

VERNOLA RANCH

SPECIFIC PLAN

Submitted on October 12nd, 2023

This page is left for Preparer Page

DRAFT

This page is left for Contributor Page

DRAFT

Summary of Changes 0.0-X

1.0 Introduction 1.0-1

1.1 Executive Summary 1.0-1
1.2 The Vision 1.0-1
1.3 Planning Context 1.0-2
1.4 Location 1.0-3
1.5 Background 1.0-6
1.6 Existing General Plan Land Use and Zoning Designations 1.0-6
1.7 Surrounding Land Uses 1.0-6
1.8 Discretionary Actions 1.0-6
1.9 Objectives 1.0-7
1.10 Organization 1.0-8

2.0 Regulatory Framework 2.0-1

2.1 Purpose of the Specific Plan 2.0-1
2.2 Authority and Scope 2.0-1
2.2.1 Subdivision 2.0-2
2.2.2 General Plan 2.0-2
2.2.3 Zoning Code 2.0-3
2.2.4 Inclusionary Housing/Affordable Housing in Lieu Fee 2.0-3
2.3 Environmental Assessment 2.0-3
2.4 Approvals 2.0-4

3.0 Community Plan 3.0-1

3.1 Land Use Plan 3.0-1
3.1.1 Land Use Designations 3.0-2
3.1.2 Planning Areas 3.0-4
3.2 Mobility Plan 3.0-7
3.2.1 Existing Roadway Network 3.0-7
3.2.2 Ultimate Roadway Improvements 3.0-8
3.2.3 Project Access 3.0-16
3.2.4 Public Transit 3.0-21
3.2.5 Vehicular Circulation Plan 3.0-23
3.2.6 Courts, Motor Courts, and Streets within Planning Areas 3.0-23

DRAFT

3.2.7 Traffic Calming 3.0-30
3.2.8 Pedestrian and Cycling Circulation Plan 3.0-30
3.3 Open Space and Recreation Plan 3.0-33
3.3.1 Park Areas 3.0-34
3.3.2 Amenity Areas 3.0-37
3.3.3 Vernola Ranch Recreation Center Campus Layout 3.0-37
3.3.4 Vernola Ranch Neighborhood Park 3.0-39
3.3.5 Basins 3.0-39
3.4 Public Facilities 3.0-52
3.4.1 Domestic Water 3.0-52
3.4.2 Non-Potable Water 3.0-52
3.4.3 Sanitary Sewer 3.0-53
3.4.4 Drainage 3.0-53
3.5 Conceptual Grading Plan 3.0-61
3.6 Conceptual Phasing Plan 3.0-65

4.0 Permitted Uses and Development Standards 4.0-1

4.1 Permitted Uses 4.0-4
4.2 Surrounding Schools and School Overlay 4.0-5
4.3 Attached Residential Building 4.0-7
4.4 Detached Cluster Homes 4.0-14
4.5 Single Family Detached Homes 4.0-23
4.6 Planning Area 17 ..... 4.0-32
4.7 Planning Area 18 ..... 4.0-37
4.8 Planning Area 19 ..... 4.0-40
4.9 Planning Area 20 ..... 4.0-43

5.0 Landscape Design Guidelines 5.0-1

5.1 Landscape Guidelines Description 5.0-1
5.2 Planting Overview 5.0-1
5.3 General Landscape Design Guidelines 5.0-7
5.3.1 Streetscape Trees 5.0-7
5.3.2 Front Yard Landscaping 5.0-8
5.3.3 Interior Slope Landscape 5.0-8
5.3.4 Lighting 5.0-8

DRAFT

5.3.5 Signage and Monumentation 5.0-9
5.3.6 Irrigation 5.0-10
5.3.7 Management Considerations 5.0-13
5.3.8 Maintenance Responsibility 5.0-13
5.4 Wall and Fence Plan 5.0-14
5.4.1 Perimeter Theme Walls 5.0-14
5.4.2 Residential Walls 5.0-14
5.4.3 Accent Walls and Fences 5.0-15
5.4.4 View Fencing 5.0-15
6.0 Architectural Objective Design Standards 6.0-1
6.1 Purpose and Intent 6.0-1
6.2 Residential Design Guidelines 6.0-2
6.2.1 Neighborhood Design 6.0-2
6.2.2 Residential Building Typologies 6.0-2
6.2.3 Livable Streets 6.0-14
6.2.4 Pedestrian Connectivity 6.0-14
6.3 Building and Site Design 6.0-16
6.3.1 Architectural Styles 6.0-16
6.3.2 Building Placement and Orientation 6.0-18
6.3.3 Form and Massing 6.0-18
6.3.4 Garage Placement and Parking Areas 6.0-20
6.3.5 Roof Considerations 6.0-21
6.3.6 Articulation and Details 6.0-21
6.3.7 Materials and Colors 6.0-22
6.3.8 Functional Elements 6.0-23
6.3.9 Trash Enclosures 6.0-25
7.0 Administration and Implementation 7.0-1
7.1 Implementation Plan 7.0-1
7.1.1 General Administration 7.0-1
7.1.2 Applicability 7.0-1
7.1.3 Severability 7.0-1
7.1.4 Interpretation 7.0-2
7.1.5 Specific Plan Modifications 7.0-2

DRAFT

7.1.6 Implementation and Approval Process....7.0-3
7.2 Financing Plan....7.0-4
7.2.1 Developer Funding....7.0-7
7.2.2 Special Assessment Districts....7.0-7
7.2.3 Landscaping and Lighting Districts....7.0-7
7.2.4 Community Facilities Districts and Mello-Roos....7.0-7
7.2.5 Other Funding Sources....7.0-8
7.3 Maintenance Plan....7.0-8
7.3.1 Apportionment of Cost for Maintenance of Common Areas....7.0-8
7.3.2 Master Area Maintenance....7.0-8
7.3.3 Specific Facilities Maintenance....7.0-9
7.3.4 Plan Roadways and Roadway Landscaping....7.0-9
7.3.5 Private Area Maintenance....7.0-9

Appendix A....A-1
A-1 General Plan Consistency....A-1

DRAFT

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

DRAFT

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

DRAFT

List of Figures

Figure 1.1, Regional Map 1.0-4
Figure 1.2, Vicinity Map 1.0-5
Figure 3.1, Land Use Plan 3.0-5
Figure 3.2 A, Pats Ranch Road - South of Boca Place.....3.0-10
Figure 3.2 B, Pats Ranch Road - South of Boca Place 3.0-11
Figure 3.3 A, Pats Ranch Road - North of Boca Place.....3.0-12
Figure 3.3 B, Pats Ranch Road - North of Boca Place 3.0-13
Figure 3.4, Bellegrave Avenue 3.0-14
Figure 3.5, Roundabout – Pats Ranch Road & Park Center Drive 3.0-15
Figure 3.6, Main Access Points 3.0-17
Figure 3.7 A, Entry – Park Center Drive 3.0-18
Figure 3.7 B, Entry – Park Center Drive – Interior Road Street "F" 3.0-19
Figure 3.8, Multi-Family Entry - South of Boca Place 3.0-20
Figure 3.9, Adjacent Existing Transit Services 3.0-22
Figure 3.10, Vehicular Circulation Plan 3.0-24
Figure 3.11 A, Standard Interior Road – Street "D" & Street "C" East of Street "E".....3.0-25
Figure 3.11 B, Interior Road With Trail – Street "A" & "G" 3.0-26
Figure 3.11 C, Interior Road With Trail – Street "C" West of Street "E", Street "E" & "H" 3.0-27
Figure 3.11 D, Interior Road – Street "B" 3.0-28
Figure 3.12, Courts, Motor Courts, and Streets within Planning Areas 3.0-29
Figure 3.13, Pedestrian and Cycling Circulation Plan 3.0-31
Figure 3.14, Conceptual Open Space and Recreation Plan 3.0-35
Figure 3.15, Pocket Park - Conceptual Plan 3.0-36
Figure 3.16, Recreation Center Campus Layout 3.0-38
Figure 3.17, Overall Neighborhood Park Plan 3.0-40
Figure 3.18, Conceptual Dog Parks - Enlargements 3.0-41
Figure 3.19 A, Neighborhood Park Enlargement - Agrarian Area 3.0-42
Figure 3.19 B, Neighborhood Park 3D Views - Agrarian Area 3.0-43
Figure 3.20 A, Neighborhood Park Enlargement - Activity Area 3.0-44
Figure 3.20 B, Neighborhood Park 3D Views - Activity Area 3.0-45
Figure 3.21, Cross Section B in PA-2 & PA-19A 3.0-46
Figure 3.22, Cross Section C in PA-2 & PA-19A 3.0-47
Figure 3.23, Cross Section D in PA-3 & PA-19B 3.0-48

DRAFT

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

DRAFT

Figure 5.3, Overall Fence and Wall Plan 5.0-16
Figure 5.4 A, Fence Types 5.0-17
Figure 5.4 B, Wall Types 5.0-18
Figure 6.1, Plotting Concept Examples – Single-Family Detached Homes 6.0-6
Figure 6.2, Plotting Concept Examples – Detached Cluster Homes 6.0-8
Figure 6.3, Plotting Concept Examples – Attached Residential Buildings 6.0-11
Figure 6.4, Pedestrian Connectivity Concepts 6.0-15
Figure 6.5, Front-Loaded Garage Examples.....6.0-20
Figure 6.6, Conceptual Trash Enclosure Layout 6.0-26

DRAFT

List of Tables

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

DRAFT

This page is left as blank for Summary of Changes in the future

DRAFT

1.1 Executive Summary

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

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

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

1.2 The Vision

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

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

DRAFT

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

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

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

1.3 Planning Context

The City of Jurupa Valley was officially established July 1, 2011. The City is approximately 44 square miles, and the population consists of 105,384[1] residents. Jurupa Valley is situated in northwestern Riverside County, approximately 6 miles northwest of the City of Riverside as illustrated in **Figure 1.1, Regional Map**. The City encompasses the communities of Jurupa Hills, Mira Loma, Glen Avon, Pedley, Indian Hills, Belltown, Sunnyslope, Crestmore Heights, and Rubidoux. It borders San Bernardino County to the north, Riverside to the south and east, Eastvale and San Bernardino County to the west. Portions of the Santa Ana River traverse the southern portion of the City.

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

1.4 Location

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

DRAFT

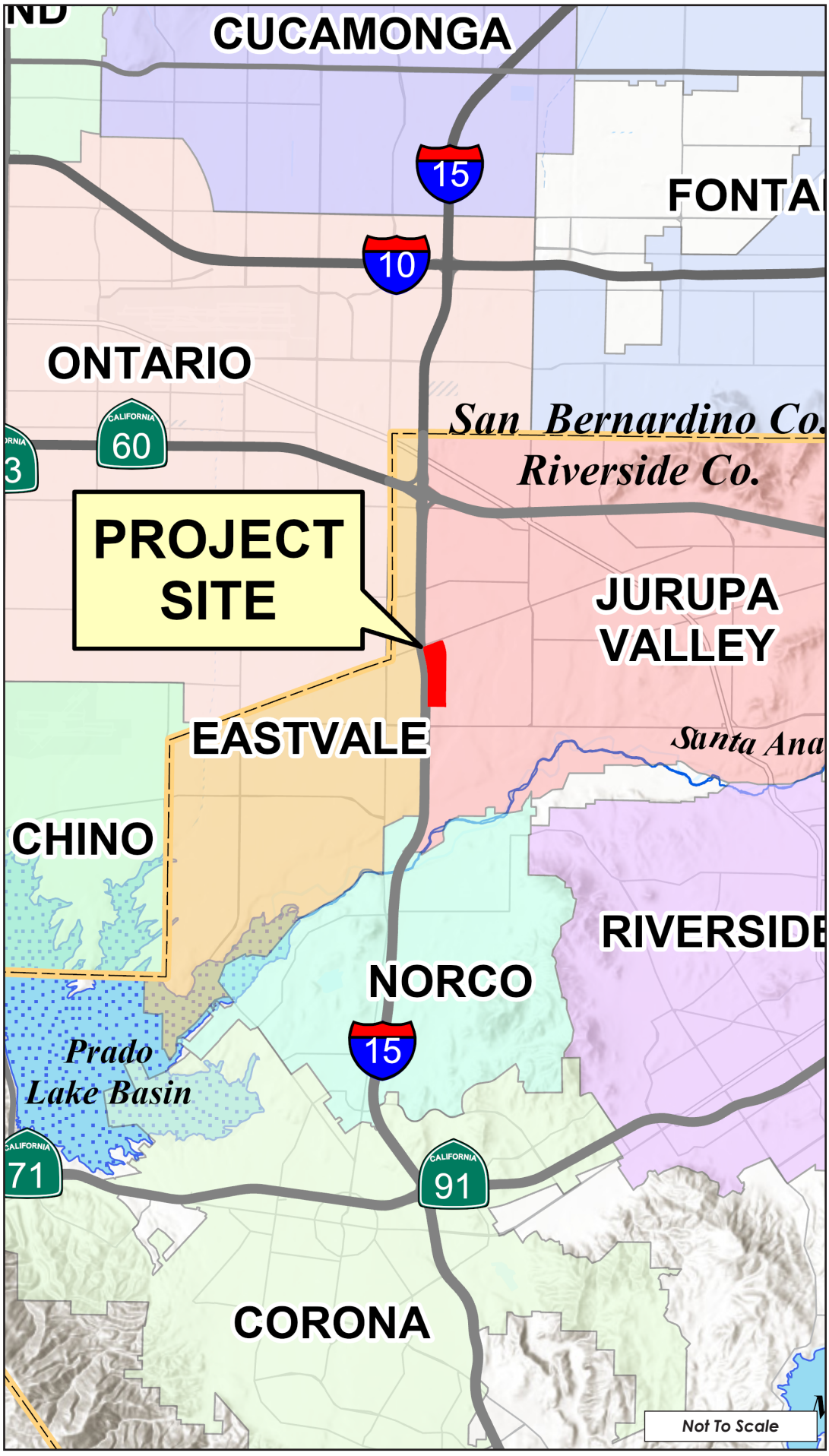


Figure 1.1, Regional Map



Figure 1.2, Vicinity Map

1.5 Background

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

1.6 Existing General Plan Land Use and Zoning Designations

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

1.7 Surrounding Land Uses

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

1.8 Discretionary Actions

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

DRAFT

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

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

1.9 Objectives

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

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

DRAFT

1.10 Organization

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

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

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

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

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

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

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

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

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

DRAFT

2.1. Purpose of the Specific Plan

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

2.2. Authority and Scope

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

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

DRAFT

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

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

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

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

2.2.1. Subdivision

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

2.2.2. General Plan

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

DRAFT

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

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

2.2.3. Zoning Code

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

2.2.4. Inclusionary Housing/Affordable Housing in Lieu Fee

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

2.3. Environmental Assessment

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

DRAFT

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

2.4. Approvals

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

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

DRAFT

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

3.1 Land Use Plan

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

DRAFT

3.1.1 Land Use Designations

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



By Lennar Homes

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

Residential

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

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

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

DRAFT

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

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

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

Open Space – Recreation

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

Open Space - Water

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

School Overlay

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

DRAFT

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

3.1.2 Planning Areas

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

DRAFT

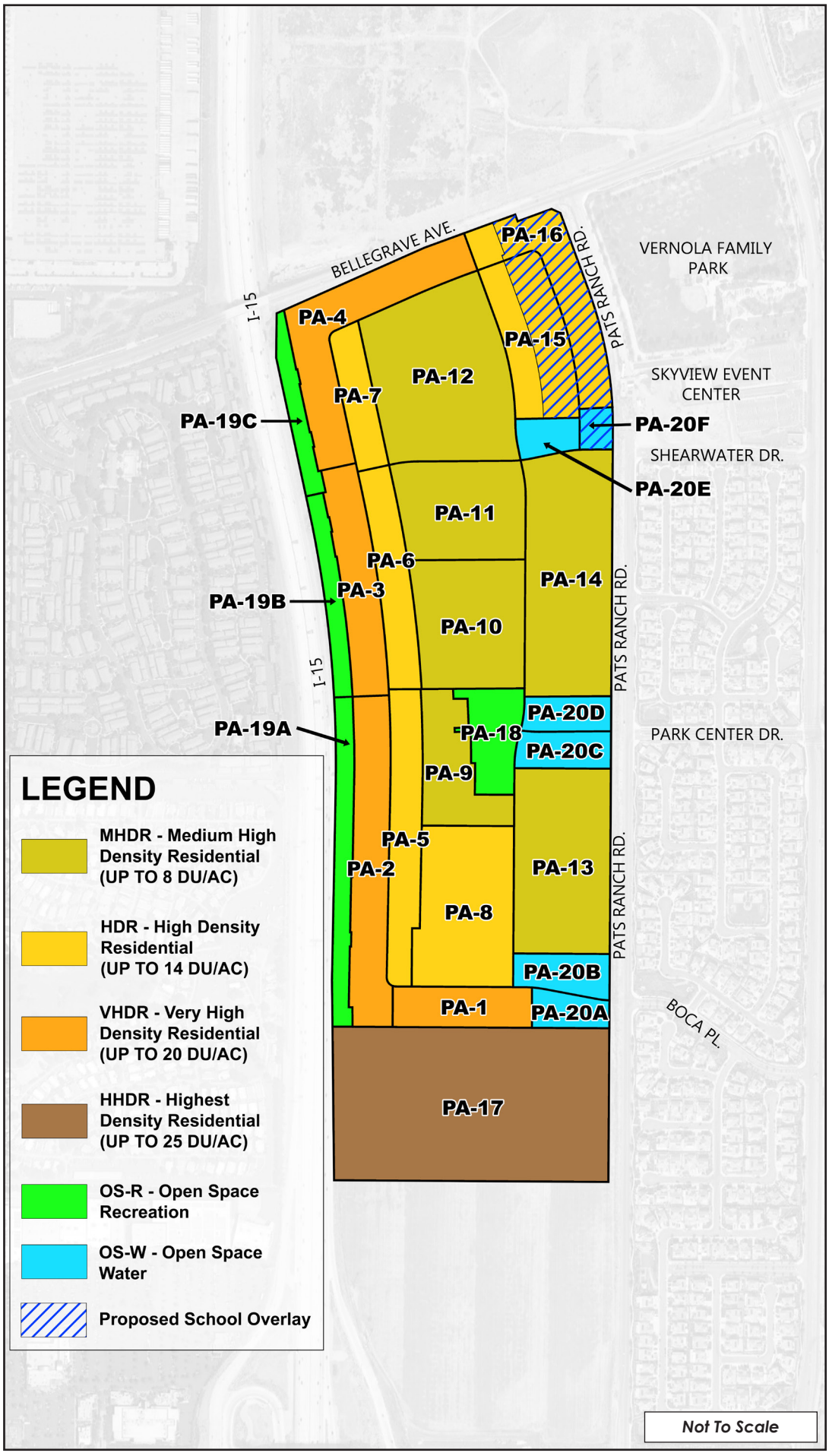


Figure 3.1, Land Use Plan

Table A, Land Use Plan Summary and Details

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

Planning Area Number		Density Range (DU/AC)	Gross Area (Acres)	Target Dwelling Units
PA-1	VHDR	Up To 20	3.37	52
PA-2	VHDR	Up To 20	6.94	116
PA-3	VHDR	Up To 20	4.89	68
PA-4	VHDR	Up To 20	7.28	94
PA-5	HDR	Up To 14	5.18	47
PA-6	HDR	Up To 14	4.12	39
PA-7	HDR	Up To 14	2.64	24
PA-8	HDR	Up To 14	8.8	81
PA-9	MHDR	Up To 8	4.46	26
PA-10	MHDR	Up To 8	8.01	42
PA-11	MHDR	Up To 8	7.09	55
PA-12	MHDR	Up To 8	13.1	77
PA-13	MHDR	Up To 8	10.17	61
PA-14	MHDR	Up To 8	12.1	90
PA-15	HDR	Up To 14	6.03	49
PA-16	HDR	Up To 14	5.25	51
PA-17	HHDR	23 To 25	24.1	604
PA-18	OS-R		3	
PA-19	OS-R		7.23	
PA-20	OS-W		9.47	
Totals			**153.23**	**1576**

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

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

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

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

3.2 Mobility Plan

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

3.2.1 Existing Roadway Network

Existing roadway network near the site includes:

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

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

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

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

DRAFT

3.2.2 Ultimate Roadway Improvements

Pats Ranch Road Improvements

Pat's Ranch Road will be constructed to the ultimate 118' right-of-way per a modified section which will remove the Class II bike lanes identified in the City's Circulation Master Plan for bicyclists and pedestrians and will construct a two-way Class I path within the parkway. The project will convert the side-street stop-controlled intersections at Shearwater Drive, Park Center Drive, and Boca Place to roundabouts. These roundabouts will function as a traffic calming measure that smoothly transition the roadway to a lower speed operation within the VRSP neighborhood. Final design will be reviewed and approved by the City Engineer.

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

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

Bellegrave Avenue Improvements

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

DRAFT

Interior Roads

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

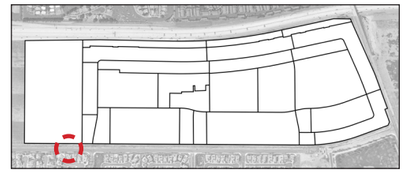
Roads within single family residential planning areas will be 56' right of way with 36' paving with two 5-foot-wide sidewalks and two 5-foot-wide parkways.

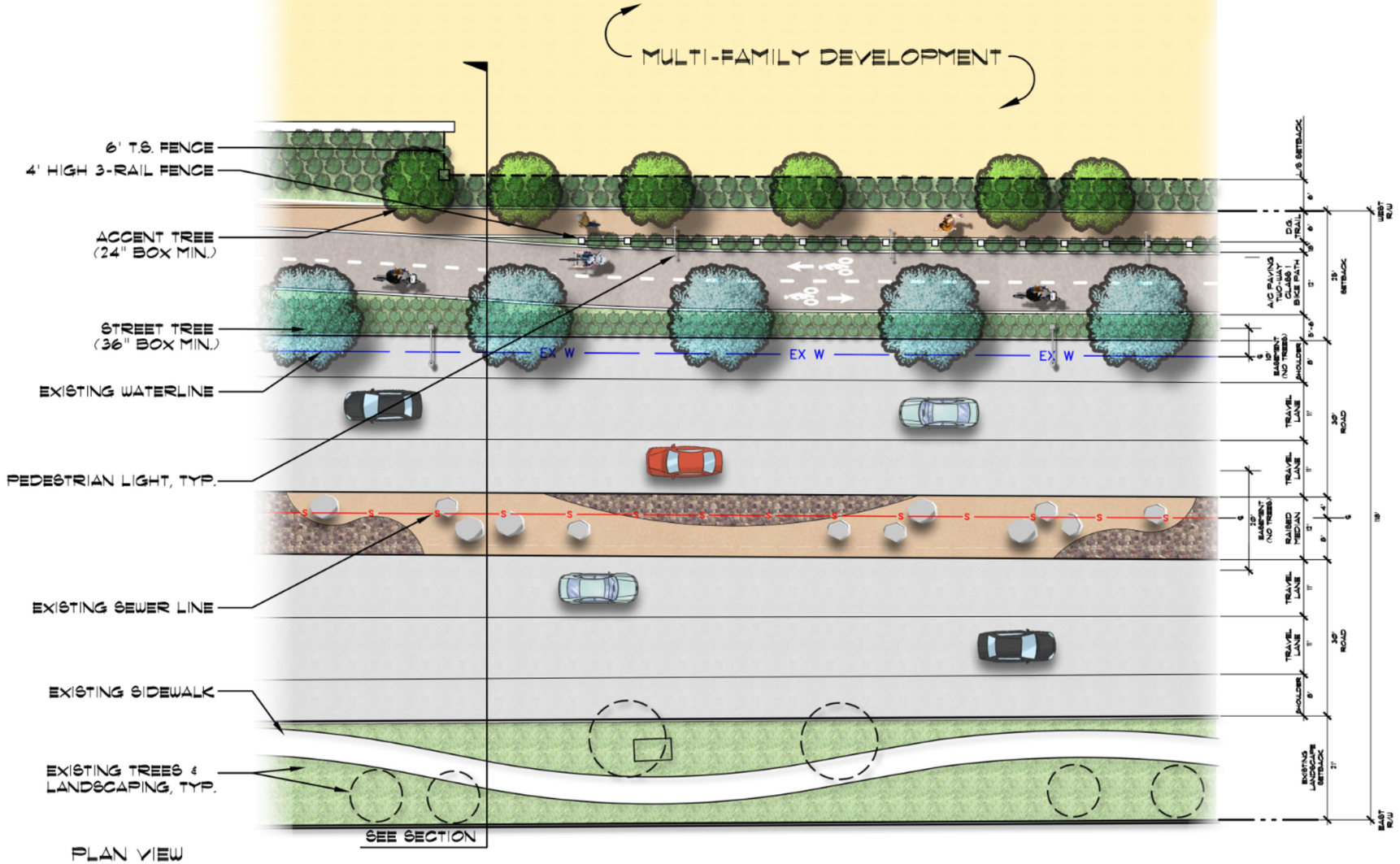
Additional interior road section will be discussed in Section 3.2.5 Vehicular Circulation Plan.

Roundabout layouts

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

DRAFT





PLAN VIEW

Not To Scale

VERNOLA RANCH

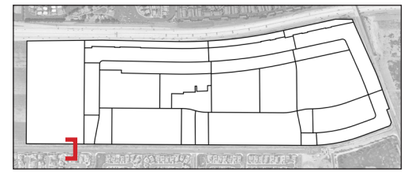
PATS RANCH ROAD - SOUTH OF BOCA PLACE

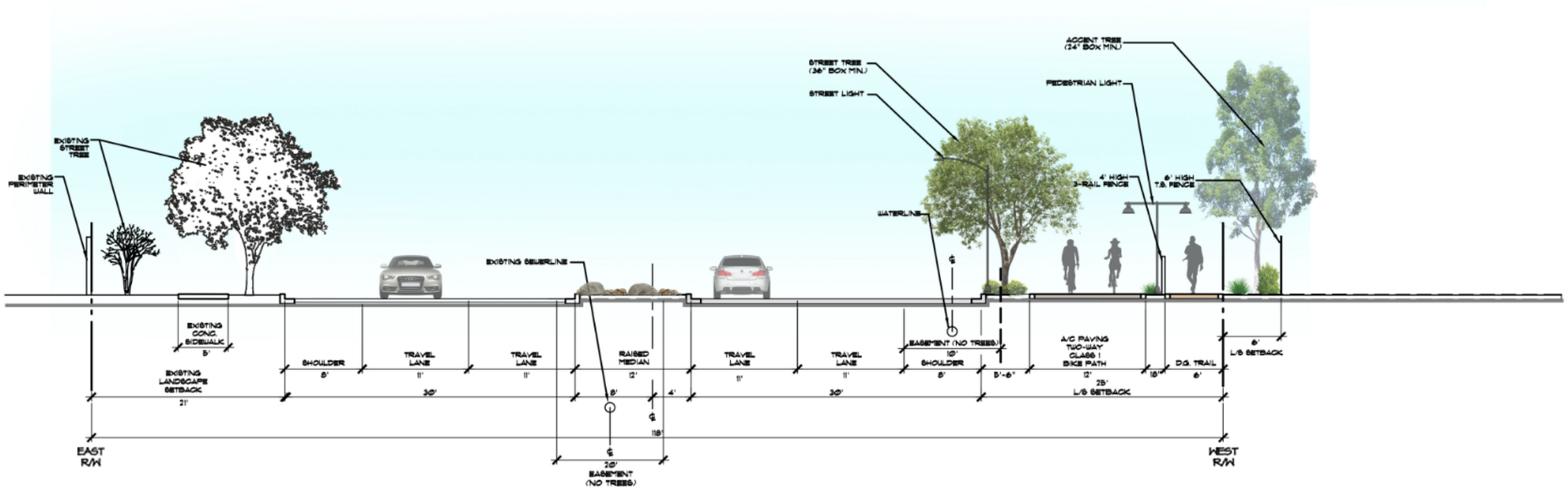
SITESCAPES
Landscape Architecture & Planning
2190-92 Airport Loop Drive
Costa Mesa, CA 92626
Walnut Pahrump, Livonia @ (714)
(949) 644-9370 FAX (714) 210-3140

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

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

ALBERT A. WEBB ASSOCIATES





SECTION

Not To Scale

VERNOLA RANCH

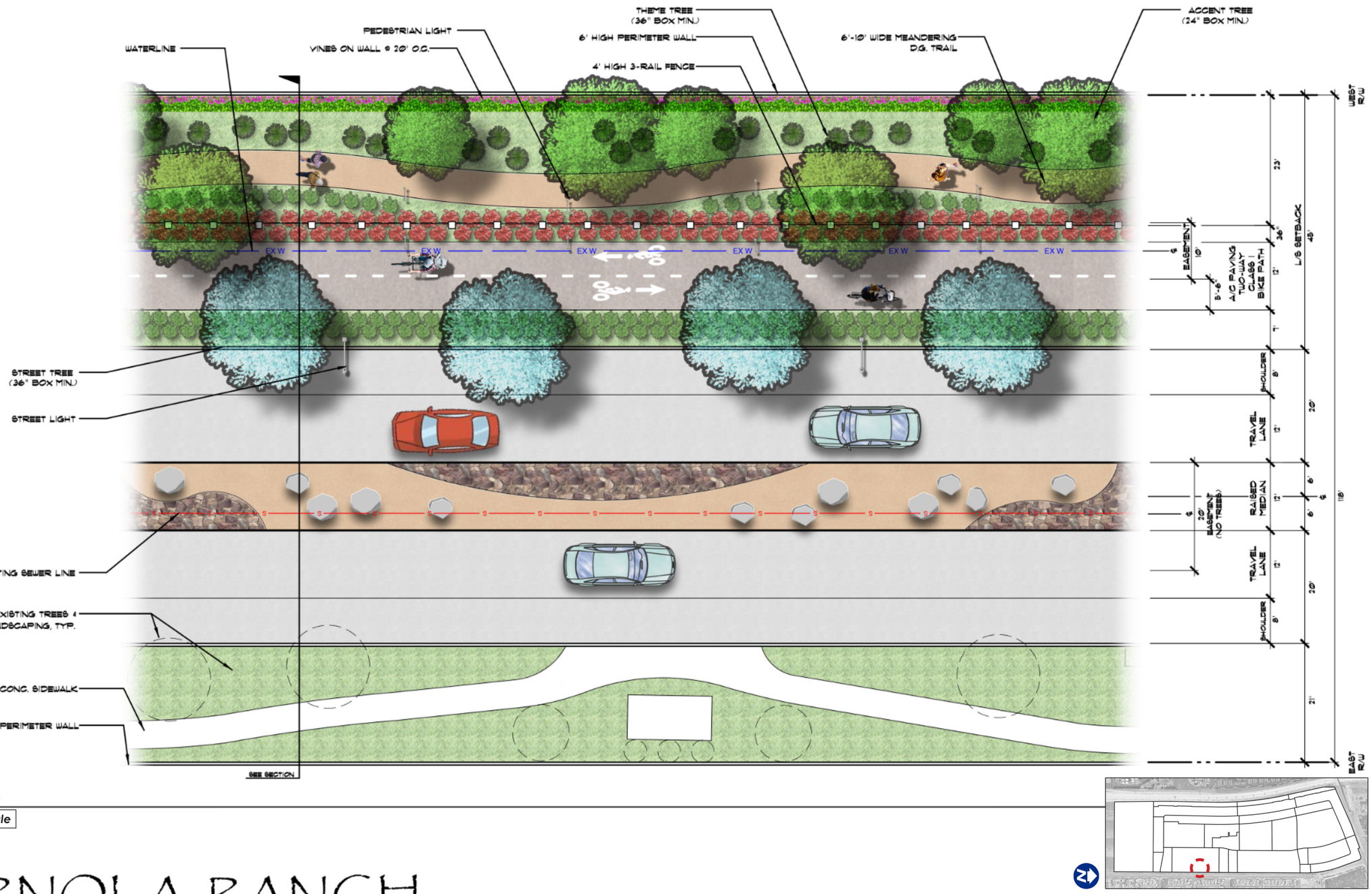
PATS RANCH ROAD - SOUTH OF BOCA PLACE

SITESCAPES
Landscape Architecture & Planning
2190-B2 Airport Loop Drive
Costa Mesa, CA 92626
(949) 644-9270 FAX (714) 210-3140

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

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

ALBERT A. WEBB ASSOCIATES



PLAN VIEW

Not To Scale

VERNOLA RANCH

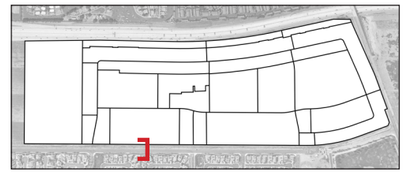
PATS RANCH ROAD - NORTH OF BOCA PLACE

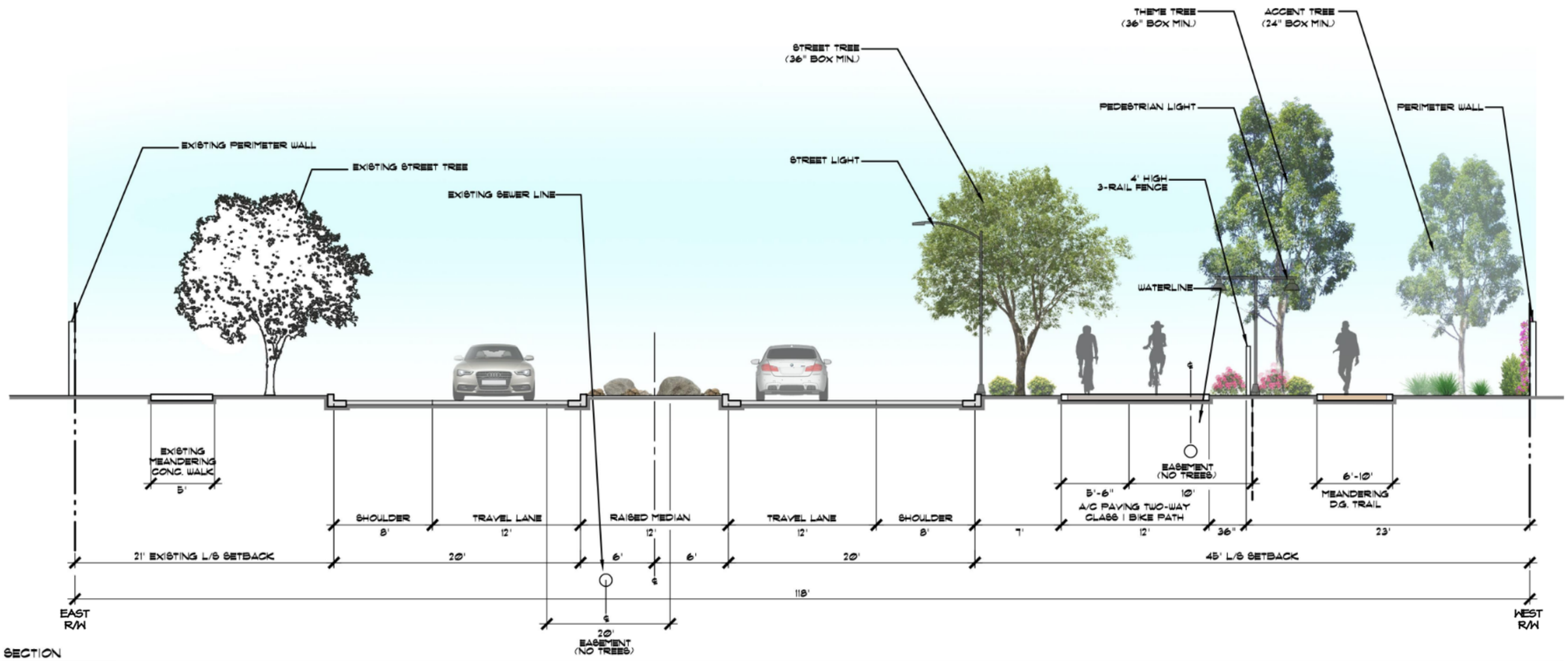
SITESCAPES
Landscape Architecture & Planning
2190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Walnut Fullerton, Livorno @ 2761
(949) 644-9370 FAX (714) 210-3140

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

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

ALBERT A. WEBB ASSOCIATES





SECTION

Not To Scale

VERNOLA RANCH

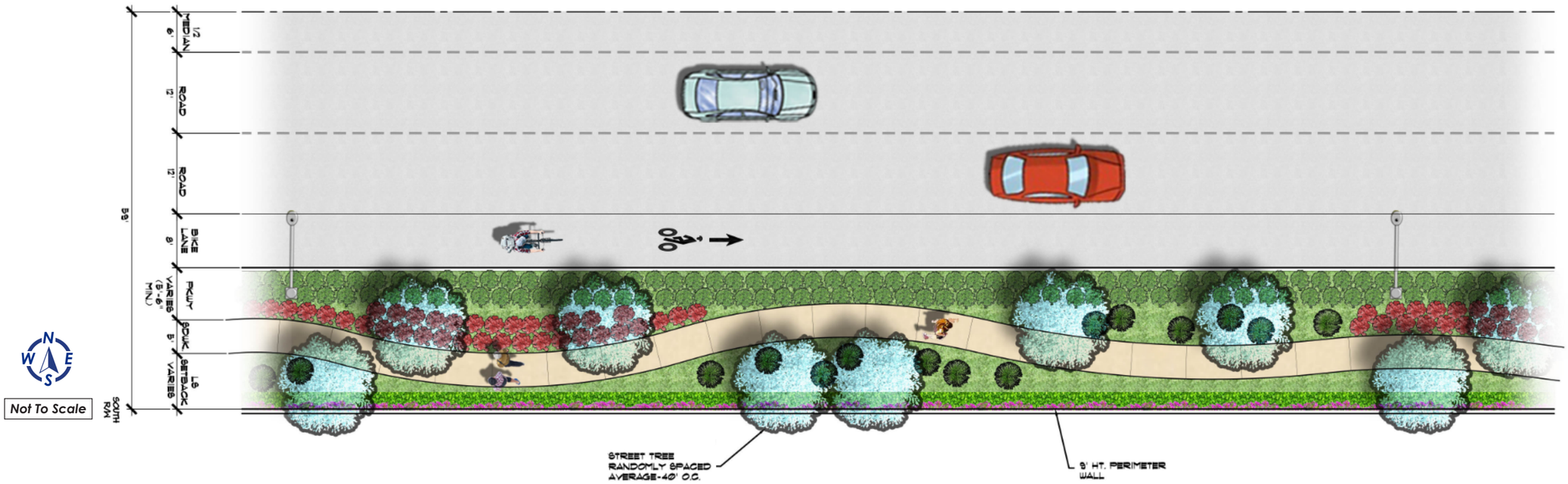
PATS RANCH ROAD - NORTH OF BOCA PLACE

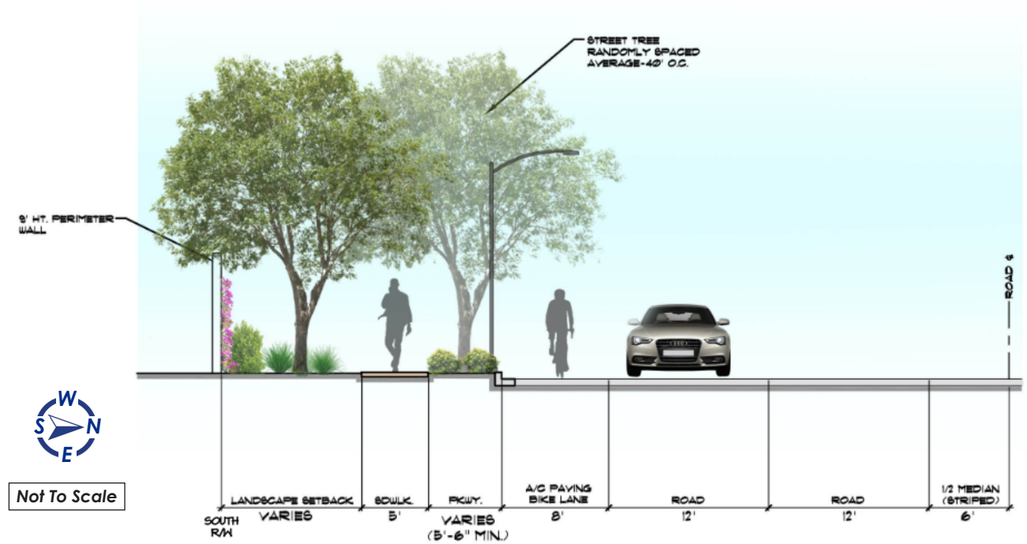
SITESCAPES
Landscape Architecture & Planning
2151-52 Airport Loop Drive
Costa Mesa, CA 92626
(949) 644-9270 FAX (714) 210-3148

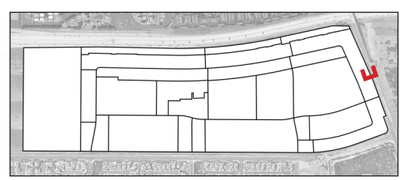
JOB# 21-040 DATE: 05-08-23

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

ALBERT A. WEBB ASSOCIATES





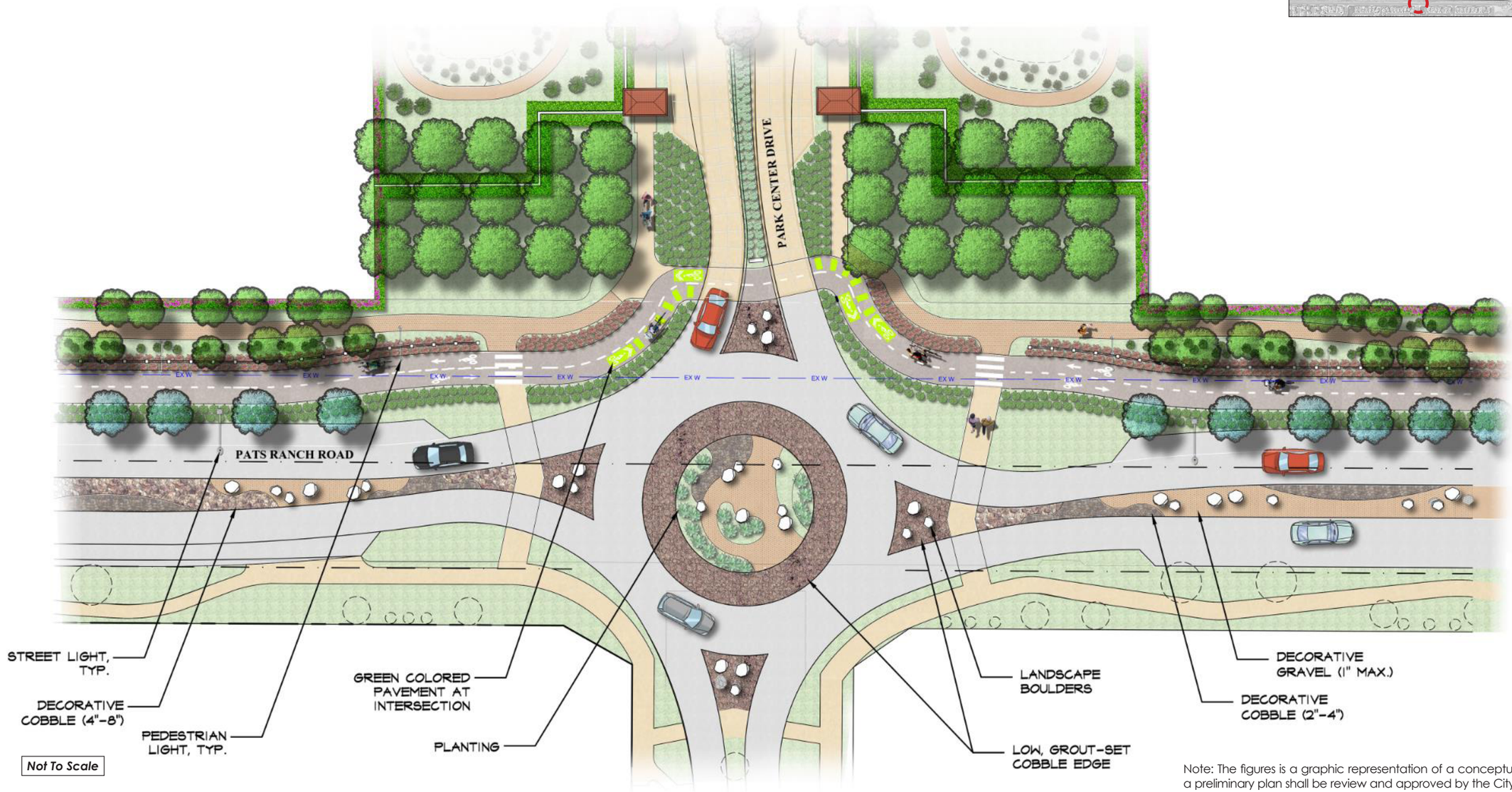


VERNOLA RANCH BELLEGRAVE AVENUE

SITESCAPES
Landscape Architecture & Planning
JOB# 21-040 DATE: 2-22-23

Figure 3.4, Bellegrave Avenue

ALBERT A. WEBB ASSOCIATES



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

VERNOLA RANCH

ROUNDABOUT - PATS RANCH ROAD & PARK CENTER DRIVE

SITESCAPES
Landscape Architecture & Planning

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

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

3.2.3 Project Access

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

Main Entry Road Project Access – Park Center Drive

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

DRAFT

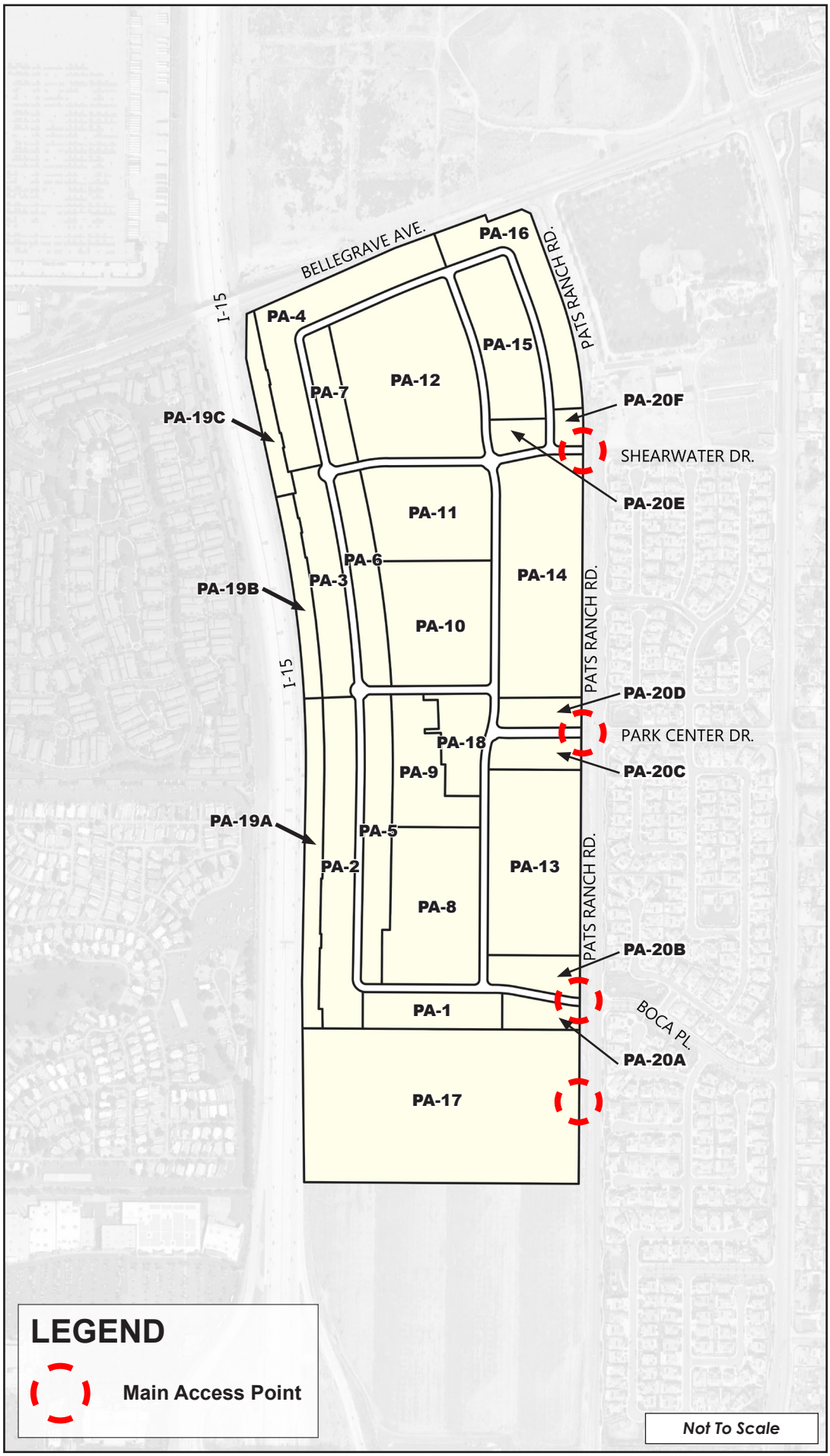
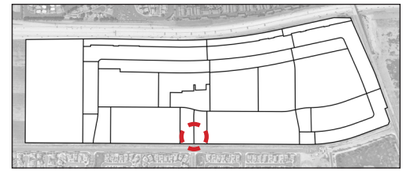


Figure 3.6, Main Access Points





Not To Scale

VERNOLA RANCH

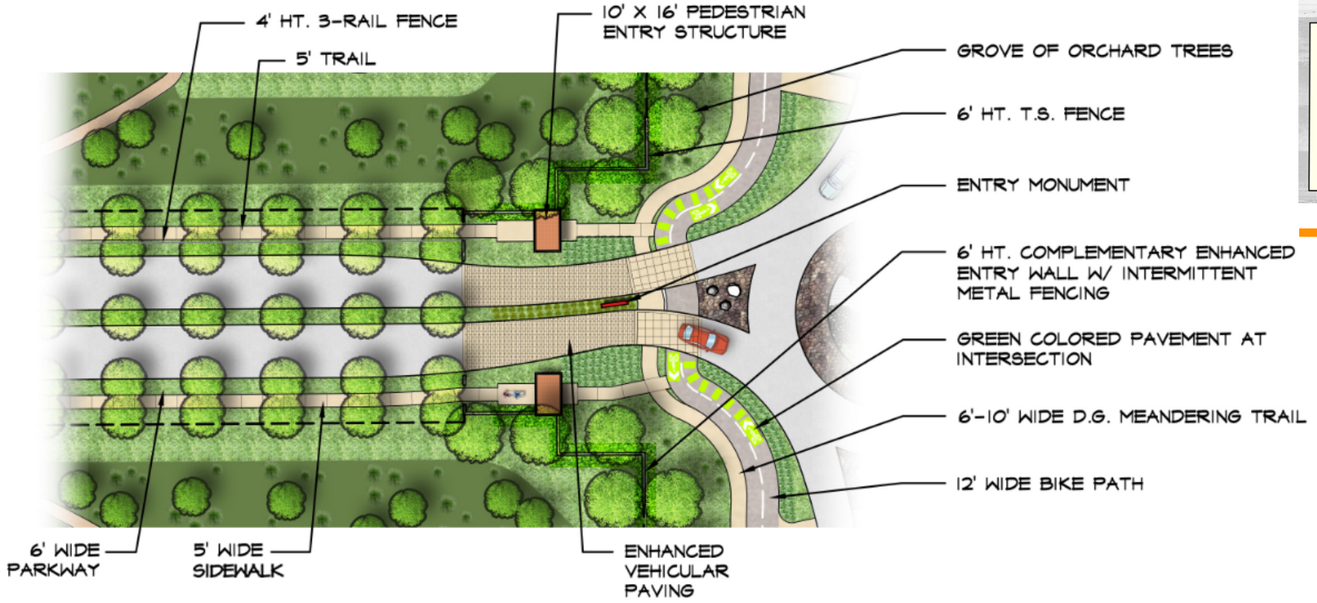
ENTRY - PARK CENTER DRIVE

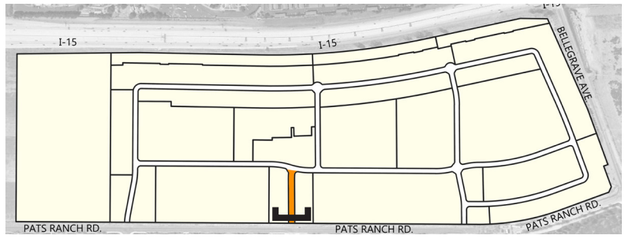
SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
(949) 646-9370 FAX (714) 210-3140

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

Figure 3.7 A, Entry - Park Center Drive

ALBERT A. WEBB ASSOCIATES

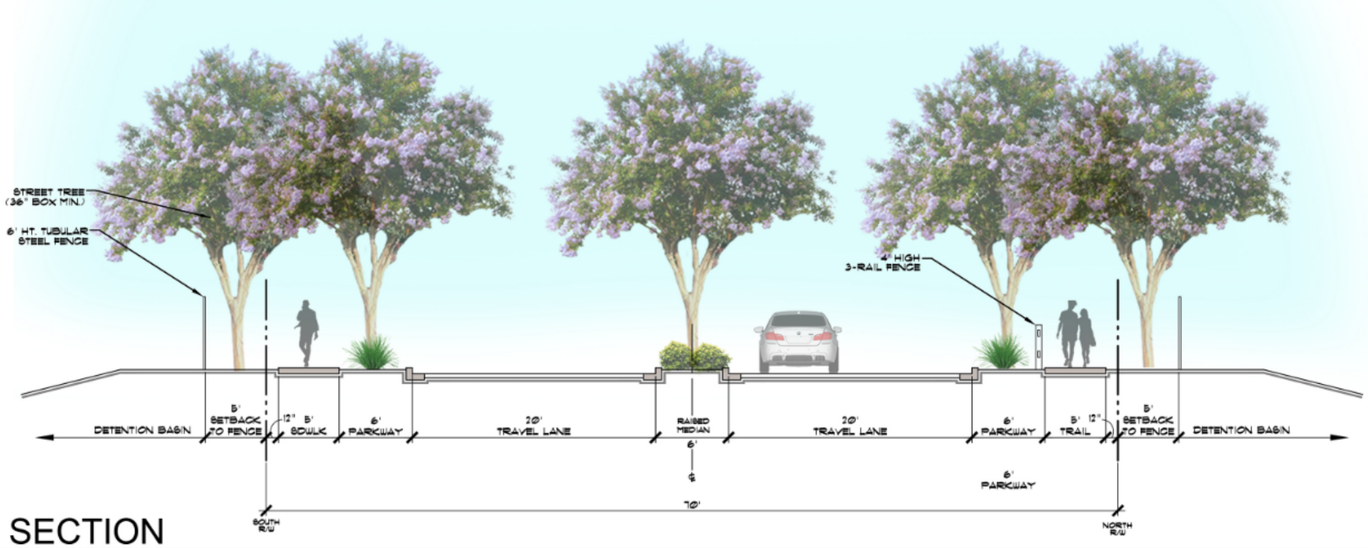




Park Center Dr. Entry - Interior Road Street "F"

Not To Scale

SECTION



Not To Scale

SECTION

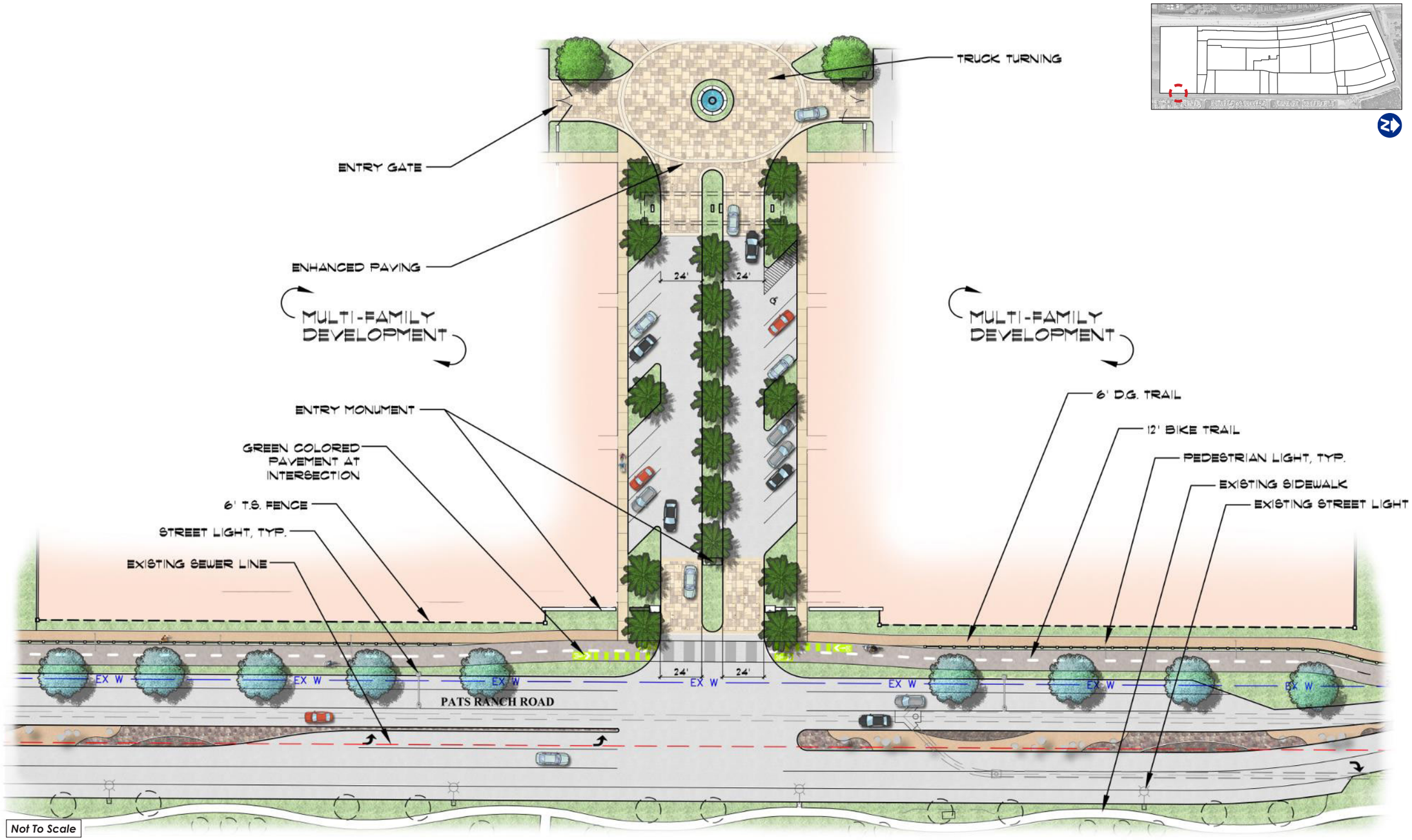
VERNOLA RANCH ENTRY - PARK CENTER DRIVE - INTERIOR ROAD STREET "F"

SITESCAPES
Landscape Architecture & Planning
3180-82 Airport Loop Drive
Costa Mesa, CA 92626
Roland Fellowes, License # 3761
(949) 644-9370 FAX (714) 210-3140

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

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

ALBERT A. WEBB ASSOCIATES



VERNOLA RANCH MULTI-FAMILY ENTRY - SOUTH OF BOCA PLACE

SITESCAPES
Landscape Architecture & Planning

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

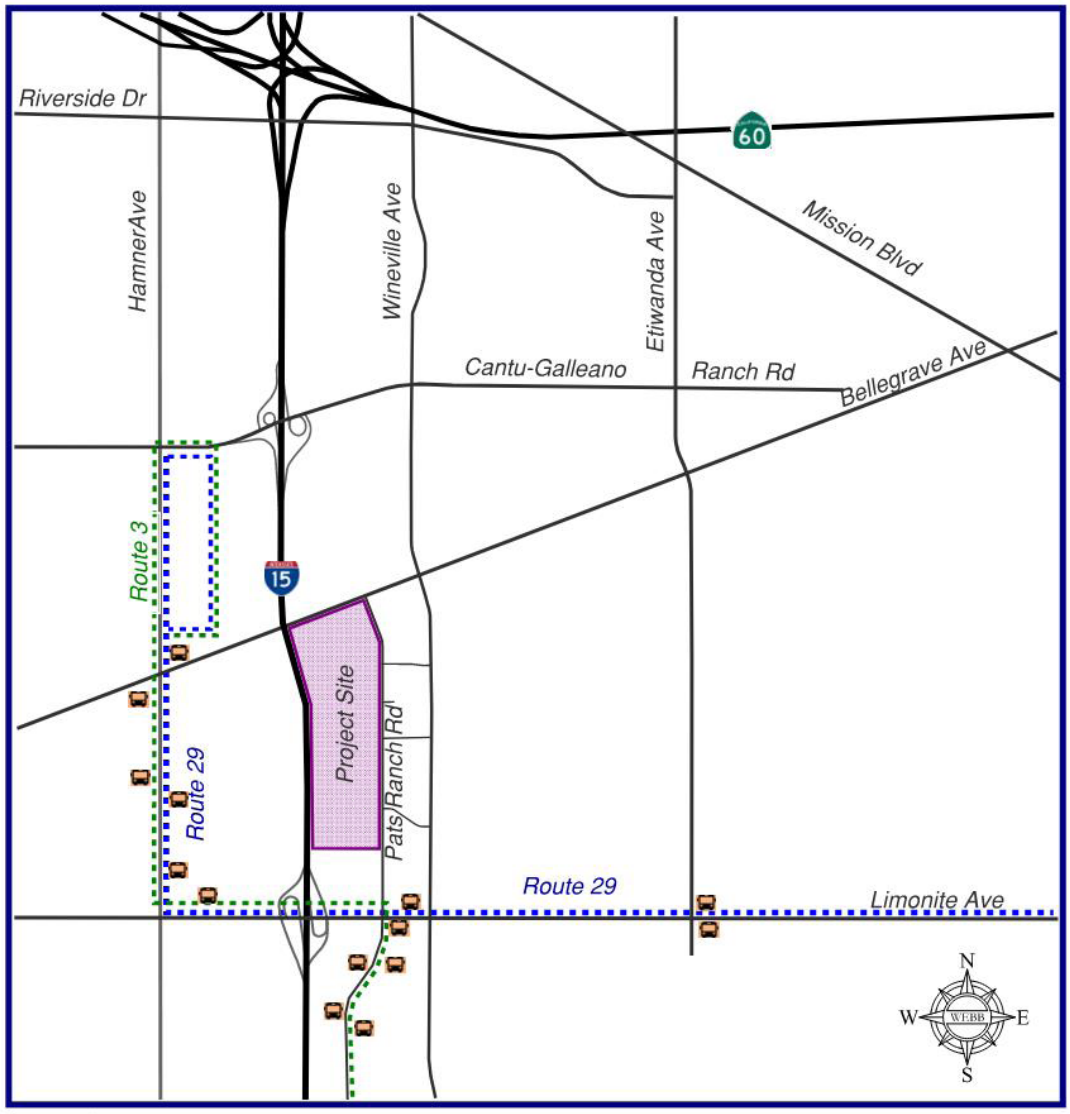
Figure 3.8, Multi-Family Entry - South of Boca Place

ALBERT A. WEBB ASSOCIATES

3.2.4 Public Transit

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

DRAFT



Not To Scale

Figure 3.9, Adjacent Existing Transit Services

3.2.5 Vehicular Circulation Plan

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

3.2.6 Courts, Motor Courts, and Streets within Planning Areas

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

DRAFT

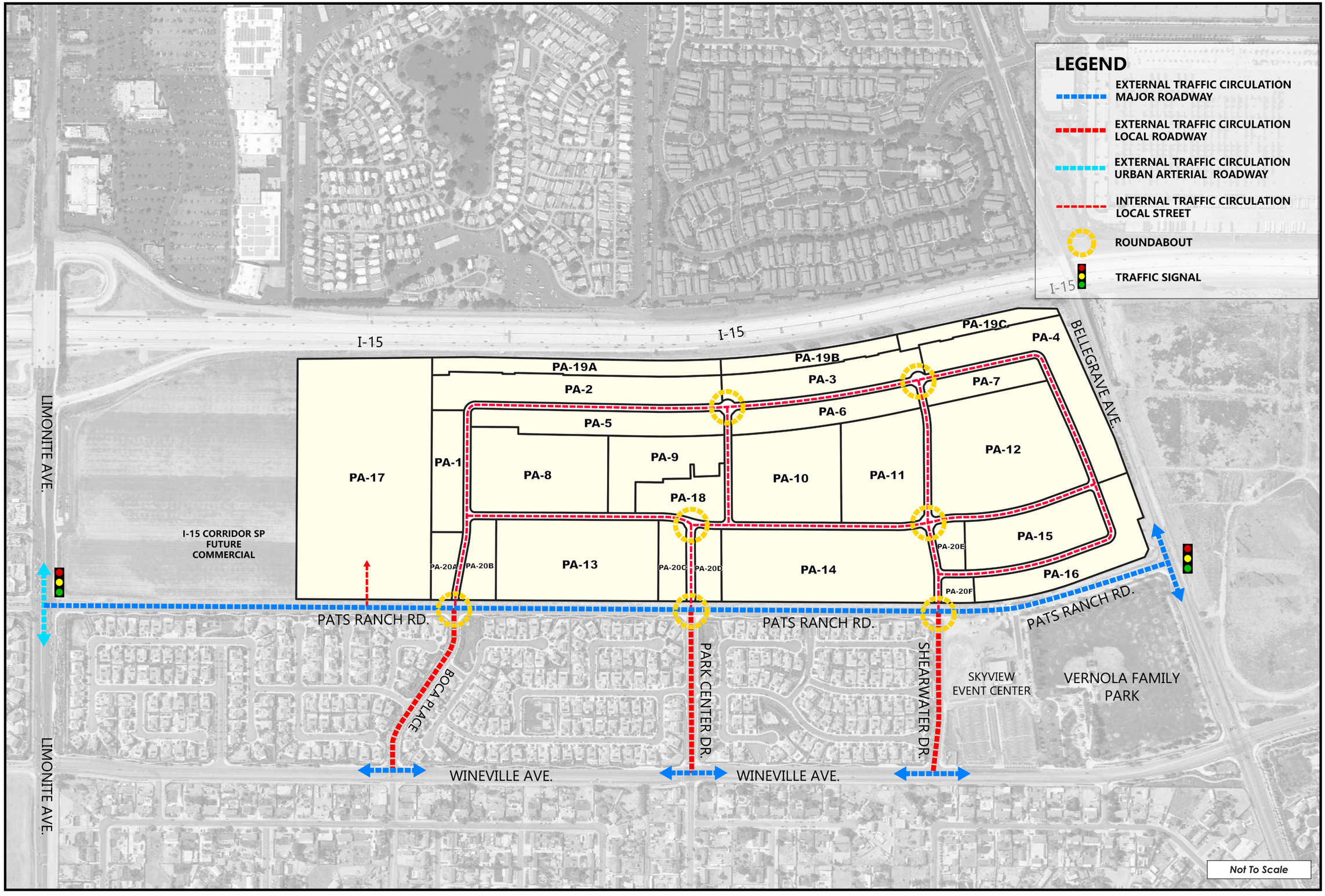
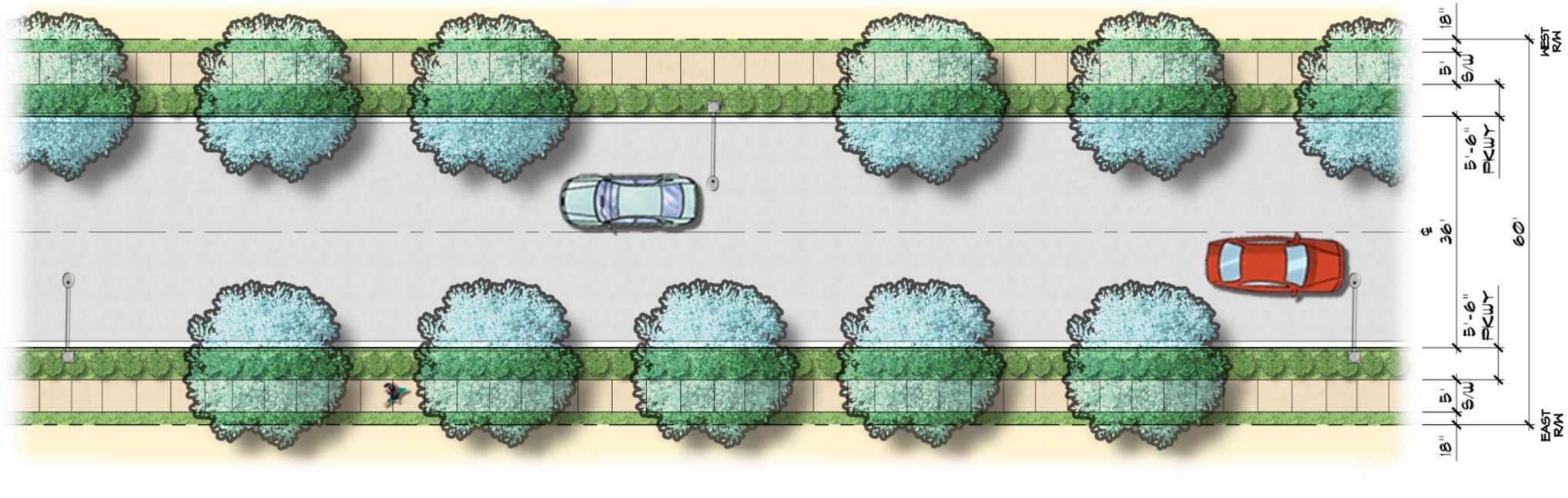
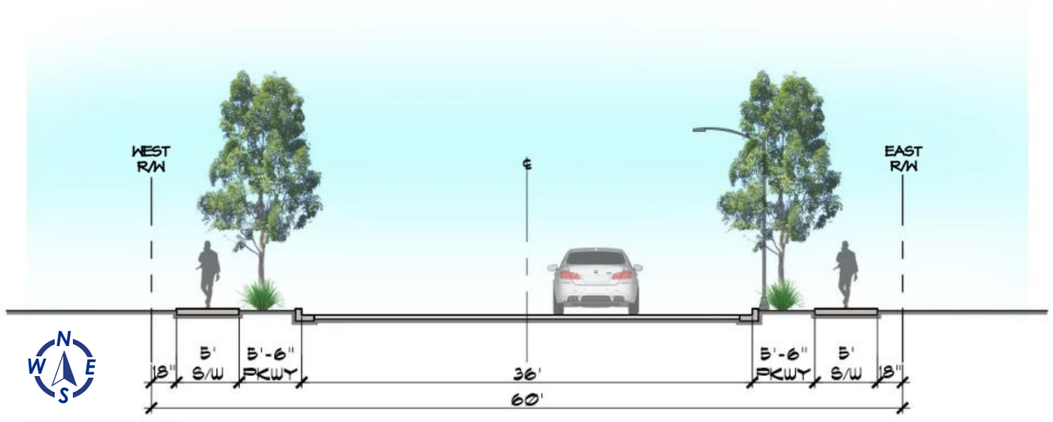


Figure 3.10, Vehicular Circulation Plan



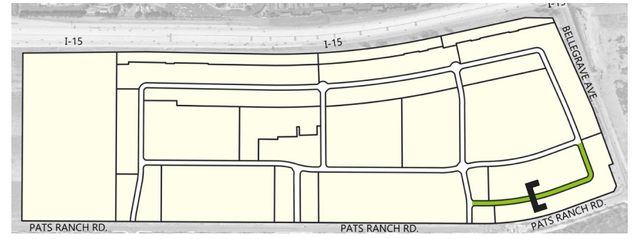
PLAN VIEW

Not To Scale



SECTION

Not To Scale



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

VERNOLA RANCH

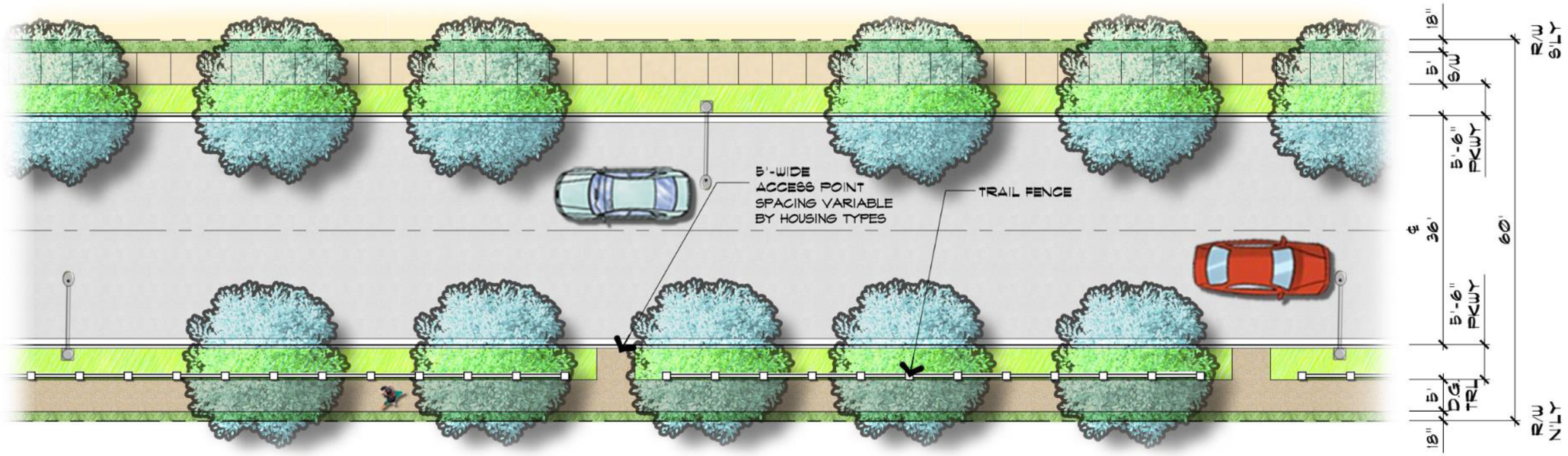
STANDARD INTERIOR ROAD - STREET "D" & STREET "C" EAST OF STREET "E"

SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Walnut Fullerton, Ontario & 2760
(949) 644-6370 FAX (714) 210-5140

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

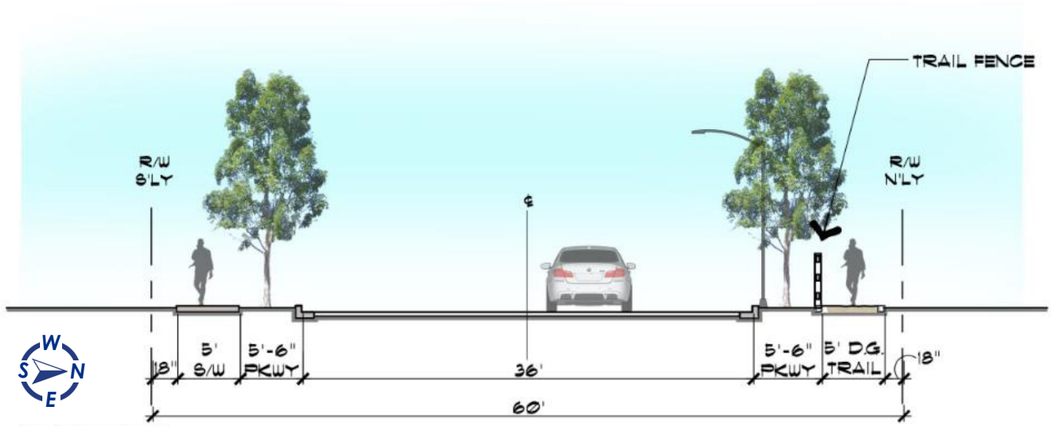
Figure 3.11 A, Standard Interior Road - Street "D" & Street "C" East of Street "E"

ALBERT A. WEBB ASSOCIATES

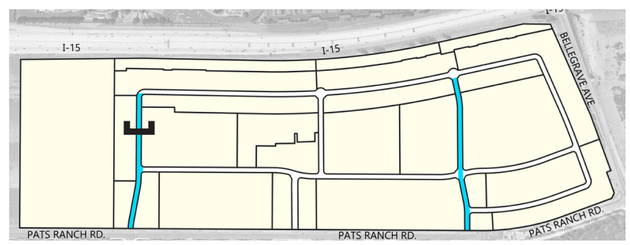


PLAN VIEW

Not To Scale



SECTION



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

VERNOLA RANCH

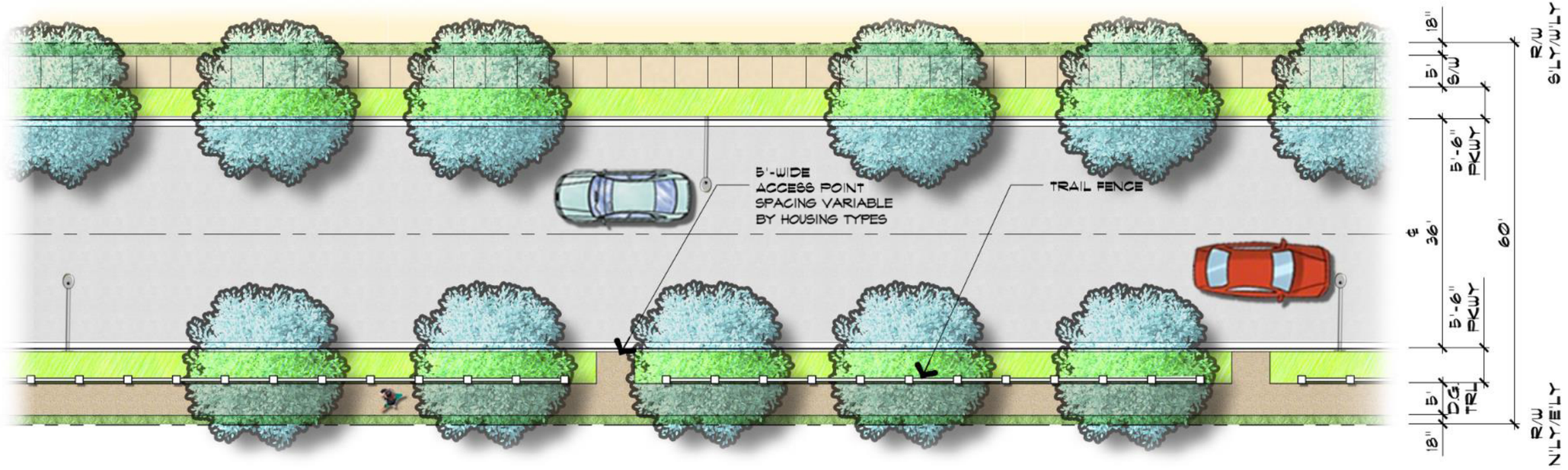
INTERIOR ROAD WITH TRAIL - STREET "A" & "G"

SITESCAPES
Landscape Architecture & Planning

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

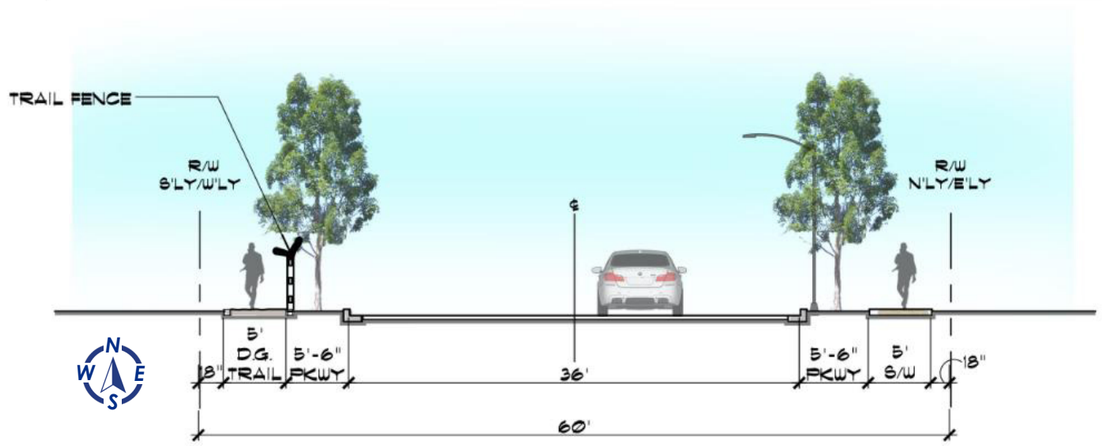
Figure 3.11 B, Interior Road With Trail - Street "A" & "G"

ALBERT A. WEBB ASSOCIATES

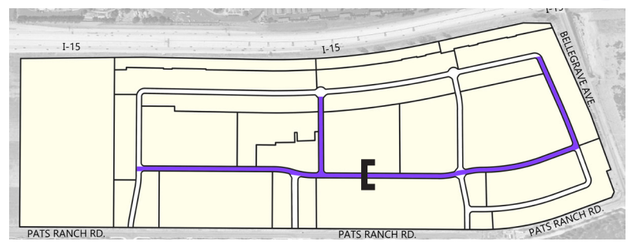


PLAN VIEW

Not To Scale



SECTION



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

VERNOLA RANCH

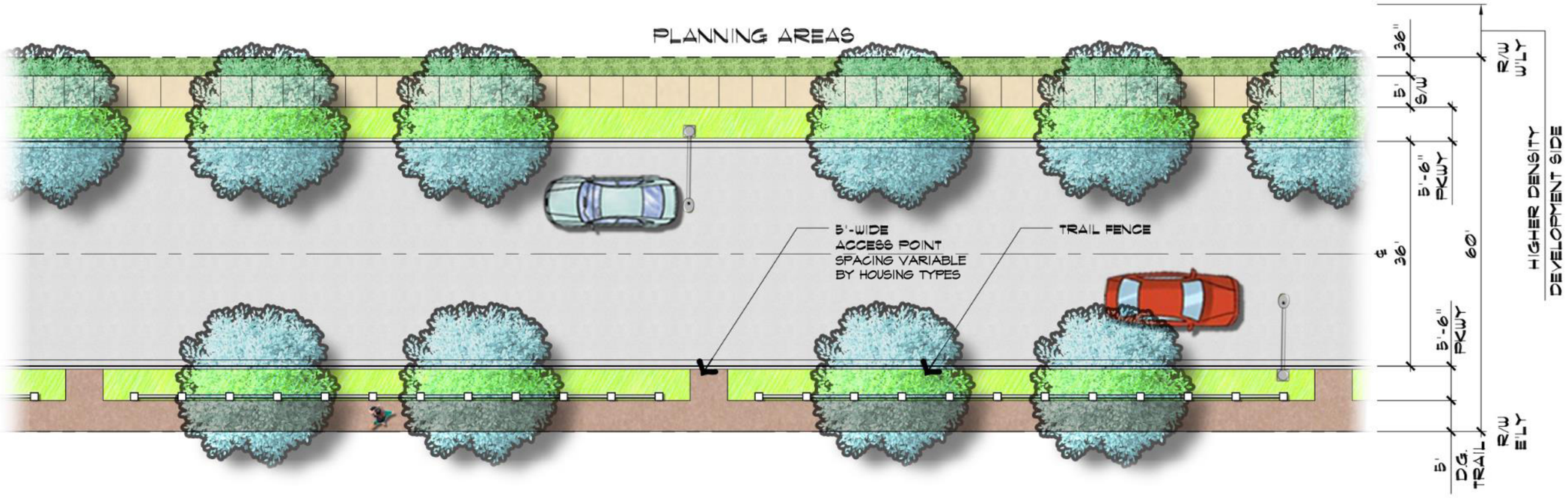
INTERIOR ROAD WITH TRAIL - STREET "C" WEST OF STREET "E", STREET "E" & "H"

SITESCAPES
Landscape Architecture & Planning

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

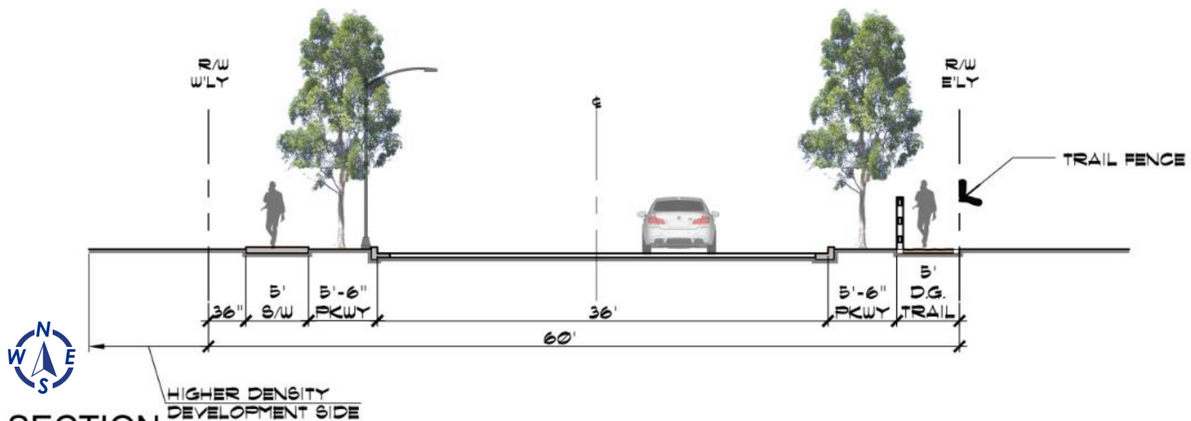
Figure 3.11 C, Interior Road With Trail - Street "C" West of Street "E", Street "E" & "H"

ALBERT A. WEBB ASSOCIATES



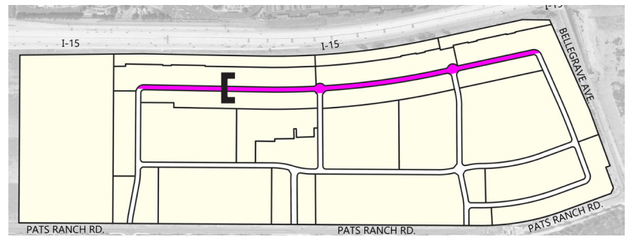
PLAN VIEW

Not To Scale



SECTION

Not To Scale



Interior Road - Street "B"

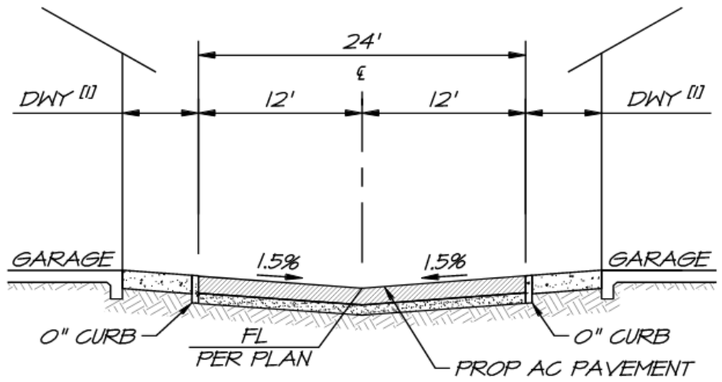
VERNOLA RANCH

INTERIOR ROAD - STREET "B"

SITESCAPES
Landscape Architecture & Planning

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

Figure 3.11 D, Interior Road - Street "B"

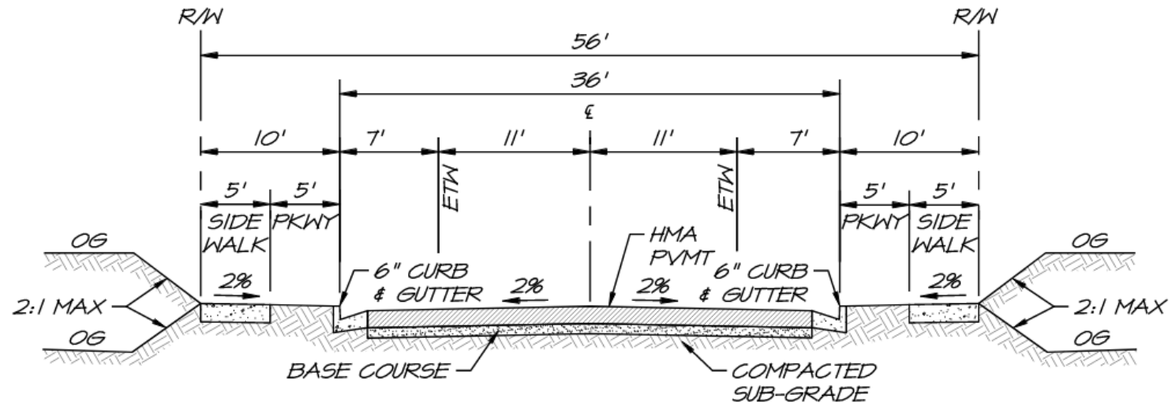


TYPICAL SECTION

MOTOR COURT

NTS

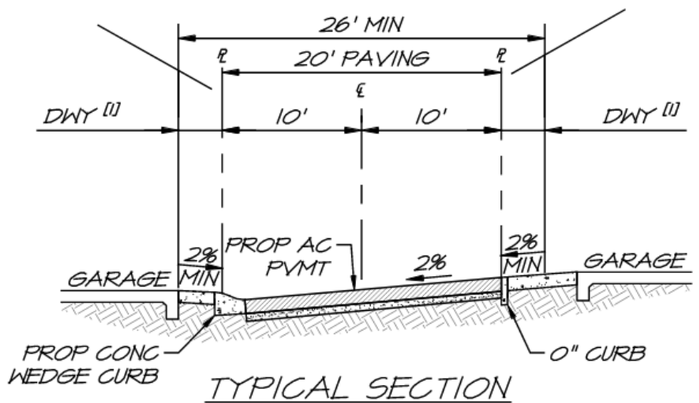
[1] - 5' MAX WITH COURT ADJACENT GARAGE OR
18' MIN WITH GARAGE SET BACK FROM COURT



TYPICAL SECTION

STREET WITHIN PLANNING AREA

NTS

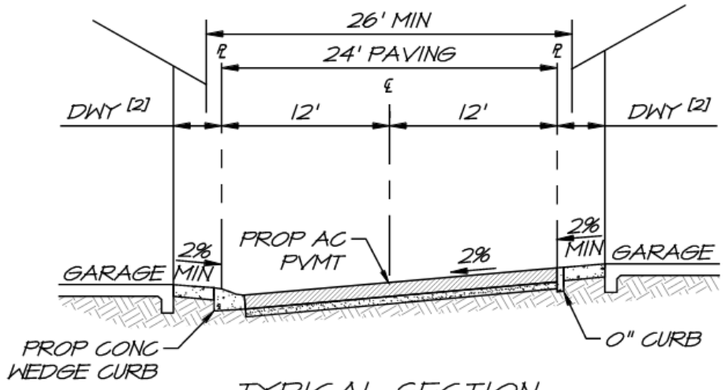


TYPICAL SECTION

COURT - NO FIRE ACCESS

NTS

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



TYPICAL SECTION

COURT - WITH FIRE ACCESS

NTS

[2] - 5' MAX WITH COURT ADJACENT GARAGE

Not To Scale

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

3.2.7 Traffic Calming

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

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

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

3.2.8 Pedestrian and Cycling Circulation Plan

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

DRAFT

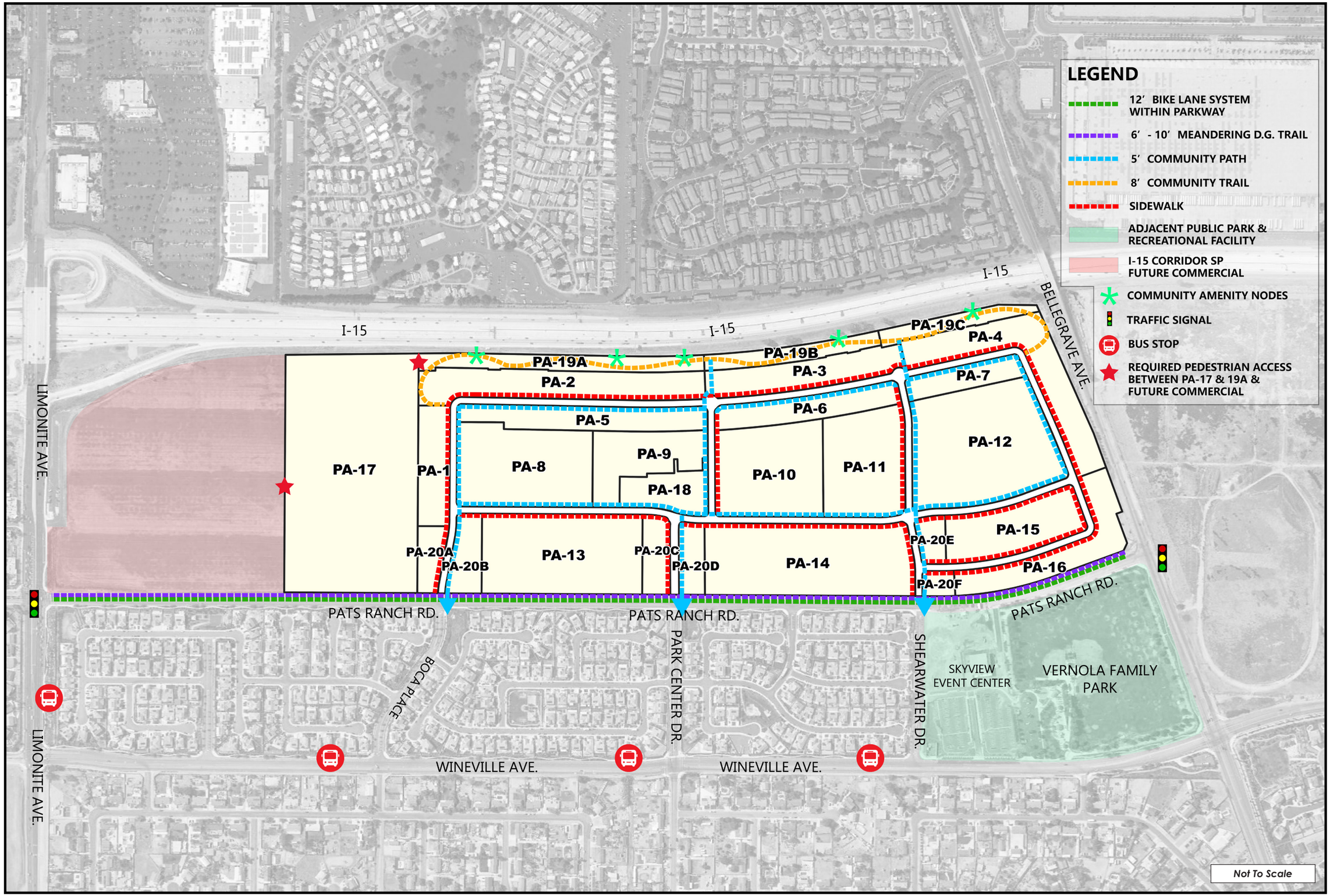


Figure 3.13, Pedestrian and Cycling Circulation Plan

Bike Network

A Two-way Class I bike path will be separated from vehicle traffic provided within the parkway along Pats Ranch Road on the west side of the roadway. The bike path will be for the exclusive use of bicycles and is physically separated from motor vehicle traffic. The bike path will help link various Vernola Ranch community amenities. **Figure 3.13, Pedestrian and Cycling Circulation Plan** reflects these connections throughout the VRSP.

Pedestrian Network

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



Conceptual Meandering D.G. Trail

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

Community Trail

An 8-foot-wide community trail runs along the western boundary of the VRSP adjacent to Interstate 15. The community walking trail runs through the Neighborhood Park, connecting the various community amenity nodes. In addition, the Neighborhood Park is connected to a network of sidewalks within the community local streets to provide pedestrian connections between the planning areas, residential lots, and commercial and recreational amenities. The Community Trail and walking network is shown in **Figure 3.13, Pedestrian and Cycling Circulation Plan.**

DRAFT

Decomposed Granite Trail

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

Community Path

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

3.3 Open Space and Recreation Plan

Vernola Ranch is located within proximity of several regional recreational facilities including Limonite Meadows Park, the SilverLakes Equestrian and Sports Park, and Esplanade Park. There are also a number of nearby public parks and recreational facilities located within the City that are within an approximately 3.5-mile radius of the VRSP. The Vernola Family Park and Skyview Event Center with the future gym and classrooms are directly adjacent to the east. The Vernola Family Park offers three baseball fields, two basketball half-courts, barbeque and picnic areas, and play equipment. At build-out, the Skyview Event Center will include a multi-purpose room,



Vernola Family Park and Skyview Event Center

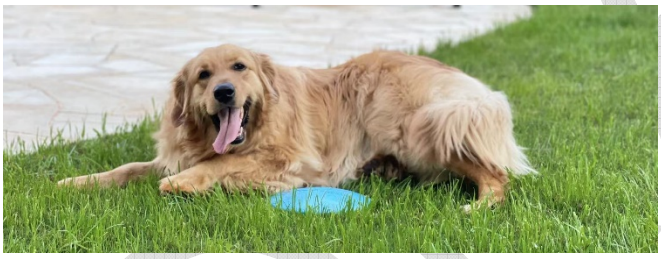
DRAFT

kitchen and restroom facilities, as well as four classrooms/meeting rooms, and two indoor basketball courts with volleyball overlays.

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

3.3.1 Park Areas

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







Conceptual Dog Park and the Neighborhood Park Areas

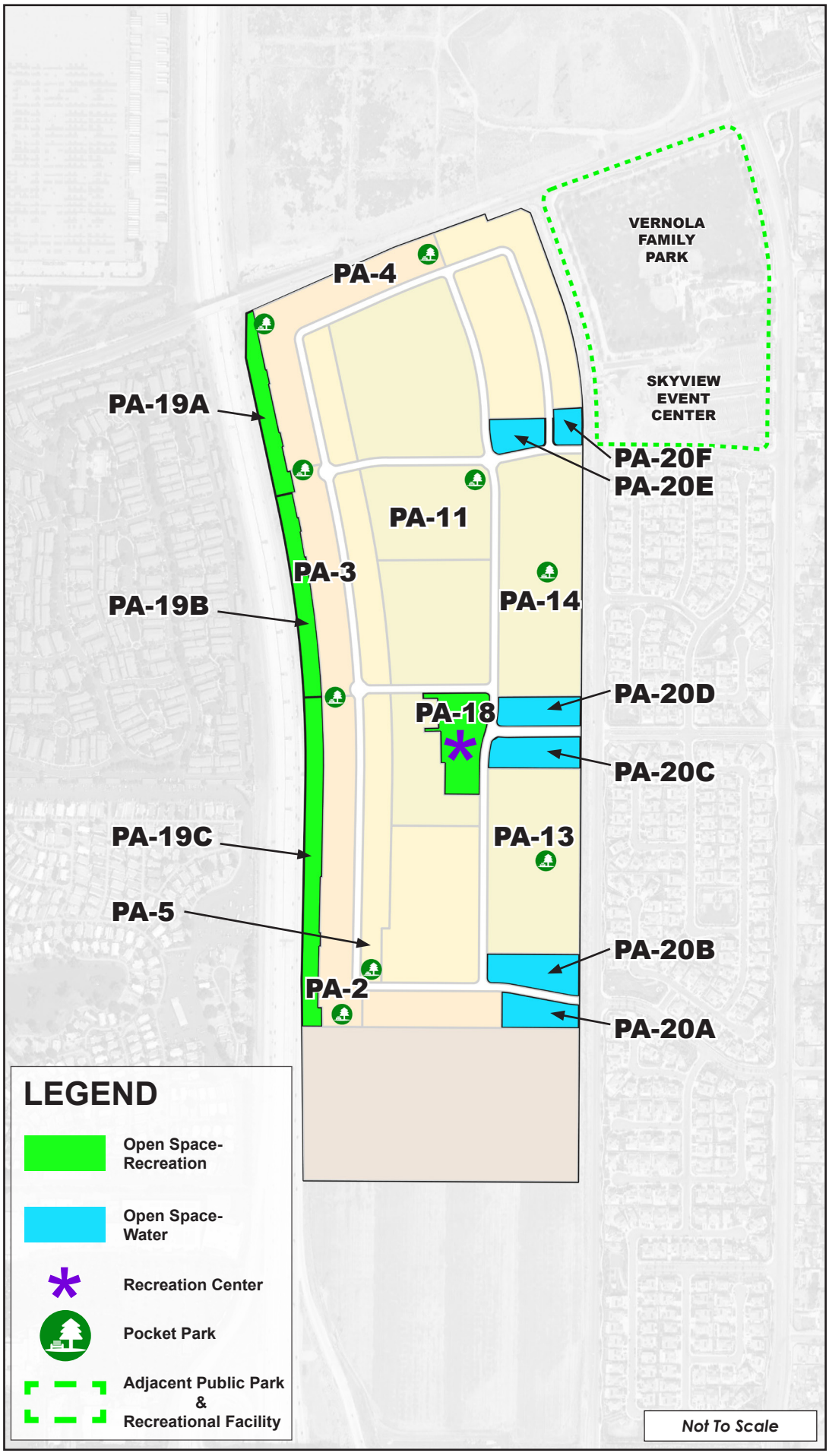
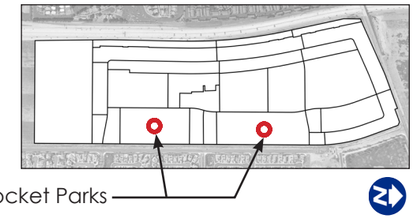


Figure 3.14, Conceptual Open Space and Recreation Plan





Not To Scale

VERNOLA RANCH

POCKET PARK - CONCEPTUAL PLAN

SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Patterson, License # 3782
(949) 644-8370 FAX (714) 210-3140

JOB# 21-040 DATE: 05-05-22

Figure 3.15, Pocket Park - Conceptual Plan

3.3.2 Amenity Areas

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

3.3.3 Vernola Ranch Recreation Center Campus Layout

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

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









By Lennar Homes

DRAFT



Figure 3.16, Recreation Center Campus Layout

3.3.4 Vernola Ranch Neighborhood Park

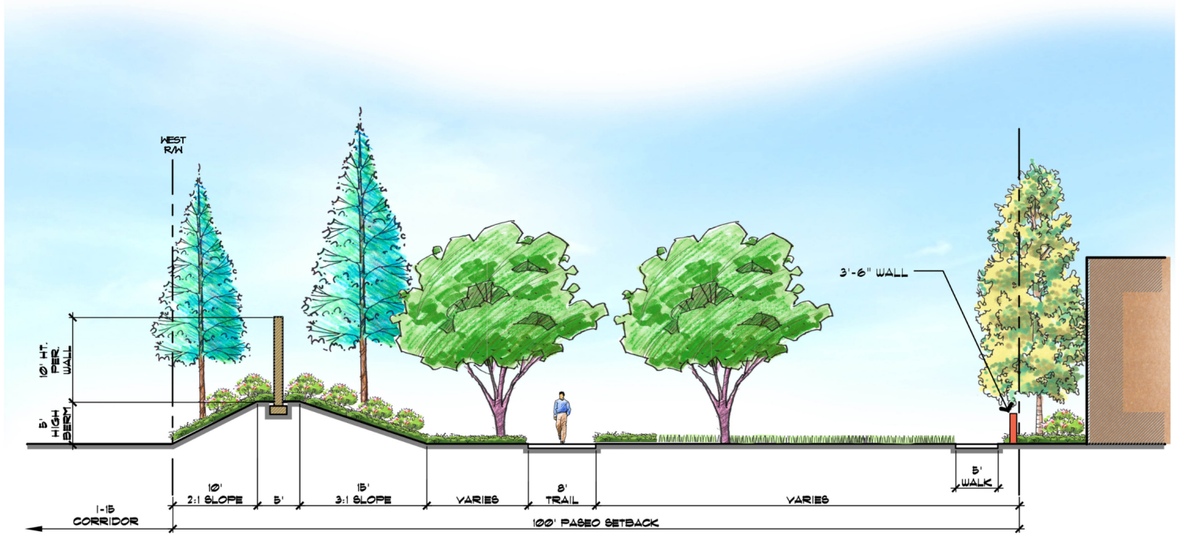


The Vernola Ranch Neighborhood Park is an approximately 7.5 Acre park that will run along the western boundary of the VRSP adjacent to Interstate 15. The Neighborhood Park has activity areas that may include bocce ball courts, exercise nodes, play equipment, dog parks, BBQ's, picnic areas, shade structures, and open play areas as shown on **Figure 3.17, Overall Neighborhood Park Plan**, and **Figure 3.18, Conceptual Dog Parks Enlargements**. In the center is the agrarian area that may include community gardens, vineyards, orchards and historic placards. A community trail which is eight-foot wide runs through the Neighborhood Park and connects to greenbelts and other recreational amenities throughout Vernola Ranch. The Neighborhood Park is depicted in **Figure 3.19 A and Figure 3.20 A, Neighborhood Park Enlargement – Agrarian Area & Activity Area, Figure 3.19 B and Figure 3.20 B, Neighborhood Park 3D Views – Agrarian Area & Activity Area,** and **Figures 3.21 to 3.24, Cross Section B to E.**

3.3.5 Basins

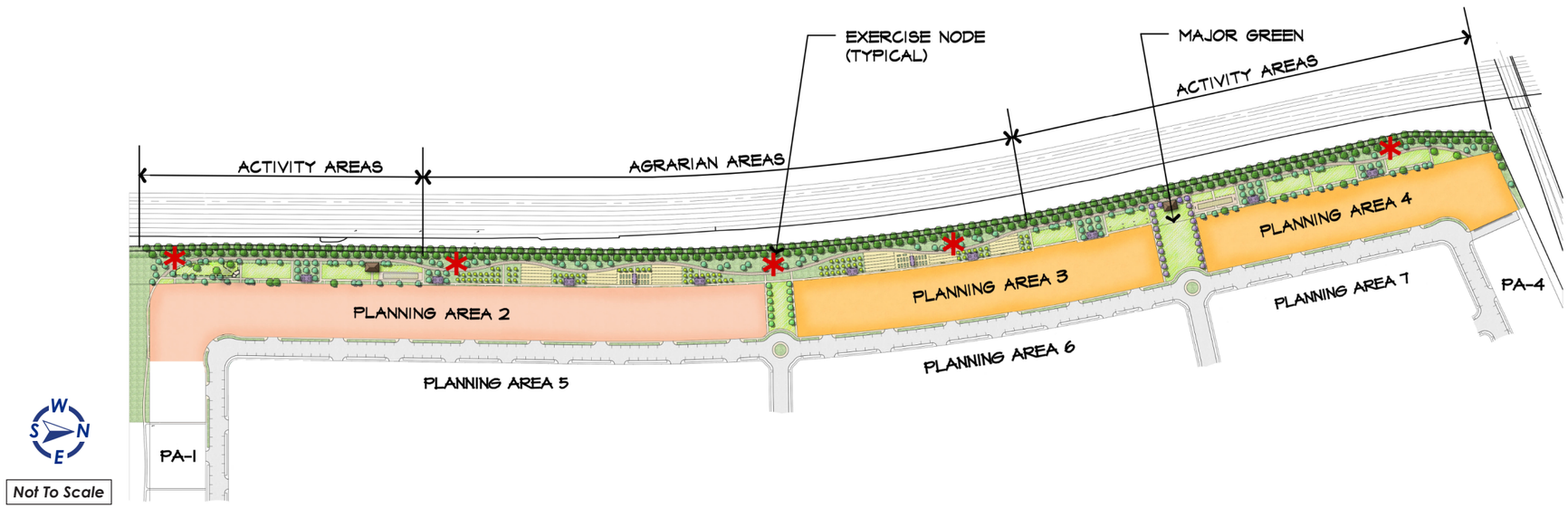
VRSP provides greenbelt areas including six basins that will also serve as open space areas for the community. Basins may incorporate passive recreation opportunities where possible without impacting the function of the basins. The basins are located on the eastern portion of the specific plan area;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

DRAFT



I-15 BERM SECTION

Not To Scale



Not To Scale

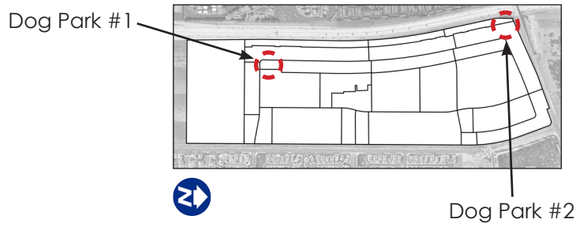
VERNOLA RANCH

OVERALL NEIGHBORHOOD PARK PLAN

SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Patherias, License # 2782
(949) 644-9370 FAX (714) 210-3140

JOB# 21-040 DATE: 03-03-23

Figure 3.17, Overall Neighborhood Park Plan





DOG PARK #1 *Not To Scale*



DOG PARK #2 *Not To Scale*

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

VERNOLA RANCH

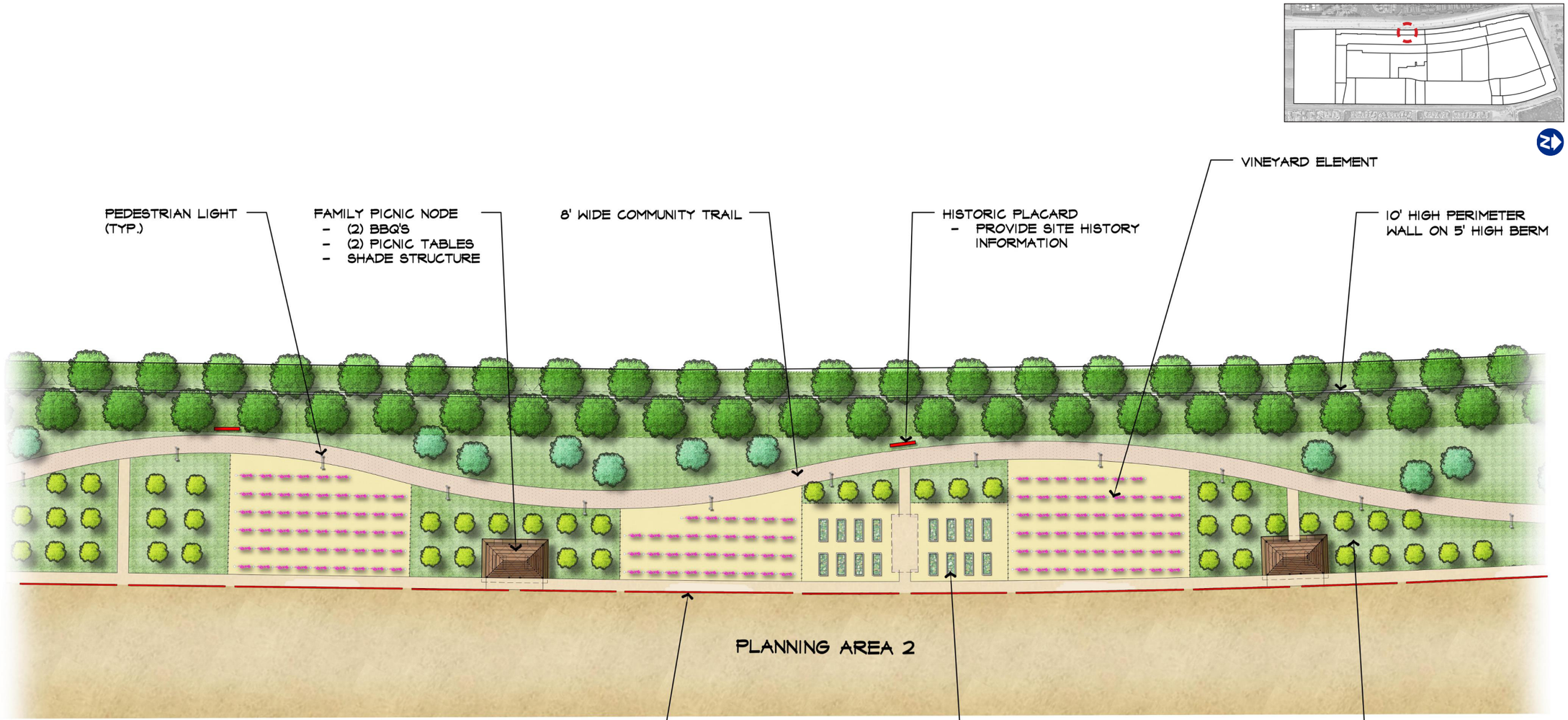
CONCEPTUAL DOG PARKS - ENLARGEMENTS

SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
(949) 644-8370 FAX (714) 210-3140

JOB# 21-040 DATE: 03-01-23

Figure 3.18, Conceptual Dog Parks - Enlargements

ALBERT A. WEBB ASSOCIATES



Not To Scale

VERNOLA RANCH

NEIGHBORHOOD PARK ENLARGEMENT - AGRARIAN AREA

SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Pothemus, License # 3782
(949) 644-9370 FAX (714) 210-3140

JOB# 21-040 DATE: 08-02-23

Figure 3.19 A, Neighborhood Park Enlargement - Agrarian Area

ALBERT A. WEBB ASSOCIATES



VINEYARD & ORCHARDS



COMMUNITY GARDEN



SEATING AREA



VIEW FROM FREEWAY

VERNOLA RANCH

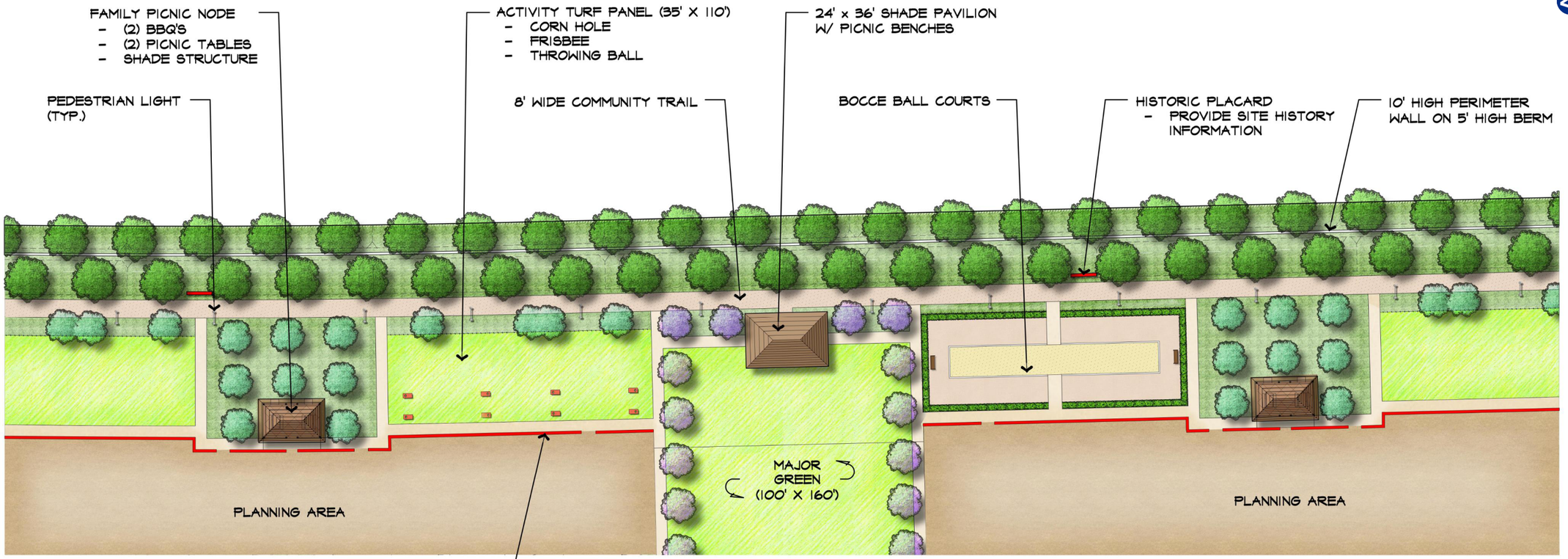
NEIGHBORHOOD PARK 3D VIEWS - AGRARIAN AREA

SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Pothemus, License # 3782
(949) 644-9270 FAX (714) 210-3140

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

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

ALBERT A. WEBB ASSOCIATES



Not To Scale

VERNOLA RANCH

NEIGHBORHOOD PARK ENLARGEMENT - ACTIVITY AREA

SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Patterson, License # 2782
(949) 644-9370 FAX (714) 210-3140

JOB# 21-040 DATE: 08-02-23

Figure 3.20 A, Neighborhood Park Enlargement - Activity Area

ALBERT A. WEBB ASSOCIATES



LARGE TURF AREA



TURF AREA W/ CORN HOLES



BBQ AREA W/ SEATING



BOCCE BALL COURT

VERNOLA RANCH

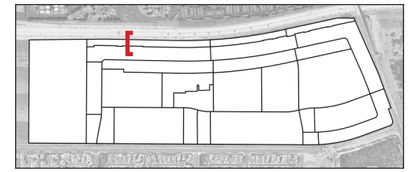
NEIGHBORHOOD PARK 3D VIEWS - ACTIVITY AREA

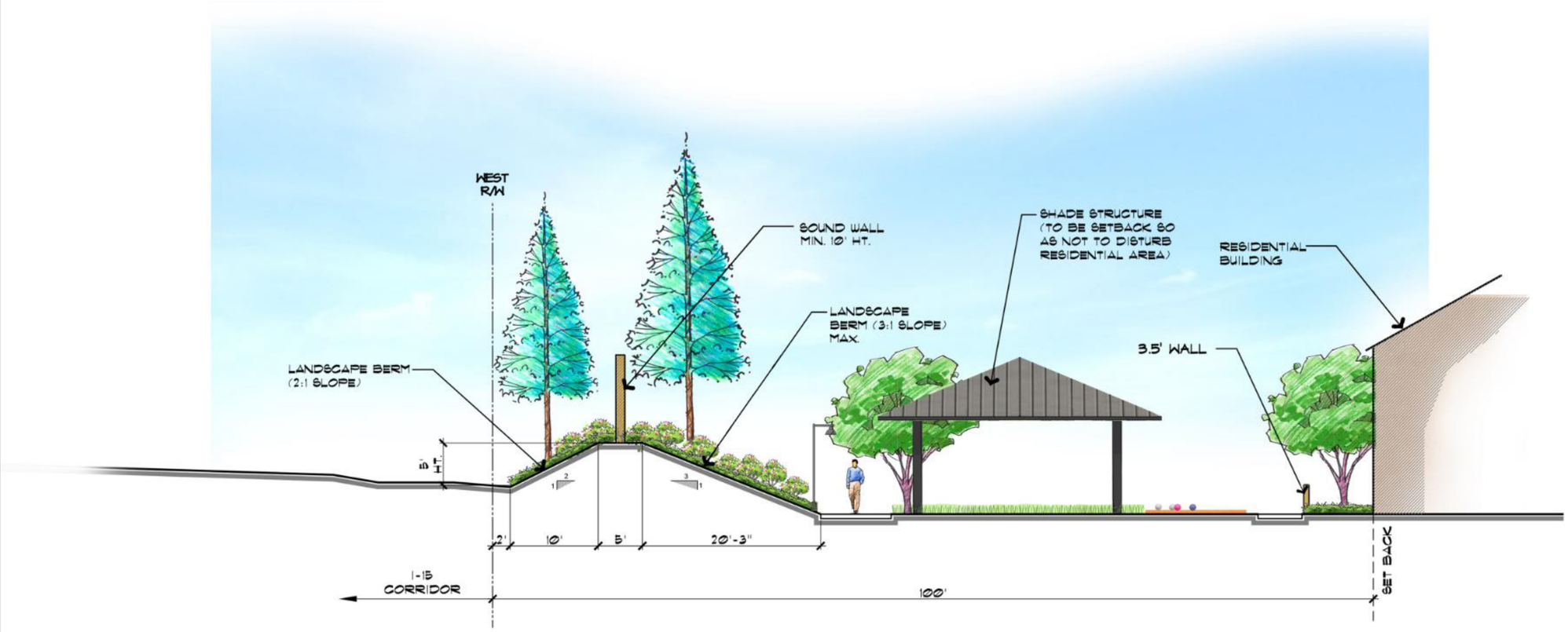
SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Palhemus, License # 3782
(949) 644-9370 FAX (714) 210-3140

JOB# 21-040 DATE: 03-14-22

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

ALBERT A. WEBB ASSOCIATES





Not To Scale

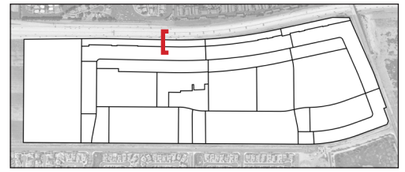
VERNOLA RANCH

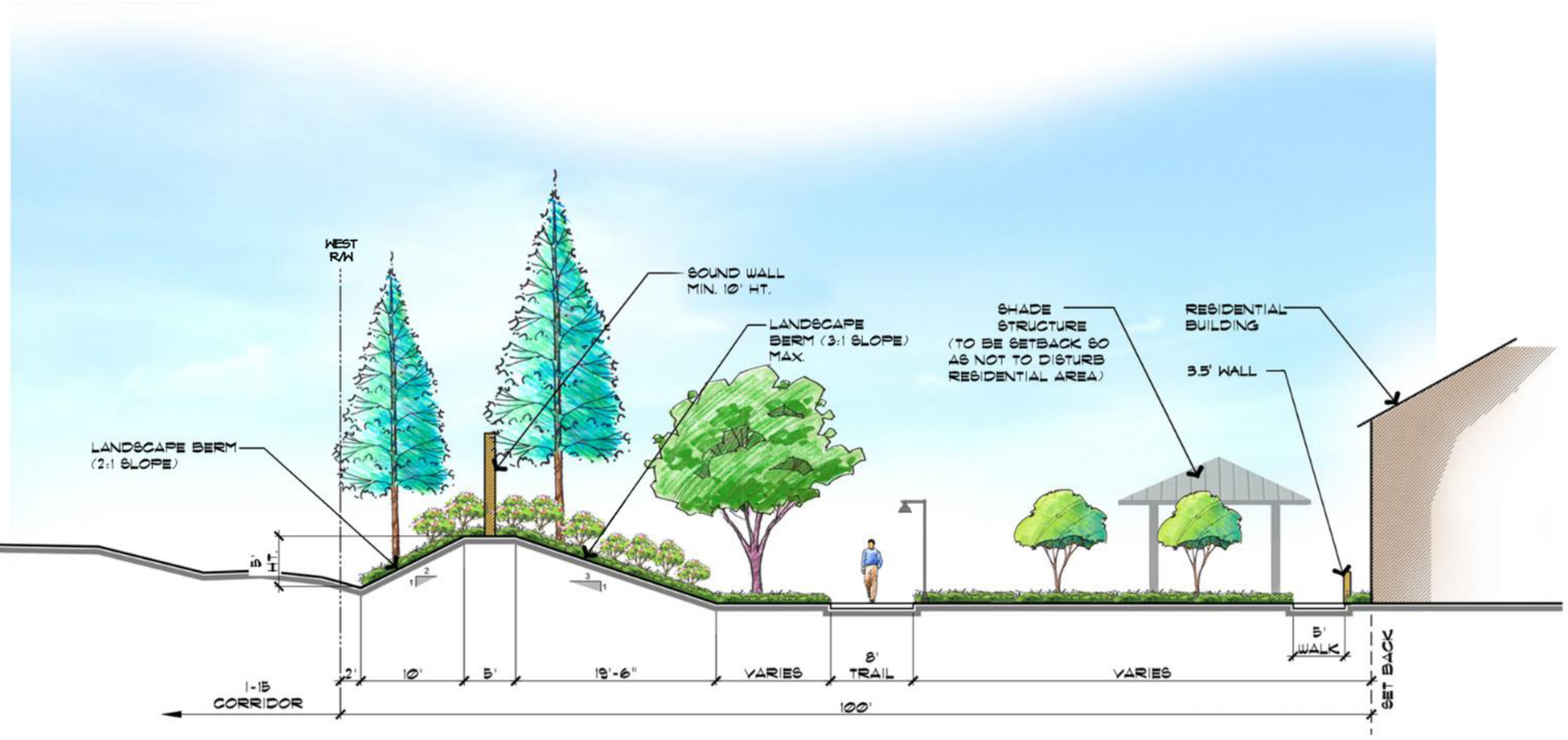
CROSS SECTION B IN PA-2 & PA-19A

SITESCAPES
Landscape Architecture & Planning
3180-82 Airport Loop Drive
Costa Mesa, CA 92626
(949) 644-9370 FAX (714) 210-3146

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

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





Not To Scale

VERNOLA RANCH

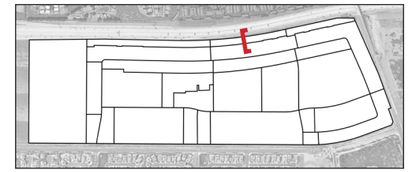
CROSS SECTION C IN PA-2 & PA-19A

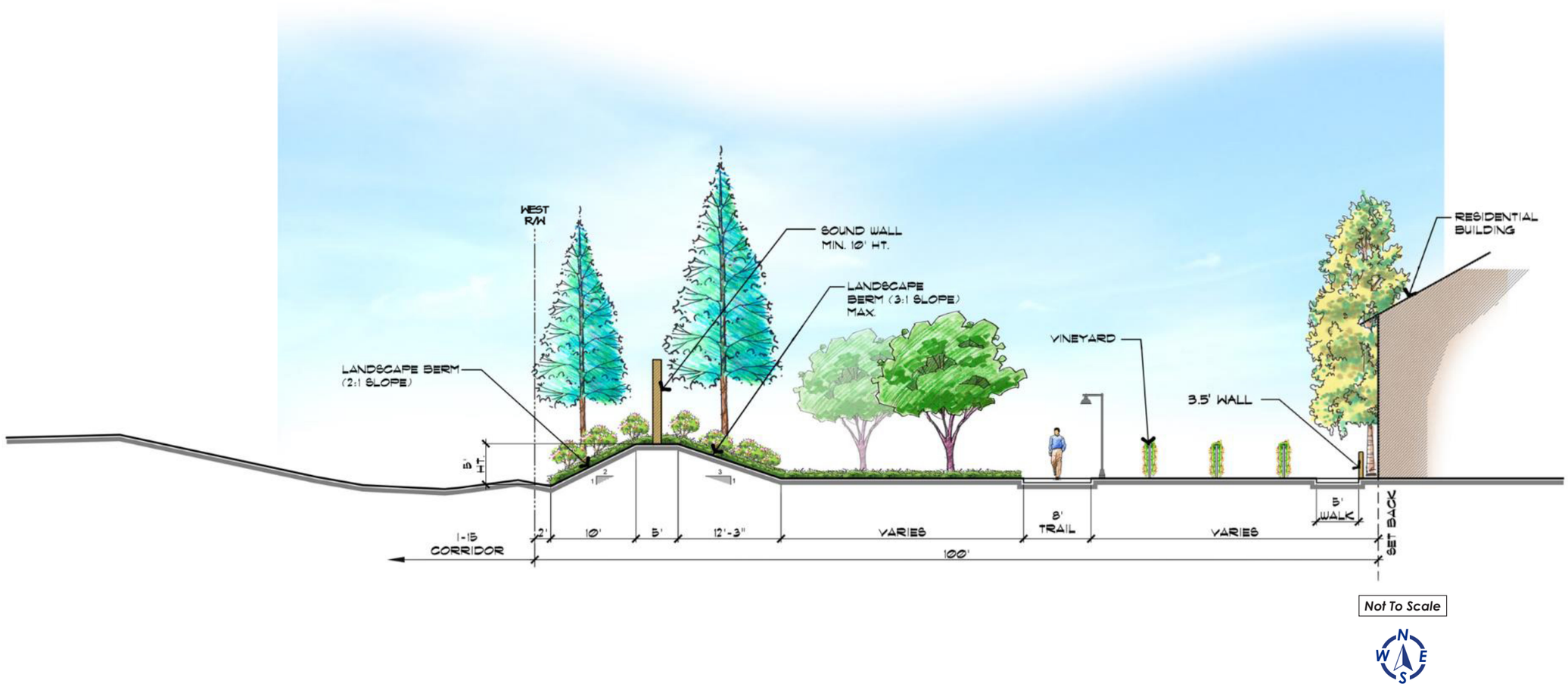
SITESCAPES
Landscape Architecture & Planning

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

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

ALBERT A. WEBB ASSOCIATES





VERNOLA RANCH

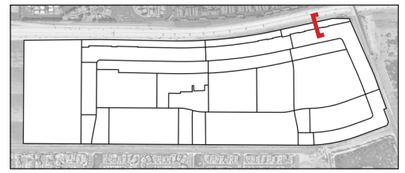
CROSS SECTION D IN PA-3 & PA-19B

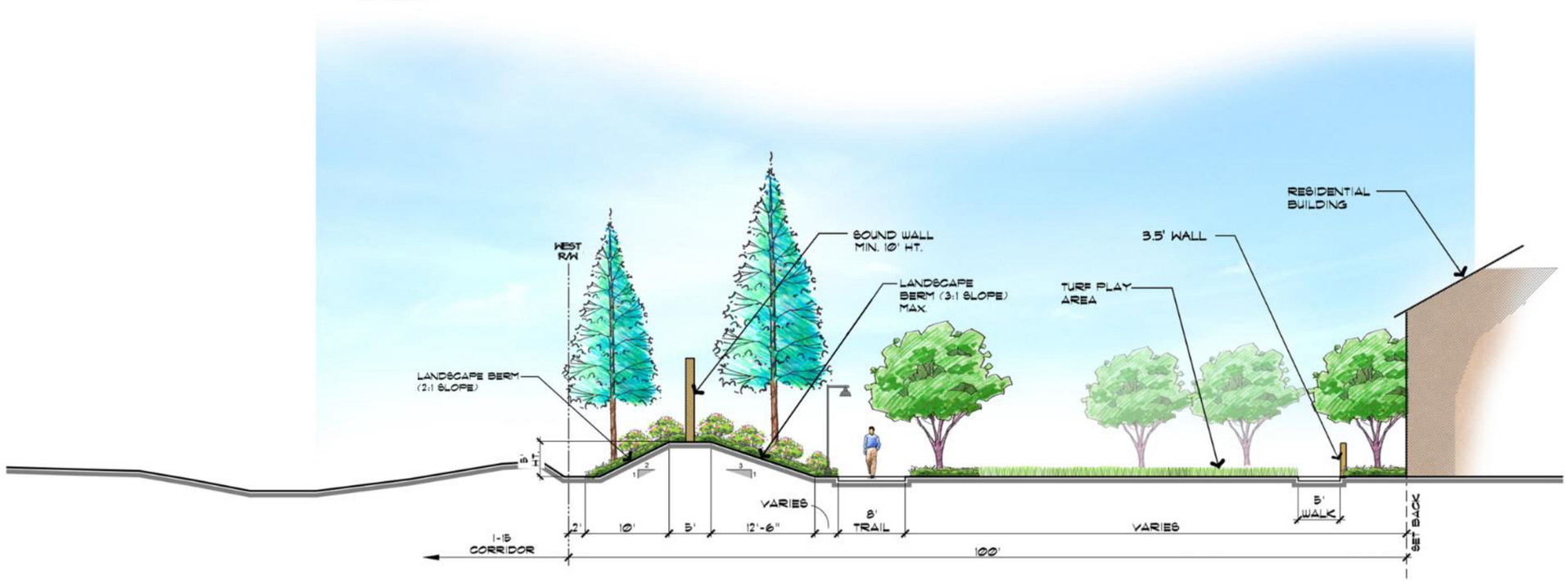
SITESCAPES
Landscape Architecture & Planning
2190-92 Airport Loop Drive
Costa Mesa, CA 92626
Inland Felicana, Llorens # 2781
(949) 644-9370 FAX (714) 210-3140

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

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

ALBERT A. WEBB ASSOCIATES





Not To Scale

VERNOLA RANCH

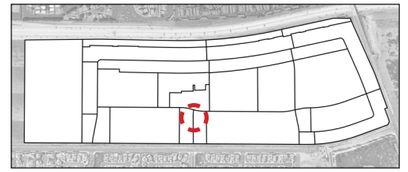
CROSS SECTION E IN PA-4 & PA-19C

SITESCAPES
Landscape Architecture & Planning

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

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





Not To Scale

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

VERNOLA RANCH

DETENTION BASINS CONCEPTUAL LAYOUT

SITESCAPES
Landscape Architecture & Planning
3180-82 Airport Loop Drive
Costa Mesa, CA 92626
Walnut Fullerton, Unmon # 2782
(949) 644-9370 FAX (714) 210-3140

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

Figure 3.25, Detention Basins Conceptual Layout

ALBERT A. WEBB ASSOCIATES











VERNOLA RANCH

ENTRY AND BASIN IMAGERY

SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Patterson, License # 2782
(949) 644-9370 FAX (714) 210-3140

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

Figure 3.26, Entry and Basin Imagery

ALBERT A. WEBB ASSOCIATES

3.4 Public Facilities

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

3.4.1 Domestic Water

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

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

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

3.4.2 Non-Potable Water

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

DRAFT

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

3.4.3 Sanitary Sewer

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

3.4.4 Drainage

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

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

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

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

DRAFT

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

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

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

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

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

DRAFT

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

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

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

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

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

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

DRAFT

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

Table B – Allowable Flow Rates for Line J

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

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

DRAFT

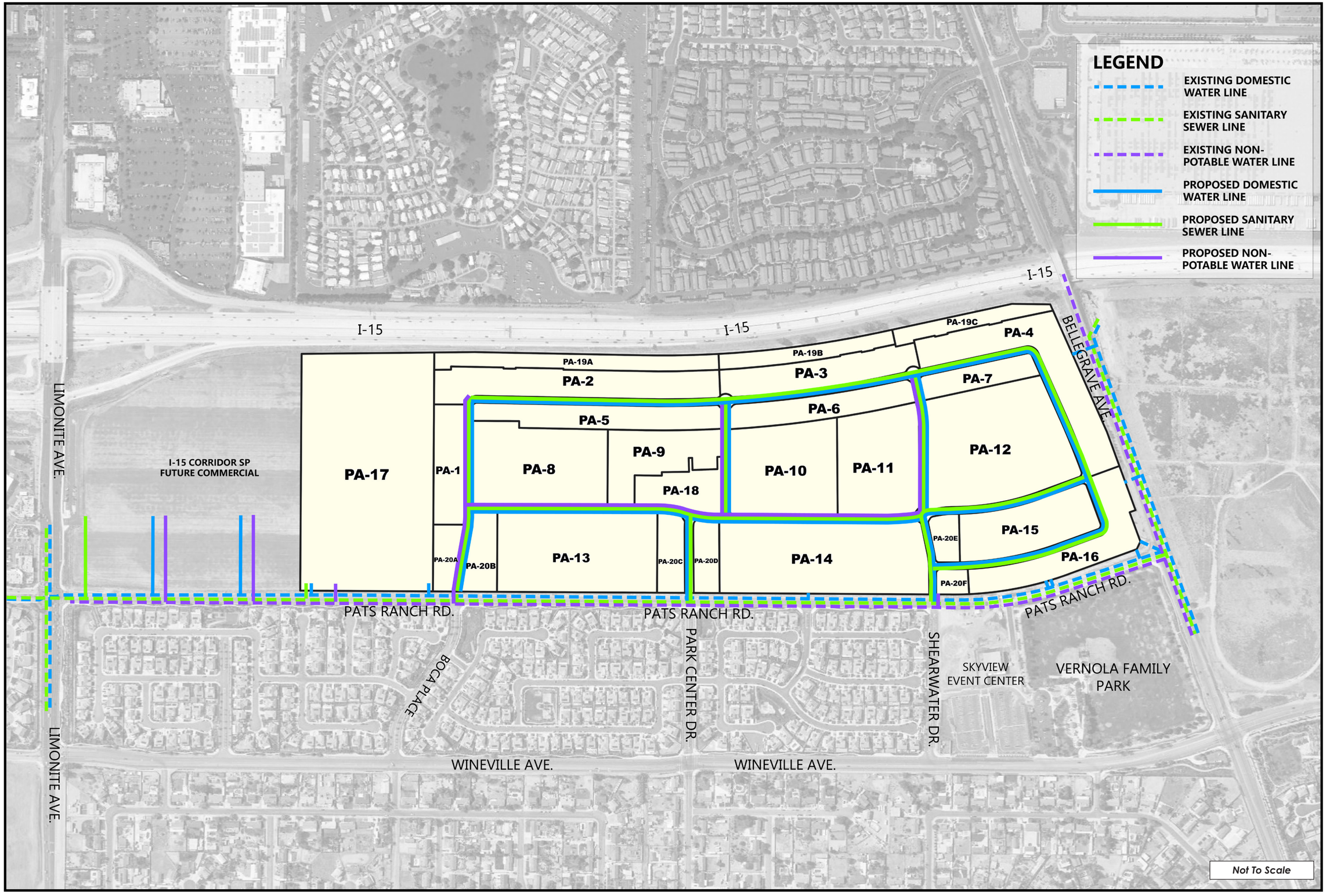


Figure 3.27, Conceptual Water, Sanitary Sewer and Non-Potable Water Plan



Figure 3.28, Day Creek ADP Storm Drain Infrastructure

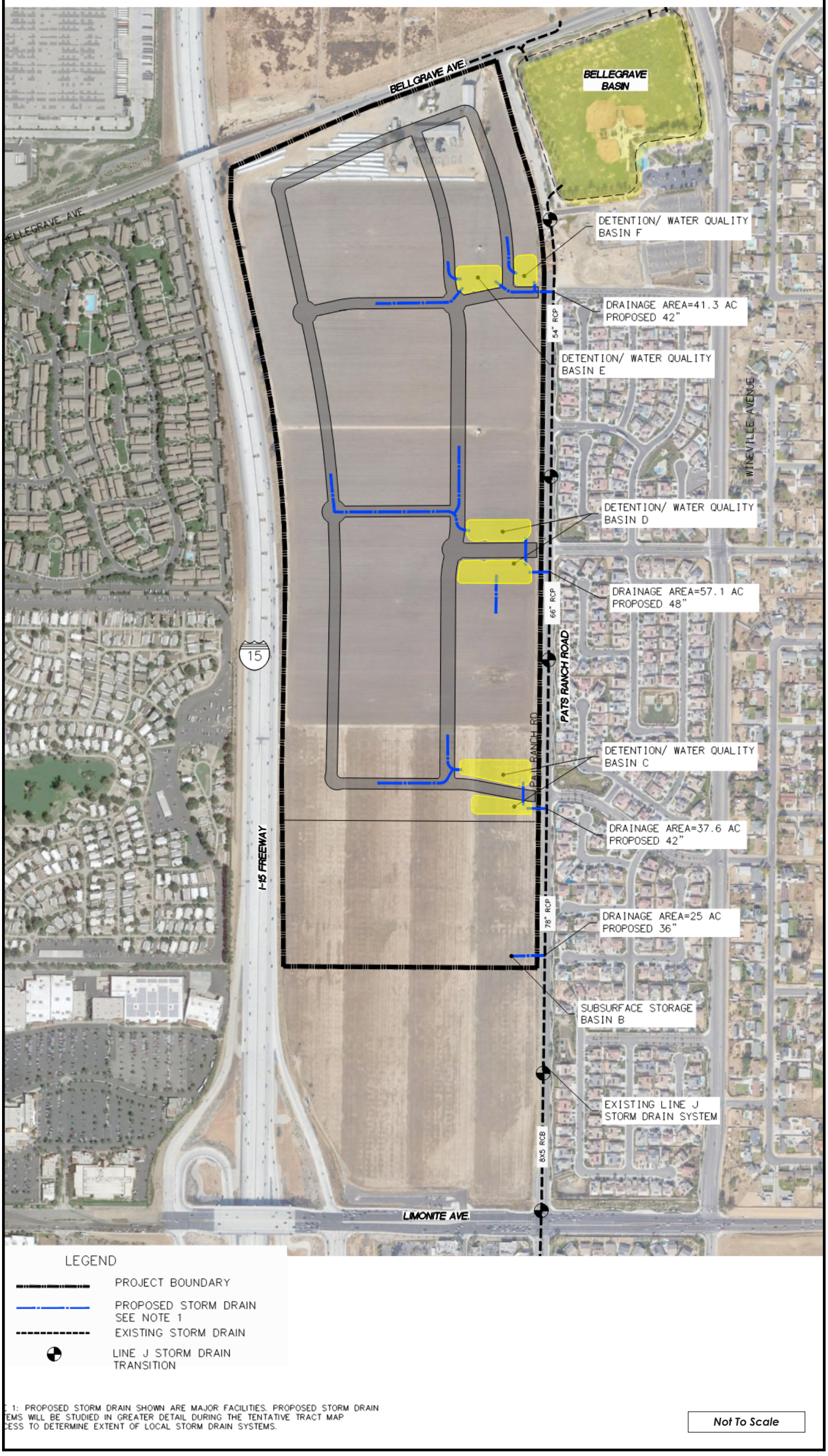


Figure 3.29, Conceptual Drainage Plan

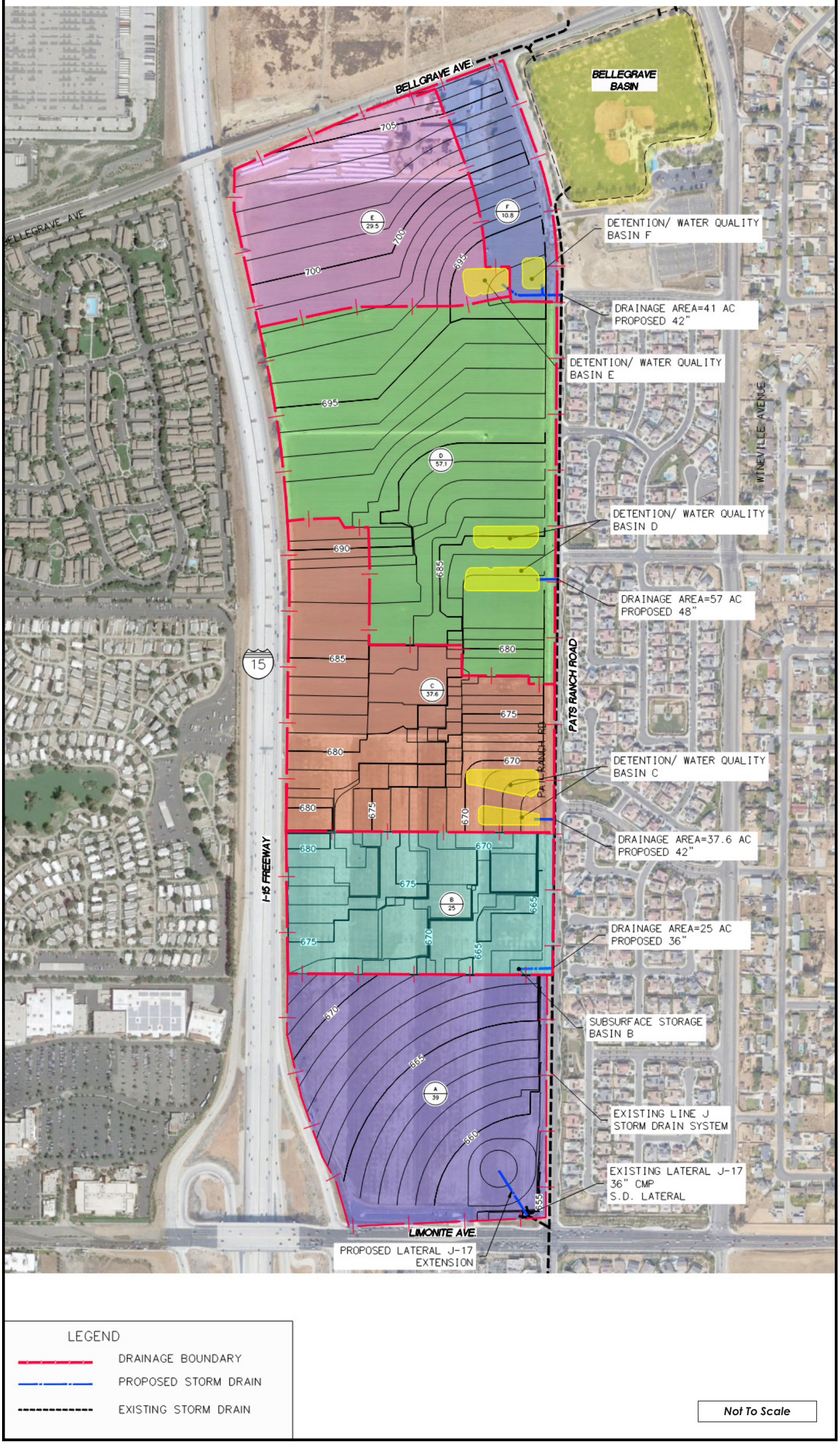


Figure 3.30, Basin & Drainage Area Map

3.5 Conceptual Grading Plan

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

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

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

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

DRAFT

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

DRAFT



Figure 3.31, Existing Topography

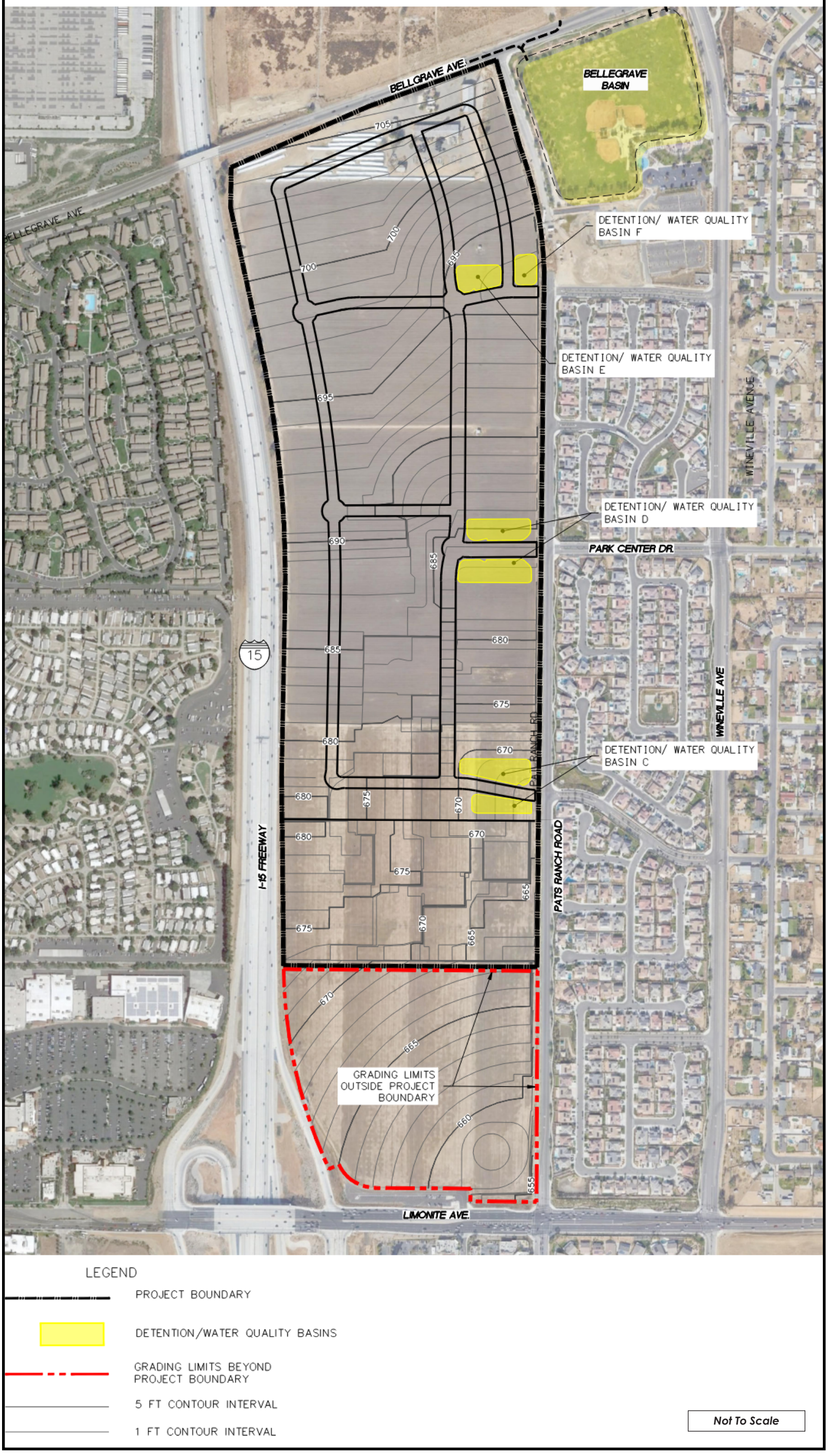


Figure 3.32, Conceptual Grading Plan

3.6 Conceptual Phasing Plan

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

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

DRAFT

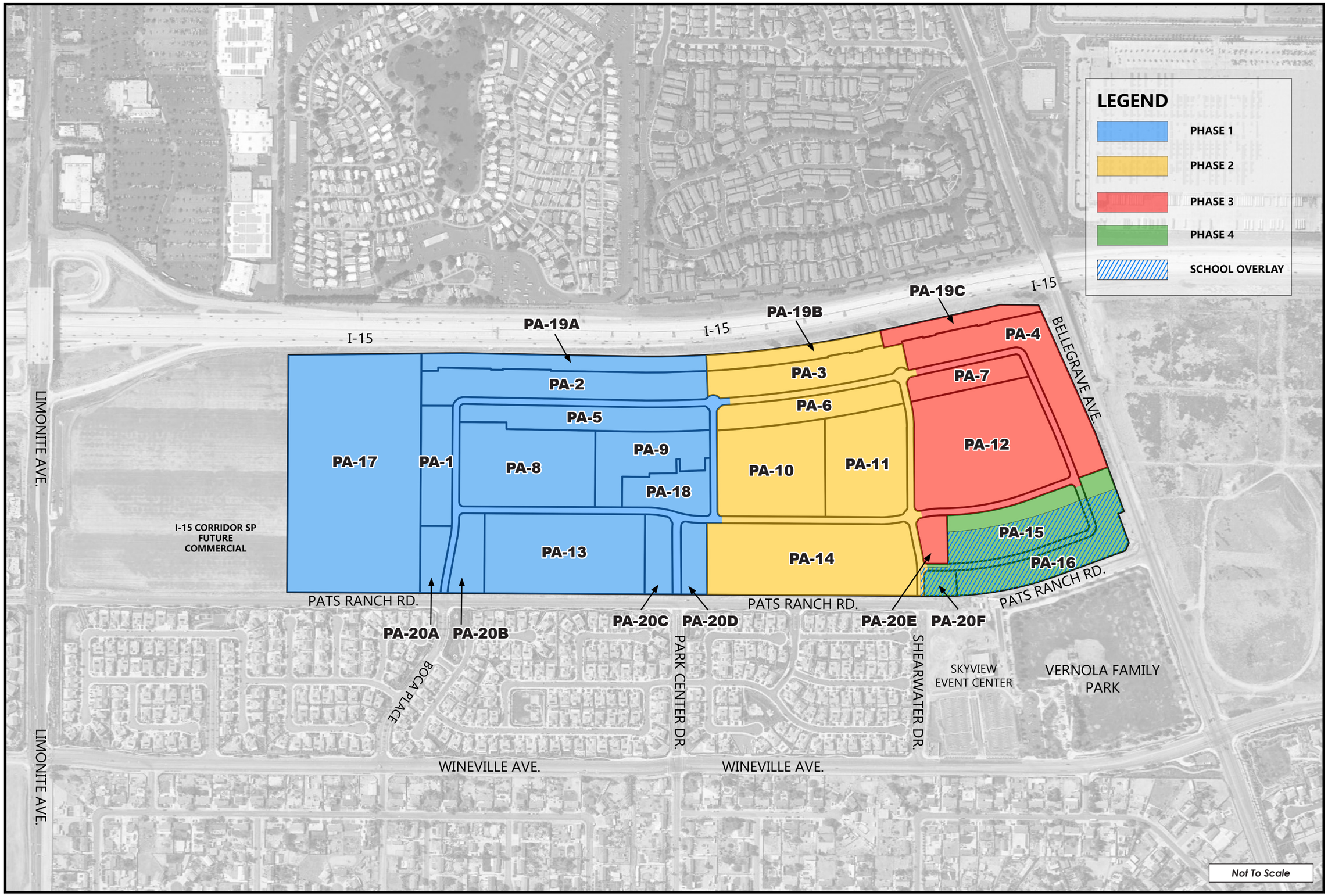


Figure 3.33, Conceptual Phasing Plan

Permitted Uses and Development Standards

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

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

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

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

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

DRAFT

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

NOTES:

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

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

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

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

NOTES:

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

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

(3) Subterranean parking 0 feet from property line.

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

DRAFT

Table E, Parking Ratio

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

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

4.1 Permitted Uses

The following uses are permitted in the VRSP:

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

DRAFT

4.2 Surrounding Schools and School Overlay

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

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

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

DRAFT

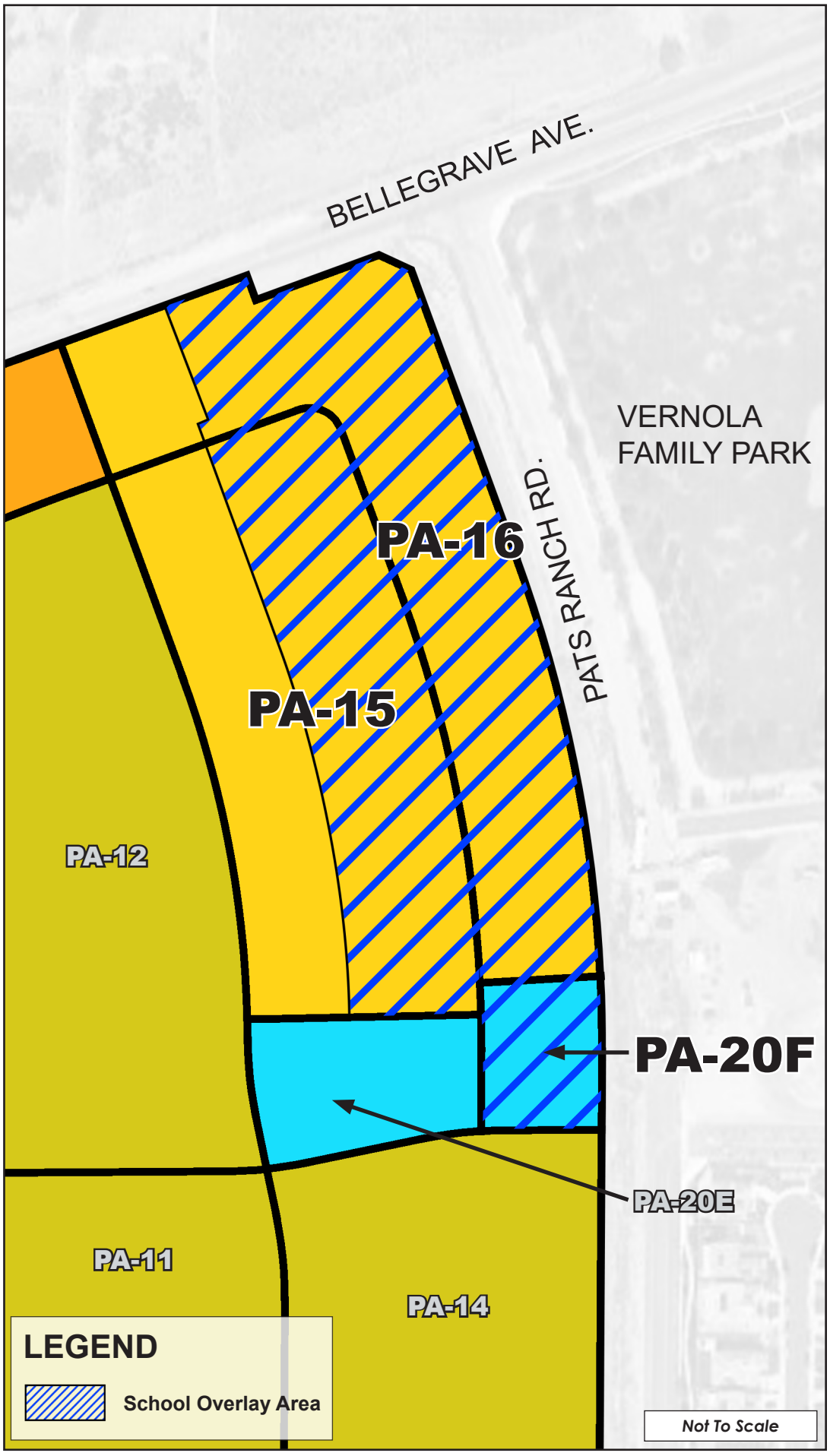


Figure 4.1, Potential School Location

4.3 Attached Residential Building

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



Sample Product Types By Kevin L. Crook Architects

Land Use

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

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

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

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

DRAFT

Development Standards

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

Vehicular Access

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

Roadway Classification

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

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

Interior Roads, Pedestrian Network, and Parks

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

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

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

DRAFT

Monumentation

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

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

Design Guidelines

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

DRAFT

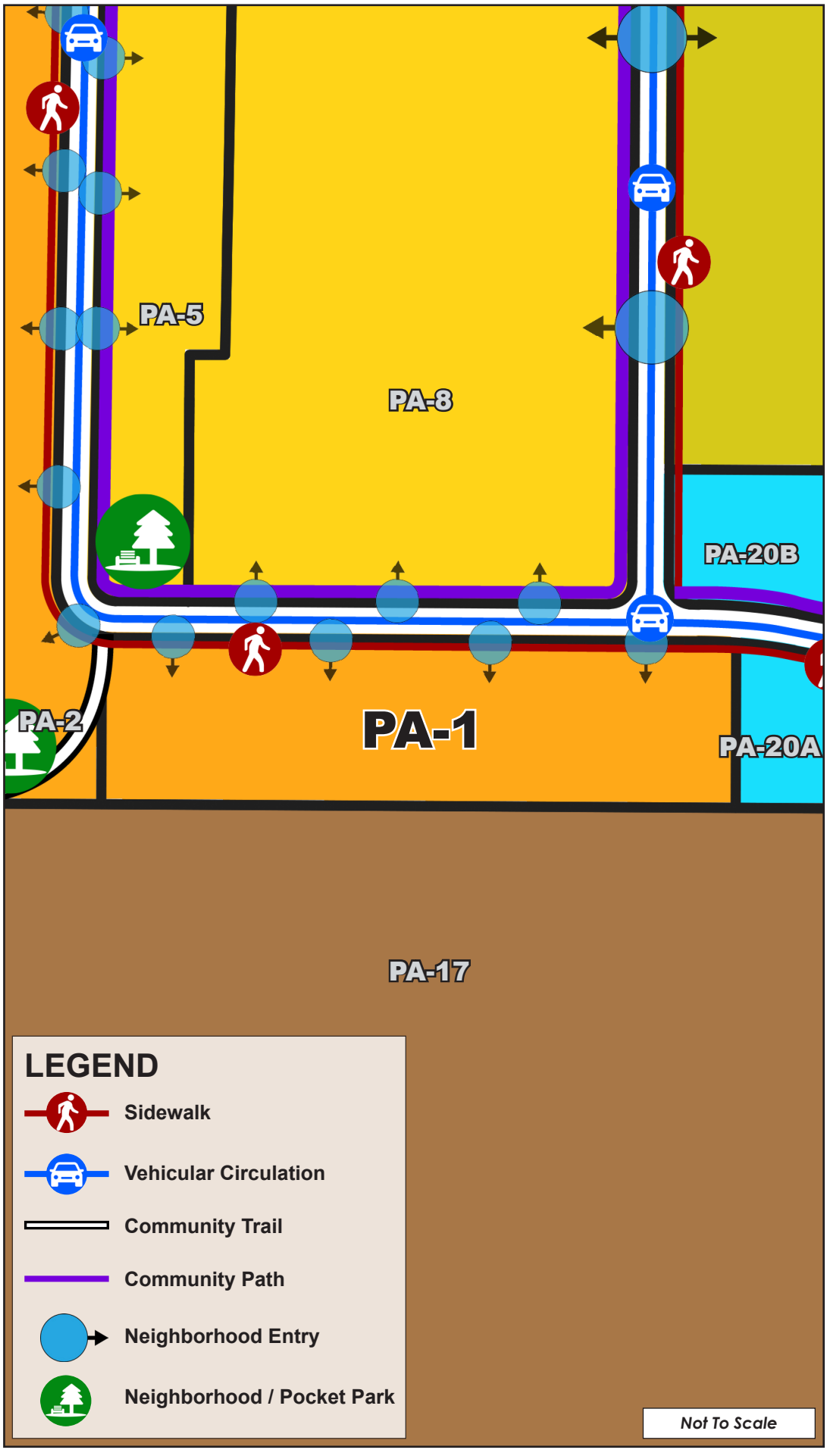


Figure 4.2, Planning Area 1

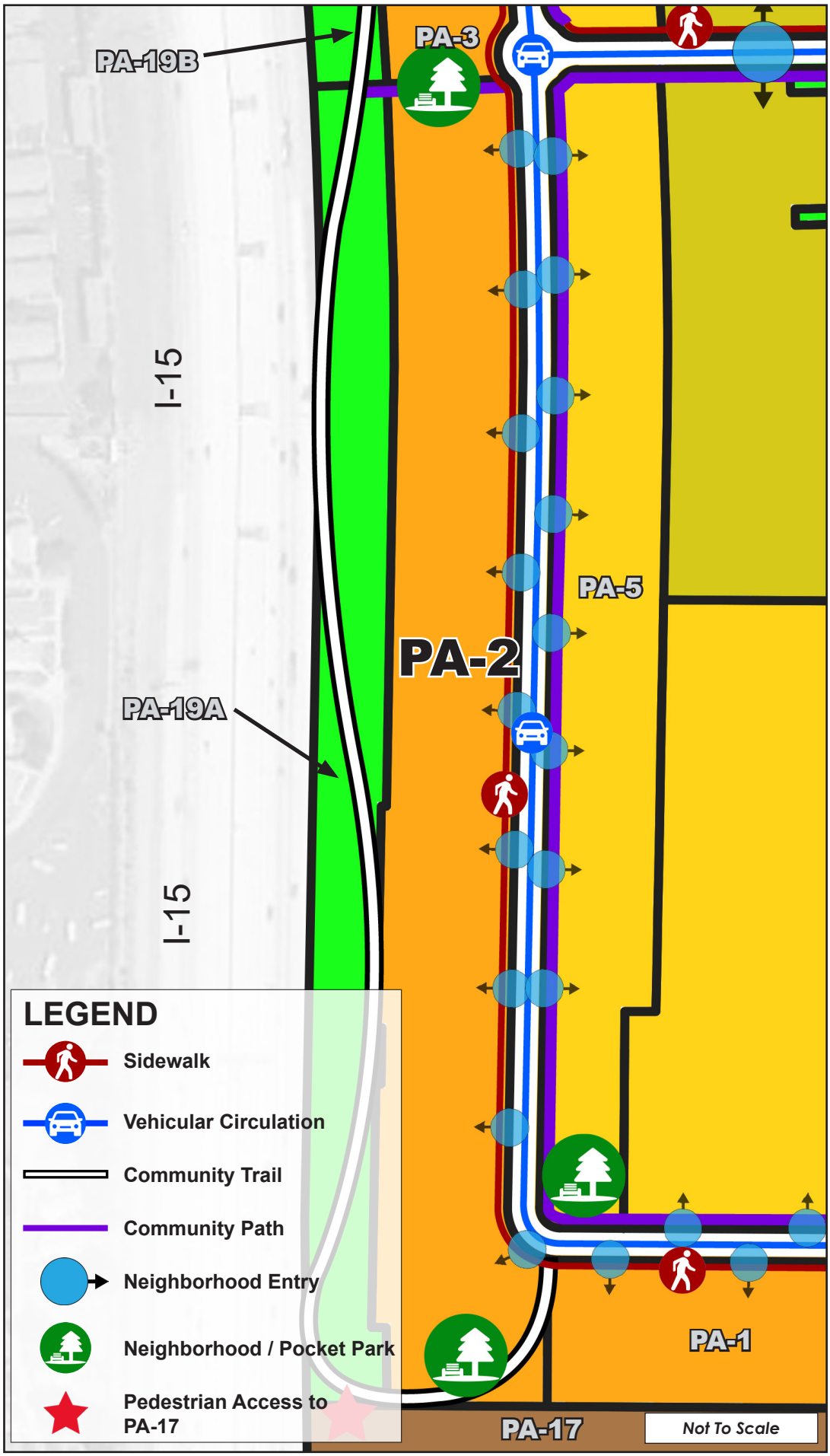


Figure 4.3, Planning Area 2

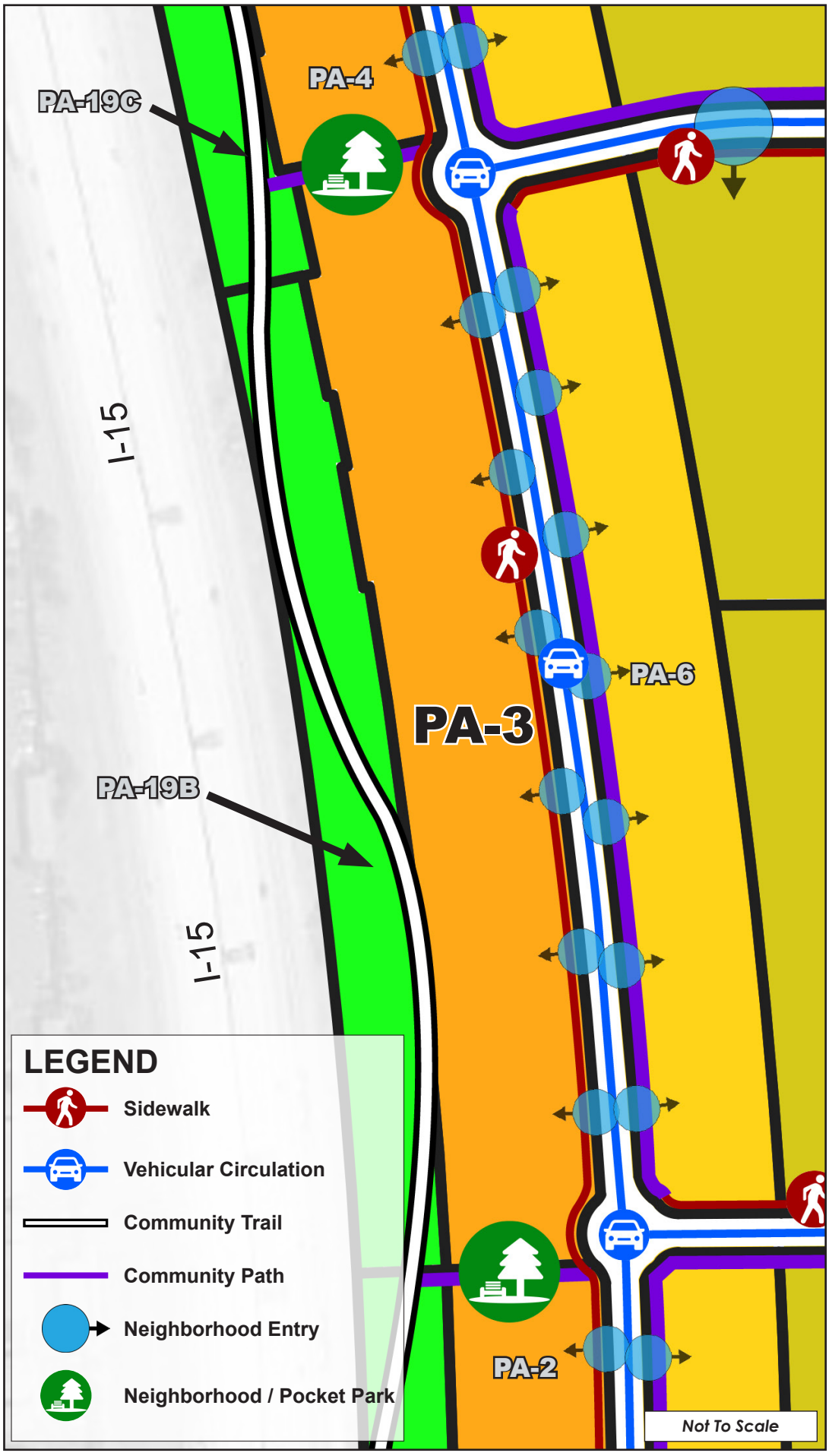


Figure 4.4, Planning Area 3

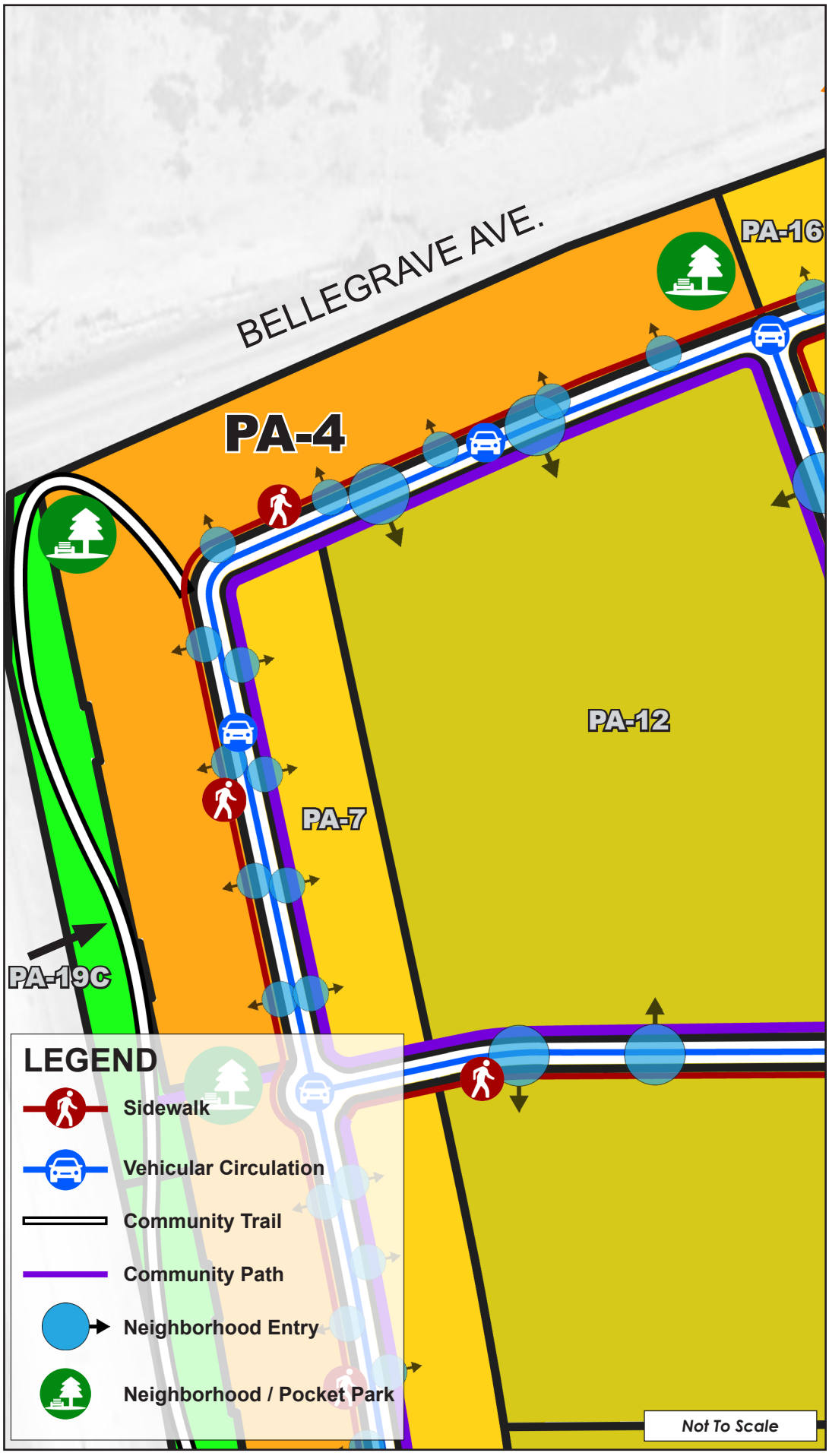


Figure 4.5, Planning Area 4

4.4 Detached Cluster Homes

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



Sample Product Types By Kevin L. Crook Architects

Land Use

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

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

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

DRAFT

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

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

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

Development Standards

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

Vehicular Access

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

Roadway Classification

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

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

DRAFT

Interior Roads, Pedestrian Network, and Parks

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

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

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

Monumentation

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

Design Guidelines

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

DRAFT

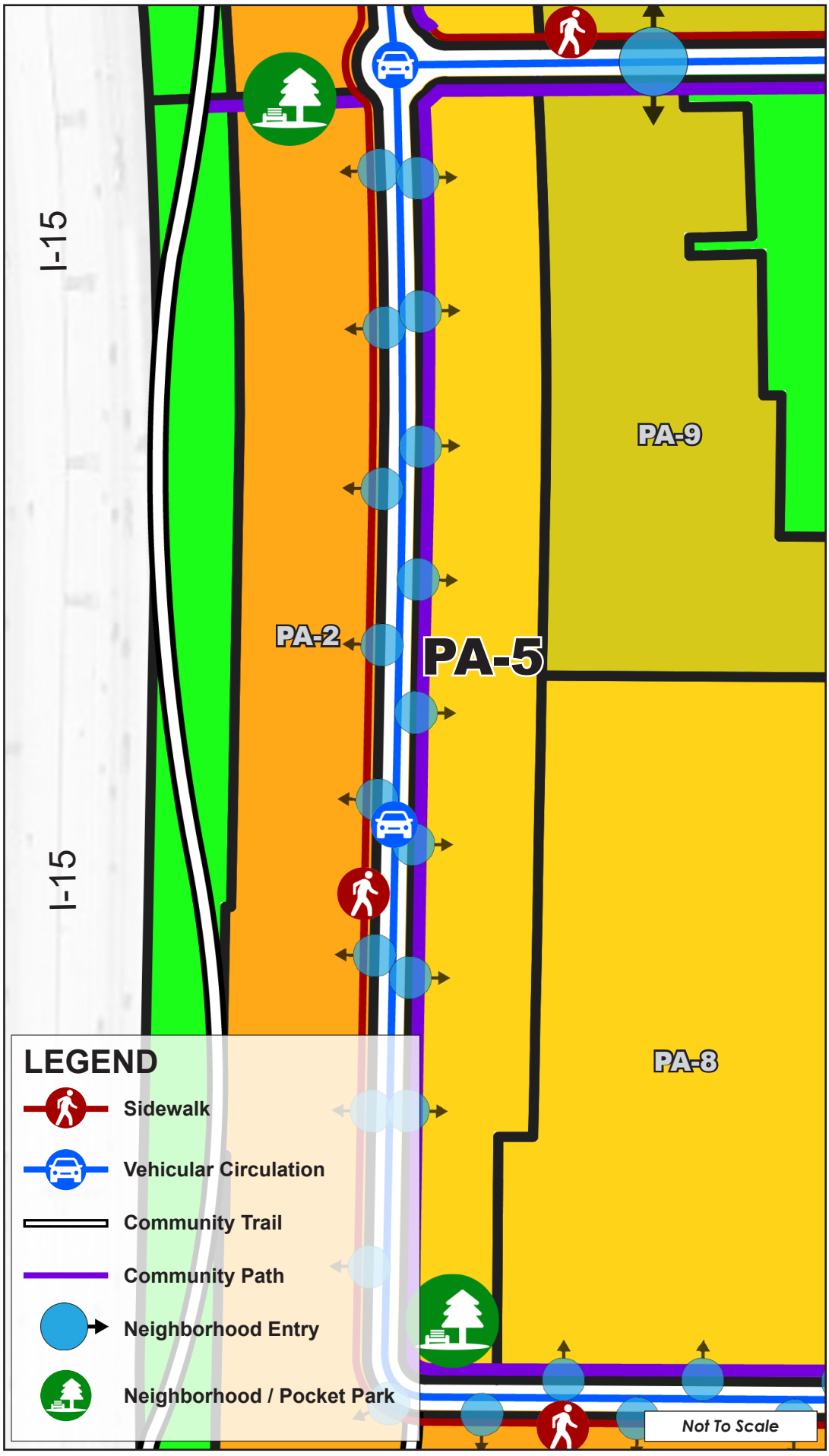


Figure 4.6, Planning Area 5

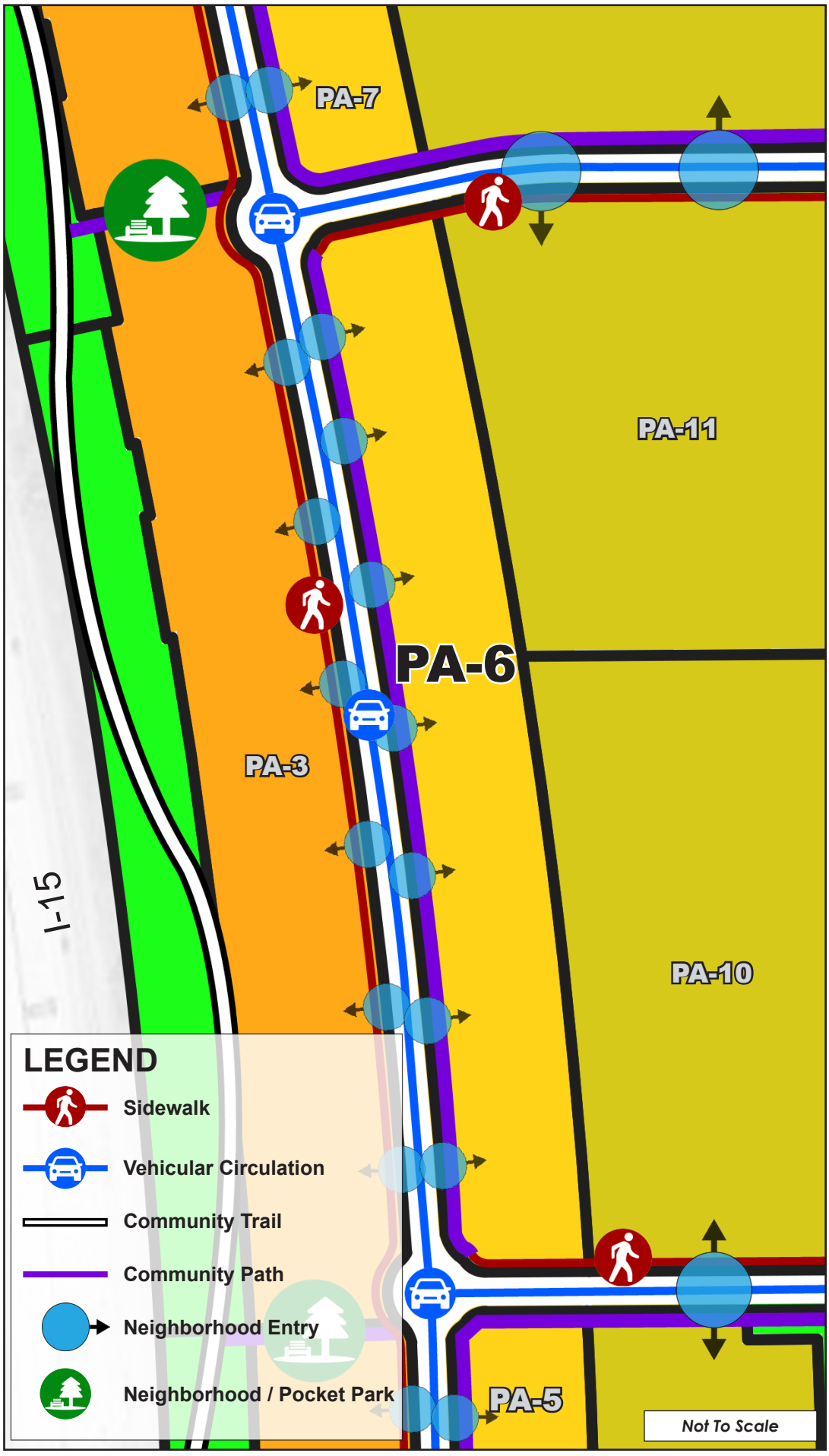


Figure 4.7, Planning Area 6

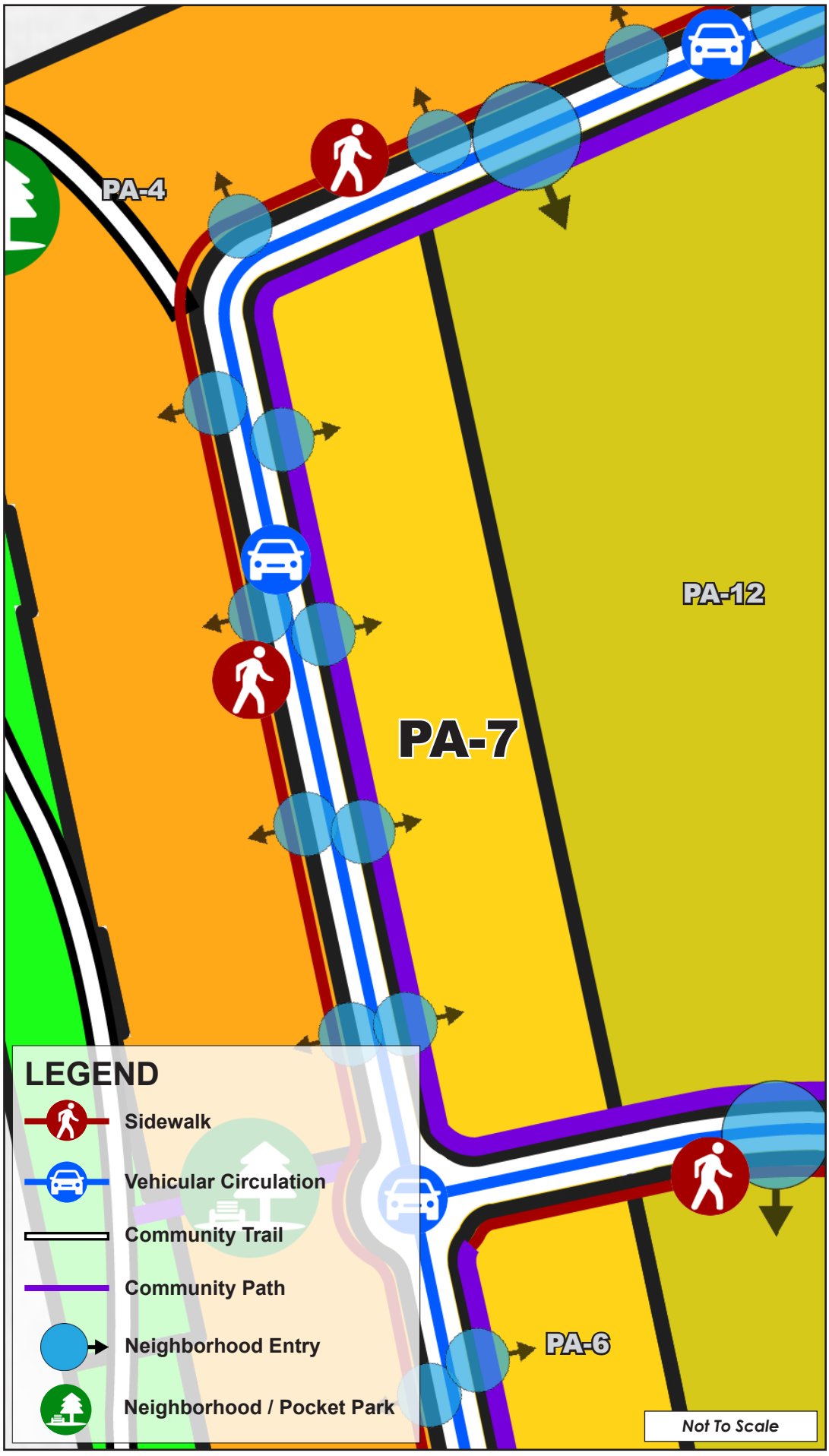


Figure 4.8, Planning Area 7

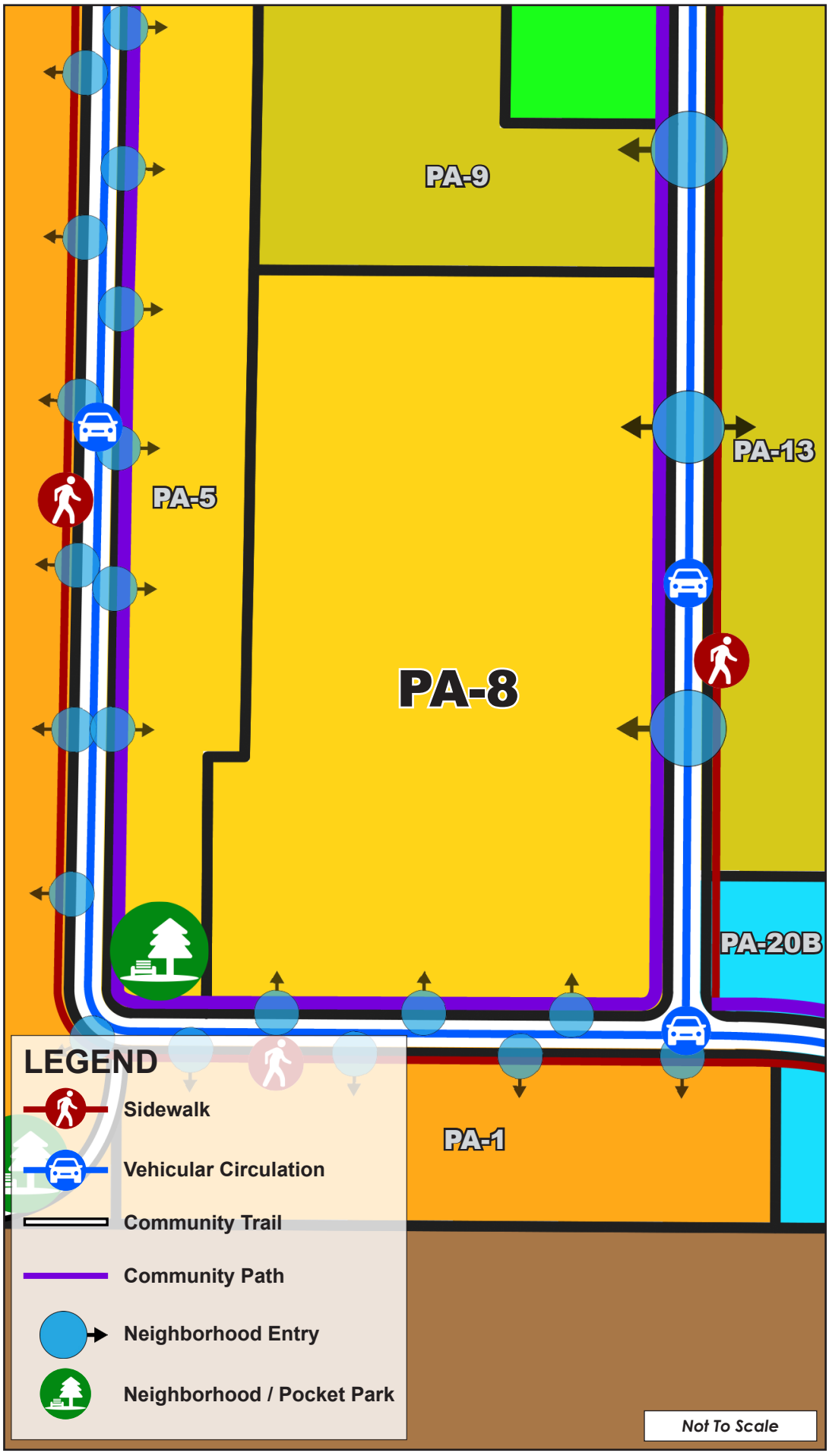


Figure 4.9, Planning Area 8



Figure 4.10, Planning Area 15



Figure 4.11, Planning Area 16

4.5 Single Family Detached Homes

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



Sample Product Types By Kevin L. Crook Architects

Land Use

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

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

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

DRAFT

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

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

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

Development Standards

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

Vehicular Access

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

Roadway Classification

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

Interior Roads, Pedestrian Network, and Pocket Parks

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

DRAFT

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

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

Monumentation

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

Design Guidelines

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

DRAFT

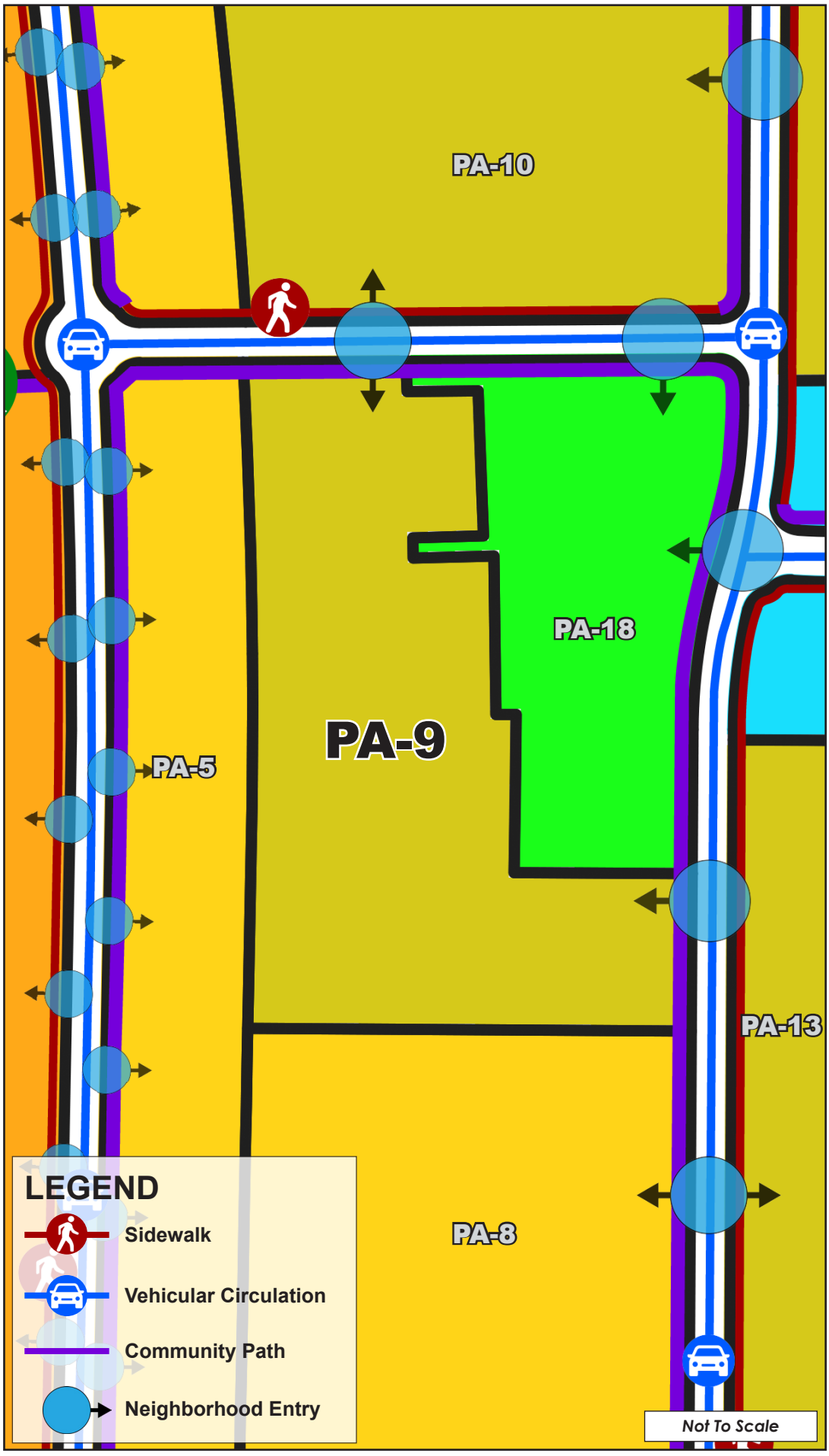


Figure 4.12, Planning Area 9

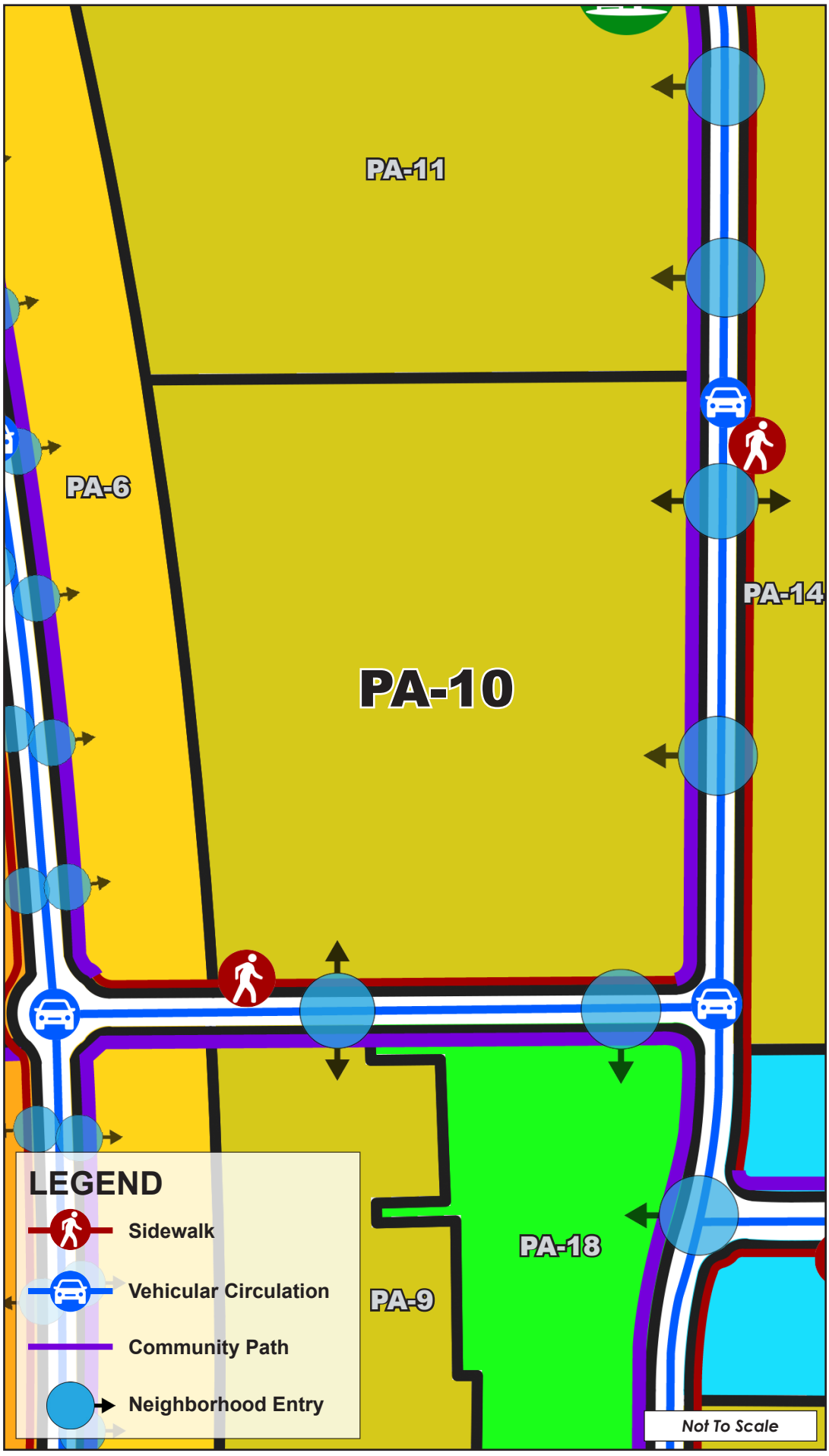


Figure 4.13, Planning Area 10

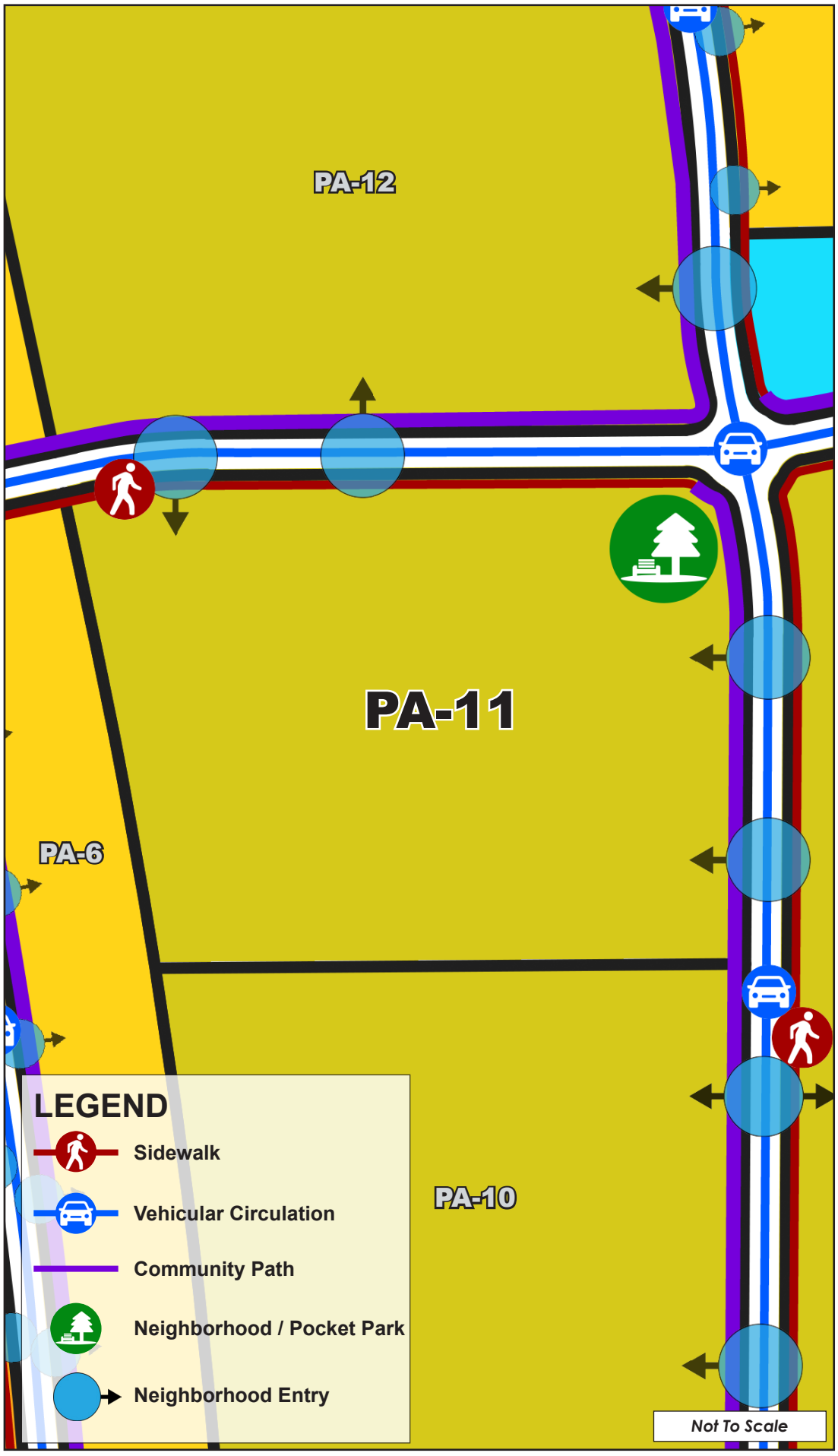


Figure 4.14, Planning Area 11

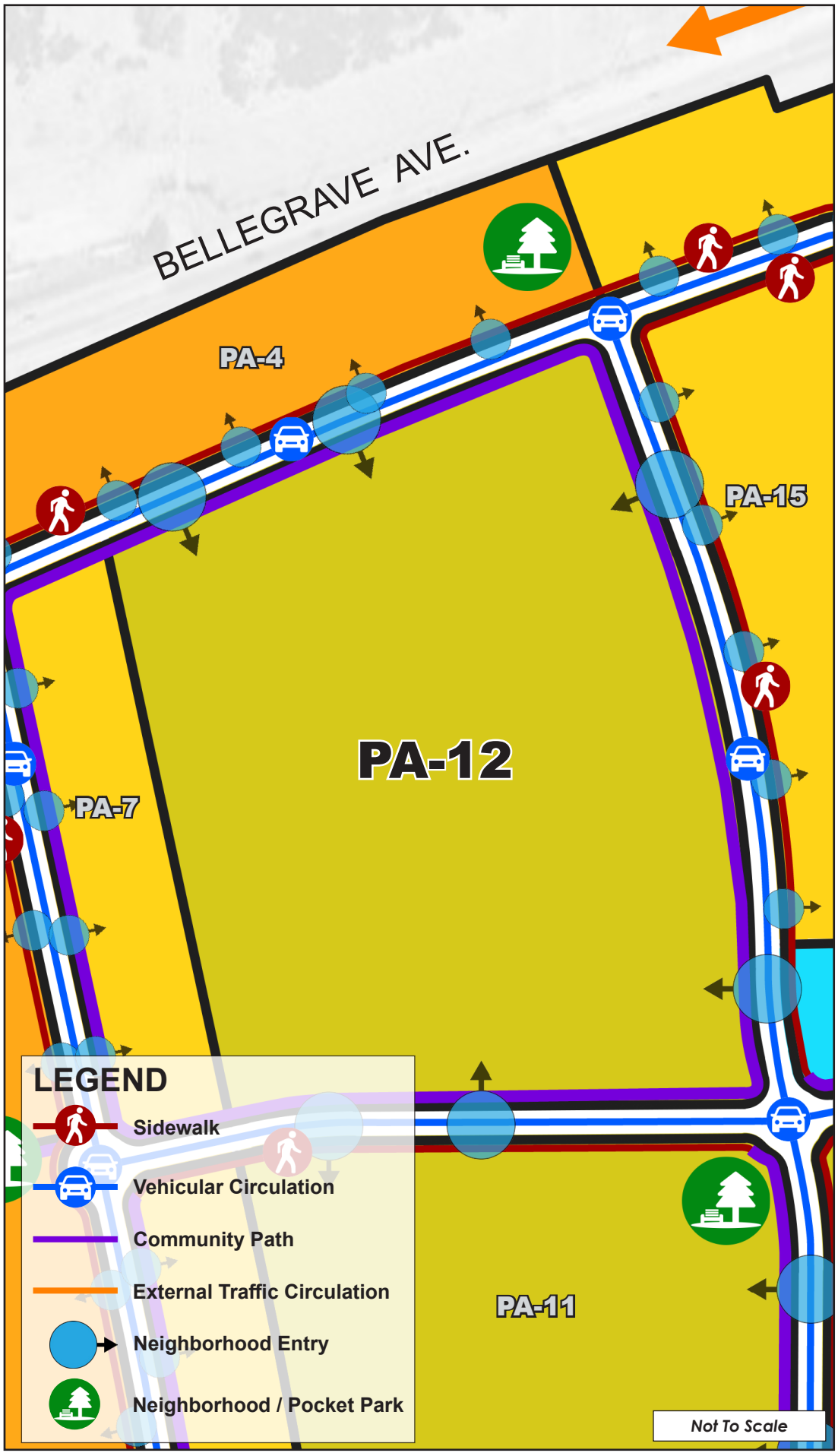


Figure 4.15, Planning Area 12

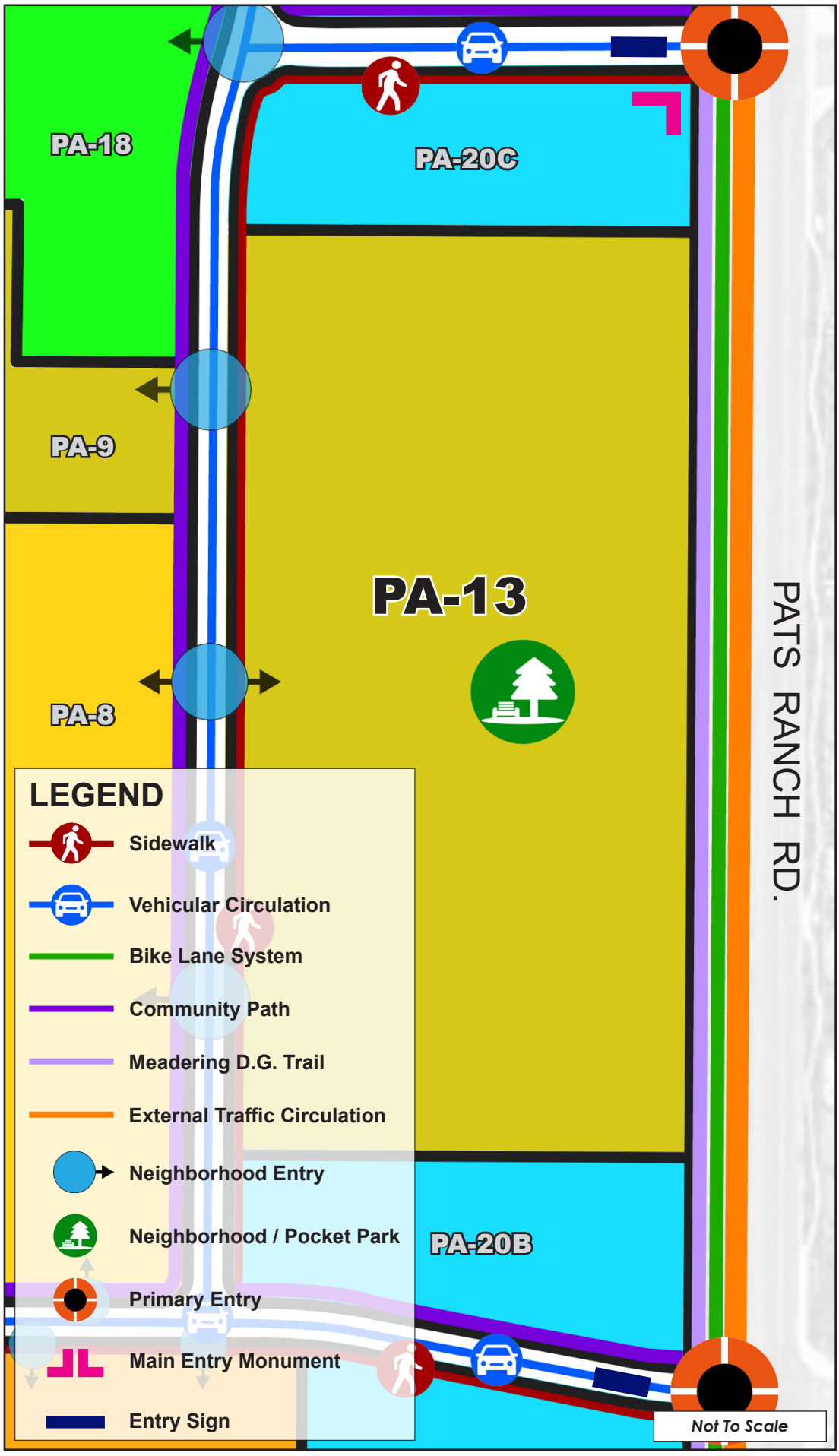


Figure 4.16, Planning Area 13

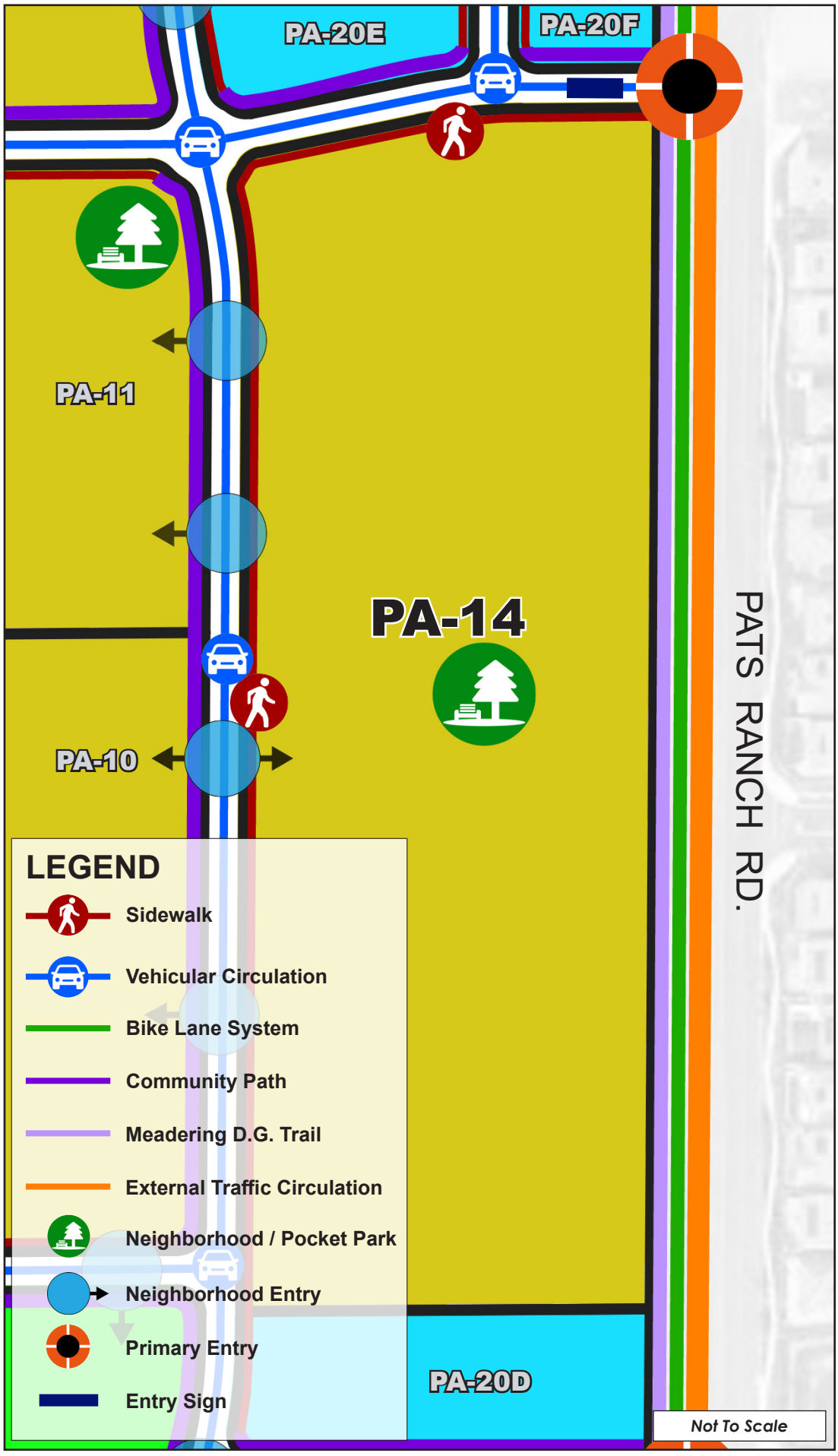


Figure 4.17, Planning Area 14

4.6 Planning Area 17

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



Sample Product Type By Architects Orange

Land Use

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

Development Standards

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

Interface to I-15 Corridor

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

Vehicular Access

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

DRAFT

Internal Circulation and Pedestrian Network

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

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

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

Monumentation

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

Design Guidelines

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

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

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

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

DRAFT

- Fitness room/Yoga Room
- Indoor Gourmet kitchen
- "Spa" bathroom
- Bar area
- Executive high tech co-working lounge
- Multi-Purpose Room
- Walking paths
- Outdoor gathering areas such as BBQ area with chairs and tables
- Dog park
- Concierge service

DRAFT

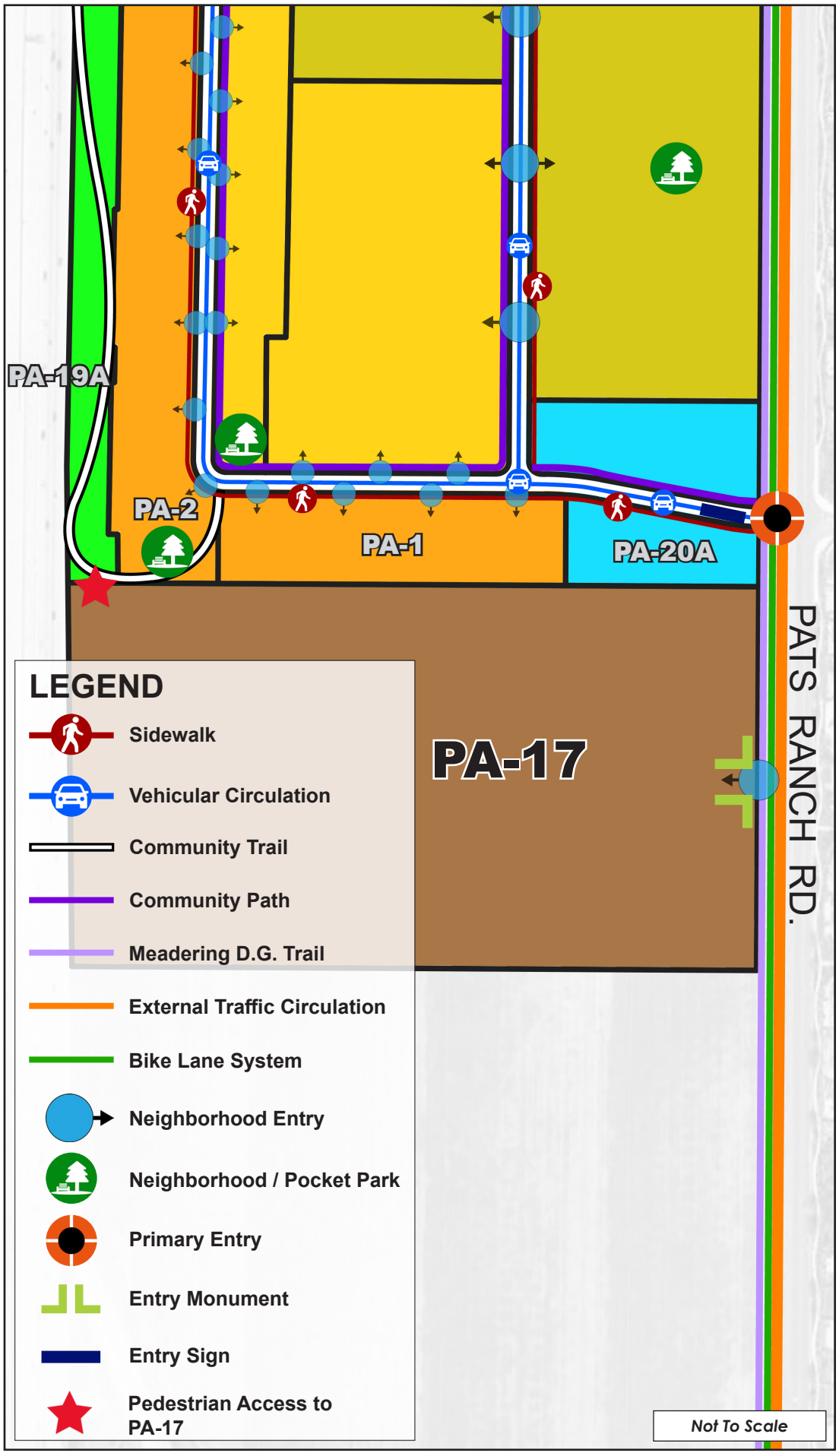
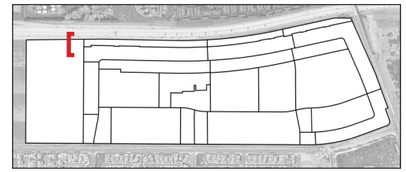
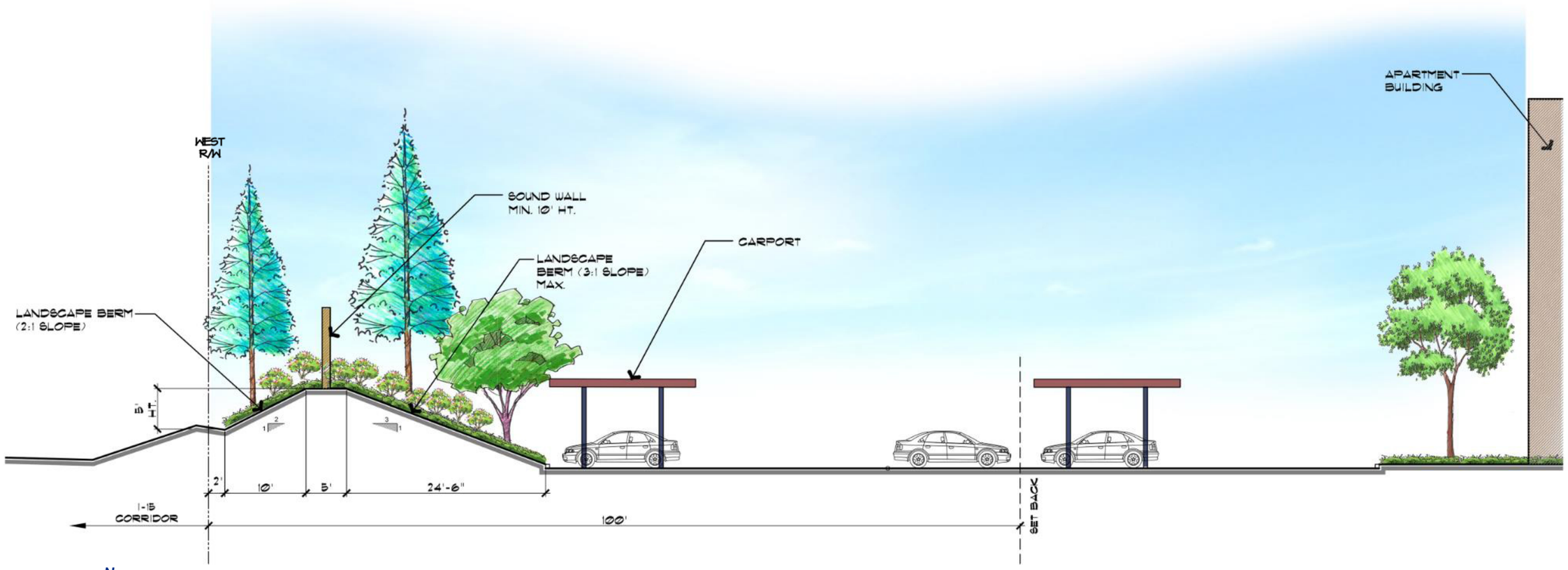


Figure 4.18, Planning Area 17





VERNOLA RANCH

CROSS SECTION A IN PA-17

SITESCAPES
Landscape Architecture & Planning
5180-82 Airport Loop Drive
Costa Mesa, CA 92626
Robert Palomo, License # 5790
(949) 644-9570 FAX (714) 310-3140

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

Figure 4.19, Cross Section A in PA-17

4.7 Planning Area 18

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



By Architects Orange

Land Use

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

Vehicular Access

Interior backbone roads will provide primary access.

Pedestrian Network

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

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

Monumentation

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

DRAFT

Design Guidelines

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

DRAFT

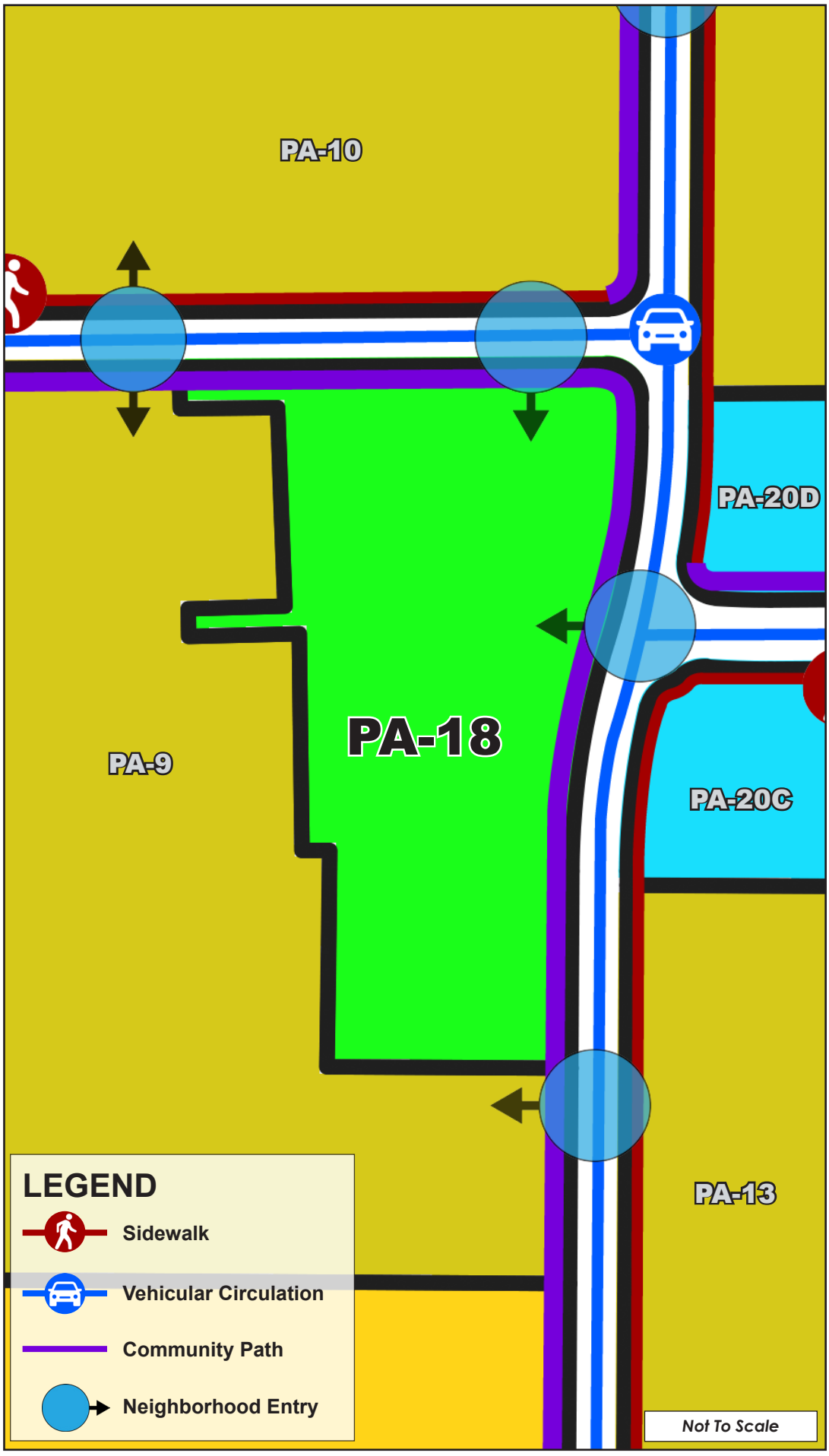


Figure 4.20, Planning Area 18

4.8 Planning Area 19



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

Land Use

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

Pedestrian Network

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

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

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

DRAFT

Monumentation

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

Design Guidelines

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

DRAFT

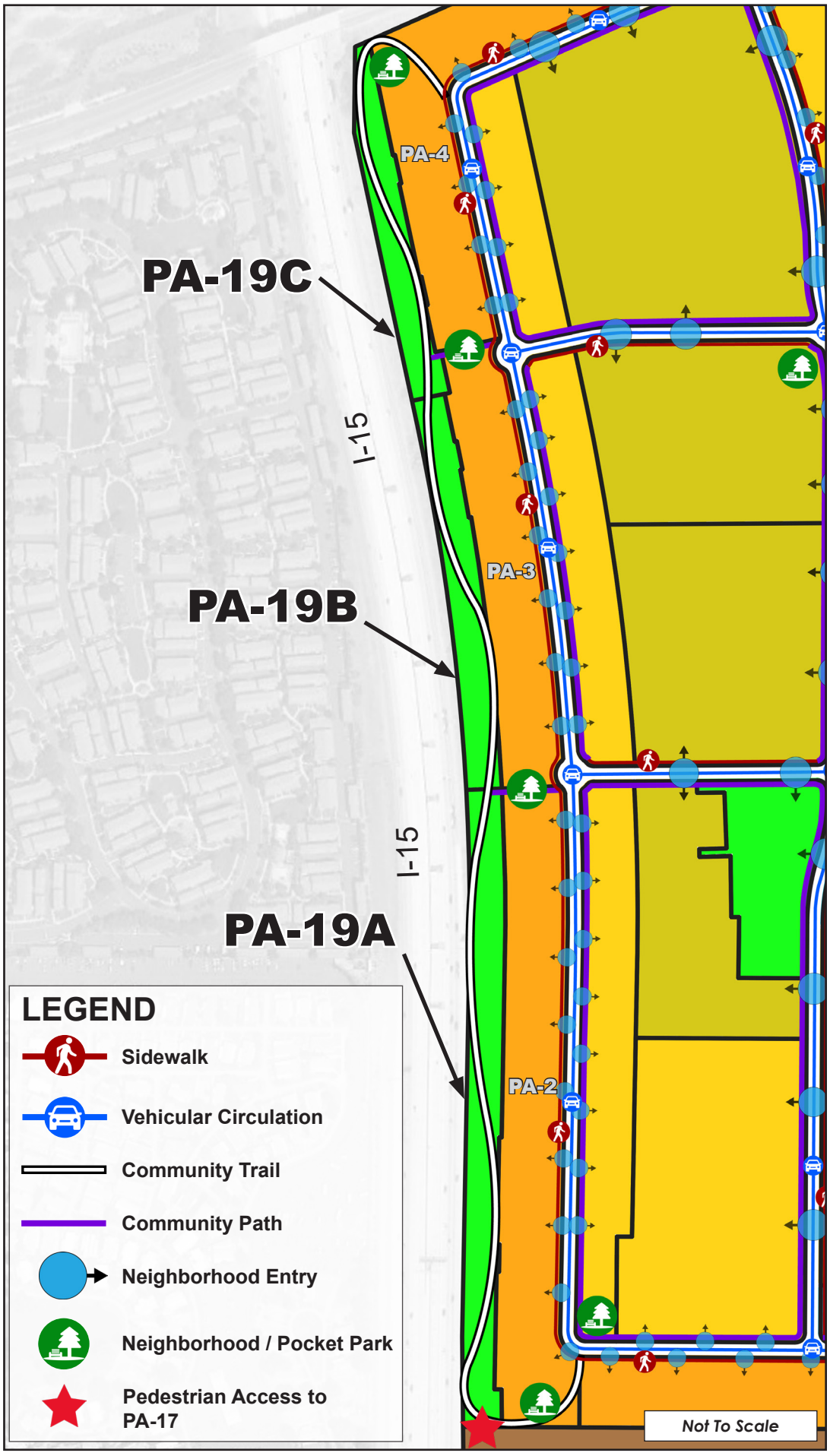


Figure 4.21, Planning Area 19

4.9 Planning Area 20

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



By Sitescapes

Land Use

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

Vehicular Access

Interior backbone roads will provide access to this Planning Area.

Interior Roads and Pedestrian Network

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

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

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

DRAFT

Monumentation

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

Design Guidelines

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

DRAFT

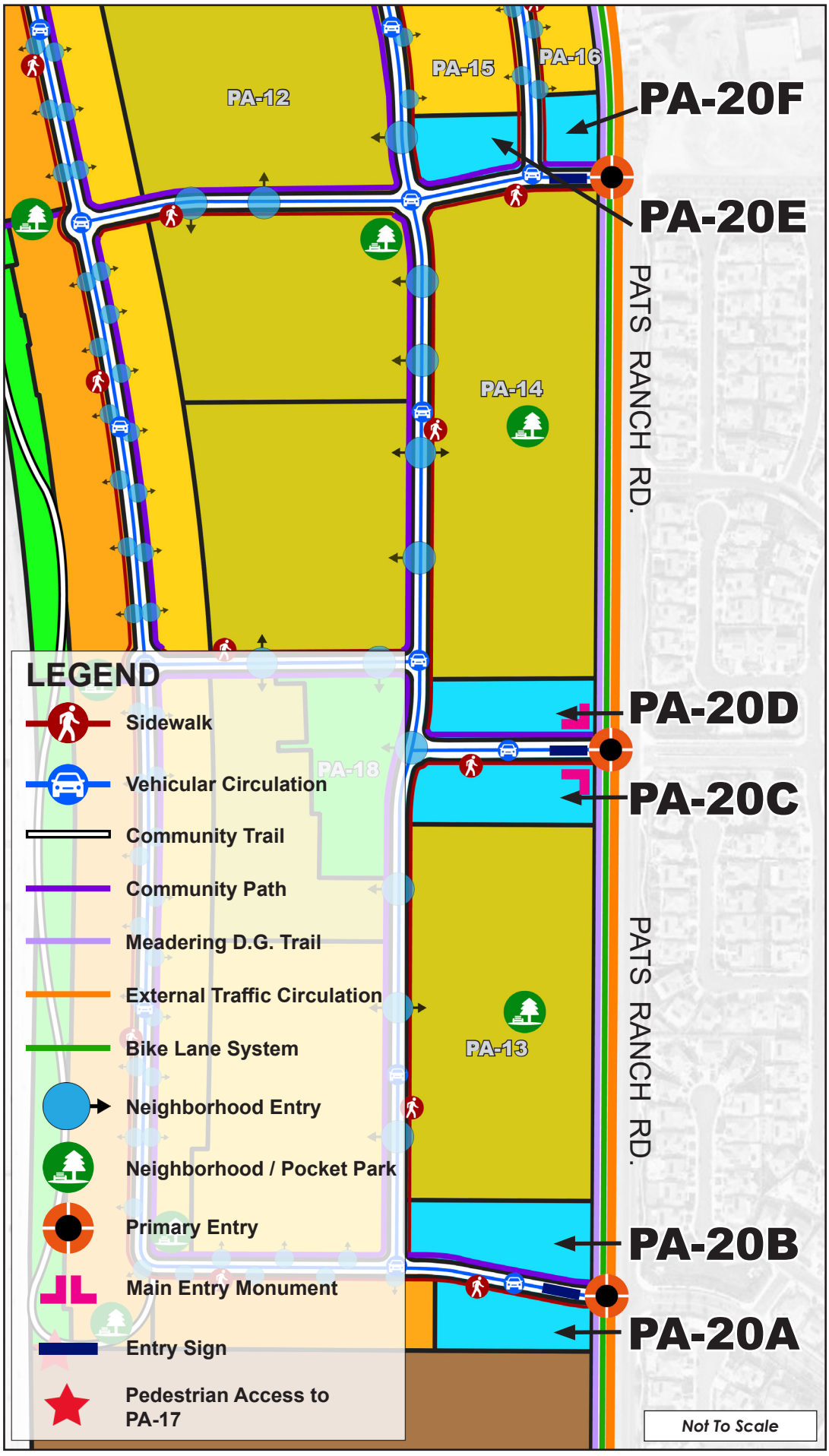


Figure 4.22, Planning Area 20

5.1 Landscape Guidelines Description

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

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

5.2 Planting Overview

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

DRAFT

Table F, Plant Palette

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

5.3 General Landscape Design Guidelines

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

5.3.1 Streetscape Trees

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

- Street trees will be chosen from **Table G, Street Tree Matrix** below.
- Street trees shall be located so as not to interfere with:
  - Street lights
  - Utilities
  - Sight lines

Table G, Street Tree Matrix

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

DRAFT

5.3.2 Front Yard Landscaping

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

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

5.3.3 Interior Slope Landscape

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

5.3.4 Lighting

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

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

DRAFT

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

5.3.5 Signage and Monumentation

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

DRAFT

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

5.3.6 Irrigation

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

Reclaimed Water

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

Water Conservation

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

DRAFT

Street Tree Matrix				
Symbol	Tree Type	Botanical Name	Common Name	Ave. Spacing
Pat's Ranch Road				
	Street Tree	Prosopis chilensis	Chilean Mesquite	40' O.C.
	Background Tree	Lophostemon confertа	Brisbane Box	30' O.C.
Bellgrave Avenue				
	Street Tree	Laurus nobilis	Bay Laurel	40' O.C.
Project Entries (Grove Trees)				
	Specimen Tree	Olea europaea	Olive	
Entry Streets (Boca Place, Park Center Drive, Sheerwater Drive)				
	Parkway Tree	Platanus x acerifolia	London Plane	40' O.C.
	Median Tree	Lagerstroemia indica 'Muskogee'	Crape Myrtle	40' O.C.

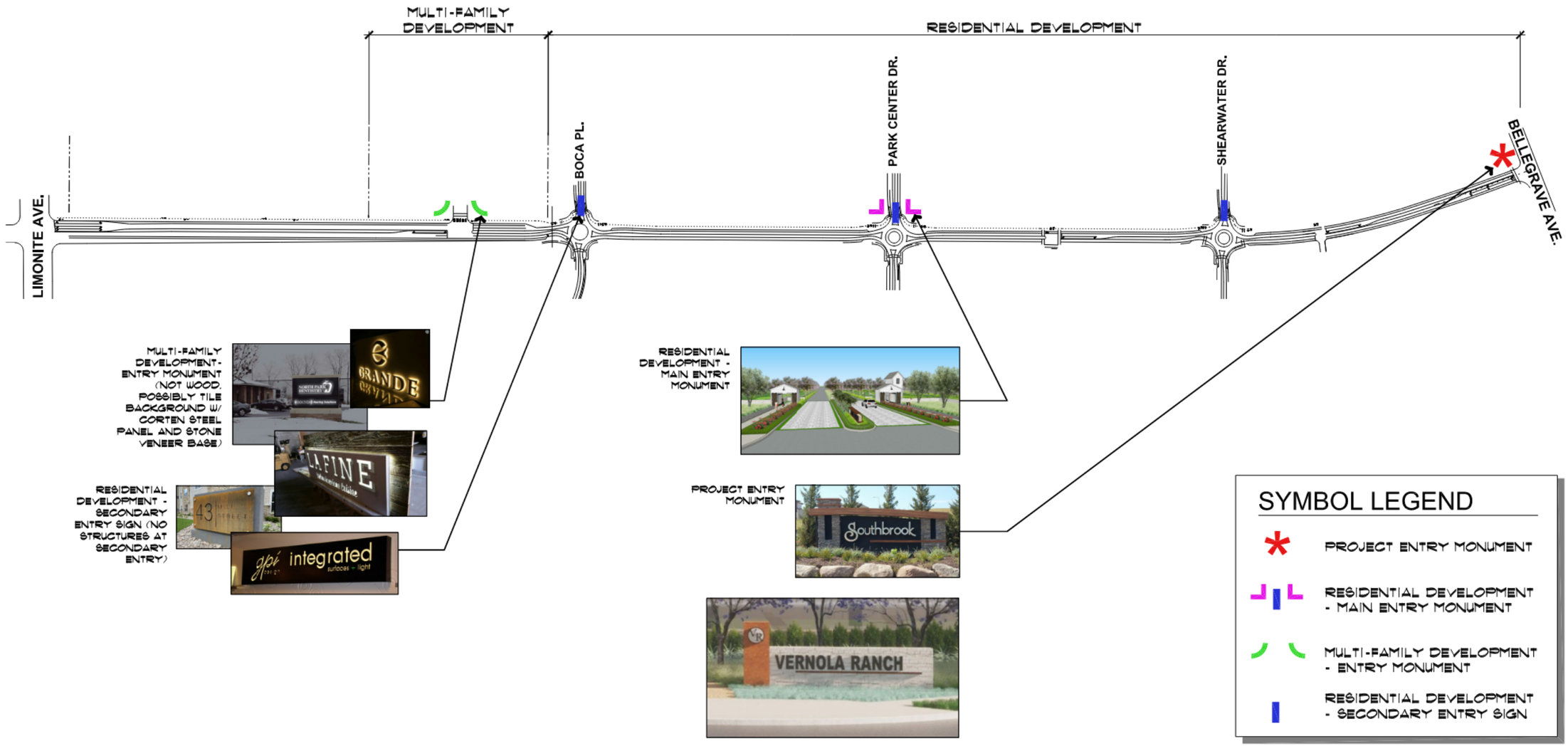
Street Tree Matrix (Cont.)				
Symbol	Tree Type	Botanical Name	Common Name	Ave. Spacing
Main Loop Roads				
	Street Tree	Podocarpus gracilior	Fern Pine	40' O.C.
Secondary Loop Roads				
	Street Tree	Lagerstroemia indica 'Muskogee'	Crape Myrtle	30' O.C.
Local Streets or Alleys				
	Street Tree	Lophostemon confertа	Brisbane Box	30' O.C.
	Street Tree	Brachychiton populneus	Bottle Tree	30' O.C.



VERNOLA RANCH STREET TREE EXHIBIT

SITESCAPES
Landscape Architecture & Planning
JOB# 21-040 DATE: 03-06-23

Figure 5.1, Street Tree Exhibit



VERNOLA RANCH CONCEPTUAL MONUMENTATION LOCATION

SITESCAPES
Landscape Architecture & Planning

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

Figure 5.2, Concept Monumentation Location

5.3.7 Management Considerations

Drought Tolerance

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

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

Climate Constraints

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

5.3.8 Maintenance Responsibility

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

DRAFT

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

5.4 Wall and Fence Plan

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

5.4.1 Perimeter Theme Walls

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

5.4.2 Residential Walls

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

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

DRAFT

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

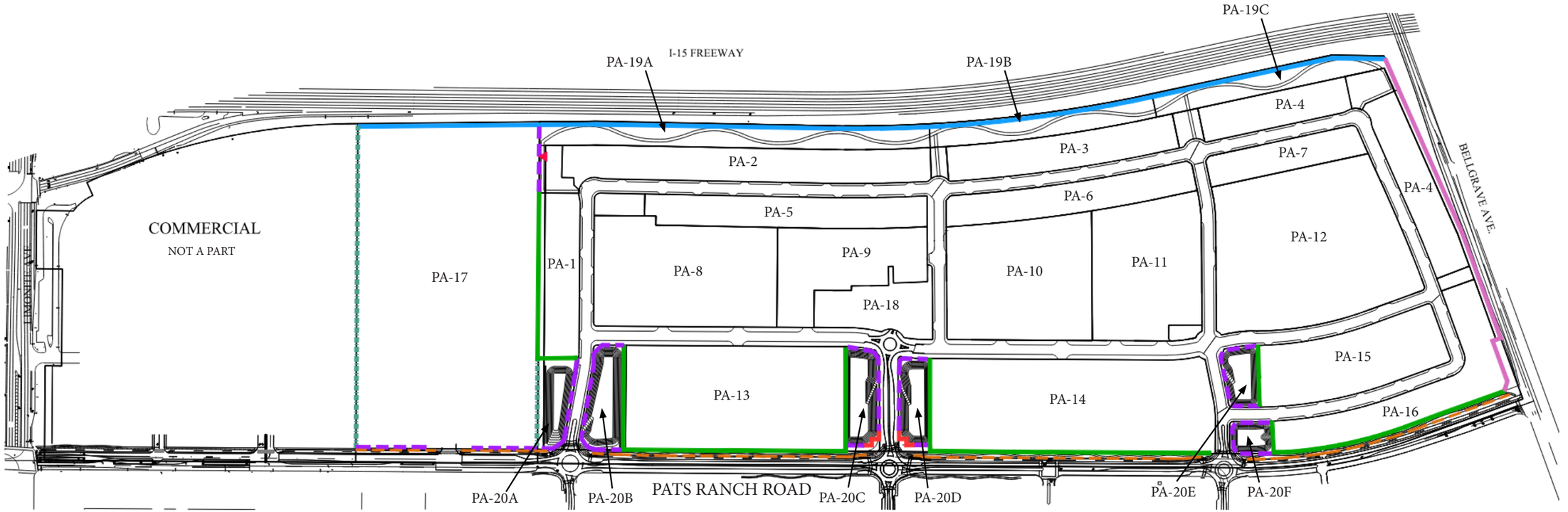
5.4.3 Accent Walls and Fences

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

5.4.4 View Fencing

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

DRAFT



Not To Scale

FENCE & WALL LEGEND

- 6'-HIGH SPLIT FACE (PUBLIC-FACING) BLOCK WALL or 9'-0" COMBO WALL (per site condition requirements) W/ STONE VENEER PILASTERS W/ PRECAST CAP SPACED @ 75' O.C. MAX. *NOTE: WHERE WALL IS EXPOSED TO PUBLIC VIEW, S2S IS REQUIRED
- 6'-HIGH SPLIT FACE (2-SIDES) BLOCK WALL W/ STONE VENEER PILASTERS W/ PRECAST CAP SPACED @ 75' O.C. MAX.
- 9'-HIGH SPLIT FACE (2-SIDES) BLOCK WALL W/ STONE VENEER PILASTERS W/ PRECAST CAP SPACED @ 75' O.C. MAX.
- 10'-HIGH SPLIT FACE (2-SIDES) BLOCK WALL ON TOP OF 5'-HIGH BERM
- 6'-HIGH TUBULAR STEEL FENCE
- 4'-HIGH 3-RAIL FENCE
- 6'-HIGH ENHANCED WALL W/ INTERMITTENT METAL FENCING
- PEDESTRIAN (TUBULAR STEEL)

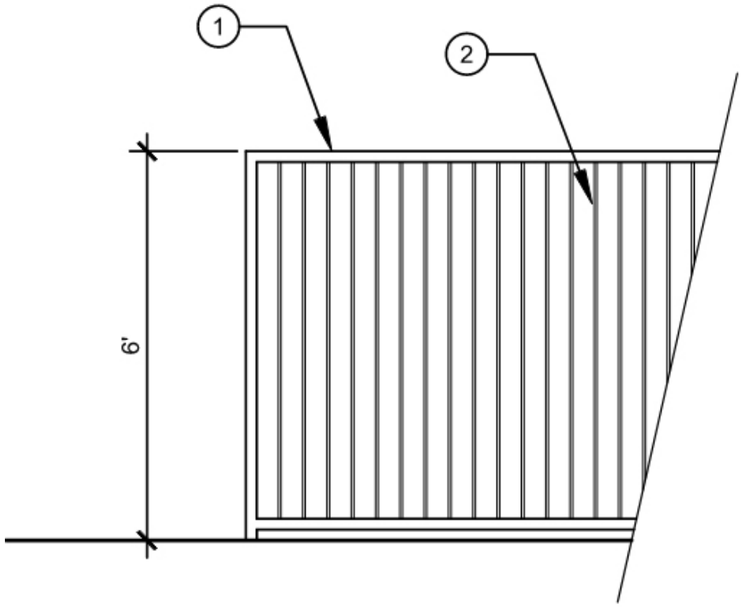
VERNOLA RANCH OVERALL FENCE & WALL PLAN

SITESCAPES
Landscape Architecture & Planning

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

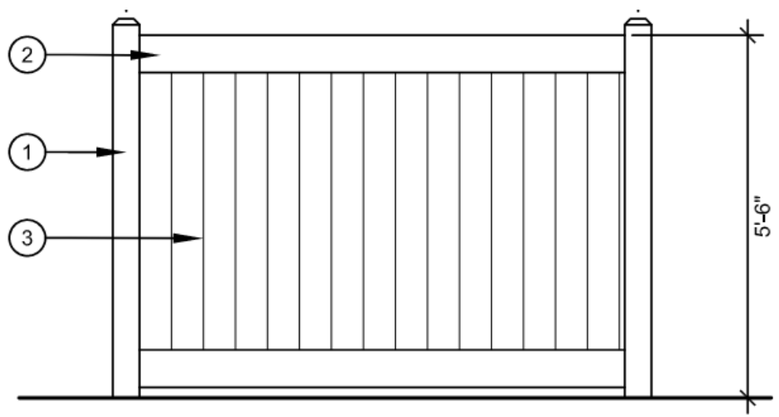
Figure 5.3, Overall Fence & Wall Plan

ALBERT A. WEBB ASSOCIATES



TUBULAR STEEL FENCE

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



VINYL FENCE WITHIN PLANNING AREAS

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

CONCEPTUAL IMAGERY/MATERIALS:



3-RAIL FENCE



STEEL FENCE



VINYL FENCE



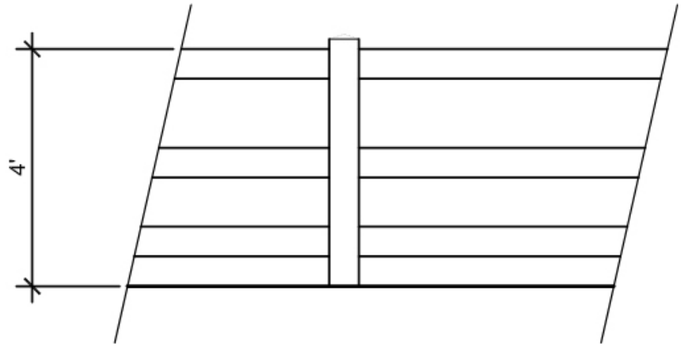
VINYL FENCE



VINYL FENCE

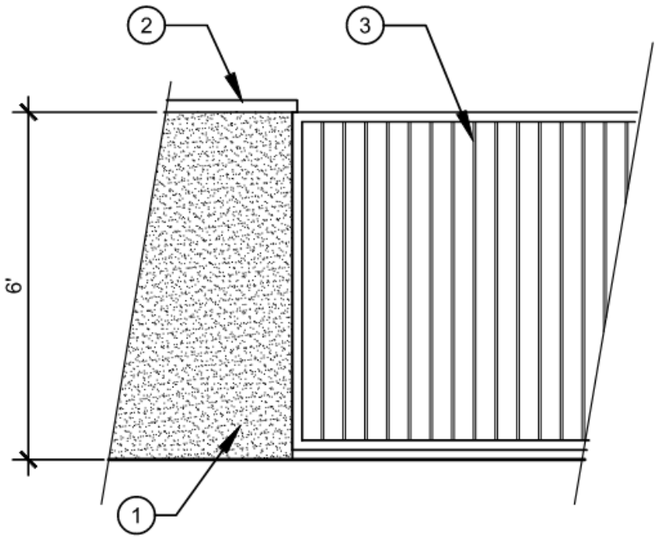


STUCCO WALL



3-RAIL TRAIL FENCE

3-RAIL VINYL TRAIL FENCE
COLOR: "WHITE"



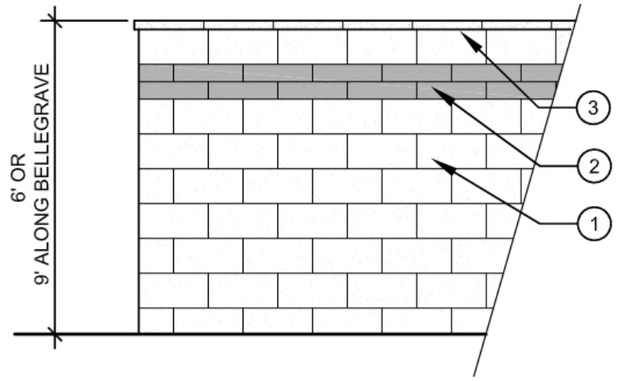
6'-HIGH WALL W/INTERMITTENT METAL FENCING

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

Not To Scale

SITESCAPES
Landscape Architecture & Planning
5180-82 Airport Loop Drive
Costa Mesa, CA 92626
Robert Pellarano, Owner # 2781
(949) 644-9270 FAX (714) 210-3140

Figure 5.4 A, Fence Types

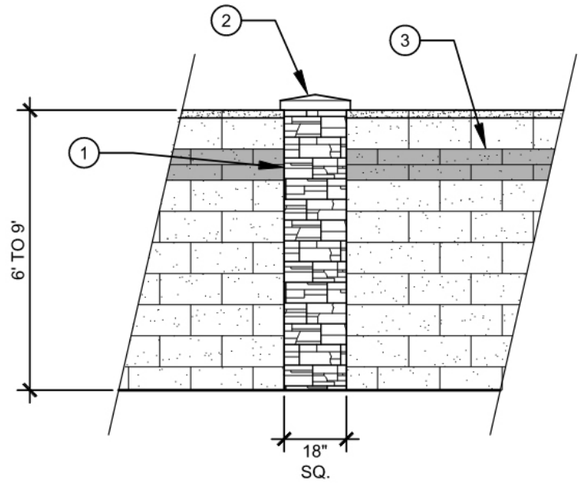


PERIMETER THEME WALL

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

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

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



PERIMETER PILASTER

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

CONCEPTUAL IMAGERY/MATERIALS:



STONE VENEER WALL



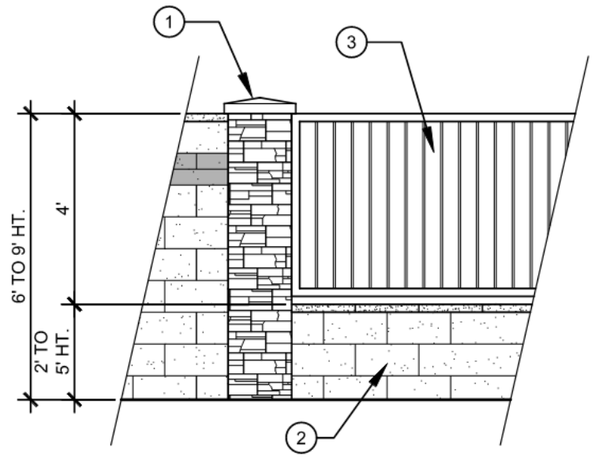
SPLIT FACE WALL



SPLIT FACE WALL



STUCCO WALL

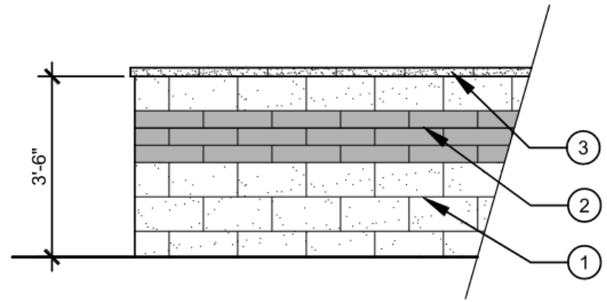


PARTIAL VIEW WALL

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

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

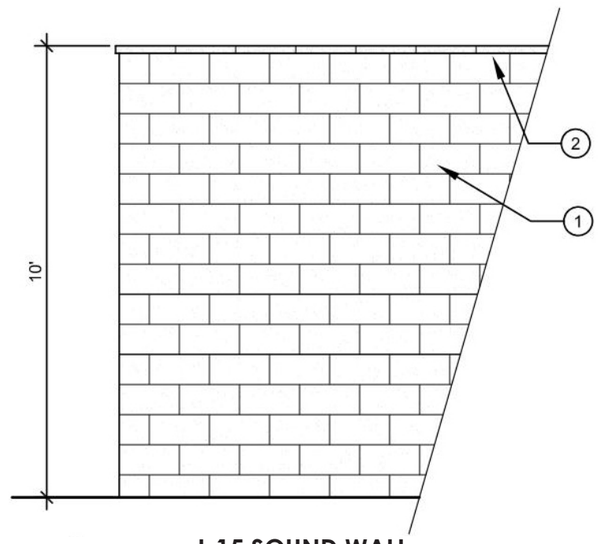
COLOR NOTE: WALL IS TO BE CONSISTENT IN ITS COLOR SCHEME. CAP AND BAND SHALL BE AN ACCENT COLOR AND SHALL MATCH, EXAMPLE: TAN WALL W/ BROWN BAND AND CAP OR GRAY WALL W/ CHARCOAL BAND AND CAP.



NEIGHBORHOOD PARK WALL

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

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



I-15 SOUND WALL

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

Not To Scale

SITESCAPES
Landscape Architecture & Planning
5180-B2 Airport Loop Drive
Costa Mesa, CA 92626
Robert Pellarano, Owner # 2781
(949) 644-9370 FAX (714) 210-3140

Figure 5.4 B, Wall Types

ALBERT A. WEBB ASSOCIATES

6.1 Purpose and Intent

This chapter contains the architectural design guidelines that provide a general framework for neighborhood, building, and site design to express the desired character of the VRSP, ensure a consistent level of quality, accommodate emerging architectural and product trends, and support green building practices. Reflecting timeless town building principles, neighborhoods within the VRSP will incorporate a variety of home designs within a pedestrian friendly environment, close to parks, open space, neighborhood commercial center, and civic buildings. The neighborhoods will be designed to embrace comfortable human scale, visual charm, attractive landscapes and well-proportioned spaces formed by appropriately positioned and articulated architecture.

The purpose of the architectural design guidelines is as follows:

- Provide the City of Jurupa Valley with the necessary assurances that development within the VRSP will attain the desired level of quality.
- Provide design guidance to the City when reviewing future development within the VRSP.
- Serve as design criteria for use by planners, architects, landscape architects, engineers, builders and property owners who will be involved in the development of the VRSP.
- Provide an architectural framework and clear direction without limiting the creativity of the designer.

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

DRAFT

6.2 Residential Design Guidelines

6.2.1 Neighborhood Design

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

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

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

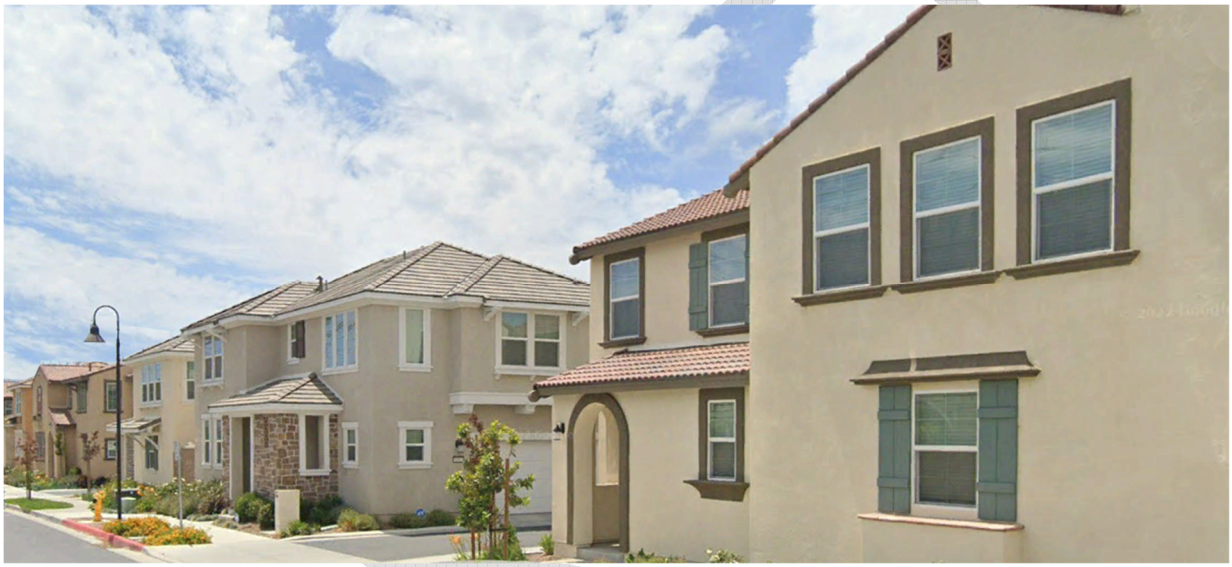
6.2.2 Residential Building Typologies

The VRSP is designed with flexibility to allow internal shifts in residential densities and housing types. A wide range of residential building types and sizes will be integrated within the community. Such integration not only creates a quality pedestrian environment by providing diversity and rhythm to the neighborhoods, but also enables a broad market of residents to purchase homes within the community. The mix of detached and attached building typologies have the following key attributes that add to the diversity within the community:

- Single-family detached and cluster neighborhoods provide a broad spectrum of home types, from conventional front-loaded homes to rear- and court-loaded cluster homes. The ability to mix and match these home types throughout the VRSP allows for small, diverse pockets of single-family residential design that add visual interest and variety.
- Multi-family attached residential neighborhoods, including townhomes and stacked flats, and the potential for duplexes/triplexes, often resemble small villages, with the buildings generally oriented around public spaces, such as open space areas and recreational amenities. Buildings often form linear edges or green courts, creating opportunities for pedestrian connectivity.

DRAFT

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



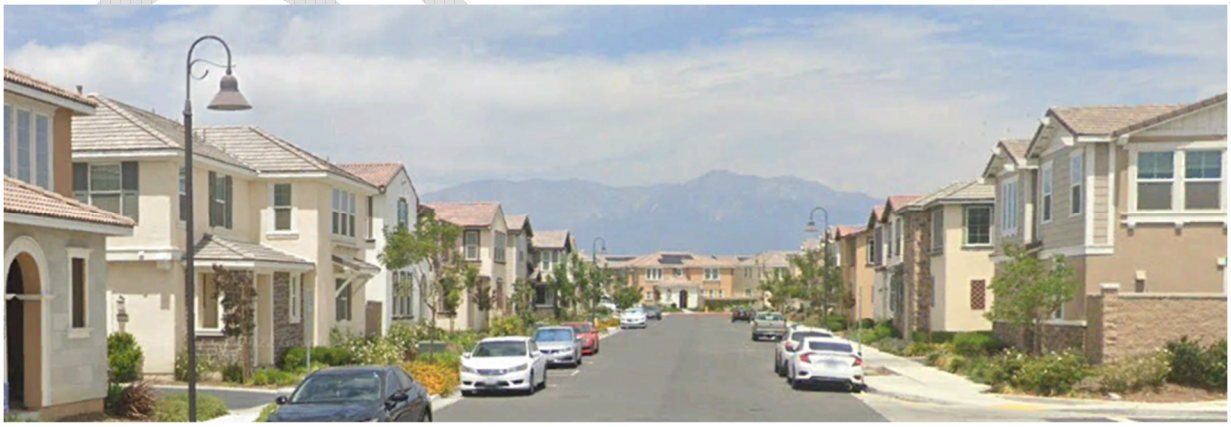


Table H

Appropriate Residential Building Typologies by Planning Areas

Product Types[1]	Planning Areas							
	1 & 2	3 & 4	5, 6 & 7	8, 15 & 16	9 & 10	11 & 14	12 & 13	17
Single-Family Detached Homes								
Conventional Single-Family Homes					●	●	●	
Cluster Homes								
Front-Loaded Cluster Homes			●	●				
Rear-Loaded Cluster Homes			●	●				
Attached Residential Buildings								
Duplexes	●	●	●	●				
Triplexes	●	●	●	●				
Townhomes	●	●	●	●				●
Stacked Flats	●	●	●	●				●

Additional building typologies that enhance diversity in street scenes and housing types are permitted, provided they are consistent with the intent of the VRSP, are compatible with the surrounding neighborhoods, and meet the land use regulations contained in Chapter 3 of the VRSP.

Notes

Allowable minimum lots sizes for single-family detached products include 3,150 square feet, 4,000 square feet, and 5,000 square feet.

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

DRAFT

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

Single-Family Detached Homes



By Kevin L. Crook Architects

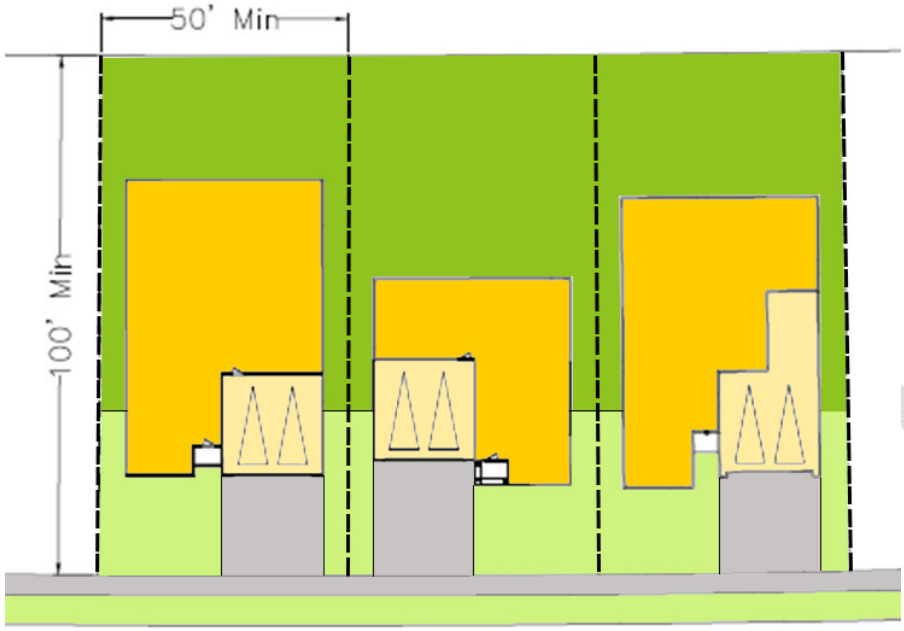
Single-family detached homes come in a wide range of configurations and sizes. These homes are plotted with front doors that take access from the street. The primary type of single-family detached homes within the VRSP will be Conventional Single-Family Homes, although Front-Loaded Z-Lot Homes as described below may be incorporated. Other types of single-family detached homes are encouraged but not required to enhance diversity in housing types, provided they meet the development standards of the underlying land use designations. Sample Plotting Concepts have been provided below in **Figure 6.1, Plotting Concept Examples – Single-Family Detached Homes**.

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

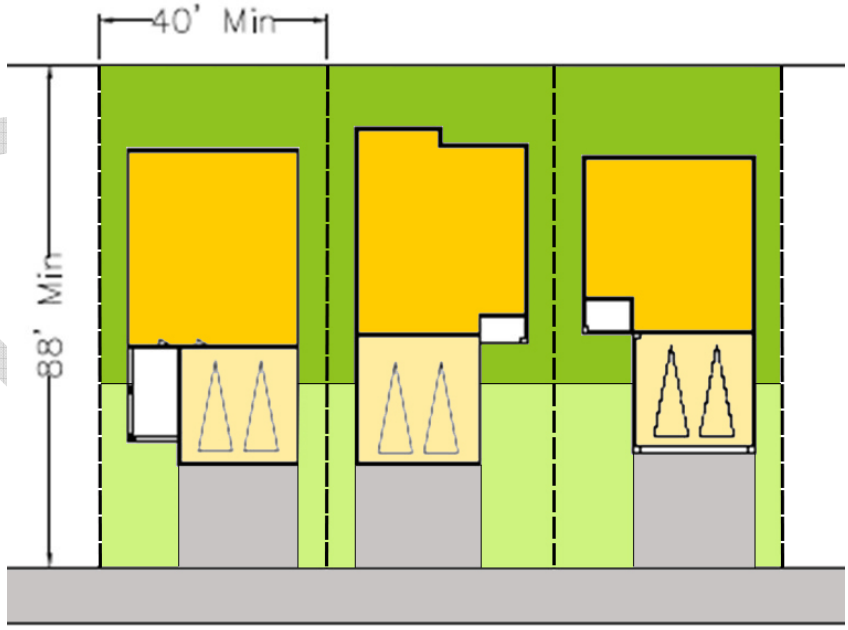
DRAFT

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

MHDR-SFD >4,000 SF



MHDR-SFD >3,150 SF



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

Cluster Homes



By Kevin L. Crook Architects

Cluster homes refer to a group of detached dwellings clustered around a common feature such as a shared driveway, paseo, or open space area. Detached cluster homes can be large or small in size and are designed to provide alternatives to conventional single-family homes. These homes offer single-family detached living opportunities and private yard areas at more attainable costs and improve the street scene by removing garages from the street. There are two primary types of detached cluster homes within the VRSP, including front-loaded motor court homes and rear loaded paseo homes. Typical configurations of single-family detached clusters are depicted below; however, other configurations are encouraged, but not required, to provide diversity in lifestyle and housing type, provided they meet the development standards of the underlying land use designations. Common areas within a detached cluster development will be maintained by the respective homeowners association.

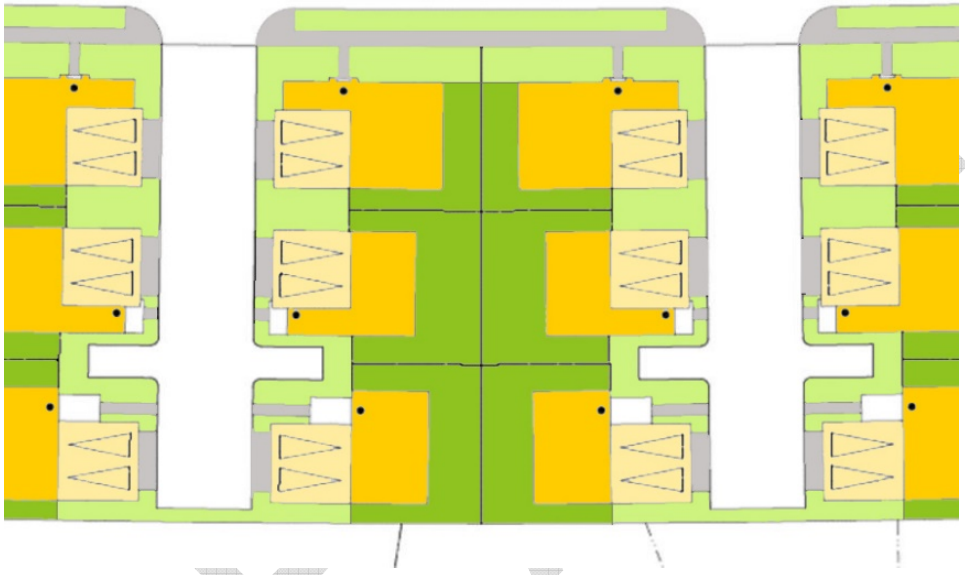
- **Front-Loaded Cluster Homes.** Front-loaded cluster homes are detached dwellings clustered around a court. The cluster group typically includes 4 to 8 units. The dwelling unit entries face either the court or the street, and the private outdoor living space occurs in the side and rear yards. Reciprocal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

DRAFT

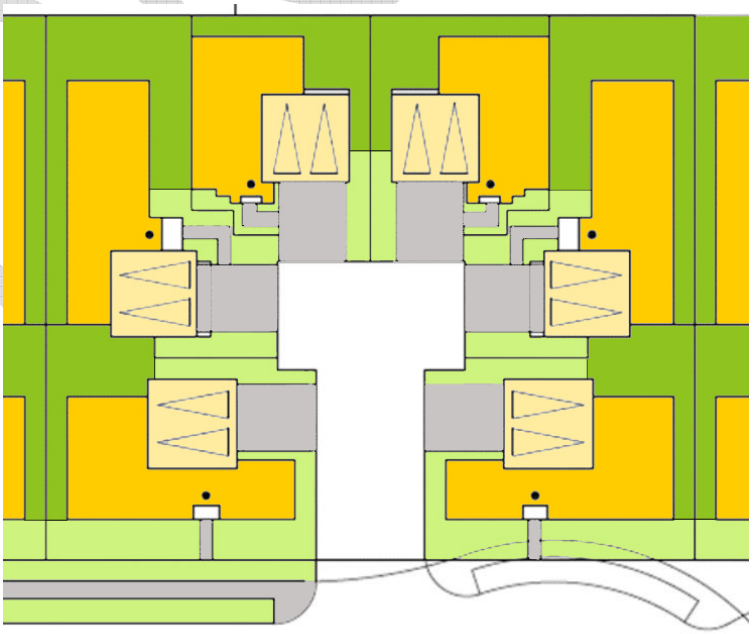
maximize the side yard areas. Resident parking spaces are provided in the garages, and guest parking is provided on adjacent local streets or adjacent the dwelling or designated on-site parking areas. Access to the garages is via the private courts or streets. The court may be linear or "T-shaped" and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

Figure 6.2, Plotting Concept Examples – Detached Cluster Homes

HDR-Detached Cluster



HDR-Detached 6-Pack Cluster



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

HDR-Detached Paseo Cluster



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

DRAFT

Attached Residential Buildings

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

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



Duplexes by Architects Orange
By Kevin L. Crook Architects



Townhomes by DTJ Design
By Kevin L. Crook Architects



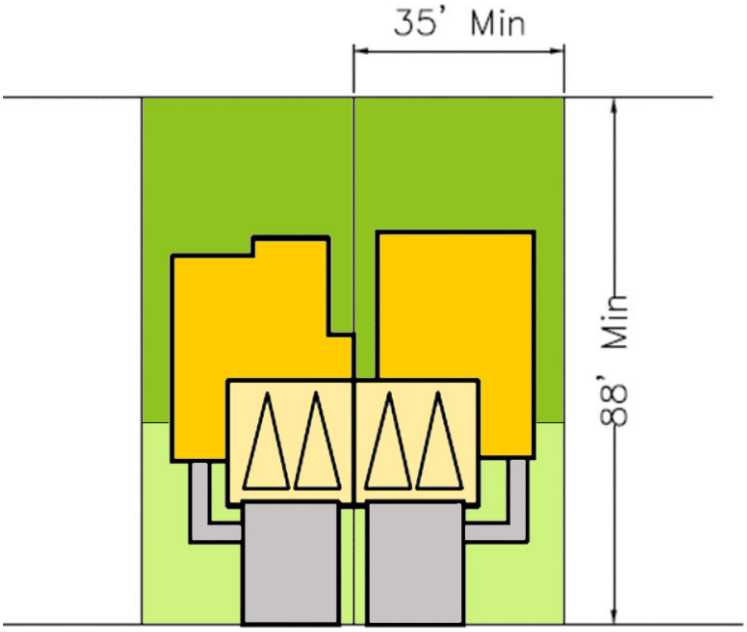
Stacked Flats
By Architects Orange

Note: The images above are examples in VRSP.

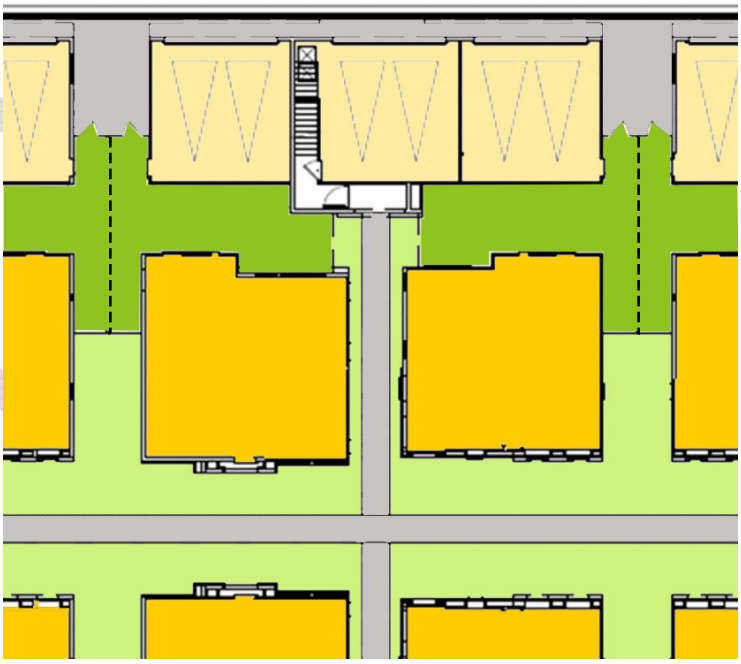
DRAFT

Figure 6.3, Plotting Concept Examples – Attached Residential Buildings

MHDR-Duplex

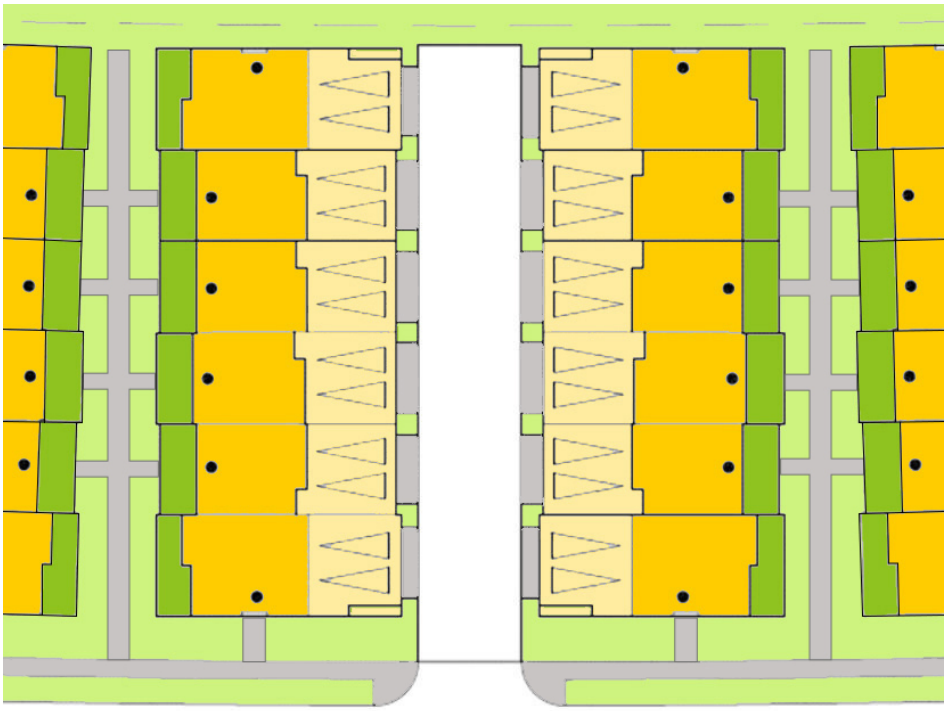


HDR-Triplex

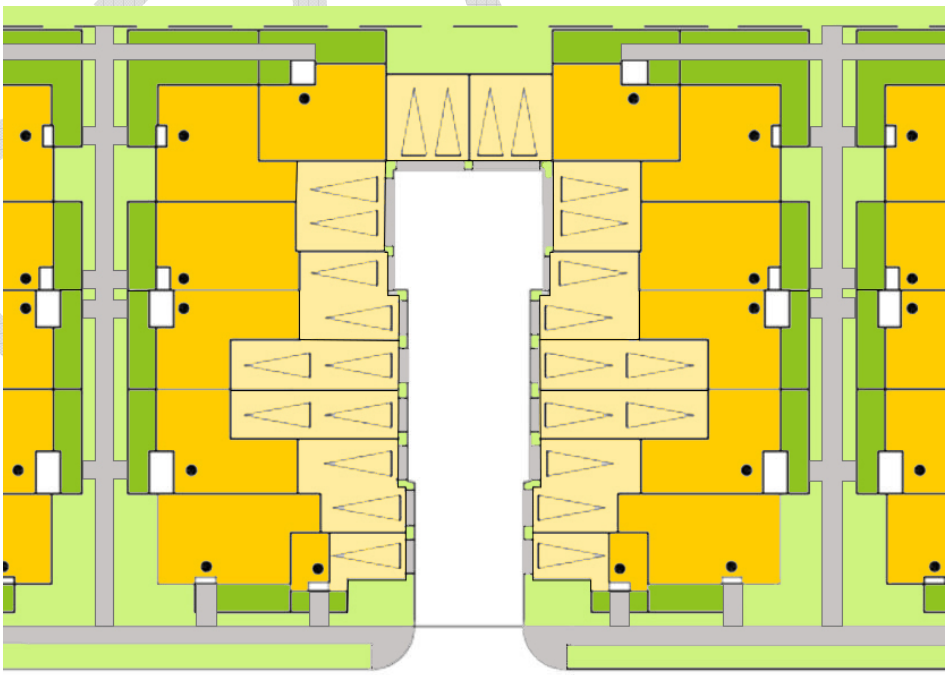


Note: Additional Product may be acceptable based on the discretion of the Planning Director.

VHDR-Attached Row Townhomes



VHDR-Attached Motor Court Townhomes



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

HHDR-Multi-Family



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

6.2.3 Livable Streets

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

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

Streetscape design may include parkways with tree plantings along the streets, and the paseos and sidewalks for pedestrian connectivity, where feasible. Streets in the residential neighborhoods should have sidewalks separated from the curbs with street trees in the landscape parkway. The goal is to create intimate, socially interactive, and secure neighborhoods that encourage street activity, promote walking, and allow convenient access to parks, recreational facilities, and shopping.

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

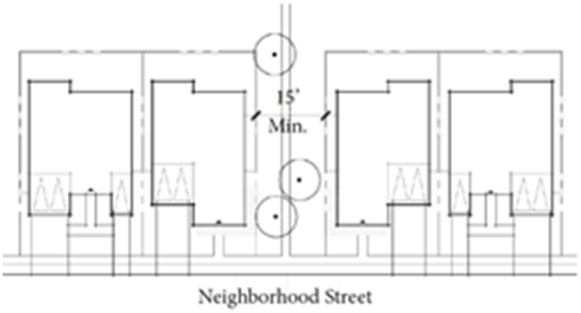
6.2.4 Pedestrian Connectivity

Within the VRSP, pedestrian pathways, trails, and bike routes facilitating strong connectivity among the residential neighborhoods and to the community amenities, such as parks and recreational facilities, should be provided. These pathways can be in the form of paseos or sidewalks. Mid-block pedestrian ways providing pedestrian access at mid-block points can be utilized as an alternative walking route through a neighborhood. Open-ended cul-de-sacs can also be used to enhance pedestrian

DRAFT

connectivity without allowing for auto circulation to cut through. By creating an open-ended bulb, the cul-de-sacs not only allow for pedestrian travel, but also provide view corridors into and out of neighborhoods, thus creating a more open neighborhood feel. Examples of these ideas are reflected in figure below. In addition, the onsite sidewalks, community paths, community trails, and meandering D.G. trails provide smooth and enjoyable connections between neighborhoods, offsite and local amenities, transportation, and nearby retail.

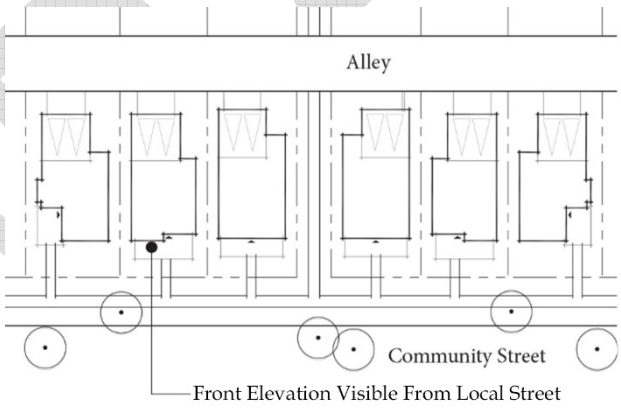
Figure 6.4, Pedestrian Connectivity Concepts



Mid-Block Pedestrian Way



Open Ended Cul-de-Sac



Fronting on local Edge

6.3 Building and Site Design

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

Buildings within the VRSP will be designed to meet or exceed the applicable standards set forth in the most current edition of California Building Standards Code - California Energy Code (Title 24, Part 6) and California Green Building Standards Code (Title 24, Part 11). Other sustainable design practices are also encouraged, such as the use of simple massing forms and efficient framing techniques, rapidly renewable resources, and durable material that require less frequent replacement. Universal design in housing is also encouraged to create accessible spaces that serve the needs of people with disabilities. Additionally, "Crime Prevention through Environmental Design" (CPTED) elements should be incorporated into building and site design to facilitate natural surveillance, access control, territorial reinforcement, and proper common area maintenance.

6.3.1 Architectural Styles

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

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

2) Although various architectural styles are intended to coexist in the overall community, only compatible styles should be mixed within a single Planning Area to ensure consistency in neighborhood character. Contemporary interpretation of traditional styles is permitted.

DRAFT

3) Building massing, roof forms, details, materials, and colors should demonstrate authenticity of style to avoid "stage-front" architecture.

4) The selection of architectural styles should be appropriate for the building typology.



Modern Farmhouse



Progressive Monterrey



Italianate
By Bassenian Lagoni Architects



Spanish



Adobe Ranch
By Kevin L. Crook Architects



Tuscan



American Farmhouse



American Traditional



Provence
By Kevin Crook Architecture



Urban Farmhouse
By KTGY Architects



Prairie Modern
By KTGY Architects



Spanish Eclectic

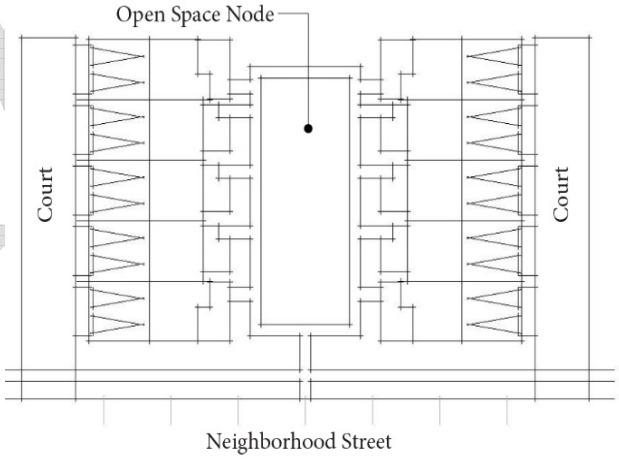


Modern Monterey
By KTGY Architects

Note: The images above are examples in VRSP.

6.3.2 Building Placement and Orientation

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



Attached Homes Oriented Toward Open Space Node

6.3.3 Form and Massing

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

DRAFT

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



By Kevin L. Crook Architects

8) Where multi-family buildings are located adjacent to single-family homes, minimize impacts on adjoining residences with a sensitive transition in scale, massing, and height, and design the transition to ensure resident privacy.

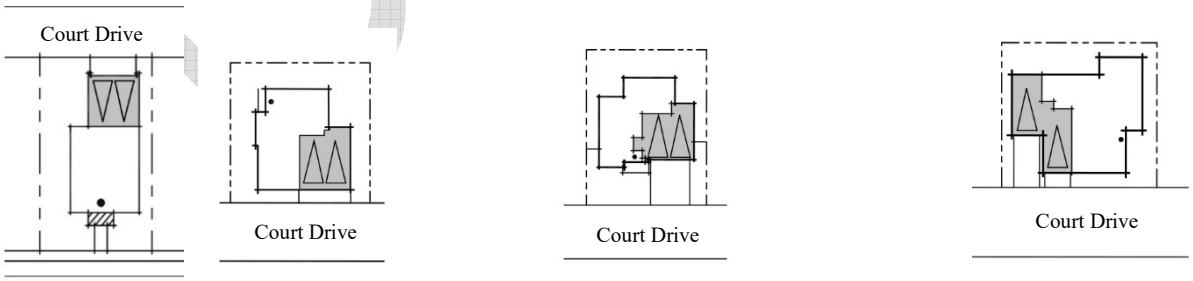
DRAFT

6.3.4 Garage Placement and Parking Areas

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

Figure 6.5, Front-Loaded Garage Examples

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



Garage without Full Driveway *Garage with Full Driveway* *Staggered Garages*

DRAFT

6.3.5 Roof Considerations

1) Select roof forms, pitches, and materials that are consistent with the architectural style of the building. Consider roof forms in relationship to the building mass to improve massing relief along public streets and on other publicly visible elevations.
2) Varied roof forms, offsets, and materials consistent with the architectural style of the building are encouraged to create variation in the skyline and diversity in the street scene.
3) Keep roof forms simple and efficient based on the architectural style and plan shape. Avoid overly complicated roof design that detracts from the characteristics of the architectural style.
4) The location of the photovoltaic and solar panels and/or tiles, as well as any solar water heating panels, should be carefully considered when designing roof plans. Where feasible, minimize or group rooftop equipment to leave adequate, continuous space for rooftop photovoltaic systems.

6.3.6 Articulation and Details

1) Side and rear elevations that are visible from public streets, parks, trails, and other highly visible areas should incorporate enhancement features that minimize visual monotony and enhance pedestrian experience such as window treatments, accent materials, or other vertical or horizontal breaks in the wall massing.
2) Building elevations facing the motor courts should incorporate articulation such as massing offsets, window detailing, etc. to improve the appearance of the motor courts.
3) Windows and entries add articulation, break up massing, and play a key role in defining the style of a building. They also contribute to the energy performance and thermal comfort of a home. Window and entry guidelines include the following:
    a) Coordinate window shape, size, and location on each elevation to provide a logical, proportional, and attractive composition consistent with the architectural style.
    b) Windows on the front elevations and highly visible side and rear elevations should incorporate enhancements, such as trim surrounds, headers or sills, shutters, or other similar elements, as appropriate to the architectural style.

DRAFT

c) Locate and size windows to respond to the conditions of the site, including solar exposure.

d) Select energy efficient windows to improve building performance.

e) Install operable windows to improve interior thermal comfort and allow occupants to passively regulate indoor temperatures and air quality.

f) When feasible, design windows on south-facing elevations to provide passive solar heating and cooling.

g) Front doors and entryways should provide the focal point on the public street elevation of a building, and be protected from the sun with overhangs, recesses, or porches, consistent with the architectural style of the building.

4) Design lighting to minimize impact to adjacent properties, particularly open space areas, through careful placement and fixture selection. Lighting shall comply with the standards contained in the City's Municipal Code Section 9.240.545.

5) Choose lighting locations within multi-family residential complexes for maximum visual enhancement and safety, highlight important features, and provide lighting where people need it most.

6.3.7 Materials and Colors

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

1) Provide a variety in texture and color to allow for diversified expressions of individuality on building elevations, while maintaining visual cohesiveness throughout the community.

2) Ensure that materials and color blocking terminate at inside corners or is otherwise wrapped to avoid the appearance of false façades.

3) Apply colors and materials to enhance changes in wall plane, reinforce articulation of elevations, and enhance special features such as entries, single-story elements, etc.

4) Materials should be consistently applied and work harmoniously with adjacent materials. Avoid piecemeal embellishments and frequent changes in materials.

5) Select high-quality, low-maintenance, and durable materials to minimize the need for replacement that would contribute to landfill waste.

6) Consider the use of recycled and/or rapidly renewable materials, as well as pre-finished building materials to reduce waste and conserve resources.

DRAFT

7) Consider using low-VOC emitting building materials for flooring, carpet, adhesives, caulks, insulations, etc. to protect air quality.

6.3.8 Functional Elements

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

DRAFT

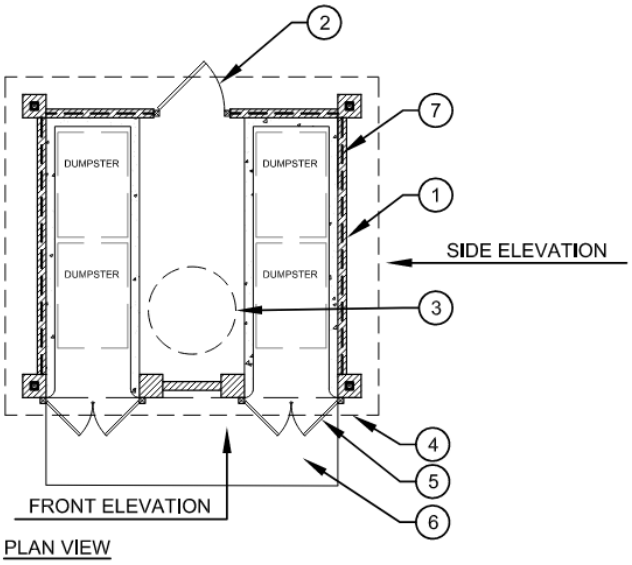
10) For community aesthetic reasons, solar panels are encouraged to be installed on the rear roof elevation of a building. If placing the panels on the rear elevation would significantly compromise the system's performance, then locating the solar panels on the least publicly visible elevation where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

DRAFT

6.3.9 Trash Enclosures

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

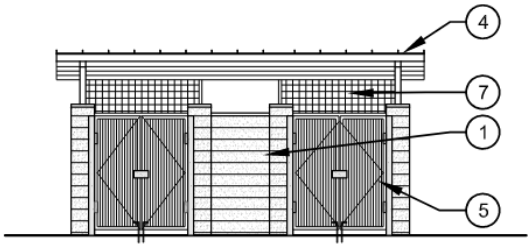
DRAFT



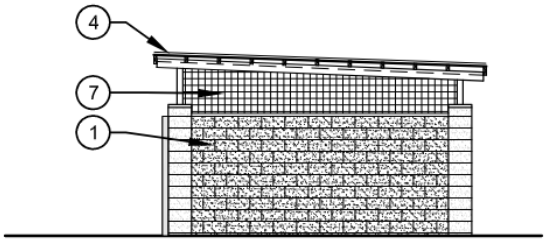
PLAN VIEW

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

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



FRONT ELEVATION



SIDE ELEVATION

TRASH ENCLOSURE

Not To Scale

Figure 6.6, Conceptual Trash Enclosure Layout

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

7.1 Implementation Plan

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

7.1.1. General Administration

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

7.1.2. Applicability

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

7.1.3. Severability

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

DRAFT

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

7.1.4. Interpretation

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

7.1.5. Specific Plan Modifications

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

Specific Plan Amendments

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

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

Substantial Conformance

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

DRAFT

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

7.1.6. Implementation and Approval Process

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

Subdivision Maps and Final Maps

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

DRAFT

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

Site Development Permit

All condo lots shall be reviewed and processed under a Site Development Permit according to the procedures established herein and Section 9.240.330 (Site Development Permit), Jurupa Valley Municipal Code.

Variance

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

7.2 Financing Plan

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

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

DRAFT

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

DRAFT

Table J

Funding and Maintenance Responsibilities

Improvement	Installation Financing	Long-term Maintenance
Lighting		
Lighting (Onsite)[1]	Developer	HOA
Lighting (Street)[2]	Developer/Public/3rd Party	CFD
Open Space		
Water Quality Basins	Developer	CFD/HOA
Pocket Parks/Dog Parks	Developer	HOA
Neighborhood Park[4]	Developer	HOA/JARPD
Private Facilities		
Recreation Center Campus	Developer	HOA
Public Facilities		
Sewer System	Developer/ JCSD /3rd Party	JCSD
Storm Drain[3]	Developer/RCFCWCD/ 3rd Party	RCFCWCD/CFD/CSD
Water System	Developer/ JCSD /3rd Party	JCSD
Streets		
Private Streets	Developer	HOA
Public Streets	Developer/Public/3rd Party	CFD
Trails		
Community Trail[4]	Developer	HOA/JARPD
Meandering D.G. Trail	Developer	CFD/JARPD
Community Paths[4]	Developer	CFD/JARPD
Other		
Signage (VRSP)	Developer	HOA

Notes

1. Monument lights; Common Open Space Areas, Neighborhood Park and Pocket Parks.
2. Public street lights.
3. All storm drain facilities 36 inches in diameter or less located within City of Jurupa Valley limits shall be owned and maintained by the City of Jurupa Valley.
4. Possible eligibility of maintenance by JARPD.

DRAFT

7.2.1. Developer Funding

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

7.2.2. Special Assessment Districts

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

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

7.2.3. Landscaping and Lighting Districts

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

7.2.4. Community Facilities Districts and Mello-Roos

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

DRAFT

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

7.2.5. Other Funding Sources

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

7.3 Maintenance Plan

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

7.3.1. Apportionment of Cost for Maintenance of Common Areas

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

Further, prior to final map approval, the developer will provide a master maintenance authority with enumerated responsibilities.

7.3.2. Master Area Maintenance

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

DRAFT

7.3.3. Specific Facilities Maintenance

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

7.3.4. Plan Roadways and Roadway Landscaping

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

7.3.5. Private Area Maintenance

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

DRAFT

DRAFT