
IV. SPECIFIC PLAN

A. PROJECT-WIDE DEVELOPMENT PLANS AND STANDARDS

1. Comprehensive Land Use Plan

The I-15 Corridor Specific Plan is a planned community of 757.7 acres, proposing a mix of commercial and residential uses. This plan is only a portion of the larger Specific Plan Allocation Area as designated in the Jurupa Community Plan. The project proposes a total of 256.8 acres of commercial and industrial development which is intended to service the full range of local, community and regional needs. The project also provides for a total of 2,400 residential dwelling units on 453.6 acres of the project site¹. Average residential density for the project is proposed to be 3.6 DU/AC for single-family residences and 12 DU/AC for multi-family residences². Twenty-five acres of parkland are proposed in two parks, including a 20-acre sports park. Additionally, two tot lots are to be constructed, one each in Planning Areas 3 and 8. Two potential school sites have also been designated. Table IV-1, I-15 Corridor Specific Plan - Land Use Summary, shows the specific land use breakdown by planning area, acreage and density, and reflects the land use configurations illustrated in Exhibit IV-1, Land Use Plan.

The development standards in this and following sections have been developed for the I-15 Corridor Specific Plan based on standard guidelines prepared by the County for the Jurupa Community Plan. The standards have been tailored to be sensitive to the physical characteristics of the site and its surroundings.

The purpose of this and following sections is to establish the guidelines and standards which will be used in the development of the I-15 Corridor Specific Plan. These guidelines and standards will insure that consistently high quality development occurs within the Specific Plan, thus protecting and enhancing the investment of all those uses located within the plan area. These guidelines and standards provide a documented basis for directing and evaluating the planning and design of improvements to each property within the plan, and provide guidelines upon which the County's development review process can be based.

Land Use Standards

- a. The I-15 Corridor Specific Plan shall be developed with a maximum of 2,400 residential dwelling units on 453.6 acres as shown on Table IV-1¹.
- b. The total number of dwelling units for each Planning Area, as reflected in Table IV-1, shall be determined through the appropriate tract and/or site plan application up to the

¹ The total number of residential dwelling units will increase to 2,645 if a portion of Planning Area 23 is developed with senior citizen housing, as described in Section IV.B.23.

² The average residential density for multi-family residences will be 14.8 DU/AC if the senior citizen housing alternative is developed within Planning Area 23.

maximum units identified. This shall be based upon, but not limited to, the following factors:

- 1) Availability of utility services.
 - 2) Adequate access and circulation facilities.
 - 3) Sensitivity to landforms and other environmental constraints.
 - 4) Sensitivity to neighborhood design through appropriate lot and street layouts.
 - 5) Any policies, programs and goals which are established in the Riverside County General Plan.
- c. Units shall be consistent with those set forth in Table IV-1, with total unit count not to exceed that indicated for any given planning area, except as provided for in Section D. Implementation Programs.
- d. The development of the project shall comply with the applicable provisions of the Riverside County Uniform Building Code and the applicable provisions of all Riverside County agencies.
- e. Water and sewage disposal facilities shall be installed in accordance with the requirements and specifications of the Riverside County Health Department and the Jurupa Community Services District. Use of lift stations and force mains shall be allowed to accommodate phasing.

Commercial Component

A commercial component has been included in the I-15 Corridor Specific Plan in response to two primary factors. The two factors are anticipated long-range market demand and the convenient freeway access and exposure. The proposed commercial areas, including light manufacturing, total approximately 256.8 acres is intended to provide community, and ultimately regional goods and services.

The commercial areas will be controlled by various commercial and industrial sections in the County of Riverside Land Use Ordinance (Ordinance No. 348).

Commercial Standards

- a. The commercial uses shall be developed so as to be consistent with the Specific Plan requirements and standards.
- b. The following general standards shall apply to the commercial development:
 - 1) All development shall comply with the development standards of County Ordinance 348.
 - 2) Parking shall be provided as required by Section 18.12 of Ordinance 348.

I-15 CORRIDOR SPECIFIC PLAN

PLANNING AREA	DESIGNATION	GROSS ACRES	UNITS	D/U PER AC
COMMERCIAL				
1	C	47.9		
2	C	50.4		
6	C	16.3		
7	C	18.6		
9	C	9.1		
11	C	32.3		
12	C	13.4		
22	C	25.9		
TOTAL: COMMERCIAL 214.1				
INDUSTRIAL PARK				
5	I-P	22.6		
20	I-P	20.1		
TOTAL: INDUSTRIAL PARK 42.7				
MULTI-FAMILY				
23*	HIGH HIGH	26.8	322*	12.0*
4	HIGH HIGH	61.5	738	12.0
TOTAL: MULTI-FAMILY 88.3 1060* 12.0*				
SINGLE-FAMILY				
3	MED. HIGH	50.8	244	4.8
8	MEDIUM	75.6	273	3.6
10	MEDIUM	36.9	140	3.8
13	MEDIUM	95.8	364	3.8
16	MEDIUM	39.2	118	3.0
17	MEDIUM	37.4	112	3.0
19	MEDIUM	29.6	89	3.0
TOTAL: SINGLE-FAMILY 365.3 1340 3.6				
PUBLIC FACILITIES				
14	P	20.0		
15	S	10.0		
18	S	10.0		
21	P	5.0		
24	PF	2.3		
TOTAL: PUBLIC FACILITIES 47.3				
TOTAL: PROJECT 757.7 2400*				

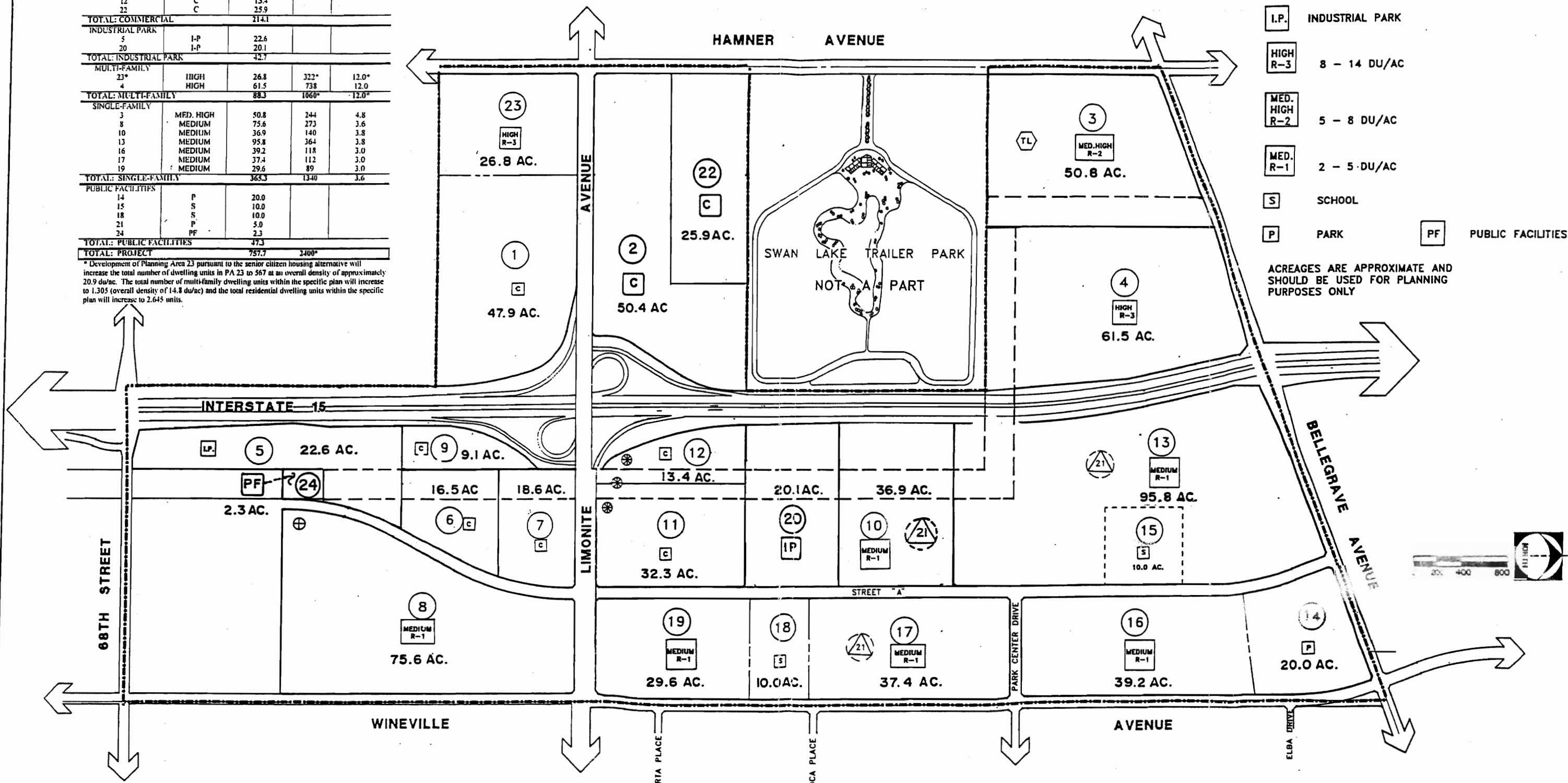
* Development of Planning Area 23 pursuant to the senior citizen housing alternative will increase the total number of dwelling units in PA 23 to 567 at an overall density of approximately 20.9 du/ac. The total number of multi-family dwelling units within the specific plan will increase to 1,305 (overall density of 14.8 du/ac) and the total residential dwelling units within the specific plan will increase to 2,645 units.

- ⊗ - PROPOSED EXPANSION OF PARK & RIDE TO 5.0 AC.
- ⊕ - 5 AC. COMMUNITY PARK TO BE LOCATED IN PLANNING AREAS 10, 13 OR 17.
- ⬡ - 2 TOT LOTS TO BE LOCATED ONE EACH IN PLANNING AREAS 3 & 8.
- ⊕ - 2.5 AC. PARK SITE TO BE LOCATED IN PA 8.

LEGEND

- C COMMERCIAL
- I.P. INDUSTRIAL PARK
- HIGH R-3 8 - 14 DU/AC
- MED. HIGH R-2 5 - 8 DU/AC
- MED. R-1 2 - 5 DU/AC
- S SCHOOL
- P PARK
- PF PUBLIC FACILITIES

ACREAGES ARE APPROXIMATE AND SHOULD BE USED FOR PLANNING PURPOSES ONLY



LAND USE PLAN
I - 1 5 C O R R I D O R S P E C I F I C P L A N
S P E C I F I C P L A N 2 6 6
AMENDMENT NO. 1

Table IV-1, I-15 Corridor Specific Plan - Land Use Summary

PLANNING AREA	DESIGNATION	ACRES (GROSS)	UNITS	D/U PER ACRE
3	MH	50.8	244	4.8
8	M	75.6	273	3.6
10	M	36.9	142	3.8
13	M	95.8	364	3.8
16	M	39.2	118	3.0
17	M	37.4	112	3.0
19	M	29.6	89	3.0
Total Single Family:		365.3	1,340	3.6
4	H	61.5	738	12.0
23 ³	H	26.8 ³	322 ³	12.0 ³
Total Multi-Family		88.3	1,060³	12.0³
1	C	47.9	--	--
2	C	50.4	--	--
6	C	16.5	--	--
7	C	18.6	--	--
9	C	9.1	--	--
11	C	32.3	--	--
12	C	13.4	--	--
22	C	25.9	--	--
Total Commercial:		214.1	--	--
5	IP	22.6		
20	IP	20.1		
Total Industrial Park		42.7		
14	P	20.0	--	--
15	S	10.0	--	--
18	S	10.0	--	--
21	P	5.0	--	--
24	PF	2.3	--	--
Total Public Facilities		47.3		
TOTAL:		757.7	2,400³	

³ Development of Planning Area 23 pursuant the senior citizen housing alternative, as described in Section IV.B.23, will result in a portion of the planning area being developed with a maximum of 322 multi-family dwelling units at a maximum density of 20.0 DU/AC and a portion of the planning area developed with 245 multi-family dwelling units for senior citizens at a maximum density of 36.0 DU/AC. Additionally, the total number of multi-family dwelling units within the I-15 Corridor Specific Plan will increase to 1,305 units at an overall density of 14.8 DU/AC and total residential units within the specific plan will increase to 2,645 units.

- 3) Building elevations shall include full roof treatments and all mechanical roof-mounted equipment shall be screened from view from public highways.
- 4) Wherever commercial development abuts residential development, either at the property line or across a street or road, the commercial development shall be designed to, and incorporate design features which, minimize negative impacts such as glare, light, odors and noise.
- 5) Storage areas, loading areas and trash receptacles shall be located and screened so as not to impose adverse health and noise impacts upon adjoining areas.
- 6) Signage will be consistent with standards set forth by County Ordinance and the Specific Plan Design Guidelines.
- 7) All project lighting shall be in accordance with the County of Riverside Lighting Ordinance.
- 8) All commercial areas shall be maintained by the property owner or Merchant's Association, as appropriate.

Residential Component

The residential component of the I-15 Corridor Specific Plan is designed to satisfy perceived demand in the area for the proposed product types. The plan has also taken the physical characteristics of the site into consideration. Anticipated housing demand in the area is for primary homes in a single-family detached configuration, as well as rental units in a multi-family setting. The primary home market is in close proximity to shopping, schools and recreation areas.

Controls on residential development levels for the I-15 Corridor Specific Plan are as follows:

1. The maximum number of dwelling units indicated in the land use summary (Table IV-1) may not be exceeded.
2. The maximum number of dwelling units allocated to each phase of the project may not be exceeded, except as provided for in Section IV-D, Implementation Programs.
3. Project densities may not exceed the density range specified for planning areas, except as provided for in Section D, Implementation Programs.

The phasing plan for residential development in the I-15 Corridor Specific Plan is illustrated in Exhibit IV-14 and detailed in Table IV-3 (see Phasing Plan). Each phase of development will include all infrastructure improvements necessary to service each phase of development along with provisions for public services to the development.

Recreation and Open Space Component

The Recreation and Open Space Plan, shown on Exhibit IV-2, illustrates the recreational components of the plan. The plan provides for 25 acres of public park land including a 20-acre sports park (Planning Area 14), a 5.0-acre neighborhood park (Planning Area 21) and two tot lots, one each in Planning Areas 3 and 8. The neighborhood park will be situated so as to augment school play facilities, as well as being made accessible to both existing and future area residents. In accordance with the Jurupa Community Plan Policies, which require three acres of parkland for every 386 units, a development with 2,400 dwelling units would be required to provide 18.6 acres of parkland. Development of the senior citizen alternative in Planning Area 23 will increase development to 2,645 dwelling units, which would require 20.6 acres of parkland. The Specific Plan proposes to dedicate a total of 25 gross acres of parkland to the Jurupa Area Recreation and Parks District plus two tot lots to the appropriate homeowners association. The number of park acres being dedicated exceed the minimum requirement, and no additional fees will be required.

In addition to proposed on-site park areas, such major park facilities as Prado Basin Park, Santa Ana River Regional Park and Rivertrails Park are located within a three mile radius of the site.

The plan includes a network of bicycle lanes within the project. The bike lane along west side of Hamner Avenue is identified in the County General Plan as a Class II Route, which is a delineated trail within the street pavement. This will be the requirement of the adjacent property developer. The Specific Plan is proposing additional trails that are combination pedestrian/bike paths, to be located on the east side of Street "A", the south side of Bellegrave Avenue, and on the north sides of Limonite Avenue, between Wineville Avenue and Street "A". These paths are similar to Class I bike trails in that the paved trail is separated from the street pavement. A Class II bike trail (painted within the street pavement) shall be provided on the west side of Wineville Avenue within the project boundary.

2. Circulation Plan

Highway Designations

Primary access to the site is provided via Interstate 15 and Limonite Avenue. Interstate 15 is a six-lane freeway with access ramps at Limonite Avenue. Secondary project access is available from Hamner Avenue, Wineville Avenue and Bellegrave Avenue. Table IV-2 lists the proposed improvements to existing and planned circulation elements per the project traffic study recommendations.

All roadways and street improvements will be designed and constructed in accordance with standards established by the Riverside County Transportation Department. The Circulation Plan is depicted in Exhibit IV-3 and access plan is depicted in Exhibit IV-4; and typical sections are shown in Exhibit IV-5 and Exhibit IV-6.