



GENERAL PLAN CONSISTENCY

6.0

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The Gateway Specific Plan is intended to be consistent with all the elements of the Norco General Plan. The Plan includes policies, guidelines, standards, regulations and implementing actions for various policies of the General Plan. The Gateway Project Area has unique development potential, and the policies and regulations contained herein are meant to guide the development of this area, within the context of the City's General Plan. This Specific Plan should not be construed to be in conflict with, or in any way to modify the General Plan. Actions carried out under the jurisdiction of this Plan must be found consistent with the City's General Plan.

The Gateway Specific Plan is designed to implement the goals and intent of the various elements of the Norco General Plan. The General Plan is divided into seven elements, each of these are addressed herein. The goals of each element are listed, followed by an explanation of how they are implemented by the Gateway Specific Plan.

6.1 LAND USE ELEMENT

6.1.1 Goals

- a. To promote the health, safety and well-being of the people of Norco by adopting standards for the proper balance, relationship and distribution of the various types of land uses.
- b. To maintain a well balanced equestrian oriented community offering residential zones, offering large lots for the keeping of horses and small animals, an adequate parks and recreation system for all age groups, facilities for cultural pursuits including equestrian path dedications, planned commercial areas and industrial areas and a coordinated circulation system for the fast, safe and efficient movement of people and commodities.
- c. To encourage replacement of obsolete buildings and infrastructure with well planned, quality developments with emphasis on environmental and aesthetic standards.
- d. To encourage development of property zoned for commercial manufacturing and special commercial uses with projects of the highest quality.

6.1.2 Method of Implementation

The Gateway Specific Plan will implement these goals by providing specific development standards, regulations and guidelines which will assure quality development in the Project Area. Supporting circulation system and public facility improvements are identified.

6.2 CIRCULATION ELEMENT

6.2.1 Goals

- a. The circulation system should promote conservation of energy and land.
- b. The opportunity for movement should be increased for the elderly and other transportation needy groups in the community.
- c. Integration into developing regional public transit systems should be pursued.
- d. Acquisition and development of public roadways should be made with regard to the medium and long-term needs of the City.
- e. Alternative modes of travel to the private auto should be considered.
- f. Through traffic on residential streets should be minimized where it is likely to cause congestion or conflict with equestrian activities.

6.2.2 Method of Implementation

A traffic and parking study prepared by Linscott, Law and Greenspan Engineers accompanies this Specific Plan. This study outlines the existing traffic conditions and how those conditions will be affected by the implementation of the Gateway Specific Plan. Mitigation measures for any adverse conditions are outlined to ensure an efficient circulation system within the Project Area that is adequate to accommodate increased development activities.

6.3 HOUSING ELEMENT

6.3.1 Goals

- a. Adequate Provision of Housing;
- b. Housing and Neighborhood Preservation;
- c. Housing Accessibility;
- d. Preserving Affordability; and
- e. Standards and Plans for Adequate Sites.

6.3.2 Method of Implementation

The Gateway Specific Plan is adjacent to existing residential areas that are located to the west, north, northwest and eastern boundaries of the Project Area. The development regulations within this Plan are designed to mitigate the impacts of future industrial, commercial and office park development upon these residential areas.

There are 110.56 acres of existing residential land and 92 residential structures located within the Specific Plan Project Area. Long-term implementation of the Gateway Specific Plan could negatively impact these existing residential properties. Those residential properties that have not been rezoned are being buffered to lessen the potential impacts of future commercial, office and industrial land uses.

A relocation Plan has been developed in realization of the need to address the impacts upon those residential property owners whose property has been rezoned to a commercial, office park or industrial land use. Implementation of the policies established within that Plan will be achieved on a case by case basis.

6.4 NOISE ELEMENT

6.4.1 Goals

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

6.4.2 Method of Implementation

The Gateway Specific Plan provides a land use plan which strives to provide compatible land uses within the Project Area while being responsive to adjacent land uses. Current adopted noise standards and criteria will remain applicable to this area. In addition, a noise analysis was prepared for the Project by Gordon Bricken and Associates. This analysis has identified sensitive noise receptors and has provided ways to mitigate potentially significant noise impacts upon those receptors.

6.5 SEISMIC AND PUBLIC SAFETY ELEMENT

6.5.1 Goals

1. To minimize injury and the loss of life from hazardous natural events created by either man or nature.
2. To minimize damage to public and private property resulting from hazardous natural events caused by either man or nature.

3. To minimize social and economic dislocations resulting from injury, loss of life, and property damage caused by hazardous natural events.

6.5.2 Method of Implementation

The Gateway Specific Plan provides for an evaluation of public health and safety-oriented services to the Project Area. This includes fire protection, law enforcement, circulation, water supply, sanitary sewers, and drainage/flood control. An efficient/ effective system for each of these services will contribute to public health and safety. Constructing, staffing, and equipping an additional City fire station in the southern portion of the City will correct a recognized imbalance in community fire protection services, and subsequently insure the best possible fire protection. Elimination or reduction of circulation conflicts is a major thrust of the Plan, thus providing direct safety improvements. Additionally, a soils geology survey has been prepared for the Project Area by Geo-Etka, Inc., which identifies hazardous soil conditions and seismic safety hazards. Appropriate mitigation measures have been provided to mitigate potentially significant impacts.

6.5.3 Evaluation of Fire Protection Services to the Project Area

A building/structure fire in the Project Area receives the following initial or first alarm assignment: one three-person structural engine company and one two-person company (rescue squad vehicle) from City Fire Station #12, which is located at 1281 Fifth Street in the City's eastern portion; one three-person structural engine company from City Fire Station #11, which is located at 3367 Corydon Avenue in the City's western portion; and, through a formal automatic aid agreement, and when available, one two-person wildland engine company from County Fire Station #14, which is located at 1511 Hamner Avenue in the City's southern portion; as well as one City Chief Officer, when available.

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

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

The current deployment of City fire stations/fire companies does not meet this standard in the southern portion of the City, in which the Project Area is situated. First-due engine company response distances to major intersections in the Project Area include:

<u>Intersection</u>	<u>Response Distance</u>
2nd Street at Hamner Avenue	1.90 miles
1st Street at Hamner Avenue	2.40 miles
Yuma Drive at Hamner Avenue	2.70 miles
Hamner Avenue at South City Limits	2.85 miles
2nd Street at Pacific Avenue	2.10 miles
1st Street/Pacific Avenue at Parkridge Avenue	2.40 miles
Cota Street at Parkridge Avenue	3.00 miles
2nd Street at Mountain Avenue	2.25 miles
1st Street at Mountain Avenue	2.65 miles

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

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

6.6 RESOURCE ELEMENT

The Resource Element was adopted by the City in 1973. The Gateway Specific Plan implements the following:

6.6.1 Goals

- a. Implement programs that will encourage and contribute to the economic, social, psychological and physical health, safety, welfare and convenience of the community.
- b. Improve the quality of and increase the amount of open space and recreational lands and opportunities within the City, including the development of highway medians and greenbelts.
- c. Revitalize, upgrade and improve substandard areas of the City and develop flood control facilities and eliminate the erosion of soils and open space.
- d. Establish guidelines for adequate standards in the building codes and zoning ordinances to insure humane, safe and aesthetically sound living and working conditions and to prevent community deterioration.

6.6.2 Method of Implementation

The Gateway Specific Plan provides for the development and utilization of measures to control flooding and to prevent erosion of soils. While the Specific Plan does not designate lands to be used for open space and active recreational uses, it does plan for the improvement and upgrading of the City's circulation system which includes landscaped median strip greenbelts and street tree programs. The Plan also provides for the development of riding trails along First and Second Streets and Pacific Avenue, in accordance with existing City policy. The Plan also calls for the general upgrading of the visual and aesthetic quality of the Project Area and the City of Norco in general.

6.7 SCENIC HIGHWAYS ELEMENT

The Scenic Highways Element was adopted by the City in 1975. While State law requires a Scenic Highways Element, there are no mandatory requirements regarding the content of the element.

Because there are no Scenic Highway corridors within the Project Area or the City of Norco, and none are planned for future consideration, this element of the Norco General Plan has not been addressed in the preparation of the Gateway Specific Plan.