include a careful analysis of sewer system impact caused by proposed development projects. Exhibit 21 identifies plan related improvements to the existing system.

Flood Control/Drainage

Flood control and storm drains in the Project Area are the responsibility of the City of Norco and the Riverside County Flood Control and Water Conservation District. Exhibit 22 identifies plan related improvements to the existing system.

There are periodic street flooding problems in portions of the Project Area, particularly along the westend of First Street and east of Hamner Avenue near Valley View Avenue. Urban runoff is related to the amount of impervious surface; it is expected that the new development within the Project Area will increase the volume of runoff.

EXHIBIT 21

SEWER SYSTEM IMPROVEMENTS
(see back map pocket)

EXHIBIT 22

DRAINAGE/FLOOD CONTROL IMPROVEMENTS
(see back map pocket)