



AGENDA
CITY OF NORCO
STREETS, TRAILS AND UTILITIES COMMISSION
REGULAR MEETING
CITY COUNCIL CHAMBERS – 2820 CLARK AVENUE
AUGUST 5, 2013

1. CALL TO ORDER: 7:00 P.M.
2. ROLL CALL:
3. STAFF PRESENT:
4. PLEDGE OF ALLEGIANCE:
5. PUBLIC COMMENTS OR QUESTIONS: This is the time when persons in the audience that wish to address the Commission regarding matters not on the agenda may do so.
6. TO BE READ BY THE CHAIR: "All discretionary actions before the Streets, Trails and Utilities Commission are advisory in nature and final actions will be confirmed, modified, or deleted by the City Council."
7. APPROVAL OF MINUTES:
 - A. March 4, 2013
8. NEW DISCUSSION ITEMS:
 - A. Election of Officers – Chair
 - B. Election of Officers – Vice Chair
 - C. Discussion of Standard Drawing No. 700, Equestrian Trail Standard and Alternative Trail Materials.
 - D. Discussion Regarding the Installation of Speed Humps/Tables.
9. CONTINUED DISCUSSION ITEMS:
10. VERBAL UPDATES: STREETS – TRAILS – UTILITIES:
11. COMMISSION REPORTS/REQUESTS FOR FUTURE AGENDA ITEMS:
 - a. Oral reports from City Committees Commission Members serve on.
 - b. Request for Items on Future Agenda (within the purview of the Commission and requires a majority vote of the Commission).
12. ADJOURNMENT:

Staff reports are on file in the Public Works Department at Norco City Hall located at 2780 Clark Avenue. Any writings or documents provided to a majority of the Streets, Trails and Utilities Commission regarding any item on this Agenda will be made available for public inspection at the Engineering Counter.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk's office (951) 270-5623. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35.102-35.104 ADA Title II)



MINUTES
CITY OF NORCO
STREETS, TRAILS AND UTILITIES COMMISSION MEETING
CITY COUNCIL CHAMBERS – 2820 CLARK AVENUE
MARCH 4, 2012

1. CALL TO ORDER: Chair Showalter called meeting to order at 7:00 pm
2. ROLL CALL: Commissioners Present: Mauro, Hoffman, Showalter, Gregory, Turpin and Burt

Commissioners Absent: Walker
3. STAFF PRESENT: Lori J. Askew, Deputy Director of Public Works/
Senior Engineer
Terry Piorkowski, PW Superintendent
Rose Matthews, Executive Secretary
4. PLEDGE OF ALLEGIANCE: Commissioner Gregory
5. PUBLIC COMMENTS OR QUESTIONS:

Anne Hutchison, President of Norco Horseman's Association, presented the list for the 2013 "Ten Most Needed Trail Improvements". A brief summary follows:

- | | | |
|----|---|----------------------------------|
| 1 | Corydon Av – River Rd to Santa Anita Rd | install trail fence |
| 2 | Bluff St – Corydon Av to Wagon Wheel Rd | improve trail/fence |
| 3 | Third St – Valley View Av to Temescal Av | improve trail/fence |
| 4 | Fourth St – Hillside Av – 6 properties West | widen trail/fence |
| 5 | Taft St | install trail/fence |
| 6 | Fifth St/Detroit St at freeway | install flashing lights w/button |
| 7 | River Dr – Corona Av to Pedley Av | widen trail/fence |
| 8 | Norconian Dr – top of hill to Norco Dr | widen trail/fence |
| 9 | Reservoir Dr – Third St to Temescal Av | improve trail/fence |
| 10 | Corona Av – Reservoir Dr to Second St | improve trail/fence |

She then noted NHA has been giving out free lights as part of their Safety Campaign for night trail riding. She reported that NHA would like to participate in a public safety campaign along with the City during the next six months.

She also noted NHA was hosting a Rider's Safety Class to be held at Stacey Turner's Ranch on Sunday, April 7, 2013 from 11am to 4pm. The ranch is located at 1490 Corona Avenue in the City of Norco.

6. TO BE READ BY THE CHAIR: "All discretionary actions before the Streets, Trails and Utilities Commission are advisory in nature and final actions will be confirmed, modified, or deleted by the City Council."

7. APPROVAL OF MINUTES:

A. October 1, 2012

M/S Hoffman/Mauro to approve the minutes for October 1, 2012.

Motion carried by the following vote.

AYES: Mauro, Hoffman, Showalter, Gregory
NOES: None
ABSENT: Walker
ABSTAIN: Burt, Turpin

8. NEW DISCUSSION ITEMS:

A. Discussion of Amended Chapter 18.28 "P-E Pedestrian Equestrian Trails" and the Approval Process for Allowed Encroachments into the Public Right-of-Way for Certain Driveway Materials

Deputy Director Askew noted the new developments for the discussion of amended Chapter 18.28 "P-E Pedestrian Equestrian Trail and the approval process for allowed encroachments into the Public Right-of-way for certain driveway materials.

The suspension was not lifted by the City Council. City Council requested staff to modify the zone code. Revisions were made and forwarded to the Planning Department/Commission. The Planning Commission simplified the Chapter to say DG only for residential areas; and in the future, changes would be made by referring to staff, forwarding to the Streets, Trails and Utilities Commission and then recommending to the City Council for approval.

The City Council approved Ordinance 956 on February 2, 2013. Specifically cites DG only in the A Zone – residential; not commercial properties with very little exceptions.

Commissioner Hoffman inquired regarding the types of materials still in Standard 700 – what does DG only mean – for example, residential only would be DG.

Deputy Director Askew noted that materials were still approved on off trail and commercial properties.

Commissioner Burt inquired what if driveways were already paved.

Deputy Director Askew noted if they were already there; and had encroachment permits; they would be allowed to stay.

Commissioner Turpin inquired on trail side, in A Zone – DG only, correct.

Commissioner Burt inquired if sandbags were allowed.

Deputy Director Askew noted, yes. Also, if there is a permit, it would remain.

Commissioner Turpin inquired regarding the driveways on Corydon Av from Hamner Av to River Rd.

Deputy Director Askew noted the process would begin for non-permitted driveways; if however, they had permits, the material would remain.

Commissioner Mauro noted there were several driveways on Crestview Dr that had illegal materials in the driveways.

Deputy Director Askew noted the slope detail would have to be added to the Standard as only soil cement was there, currently.

Commissioners Turpin and Gregory noted that they would like to see the slope exception (4% longitudinal) placed back into the standard.

Chair Showalter commented the previous document noted the slope exception. He noted he felt the City Council did not read the previous document before they did away with it. He mentioned his trail and driveway that was over 12% perpendicular to the street and wants this item placed back in the new document. He feels the Commission is rewriting the document to replace all recommendations again. The Planning Commission noted the STUC would rewrite the Standard to make it whole again.

Deputy Director Askew noted that the Planning Commission simplified the chapter so that a public hearing would not have to be held at every change. The Planning Commission decided that if there were going to be changes, then just update the 700 Standard per change.

Chair Showalter noted the previous documents list impervious materials; the new document just lists DG. He feels changes will need to incorporate the previous lists to the 700 Standard.

Deputy Director Askew notes that Ordinance 956, page 3 sums up the Standard – 18.28.10 – Construction of Equestrian/Pedestrian Trails.

Chair Showalter indicated this Commission would have to update Standard 700 to make it what it once was. He notes one set of rules would not adapt to the entire City due to the various elevations and slopes of the countryside.

Superintendent Piorkowski noted that Standards are updated as needed and do not need a new Ordinance with every change or update.

Further discussion was held regarding slopes, percentages and the process of change.

Chair Showalter noted the information was still in the previous document with 12% as the percentage on the slope. He would still like to see this placed back in the standard.

Deputy Director Askew noted placing the 12% slope percentage back in the Standard would not be guaranteed, but would leave room for exceptions in individual cases.

Superintendent Piorkowski noted the Commission would make those recommendations.

Chair Showalter noted he would like to see railroad ties placed back in the Standard.

Commissioner Mauro agreed with Chair Showalter.

Further discussion was held.

Commissioner Hoffman noted he did not like the railroad ties idea, but did like the impervious materials with a good, broom-like, textured quality finish. He also noted that the driveways with slopes should add drains just like what was done in the Norco Hills areas.

Commissioner Gregory inquired if the City could force a homeowner to place a drain – it was a very expensive construction/landscape item.

Additional discussion was held on trail issues, safety and why one set of rules will not encompass the entire City.

Superintendent Piorkowski reminded the Commission there are other options for materials.

Deputy Director Askew noted that starting over is good and it is what the Planning Commission envisioned in order to simplify the process. She was looking tonight for recommendations from the STUC Commission to move forward.

Commissioner Turpin noted he would like a copy of the previous version of Standard 700 to be able to compare it with the new standard. He would like to digest it and bring a recommendation back at a future meeting.

Commissioner Gregory agreed with Commissioner Turpin.

Superintendent Piorkowski noted some materials worked and some material worked better.

Chair Showalter noted some other examples of materials.

Deputy Director Askew noted the impervious materials also had to be pedestrian friendly.

Superintendent Piorkowski noted that stamped asphalt worked extremely well. In response to Commissioner Hoffman's question regarding wheel traffic; noted that wheel traffic was about once a day by a duty truck at the Reservoir.

Chair Showalter noted that stamped asphalt was not on the list and he would like to see this also added to the new Standard.

More discussion was held.

Commissioner Turpin stated again he would like a copy of the previous standard to compare to the new standard. Then, new recommendations could be formed at the next meeting that may be incorporated into the revised 700 Standard.

Commissioner Hoffman noted he would like to see the interlocking pavers removed from the Standard once and for all.

Discussion was held regarding copies, recommendations and special meeting dates.

M/S Turpin/Burt to receive and file Amended Chapter 18.28 "P-E Pedestrian Equestrian Trail and the approval process for allowed encroachments into the Public Right-of-Way for certain driveway materials; distribute copies of the previous Standard 700 for comparison to the revised Standard and recommend various changes to Standard 700 to incorporate some previous impervious materials to then update Standard 700.

Motion carried by the following vote.

AYES: Mauro, Hoffman, Showalter, Gregory, Burt, Turpin
NOES: None
ABSENT: Walker
ABSTAIN: None

9. CONTINUED DISCUSSION ITEMS:

Chair Showalter inquired regarding the Second St trail where pedestrians are walking in the street due to the improvements there and the trail ending. His concerns are that kids are walking out into the roadway.

Superintendent Piorkowski noted he was going to seek permission from Caltrans to try and mediate the situation.

Deputy Director Askew noted the bike path striping on Crestview Dr project was moving forward.

Discussion was held on Crestview Dr bike trails and street striping.

10. VERBAL UPDATES: STREETS – TRAILS – UTILITIES

A. Award of Contract for Reservoir #4

Deputy Director Askew noted the City Council awarded the design contract for Reservoir #4 on February 6, 2013 to RKA Engineering. They would provide design of reservoirs for the connections of Wells 12, 13 & 14.

RKA will provide submittals at various completion phases to assure their design is in sync with the City's requirements.

B. Award of Contract for City-wide Traffic Survey

Deputy Director Askew noted the City Council awarded the contract for the city-wide traffic survey on February 6, 2013 to Albert Grover & Assc. The new traffic survey, would encompass 99 areas and intersections. More locations surveyed would allow traffic officers to cite, issue and enforce traffic citations. The Deputy Director noted traffic loops – counters would be seen all over the City.

Chair Showalter inquired regarding the circulation element.

Deputy Director Askew noted the City Council did not fund the circulation element at this time.

Discussion was held.

11. OTHER MATTERS:

Commissioner Hoffman inquired regarding the trailhead that runs to Pumpkin Rock – is there a better entrance or can the entrance be changed?

Discussion was held.

Superintendent Plorkowski noted he would bring this to the Parks Department.

Commissioner Gregory inquired if there was an underpass being constructed along with the Hamner Avenue Widening project.

Deputy Director Askew noted the causeway was being built as a throughway from Silverlakes under the roadway for future usage and also to mitigate any future flooding.

Commissioner Turpin inquired regarding the Silverlakes project status.

Deputy Director Askew noted City Manager Beth Groves would be addressing this issue at the next council meeting and it would not be appropriate for any comments at this time.

Commissioner Turpin inquired of the Zone change for home occupations and parking restrictions, specifically the lighting business on Half Moon Ct.

Chair Showalter noted this was being addressed by the Code Enforcement Department.

Deputy Director Askew inquired of the address. The location was noted at the corner of Half Moon Ct and Vine Av.

Further discussion was held regarding this home occupation business.

Superintendent Piorkowski noted that Code Enforcement could bring the Deputy Director up to speed on this home occupation business.

Commissioner Burt inquired who has the right of way in the street, the horse or the vehicle.

Superintendent Piorkowski inquired of the particular circumstance.

Further discussion was held.

Chair Showalter would like to have the 2013 "Ten Most Needed Trail Improvements" presented by the NHA placed on the next STUC meeting agenda in order to recommend these improvements to the City Council.

12. ADJOURNMENT: 8:50 pm

Meeting adjourned to the next special meeting date to be determined.

M/S Burt/Turpin to adjourn at 8:50 pm.

Motion carried by the following vote.

AYES: Mauro, Hoffman, Showalter, Gregory, Burt, Turpin
NOES: None
ABSENT: Walker
ABSTAIN: None

Lori J. Askew
Director of Public Works

/rmm

CITY OF NORCO STAFF REPORT

TO: Streets, Trails and Utilities Commission

FROM: Lori J. Askew, Director of Public Works

DATE: August 5, 2013

SUBJECT: Election of Officers
Nomination and Selection of a Chair Person

RECOMMENDATION: Commission Nominate and Elect a Chair Person

SUMMARY: The City of Norco Municipal Code requires that the Streets, Trails and Utility Commission members elect a Chair person at their first meeting after the beginning of the City's fiscal year or if a vacancy occurs. With the recently approved quarterly Commission meeting schedule, Staff recommends electing a Chair with an effective date of August 5, 2013.

BACKGROUND/ANALYSIS: The City of Norco Municipal Code, Title 2, Chapter 2.23 establishes policies and procedures for the Streets, Trails and Utilities Commission. Section 2.23.070, Organization, states the Streets, Trails and Utilities Commission shall elect each year from their membership a Chair and Vice Chair the first meeting after the beginning of the City's fiscal year.

Based on the Municipal Code sections stated above, Staff is recommending the Commission elect a Chairperson through June 30, 2014.

CITY OF NORCO STAFF REPORT

TO: Streets, Trails and Utilities Commission

FROM: Lori J. Askew, Director of Public Works

DATE: August 5, 2013

SUBJECT: Election of Officers
Nomination and Selection of a Vice Chairperson

RECOMMENDATION: Commission Nominate and Elect a Vice Chairperson

SUMMARY: The City of Norco Municipal Code requires that the Streets, Trails and Utility Commission members elect a Vice Chair person at their first meeting after the beginning of the City's fiscal year or if a vacancy occurs. With the recently approved quarterly Commission meeting schedule, Staff recommends electing a Vice Chair with an effective date of August 5, 2013.

BACKGROUND/ANALYSIS: The City of Norco Municipal Code, Title 2, Chapter 2.23 establishes policies and procedures for the Streets, Trails and Utilities Commission. Section 2.23.070, Organization, states the Streets, Trails and Utilities Commission shall elect each year from their membership a Chair and Vice Chair the first meeting after the beginning of the City's fiscal year.

Based on the Municipal Code sections stated above, Staff is recommending the Commission elect a Vice Chairperson through June 30, 2014.

CITY OF NORCO STAFF REPORT

TO: Streets, Trails and Utilities Commission

FROM: Lori J. Askew, Director of Public Works

DATE: August 5, 2013

SUBJECT: Discussion of Standard Drawing No. 700, Equestrian Trail Standard and Alternative Trail Materials

RECOMMENDATION: That the Commission makes recommendation to City Council regarding the use of any alternative trail material other than decomposed granite.

SUMMARY: Chapter 18.28 of the Norco Municipal Code was modified to permit only decomposed granite as the surface material to be used in the pedestrian-equestrian trail and also to prohibit any impervious material across driveways unless alternate materials were approved by the Director of Public Works, confirmed by the Streets, Trails and Utilities Commission and approved by the City Council. Modifications would be incorporated into City Standard Drawing No. 700.

BACKGROUND/ANALYSIS: The City of Norco initiated initial discussions to evaluate alternative trail materials in 2001. The process to research, install and evaluate materials was completed on May 16, 2007, when City Council approved revisions to City of Norco, Standard Drawing No. 700. The City of Norco Zoning Code, Chapter 18.28 was established to memorialize the intended use and zoning of Pedestrian-Equestrian Trails.

The following is a brief history of the events that led to the modification and approval of the installation of interlocking brick pavers and alternative trail materials. Staff had received a number of individual requests to install alternative materials within the equestrian trail at driveway entrances to reduce storm water erosion. The majority of the initial requests were from property owners with driveway grades/slopes greater than 4%. Staff had also received requests to restrict property owners with existing asphalt driveways from resurfacing with a slurry type material.

In 2002, staff initiated two pilot test sites utilizing rubber block pavers. The installations were completed on Sixth Street at two locations, the west driveway of Ranchland Market and at the new Norco Fire Station. Unfortunately the rubber pavers failed at both locations and were removed and replaced with Stalok, a polymer coated crushed stone product.

A committee was formed to install and evaluate a number of materials and report the findings to the Streets and Trails Commission. Pilot test sites were established for multiple soil mixture types, railroad ties, turf, polymer binders, rubber pavers, and interlocking brick pavers.

In September of 2005, City of Norco Standard Drawing No. 700 was modified to include two new types of alternative trail materials; 1.) a mixture of decomposed granite (DG) and cement; and 2.) a polymer coated crushed stone (Staloc). Shortly after the initial design incorporating the interlocking pavers was introduced and in 2007 City Council approved the driveway pavers as an alternative material, restricted to driveways only.

At their meeting on June 15, 2011, City Council suspended the issuance of interlocking residential driveway paver installation permits.

The Streets, Trails, and Utilities Commission at their December 5, 2011 meeting reviewed the existing paver standard and recommended modifications to the installation standard and certain wording regarding the permitting of driveways.

On November 7, 2012, staff requested of City Council to approve to lift the suspension of the issuance of permits for pavers in the pedestrian/equestrian trail in commercial and residential driveway. This request was denied by a 4-1 vote. The direction was that they did not want pavers in the trails any longer.

On January 9, 2013, staff presented Zone Code Amendment 2012-06 to the Planning Commission, a city initiated proposal to amend Chapter 18.28 "P-E – Pedestrian-Equestrian Trails" of the Norco Municipal Code, to revise regulations and approval process regarding allowed encroachments for certain driveway materials. The Planning Commission made some revisions to the draft ordinance before adopting Resolution 2013-04 and recommending approval to Council.

On February 6, 2013, Ordinance Amending Chapter 18.28 "P-E – Pedestrian-Equestrian Trails" of the Norco Municipal Code Revising Regulations and the Approval Process for Allowed Encroachments into the Public Right-of-Way for Certain Driveway Materials was unanimously approved by City Council. In summary, the chapter was amended to allow only decomposed granite as a surface material for pedestrian-equestrian trails unless a material is approved by the City Engineer/Director of Public Works, confirmed by the Streets, Trails and Utilities Commission, and approved by the Norco City Council. Also included in the changes is the prohibited use of any impervious material to surface driveways across the trail. Different criteria exists for "A" and "C" zones. Alternative materials are allowed only after approval by the City Engineer/Director of Public Works, confirmed by the Streets, Trails and Utilities Commission, and approved by the Norco City Council. The approved alternative materials will be added to City Standard Drawing No. 700.

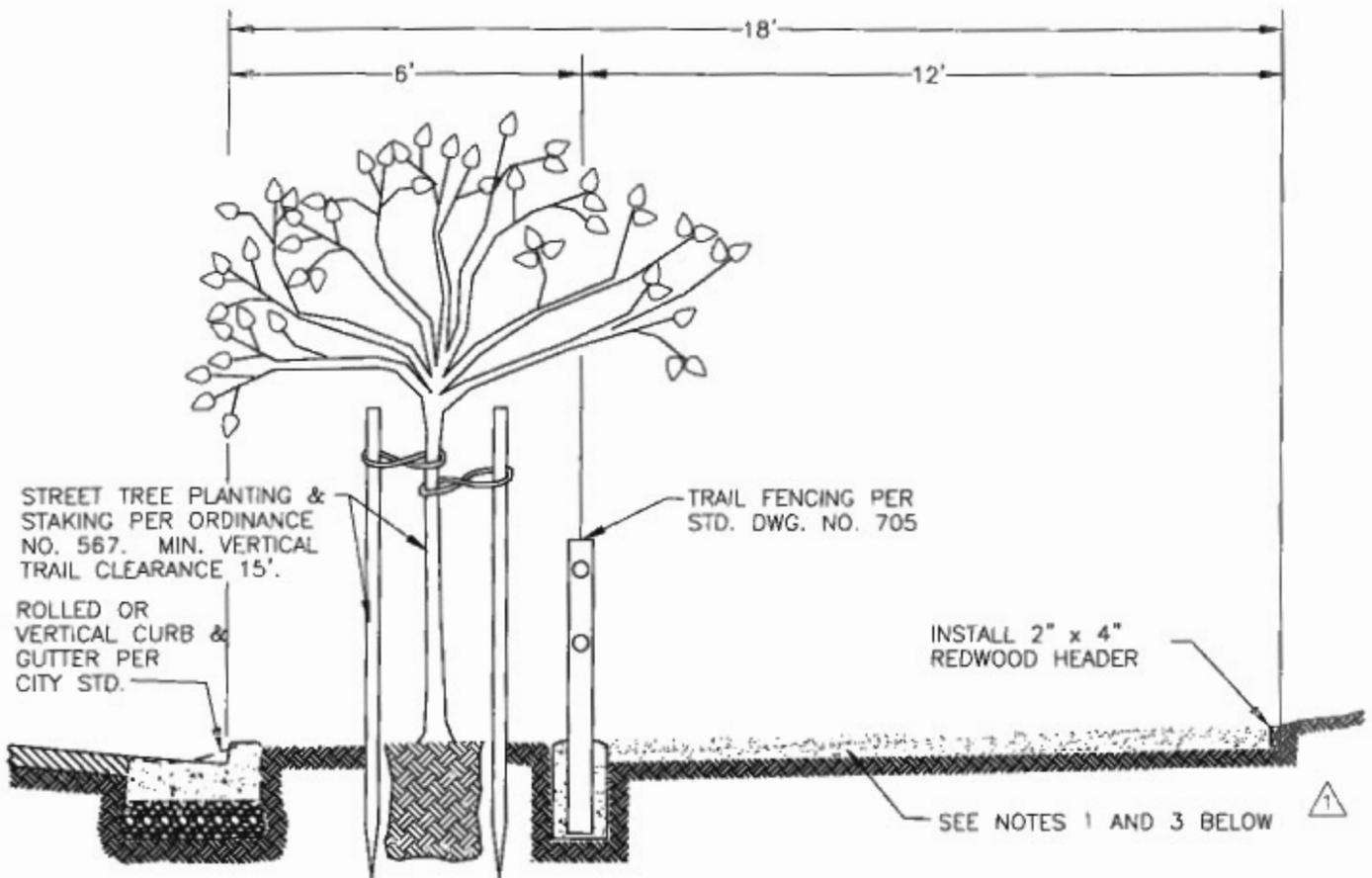
Discussion of Standard Drawing No. 700, Equestrian Trail Standard and Alternative Trail Materials
August 5, 2013
Page 3 of 3

Staff is looking for recommendation on prior approved materials to present to City Council for continued use in the trails and any other discussion on modifications to Standard No. 700.

/lja

Attached: Equestrian Trail Standard No. 700
Zoning Code, Chapter 18.28 P-E Zone Pedestrian-Equestrian Trails

CITY of NORCO STANDARD DRAWING



NOTES:

1. TRAIL MATERIAL (4" THICK) SHALL BE COMPACTED IN PLACE TO 95% WITH THE UPPER ONE FOOT OF SUBGRADE COMPACTED TO 95%, AND SHALL CONSIST OF DECOMPOSED GRANITE, SLAG OR STEEL SLAG WITH A MORE OR LESS EQUAL GRADATION MIXTURE BETWEEN 1/2" SIZE MAXIMUM AND NO. 200 SIEVE SIZE MINIMUM.
2. REDWOOD HEADER STAKES SHALL BE 1" x 2" x 18" AT 4'-0" O.C. FLUSH WITH TOP OF HEADER.
3. THE ONLY APPROVED ALTERNATIVE TRAIL MATERIALS ARE THE FOLLOWING:
 - A. 2% SOIL CEMENT/DG. SEE SHEET 2 FOR SPECIFICATIONS.
 - B. POLYMER COATED CRUSHED STONE PATHWAY MIX. SEE SHEET 3 FOR SPECIFICATIONS.
 - C. INTERLOCKING BRICK PAVERS IN DRIVEWAY AREAS ONLY AND CANNOT BE USED IN OTHER PARTS OF THE TRAIL. SEE SHEETS 4 & 5 FOR SPECIFICATION.

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 1
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REVISION	NO:	BY:	DATE:	NO:	BY:	DATE:
	1	LJA	09/01/05			
	2	SLR	03/28/07			

Drawn By: LJA

Date: 01/03/05

APPROVED: *[Signature]*
CITY ENGINEER RCE

EQUESTRIAN TRAIL STANDARD

Std. Dwg. No. **700**
Sheet 1 of 6

CITY of NORCO STANDARD DRAWING



A. SOIL CEMENT

1. GRADE TRAIL, FILLING ALL RUTS AND ADJUSTING GRADE FOR PROPER WATER FLOW WITH A MINIMUM CROSS SLOPE OF 1% AND A MAXIMUM CROSS SLOPE OF 4%.
2. SPREAD 270 LBS. OF PORTLAND PLASTIC CEMENT OVER 240 SQ. FT. OF TRAIL.
3. ROTO-TIL IN THE CEMENT AND EXISTING DG TRAIL MATERIAL TO A DEPTH OF 4 INCHES OVER THE ENTIRE 240 SQ. FT.
4. RE-GRADE THE AREA ROTO-TILLED AND MIXED. ADD WATER LIGHTLY DURING THIS PROCESS.
5. WHEN THE ENTIRE AREA IS LEVELED, ROLL THE AREA WITH A 3,500 LB. ROLLER ADDING WATER LIGHTLY. THE AREA WILL NEED TO BE ROLLED SEVERAL TIMES FOR PROPER COMPACTION.
6. THE AREA IS TO BE LIGHTLY WATERED SEVERAL TIMES BY HAND OVER THE NEXT SEVERAL HOURS. AVOID OVER-WATERING THAT WOULD CAUSE THE TRAIL TO RUT OR WASH OUT. WATER MUST PENETRATE FOR THE FULL 4 INCHES OF SOIL CEMENT DURING THIS PROCESS.
7. THE ENTIRE TRAIL MUST BE SECURED WITH SIGNS AND BARRICADES DURING THE INSTALLATION OF THE SOIL CEMENT AND FOR THE NEXT 24-HOURS AFTER COMPLETION TO ALLOW FOR THE CEMENT TO HARDEN.
8. ALL VEHICLES SHALL BE KEPT OFF THE SOIL CEMENT INCLUDING DRIVEWAYS FOR A FULL 24-HOURS AFTER THE INSTALLATION IS COMPLETE.

REVISION	NO:	BY:	DATE:	NO:	BY:	DATE:	C27172  APPROVED: _____ CITY ENGINEER RCE
	1	LJA	09/01/05				
	2	SLR	03/28/07				
Drawn By: LJA			Date: 01/03/05				
EQUESTRIAN TRAIL STANDARD							Std. Dwg. No. 700 Sheet 2 of 6

CITY of NORCO STANDARD DRAWING

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B. POLYMER COATED CRUSHED STONE PATHWAY MIX

1. SUB-GRADE PREPARATION:
 - A. ALL AREAS SHALL BE COMPACTED TO A MINIMUM OF 95% RELATIVE COMPACTION AND SHALL BE GRADED WITH A MINIMUM CROSS SLOPE OF 1% ALL AREAS MUST BE GRADED IN A MANNER SO THAT NO STANDING WATER IS PRESENT AFTER FLOODING. ALL DELETERIOUS MATERIAL SUCH AS SOD, TOPSOIL, STICKS, ETS, SHALL BE REMOVED PRIOR TO PAVING. STATE APPROVED PREEMERGENCE HERBICIDE SHALL BE APPLIED OVER THE ENTIRE SUB-GRADE.
 - B. PRIOR TO PAINTING SUB-GRADE SHALL BE APPROVED BY A SOIL'S ENGINEER OR OTHER QUALIFIED INDIVIDUAL.
2. DECOMPOSED GRANITE OR CRUSHED AGGREGATE WITH POLYMER BINDER:
 - A. AGGREGATE MIX SHALL BE DECOMPOSED GRANITE OR CRUSHED AGGREGATE WITH GRADATION AS IN NOTE 1 ON SHEET 1. ALL AVAILABLE MATERIALS SHALL BE TESTED AND APPROVED BY PRODUCT MANUFACTURE.
 - B. THE AGGREGATE MIXTURE IS TO BE BLENDED AS PER MANUFACTURER'S SPECIFICATIONS BY APPROVED MANUFACTURE'S BLENDING METHODS.
 - C. CONTRACTOR SHALL GUARANTEE THAT MATERIALS USED AND INSTALLATION OF AGGREGATE MATERIALS ARE IN ACCORDANCE WITH MANUFACTURE'S RECOMMENDATIONS.
3. AGGREGATE PAVING:
 - A. THE MIXTURE SHALL BE PLACED BY A SPREADER OR OTHER APPROVED MEANS AT A 4-INCH COMPACTED DEPTH OVER A COMPACTED SUB-GRADE.
 - B. SPREAD BY GRADING ONTO THE PREPARED BASE UNTIL THE ENTIRE AREA IS COVERED.
 - C. THE SURFACE COVER SHALL BE COMPACTED USING A 5-TON DOUBLE-DRUM ROLLER OR SIMILAR TO GIVE A FINAL DEPTH OF 4-INCHES.
4. "STALOK" IS AN APPROVED BRAND OF POLYMER COATED CRUSHED STONE PATHWAY MIX. OTHER MANUFACTURES OF POLYMER COATED CRUSH STONE WHICH MEET THE MINIMUM SPECIFICATION OF THE "STALOK" PRODUCT WILL BE CONSIDERED AN APPROVED EQUAL.

STALOK IS A PRODUCT TRADE MARK BY STABILIZER SOLUTIONS, INC., ARIZONA
 STABILIZER SOLUTIONS: (602) 255-5900
 LOCAL SUPPLIER: GAIL MATERIAL: (951) 279-1095

REVISION	NO:	BY:	DATE:	NO:	BY:	DATE:	C2717Z APPROVED:  CITY ENGINEER RCE
	1	LJA	09/01/05				
	2	SLR	03/28/07				
Drawn By: LJA			Date: 01/03/05				
EQUESTRIAN TRAIL STANDARD							Std. Dwg. No. 700 Sheet 3 of 6

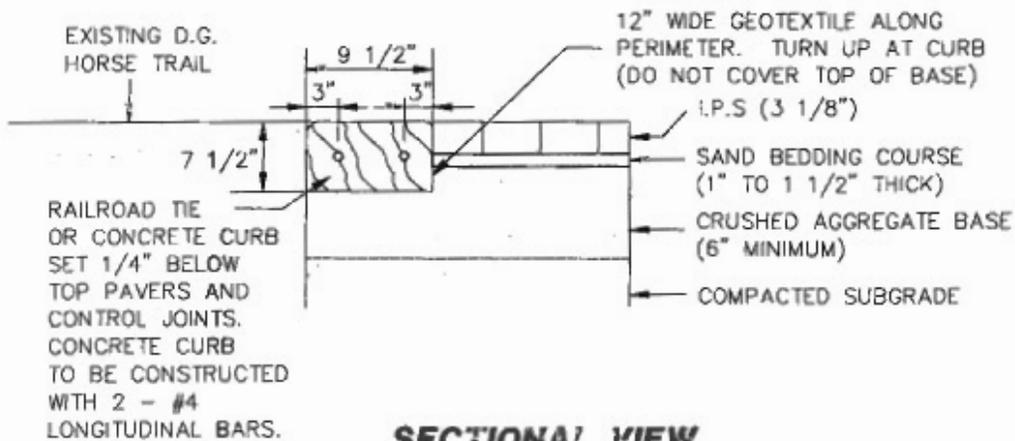
CITY of NORCO STANDARD DRAWING



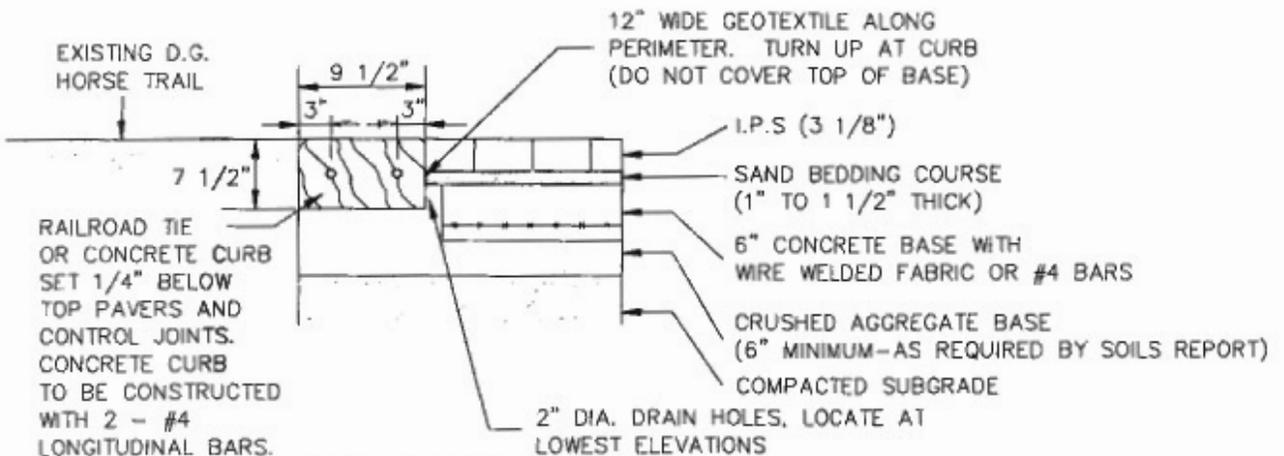
C. INTERLOCKING BRICK PAVERS

NOTES:

1. EDGE TREATMENT SHALL BE AS STRAIGHT AS POSSIBLE TO COMPLIMENT THE ALIGNMENT OF PAVING STONES.
2. INTERLOCKING PAVING STONES (I.P.S.) SHALL CONFORM TO ASTM C936 AND BE INSTALLED TO MANUFACTURER'S SPECIFICATIONS.
BLOCK STYLE = CAPRI
PATTERN = RUNNER
COLOR = SANTA BARBARA SANDSTONE
(OR APPROVED EQUAL BY THE CITY ENGINEER.)
3. ALL SURFACING UTILITIES SHALL BE ENCASED IN CONCRETE, CREATING STRAIGHT LINES TO CUT AGAINST.
4. PCC CLASS
DRIVEWAY - 520-A-2500



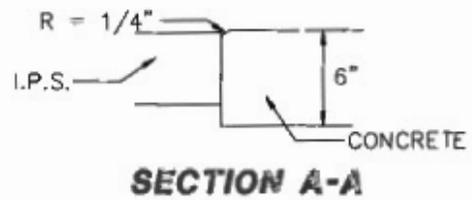
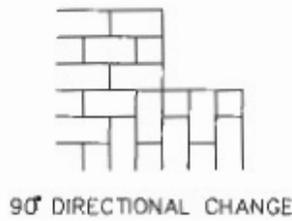
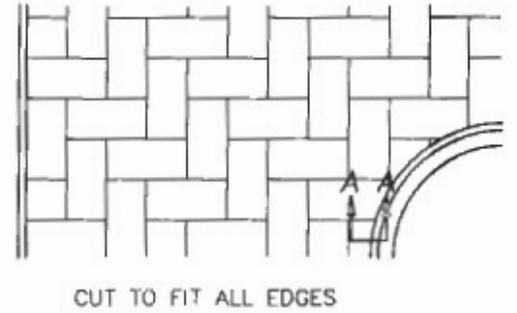
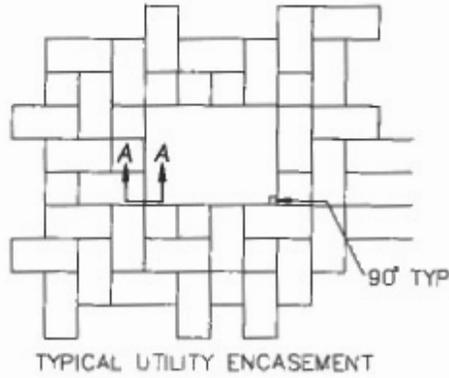
**SECTIONAL VIEW
(RESIDENTIAL CONDITION)**



**SECTIONAL VIEW
(COMMERCIAL CONDITION)**

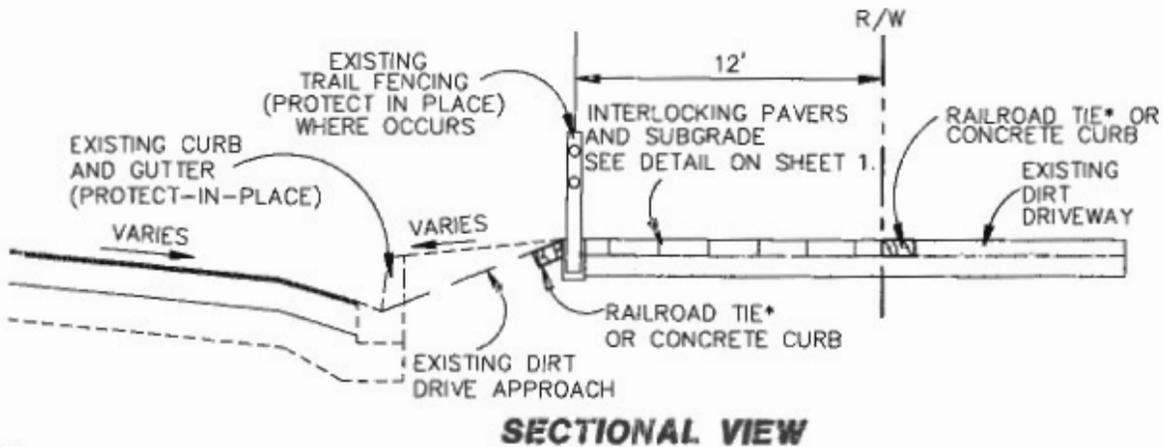
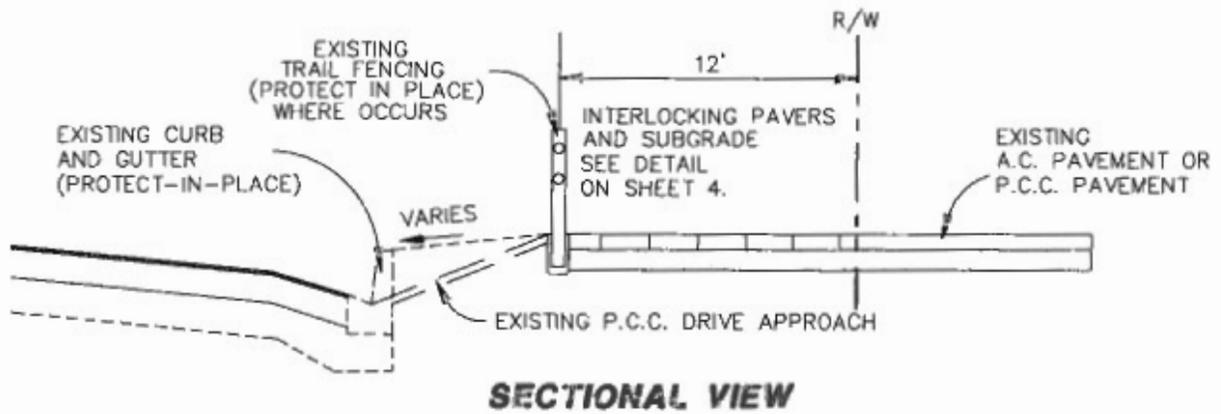
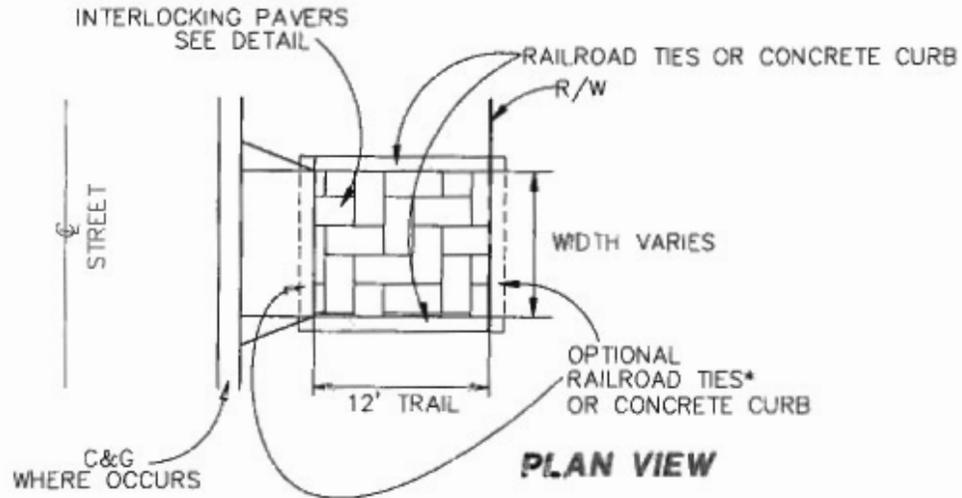
REVISION	NO.	BY:	DATE:	NO.	BY:	DATE:	APPROVED: 037172 CITY ENGINEER RCE
	1	LJA	09/01/05				
	2	SRL	03/28/07				
Drawn By: LJA			Date: 01/03/05				
EQUESTRIAN TRAIL STANDARD							Std. Dwg. No. 700 Sheet 4 of 6

CITY of NORCO STANDARD DRAWING



REVISION	NO:	BY:	DATE:	NO:	BY:	DATE:	APPROVED: CITY ENGINEER RCE
	1	LJA	09/01/05				
	2	SRL	03/28/07				
Drawn By: LJA		Date: 01/03/05					
EQUESTRIAN TRAIL STANDARD							Std. Dwg. No. 700 Sheet 5 of 6

CITY of NORCO STANDARD DRAWING



*NOTE:
TO BE USED ONLY IF DWY OR DWY
APPROACH IS OTHER THAN A.C OR P.C.C.

REVISION	NO:	BY:	DATE:	NO:	BY:	DATE:
	1	LJA	09/01/05			
	2	SRL	03/28/07			

Drawn By: LJA

Date: 01/03/05

APPROVED: CITY ENGINEER RCE

EQUESTRIAN TRAIL STANDARD

Std. Dwg. No.
700
Sheet 6 of 8

ORDINANCE NO. 956

A ORDINANCE OF THE CITY COUNCIL OF THE CITY OF NORCO APPROVING ZONE CODE AMENDMENT 2012-06 AMENDING CHAPTER 18.28 "P-E ZONE" REGARDING PERMITTED MATERIALS IN TRAILS AND TO CLARIFY WHERE ALTERNATIVE MATERIALS CAN BE APPROVED. ZONE CODE AMENDMENT 2012-06.

WHEREAS, the CITY OF NORCO initiated Zone Code Amendment 2012-06, an amendment to Norco Municipal Code Title 18 (Zoning Code), to amend and update regulations as they pertain to permitted materials in driveway crossings of pedestrian-equestrian trails; and

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

WHEREAS, the Zone Code Amendment was scheduled for public hearing on January 9, 2013 on or about 7 p.m. in the Council Chambers at 2820 Clark Avenue, Norco, California 92860; and

WHEREAS, at the time set, the Planning Commission held a public hearing and received both oral and written testimony pertaining to the Zone Code Amendment; and

WHEREAS, the Planning Commission adopted Resolution 2013-04 recommending that the City Council approve Zone Code Amendment 2012-06; and

WHEREAS, said application has been duly submitted to the City Council of the City of Norco for decision at a public hearing for which proper notice was given; and

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

WHEREAS, at the time set at 7 p.m. on February 6, 2013, within the Council Chambers at 2820 Clark Avenue, Norco, California, 92860, said petition was heard by the City Council for the City of Norco; and

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

WHEREAS, the City of Norco acting as the Lead Agency has determined that the project is exempt from the California Environmental Quality Act (CEQA) and the City of Norco Environmental Guidelines pursuant to Category 21.

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

- A. The proposed Zone Code Amendment will not be inconsistent with, or contrary to, the General Plan or the Zoning Code since the project clarifies and updates acceptable materials for driveway crossings of trails in the Agricultural (A) zones and the procedures for getting alternative materials approved.
- B. The project (proposed amendment) has been determined to be exempt from the California Environmental Quality Act and the City of Norco Environmental Guidelines pursuant to Category 21.

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

SECTION 1: Norco Municipal Code Title 18 "Zoning" is hereby amended as follows.

Chapter 18.28
P-E ZONE PEDESTRIAN-EQUESTRIAN TRAILS

Sections:

- 18.28.02 Intent and Purpose.*
- 18.28.04 Applicability of Regulations.*
- 18.28.06 Permitted Uses.*
- 18.28.08 Limitation of Uses.*
- 18.28.10 Construction of Pedestrian-Equestrian Trails.*
- 18.28.14 Designation of Pedestrian-Equestrian Trails.*
- 18.28.16 Encroachment for Driveways.*

18.28.02 Intent and Purpose.

This zone is intended to establish, within public rights-of-way, public easements, and within private access easements, a zone and use that is compatible with and which will encourage the development of City of Norco as a community which emphasizes equestrian activities and which will safeguard the general public by providing regulated pedestrian - equestrian- trails.

18.28.04 Applicability of Regulations.

There is hereby created a zone classification, up to twelve (12) feet in width, over certain existing public easements and rights-of-way and within private access easements as designated on the official zoning map, within which pedestrian-equestrian trails are established to the exclusion of such other uses of land as may be in conflict therewith.

18.28.06 Permitted Uses.

There shall be permitted within the P-E Zone, pedestrian and equestrian traffic, as well as any bicycle or other device moved by human or equestrian propulsion.

18.28.08 Limitation of Uses.

It shall be unlawful for any motor-driven vehicle or motor-driven device to park, ride or drive upon a P-E Zone, except as may be necessary to enter a driveway, exit from a driveway, or perform necessary maintenance of the pedestrian-equestrian trails. No above grade structure, other than necessary fencing and maintenance facilities, shall be permitted within a P-E Zone.

18.28.10 Construction of Pedestrian-Equestrian Trails

Pedestrian-equestrian trails will be constructed and maintained to standards established in the City of Norco Standard Drawings No. 700 (Trail Standards), a copy of which will be available for inspection during normal business hours at the Norco City Hall, and on the City of Norco website. The surface of the pedestrian-equestrian trail shall be decomposed granite (dg) or such surface material as approved by the City Engineer/Director of Public Works, confirmed by the Streets, Trails, and Utilities Commission, and approved by the Norco City Council.

18.28.14 Designation of pedestrian –Equestrian Trails.

The City Engineer/Director of Public Works shall cause the placing of directional signs and other appropriate traffic control devices as may be warranted to designate pedestrian-equestrian trails and to provide for safe and appropriate crossing along the designated City street system.

18.28.16 Encroachment for Driveways.

Driveways across the Pedestrian-Equestrian zone exist in the public right-of-way.

(1) The use of any impervious material to surface a driveway across the Pedestrian-Equestrian zone where the adjacent property is within an "A" zone, Norco Hills Specific Plan Residential, or Norco Ridge Ranch Specific Plan is prohibited, except as allowed by the issuance of an Encroachment Permit to standards set by and with materials approved by the City Engineer/Director of Public Works, confirmed by the Streets, Trails, Utilities Commission and approved by the Norco City Council.

(2) The use of an alternate material to surface a driveway across the Pedestrian – Equestrian zone where the adjacent property is within a "C" zone, the Gateway Specific Plan, or the Auto Mall Specific Plan may be allowed with the issuance of an Encroachment Permit. Approval of the alternate material shall be at the sole discretion of the City Engineer/Director of Public Works, confirmed by the Streets, Trails, and Utilities Commission, and approved by the Norco City Council.

(3) If drainage facilities approved by the City Engineer are installed across a trail at a driveway location, an impervious material with a Class 2 Base may be used to cover said facilities in certain portions of the Pedestrian-Equestrian zone, trail or public right-of-way as follows, provided that a minimum 4" of decomposed granite can be placed over the structural section.

(4) The Pedestrian – Equestrian Zone Driveway Encroachment Permit:

(a) Equestrian Zone Driveway Encroachment Permits shall only be issued based on the policies and standards as contained in Standard City Drawing No. 700.

(b) Policies for the development of equestrian trails and the use of any materials within driveways that cross the Pedestrian – Equestrian zone shall be maintained on Standard City Drawing No. 700.

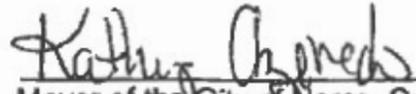
(c) Standard City Drawing No. 700 may be modified from time to time by the City Engineer/Director of Public Works, confirmed by the Streets, Trails, and Utilities Commission and approved by the Norco City Council.

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

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

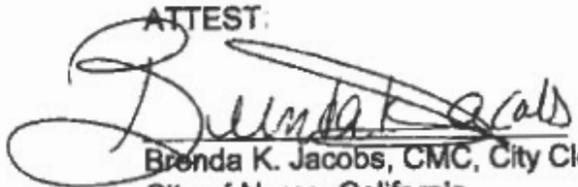
SECTION 4: POSTING: The Mayor shall sign this Ordinance and the City Clerk shall attest thereto and shall cause the same within 15 days of its passage to be posted at no less than five public places within the City of Norco.

PASSED AND ADOPTED by the City Council of the City of Norco at a regular meeting held February 20, 2013.



Mayor of the City of Norco, California

ATTEST:

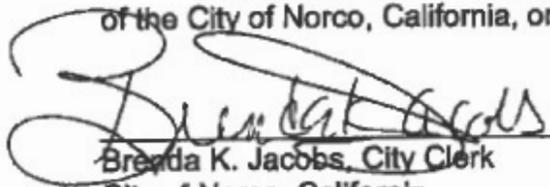


Brenda K. Jacobs, CMC, City Clerk
City of Norco, California

I, BRENDA K. JACOBS, City Clerk of the City of Norco, California, do hereby certify that the foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Norco, California, duly held on February 6, 2013 and thereafter at a regular meeting of said City Council duly held on February 20, 2013, it was duly passed and adopted by the following vote of the City Council:

AYES:	AZEVEDO, HANNA, BASH, HIGGINS, SULLIVAN
NOES:	NONE
ABSENT:	NONE
ABSTAIN:	NONE

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Norco, California, on February 20, 2013.



Brenda K. Jacobs, City Clerk
City of Norco, California

CITY OF NORCO STAFF REPORT

TO: Streets, Trails and Utilities Commission

FROM: Lori J. Askew, Public Works Director

DATE: August 5, 2013

SUBJECT: Discussion Regarding the Installation of Speed Humps/Tables

RECOMMENDATION: That the Commission makes recommendation to City Council regarding the installation of speed humps/tables on streets.

SUMMARY: Councilman Sullivan requested of staff to investigate the installation of speed tables as a method to slow vehicular traffic speeds.

BACKGROUND/ANALYSIS: At the May 15, 2013 City Council meeting, Councilman Sullivan requested to agendaize a discussion regarding installation of speed tables as a means to slow vehicular traffic speeds. After a brief discussion it was recommended to refer this item to the Streets, Trails and Utilities Commission for their recommendation.

A speed table is a traffic calming device designed as a long speed hump with a flat section in the middle. Speed tables are generally long enough for the entire wheelbase of a passenger car to rest on top. The long flat design allows cars to pass without slowing as significantly as with speed humps. Typical speeds resulting from 22 foot speed tables are 20-30 miles per hour. Speed humps are generally 12-14 feet in length and range in height from 3-4 inches. They are typically designed to reduce the speed of vehicles to about 15 miles per hour.

Staff last presented a report regarding installing speed humps as a traffic calming measure to the City Council on March 1, 2006. At that time, a detailed memorandum from Fire Chief Jack Frye was submitted to City Engineer Dominic Milano that addressed concerns and impacts of the installation of speed humps related to safety of residents and equestrians. The staff recommendation to Council did not support installation of speed humps. The City Council, by a 3-1-1 vote, received and filed the report.

Consistent with the report done in 2006, installation of speed humps/tables has its pros and cons. Prior to installation, there are various factors to consider. Summarized below are some of those factors:

PROS:

- One studies has shown sites that implement speed tables have seen a decrease of 45% in accidents per year;
- Effective in reducing speeds;

CONS:

- Installation of speed humps/tables requires an engineer's report to support installation location(s);
- Not practical on arterial or collector **streets** – should only be installed on

Discussion Regarding Installation of Speed Humps/Tables

Page 2

August 5, 2013

- local/residential streets;
- Are typically not recommended for streets without curbs as drivers tend to circumnavigate around them;
- Require high visibility pavement markings and signage which require active maintenance;
- Typically reduce traffic volumes on streets where they are installed so parallel streets may see increased traffic;
- Lengthen response time for emergency vehicles;
- Increase noise level at the bump location caused by vehicle rocking and acceleration/deceleration;
- Vehicle damage if taken at too great a speed;
- Can pose serious hazards to motorcyclists and bicyclists if not easily noticed;

Various cities have implemented policies and procedures for the installation of speed humps/tables beginning with a form to be filled out by requesting parties. An important criterion is the buy in of a majority of the residents along the street the speed humps/tables are proposed.

Staff is looking for recommendation on whether to consider installation of speed humps/tables; criteria for installation; and location.

FINANCIAL IMPACT: N/A.

/lja