

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 3.1

**HEARING DATE:** September 8, 2022

**CASE NUMBER:** ZAP1102PS22 – New Cingular Wireless PCS, LLC  
(Representative: Smartlink, LLC)

**APPROVING JURISDICTION:** City of Palm Desert

**JURISDICTION CASE NO:** CUP5.1560 (Conditional Use Permit)

**LAND USE PLAN:** 2005 Palm Springs International Airport Land Use  
Compatibility Plan

Airport Influence Area: Palm Springs International Airport

Land Use Policy: Compatibility Zone B1

Noise Levels: 60 - 65 CNEL contour

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the Conditional Use Permit be found **CONDITIONALLY CONSISTENT**, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

**PROJECT DESCRIPTION:** A proposal to establish a 48 foot tall mono-palm wireless communication facility within a 925 square foot equipment enclosure on 0.38 acres.

**PROJECT LOCATION:** The site is located on the southeast corner of Sahara Road and Cerritos Road, approximately 2,444 feet northwesterly of the northerly end of Runway 13L-31R at Palm Springs International Airport.

### **BACKGROUND:**

Non-Residential Intensity: Pursuant to the Palm Springs International Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone B1, which restricts average intensity to 25 people per acre, and a maximum single acre intensity of 50 people. The proposed mono-palm tree wireless facility will not generate any occupancy.

Prohibited and Discouraged Uses: The applicant does not propose any new use specifically prohibited or discouraged in Compatibility Zone B1 of the Palm Springs International Airport Influence Area.

Noise: The site is located within the 60 - 65 CNEL contour range from aircraft noise. The proposed mono-palm tree wireless facility will not generate any occupancy. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 13L-31R at its northerly terminus is 474.4 feet above mean sea level (AMSL). At a distance of approximately 2,444 feet from the runway, FAA review would be required for any structures with top of roof exceeding 499.4 feet AMSL. The project's site elevation is 548 feet AMSL, and the maximum height of the existing building is 48 feet, for a maximum top point elevation of 596 feet AMSL. Therefore, review of the structure for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2022-AWP-14655-OE to this project and is currently in a "work in progress" status.

**CONDITIONS:**

1. Any new outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.
  - (f) Highly noise-sensitive outdoor nonresidential uses.
  - (g) Any use which results in a hazard to flight, including physical (e.g. tall objects),



visual, and electronic forms of interference with the safety of aircraft operations.

3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.
4. Prior to issuance of a building permit, the property owner shall convey an avigation easement to Palm Springs International Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Palm Springs.
5. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at [RCALUC.ORG](http://RCALUC.ORG) which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

# NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

# NOTICE

**THERE IS AN AIRPORT NEARBY.  
THIS STORM WATER BASIN IS DESIGNED TO HOLD  
STORM WATER FOR ONLY 48 HOURS AND  
NOT TO ATTRACT BIRDS**

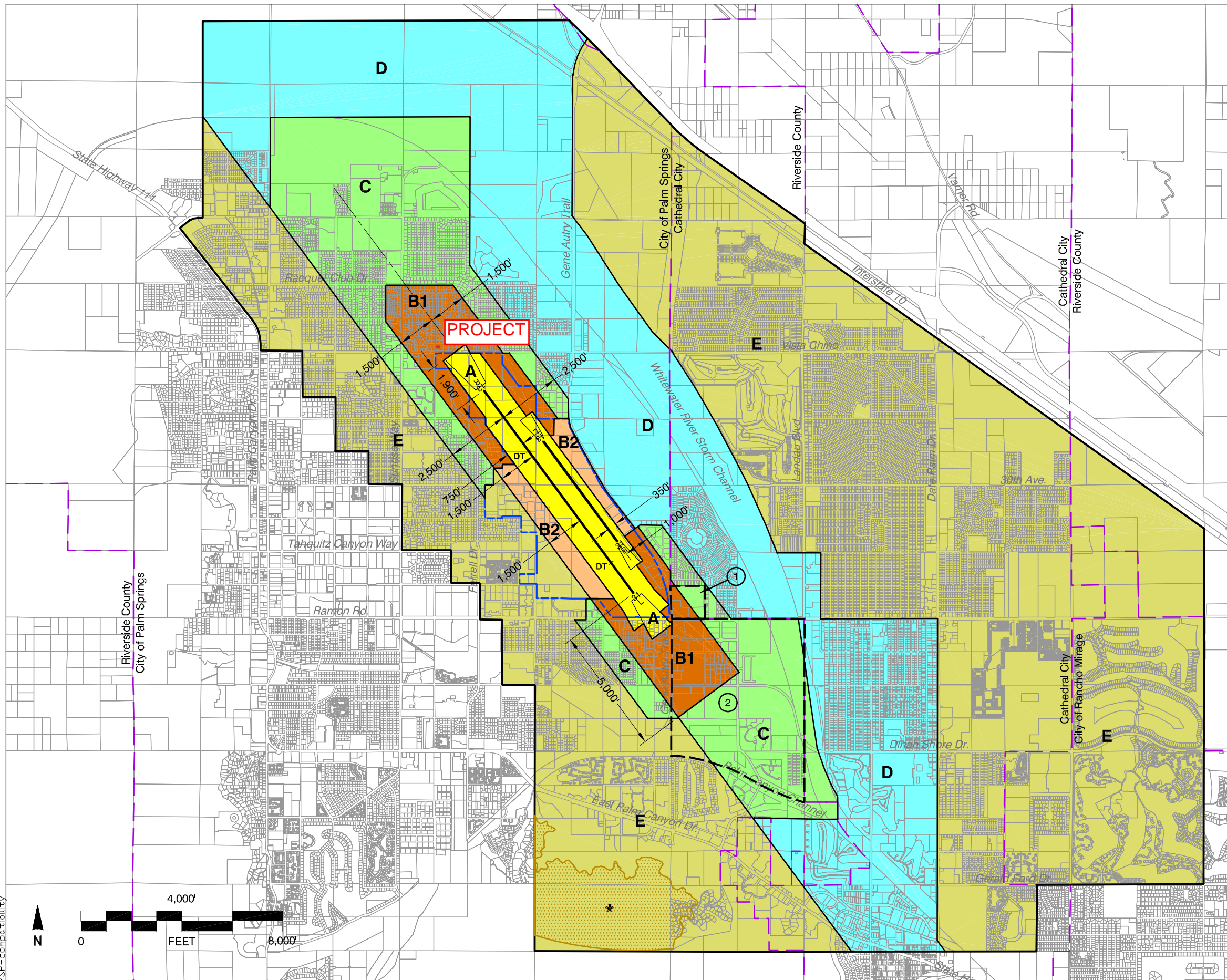
**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_



**Legend**

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- City Limits

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

See Chapter 2, Table 2A for compatibility criteria associated with this map.

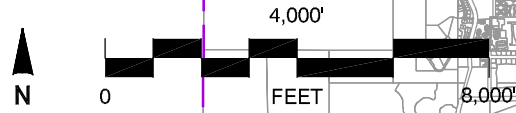
See Policy PS.2.1.

**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**Policy Document**  
 (Adopted March 2005)

Map PS-1

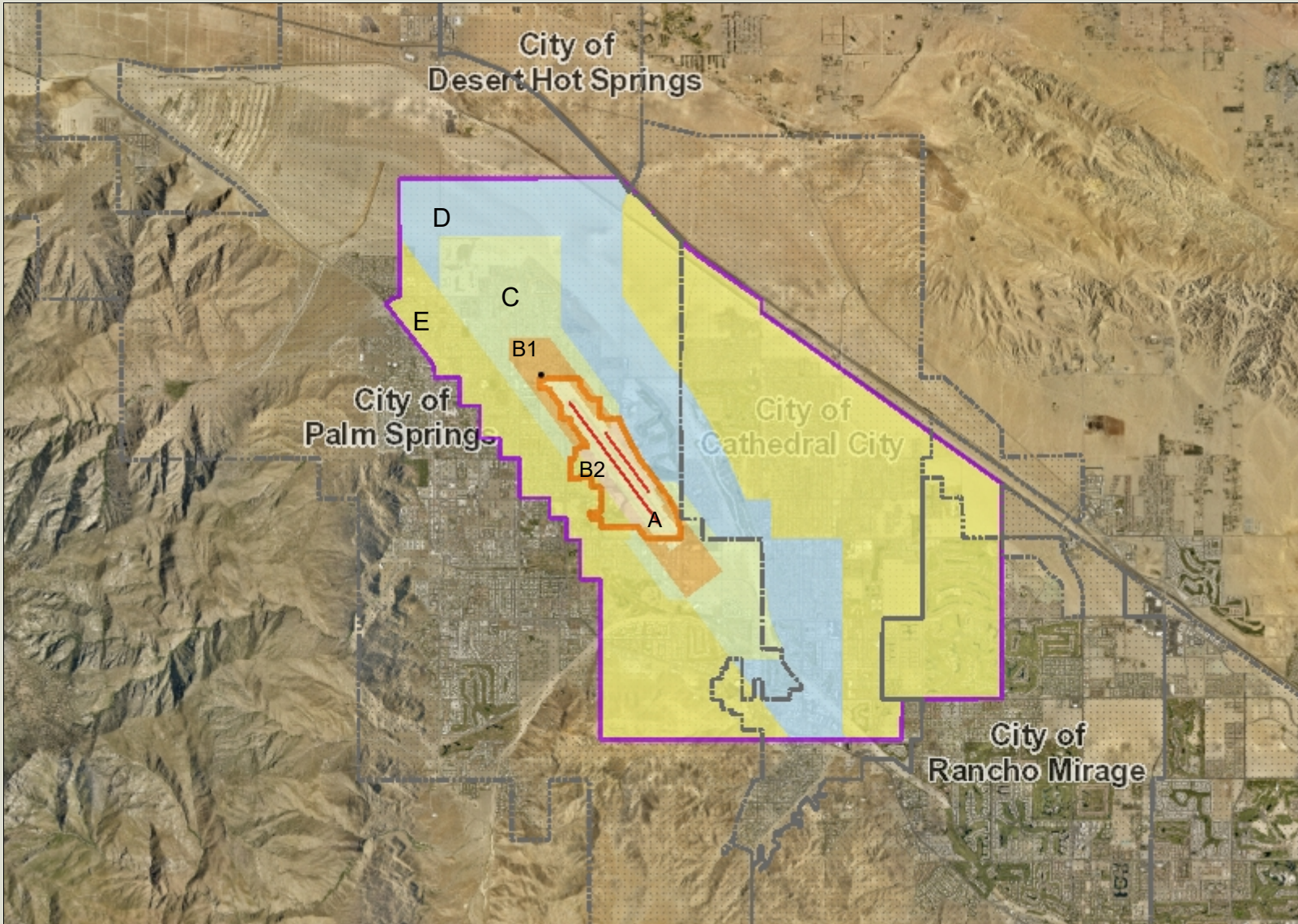
**Compatibility Map**  
**Palm Springs International Airport**

PSP-compatibility





# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



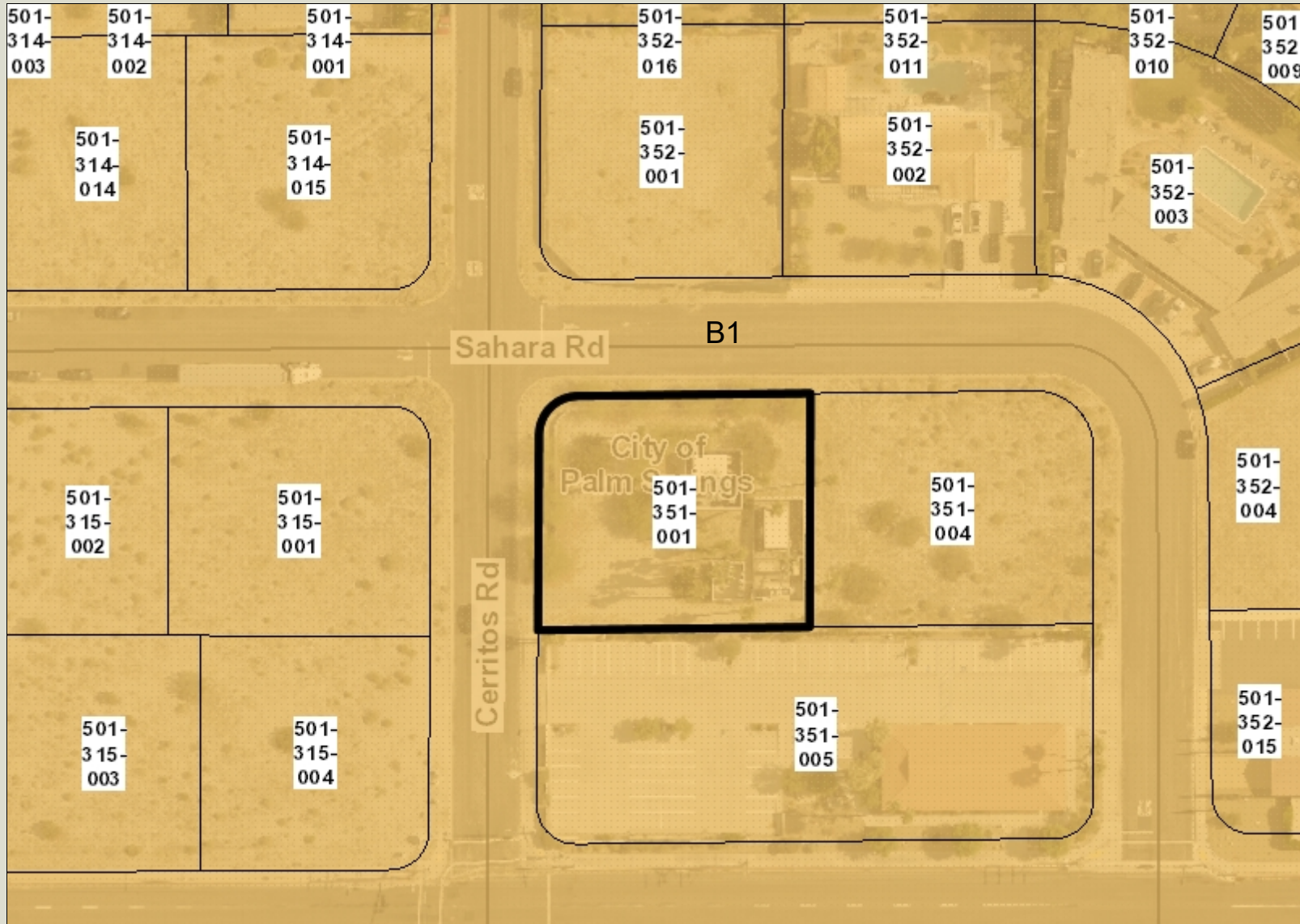
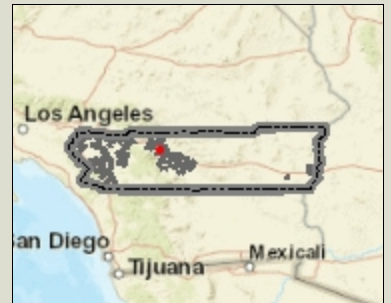
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## Notes



# Map My County Map



### Legend

- Parcel APNs
- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY ZONE
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3



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### Notes



# Map My County Map



- Legend**
- Parcel APNs
  - Parcels
  - County Centerline Names
  - County Centerlines
  - Blueline Streams
  - City Areas
  - World Street Map



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**Notes**



# Map My County Map



## Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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## Notes



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# Map My County Map



## Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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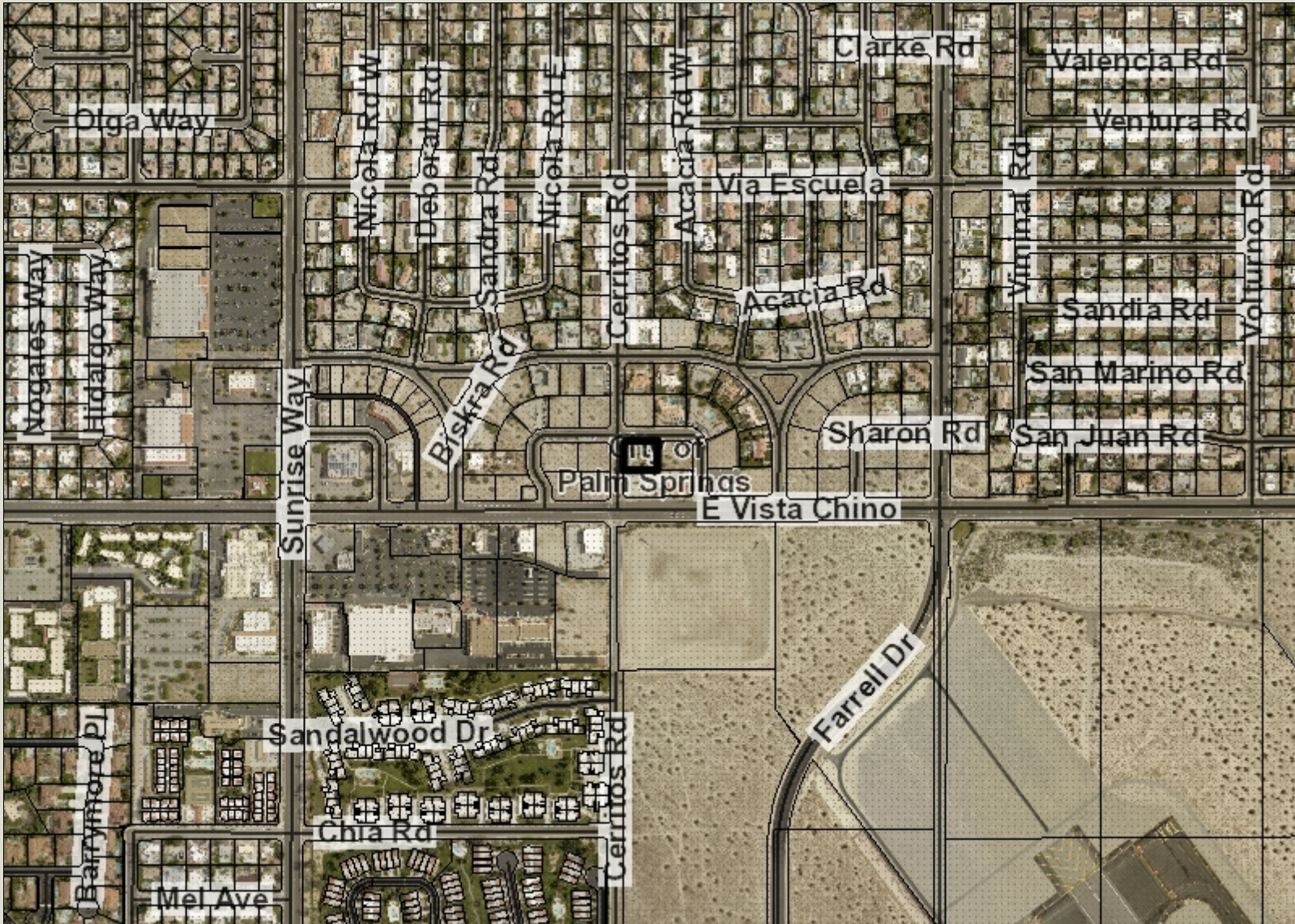
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## Notes



# Map My County Map



## Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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0 770 1,539 Feet

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## Notes



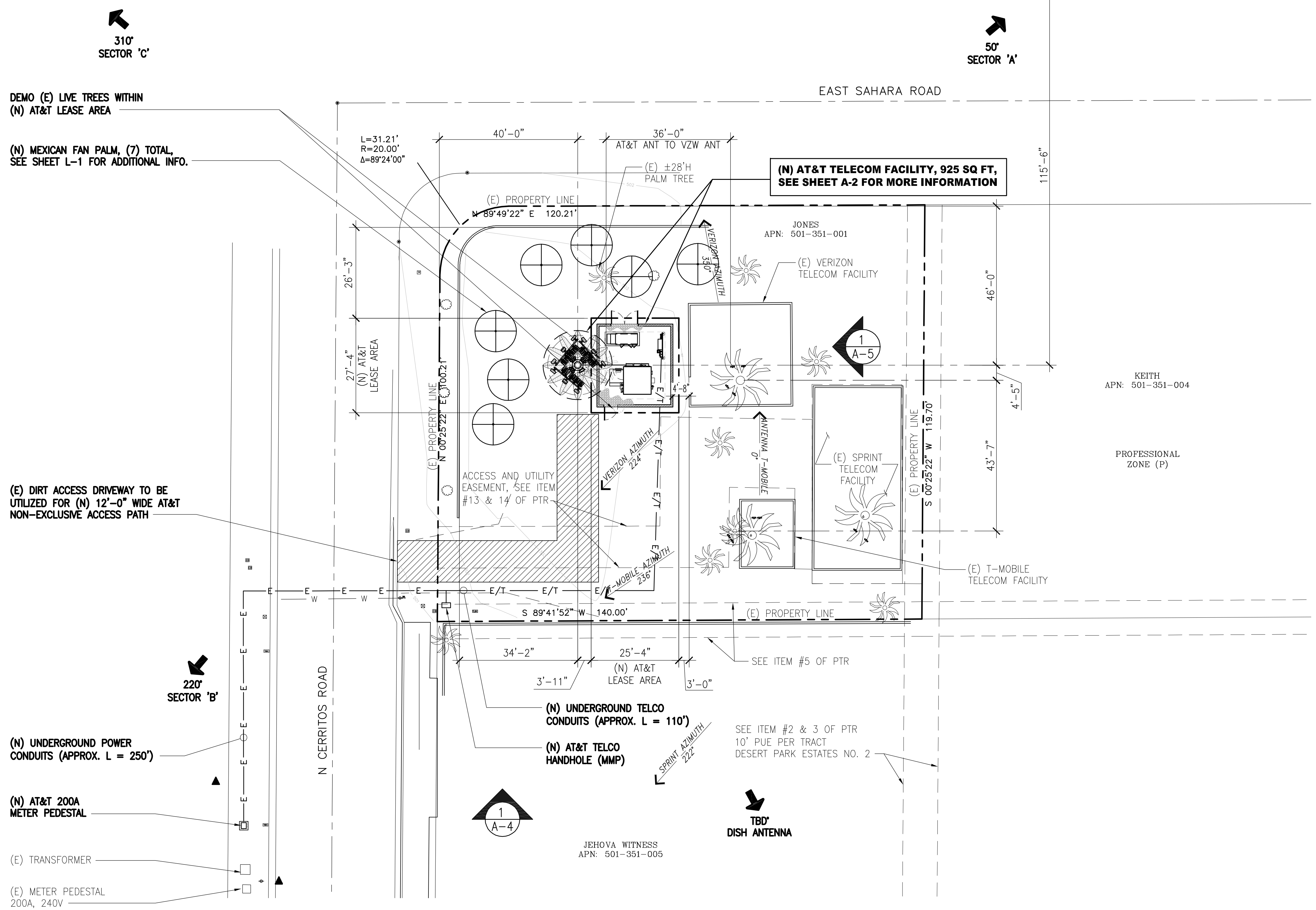


**SITE NUMBER: CSL04905**  
**SITE NAME: SAHARA**  
**USID#: 306251 | FA#: 10153196**

DRAWING INDEX (ZONING)	REV.	DIRECTIONS	PROJECT SCOPE OF WORK																																														
T-1 TITLE SHEET A-1 SITE PLAN A-2 EQUIPMENT LAYOUT PLAN A-3 ANTENNA LAYOUT PLAN AND SCHEDULE A-4 ELEVATION A-5 ELEVATION L-1 CONCEPTUAL LANDSCAPE PLAN B01 TOPOGRAPHIC SURVEY (FOR REFERENCE ONLY) B02 TOPOGRAPHIC SURVEY (FOR REFERENCE ONLY)	3 3 3 3 3 3 3 3 3 0 0	<b>DRIVING DIRECTIONS FROM AT&amp;T WIRELESS, TUSTIN</b> FROM AT&T TUSTIN OFFICE (1452 EDINGER AVE., 3RD FLOOR, TUSTIN, CA 92780): 1. HEAD SOUTHEAST ON EDINGER AVE TOWARD RED HILL AVE 2. TURN LEFT ONTO RED HILL AVE 3. TURN LEFT ONTO SYCAMORE AVE 4. TAKE THE RAMP ON THE LEFT FOR CA-55 NORTH AND HEAD TOWARD RIVERSIDE 5. TAKE THE RAMP ON THE RIGHT FOR CA-91 E 6. AT EXIT 40A, HEAD RIGHT ON THE RAMP FOR I-10 EAST TOWARD REDLANDS 7. AT EXIT 123, HEAD RIGHT ON THE RAMP FOR GENE AUTRY TRAIL TOWARD PALM DRIVE 8. TURN RIGHT ONTO N GENE AUTRY TRAIL 9. TURN RIGHT ONTO CA-111 / E VISTA CHINO 10. TURN RIGHT ONTO E SAHARA RD 11. ARRIVE AT E SAHARA RD	<b>SCOPE OF WORK:</b> AN UNMANNED TELECOMMUNICATIONS FACILITY INCLUDING THE INSTALLATION OF 1. (1) 48'H SINGLE TRUNK MONOPALM 2. 8'H CMU ENCLOSURE W/ SMOOTH FINISH TO MATCH ADJACENT 3. (1) CWIC SHELTER WITHIN (N) CMU ENCLOSURE 4. (12) PANEL ANTENNAS ON (N) MONOPALM 5. (36) RRUS, AND (6) DC6 SURGE SUPPRESSORS AND (1) GPS ANTENNA 6. (3) DC-12 SURGE SUPPRESSORS ON CWIC SHELTER 7. (1) 20KW AC GENERAC GENERATOR W/ 140 GAL. DIESEL FUEL TANK 8. POWER AND TELCO PANELS 9. POWER, TELCO AND FIBER RUNS 10. (7) MEXICAN FAN PALMS																																														
		<b>VICINITY MAP</b>	<b>PROJECT INFORMATION</b>																																														
<b>CODE COMPLIANCE</b> ** NOTE: ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THESE CODES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES.  1. 2019 CALIFORNIA ADMINISTRATIVE CODE (CAC) 2. 2019 CALIFORNIA BUILDING CODE (CBC): VOLUMES 1 AND 2 3. 2019 CALIFORNIA ELECTRICAL CODE 4. 2019 CALIFORNIA MECHANICAL CODE (CMC)  5. 2019 CALIFORNIA ENERGY CODE 6. 2019 CALIFORNIA FIRE CODE (CFC) 7. 2019 CALIFORNIA GREEN CODE 8. 2019 CALIFORNIA REFERENCED STANDARDS CODE			<b>PROJECT MANAGER:</b> SMARTLINK 3300 IRVINE AVE SUITE 300, NEWPORT BEACH, CA 92660 CONTACT: ALEXIS HADLEY DUNLAP PHONE: (949) 838-7313 EMAIL: ALEXIS.DUNLAP@SMARTLINKLLC.COM  <b>BUILDING SUMMARY:</b> OCCUPANCY: U (UNMANNED TELECOM) TYPE OF CONSTRUCTION: V LEASE AREA: GROUND: 692 SQ FT AERIAL: 233 SQ FT TOTAL: 925 SQ FT  <b>ZONING:</b> PROFESSIONAL ZONE APN: 501-351-001 <b>JURISDICTION:</b> CITY OF PALM SPRINGS <b>ELEVATION (NAVD83):</b> 503.8 FT AMSL <b>LATITUDE (NAD83):</b> N33°50'43.79" (33.845498°) <b>LONGITUDE (NAD83):</b> W116°31'24.78" (-116.523550°) <b>ACCESSIBILITY REQ'D:</b> UNMANNED TELECOMMUNICATIONS FACILITY AND NOT FOR HUMAN HABITATION. HANDICAPPED ACCESS NOT REQUIRED.																																														
<b>DCI PACIFIC</b> <b>A E C WORKS</b>  ARCHITECTURE   ENGINEERING   CONSULTING 26 EXECUTIVE PARK   SUITE 170 IRVINE   CA 92614	  3300 IRVINE AVE SUITE 300, NEWPORT BEACH, CA 92660	<b>CSL04905</b> <b>SAHARA</b> USID#: 306251   FA#: 10153196  2101 EAST SAHARA ROAD PALM SPRINGS, CA 92262	 1452 EDINGER AVENUE, 3RD FLOOR TUSTIN, CA 92780	<table border="1"> <tr> <td>3</td> <td>06/10/22</td> <td>ADDED LANDSCAPE AND IRRIGATION SHEETS</td> <td>FV</td> <td>BOK</td> <td>DKD</td> </tr> <tr> <td>2</td> <td>05/27/22</td> <td>LEASE AREA REDESIGN</td> <td>FV/HL</td> <td>BOK</td> <td>DKD</td> </tr> <tr> <td>1</td> <td>02/15/22</td> <td>ANTENNA CONFIGURATION CHANGE</td> <td>FV</td> <td>BOK</td> <td>DKD</td> </tr> <tr> <td>0</td> <td>12/14/21</td> <td>ISSUED FOR ZONING PERMIT (100%)</td> <td>FV</td> <td>BOK</td> <td>DKD</td> </tr> <tr> <td>A</td> <td>10/07/21</td> <td>ISSUED FOR ZD REVIEW AND COMMENT (90%)</td> <td>RF</td> <td>BOK</td> <td>DKD</td> </tr> <tr> <td>NO.</td> <td>DATE</td> <td>REVISIONS</td> <td>BY</td> <td>CHK</td> <td>APP'D</td> </tr> <tr> <td>SCALE</td> <td>AS SHOWN</td> <td>DESIGNED</td> <td colspan="3">DRAWN</td> </tr> </table>	3	06/10/22	ADDED LANDSCAPE AND IRRIGATION SHEETS	FV	BOK	DKD	2	05/27/22	LEASE AREA REDESIGN	FV/HL	BOK	DKD	1	02/15/22	ANTENNA CONFIGURATION CHANGE	FV	BOK	DKD	0	12/14/21	ISSUED FOR ZONING PERMIT (100%)	FV	BOK	DKD	A	10/07/21	ISSUED FOR ZD REVIEW AND COMMENT (90%)	RF	BOK	DKD	NO.	DATE	REVISIONS	BY	CHK	APP'D	SCALE	AS SHOWN	DESIGNED	DRAWN				SHEET TITLE  <b>TITLE SHEET</b>	SHEET NUMBER  <b>T-1</b>
3	06/10/22	ADDED LANDSCAPE AND IRRIGATION SHEETS	FV	BOK	DKD																																												
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SCALE	AS SHOWN	DESIGNED	DRAWN																																														

PENDING POWER/TELCO UTILITY COORDINATION REPORT

SINGLE FAMILY RESIDENTIAL ZONE (R-1C)



DEMO (E) LIVE TREES WITHIN (N) AT&T LEASE AREA  
 (N) MEXICAN FAN PALM, (7) TOTAL, SEE SHEET L-1 FOR ADDITIONAL INFO.

(E) DIRT ACCESS DRIVEWAY TO BE UTILIZED FOR (N) 12'-0" WIDE AT&T NON-EXCLUSIVE ACCESS PATH

(N) UNDERGROUND POWER CONDUITS (APPROX. L = 250')

(N) AT&T 200A METER PEDESTAL

(E) TRANSFORMER

(E) METER PEDESTAL 200A, 240V

**SITE PLAN**  
 SCALE: 1/16"=1'-0"  
 0 5' 10' 16'

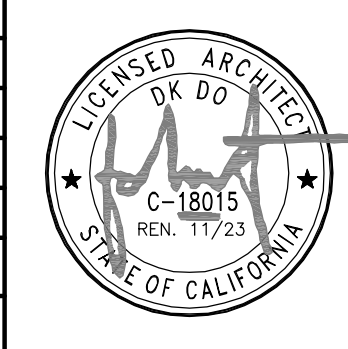
**DCI PACIFIC**  
 A|E|C WORKS  
 ARCHITECTURE | ENGINEERING | CONSULTING  
 26 EXECUTIVE PARK | SUITE 170  
 IRVINE | CA 92614

**smartlink**  
 3300 IRVINE AVE SUITE 300,  
 NEWPORT BEACH, CA 92660

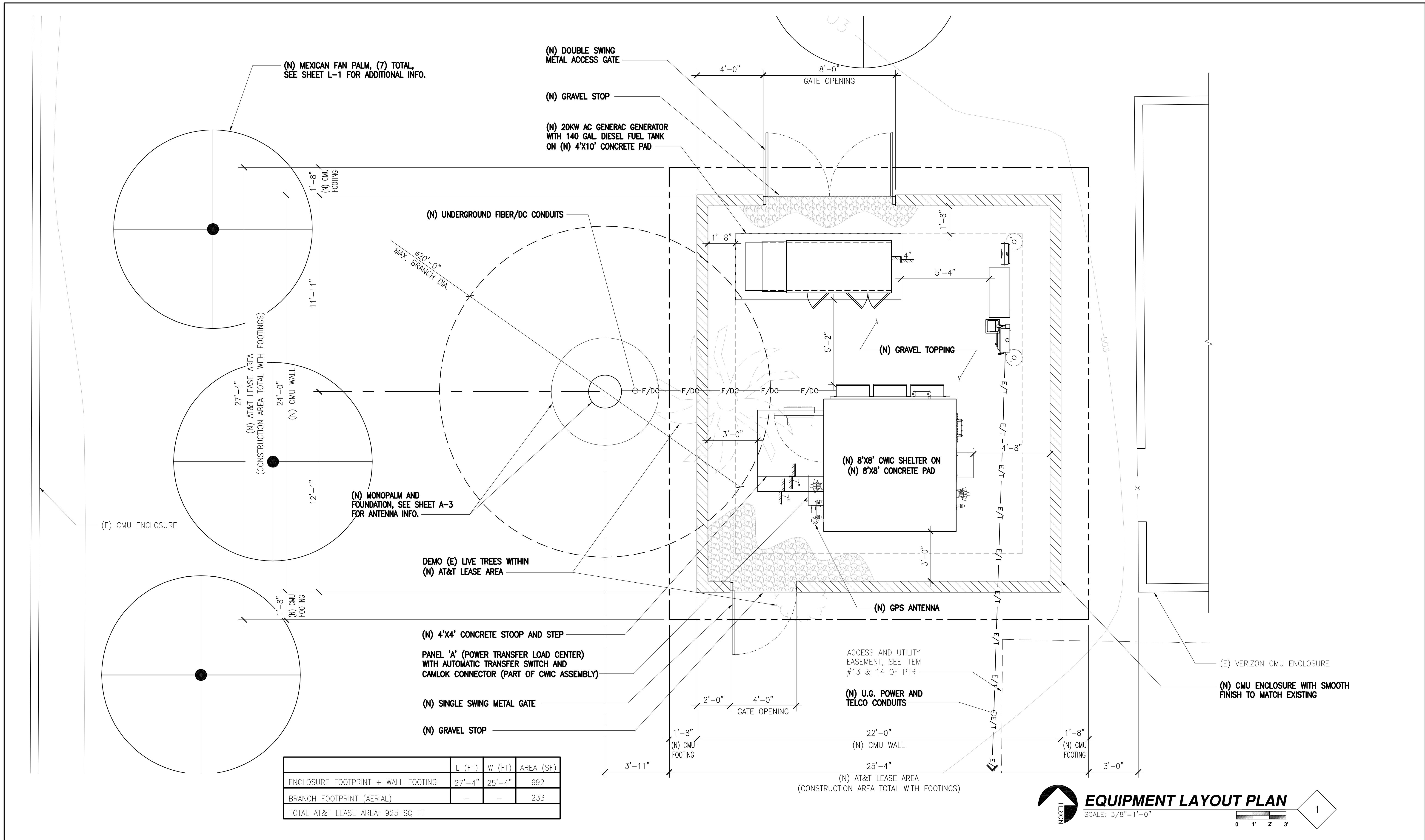
**CSL04905 SAHARA**  
 USID#: 306251 | FA#: 10153196  
 2101 EAST SAHARA ROAD  
 PALM SPRINGS, CA 92262

**at&t**  
 Mobility  
 1452 EDINGER AVENUE, 3RD FLOOR  
 TUSTIN, CA 92780

3	06/10/22	ADDED LANDSCAPE AND IRRIGATION SHEETS	FV	BOK	DKD
2	05/27/22	LEASE AREA REDESIGN	FV/HL	BOK	DKD
1	02/15/22	ANTENNA CONFIGURATION CHANGE	FV	BOK	DKD
0	12/14/21	ISSUED FOR ZONING PERMIT (100%)	FV	BOK	DKD
A	10/07/21	ISSUED FOR ZD REVIEW AND COMMENT (90%)	RF	BOK	DKD
NO.	DATE	REVISIONS	BY	CHK	APP'D
SCALE	AS SHOWN	DESIGNED	DRAWN		



SHEET TITLE: **SITE PLAN**  
 SHEET NUMBER: **A-1**



**DCI PACIFIC**  
A|E|C WORKS

ARCHITECTURE | ENGINEERING | CONSULTING  
26 EXECUTIVE PARK | SUITE 170  
IRVINE | CA 92614



3300 IRVINE AVE SUITE 300,  
NEWPORT BEACH, CA 92660

**CSL04905**  
**SAHARA**

USID#: 306251 | FA#: 10153196

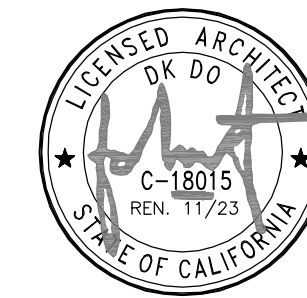
2101 EAST SAHARA ROAD  
PALM SPRINGS, CA 92262



1452 EDINGER AVENUE, 3RD FLOOR  
TUSTIN, CA 92780

NO.	DATE	REVISIONS	BY	CHK	APP'D
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A	10/07/21	ISSUED FOR ZD REVIEW AND COMMENT (90%)	RF	BOK	DKD

SCALE AS SHOWN    DESIGNED    DRAWN



SHEET TITLE  
**EQUIPMENT LAYOUT PLAN**

SHEET NUMBER

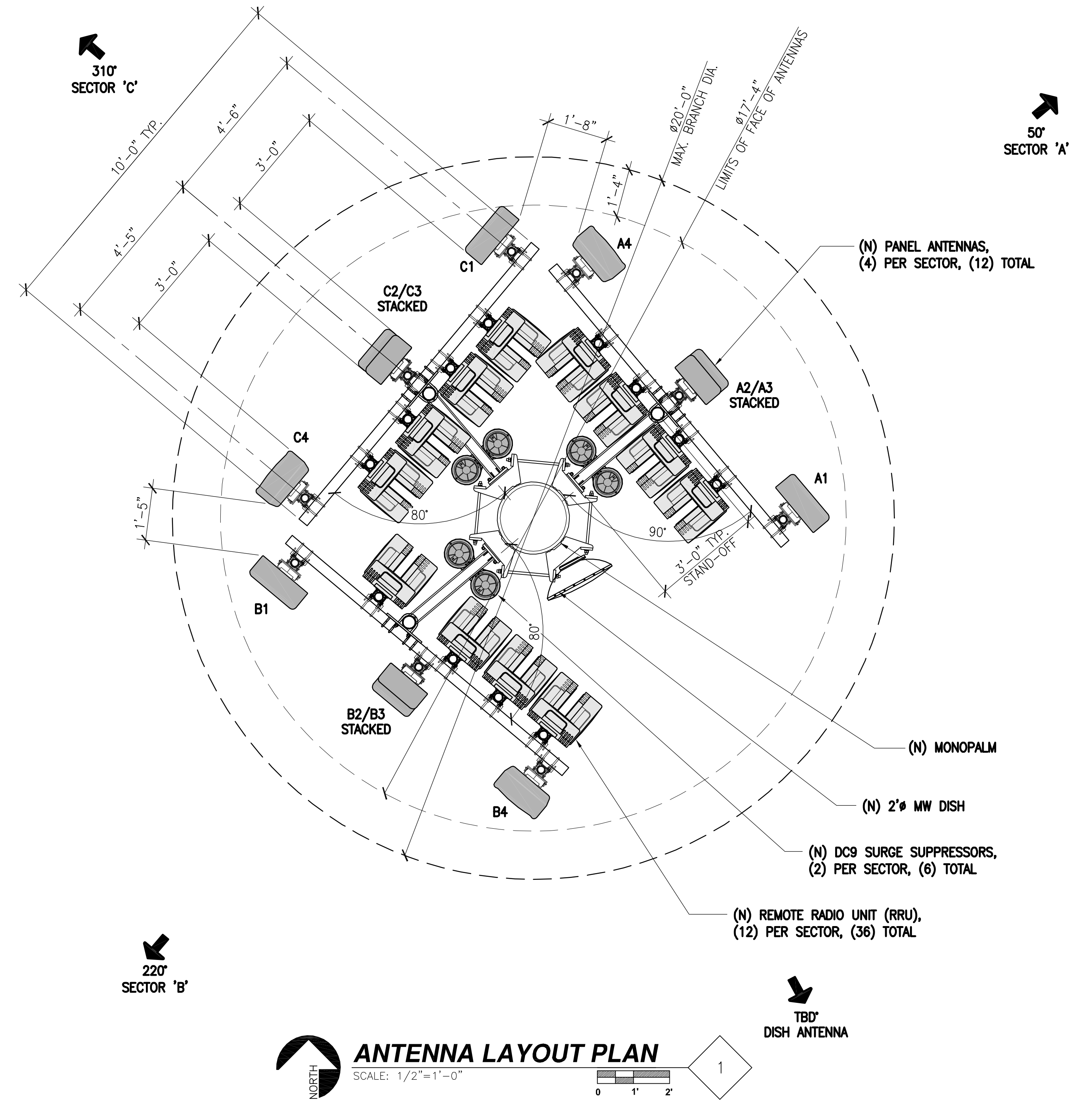
**A-2**



**CSL04905 ANTENNA & RRU SCHEDULE (PENDING RFDS)**

SECTOR	PANEL/DISH ANTENNAS					REMOTE RADIO UNITS (RRU'S)			FIBER TRUNKS			DC TRUNKS			COAX			JUMPERS	
	POSITION	MFR	MFR / MODEL NO.	AZIMUTH	RAD CENTER	TYPE	QTY	UP OR DOWN	QTY	LENGTH	DIA	QTY	LENGTH	DIA	QTY	LENGTH	DIA	LENGTH	DIA
ALPHA	A1	COMMSCOPE	NNH4-65C-R6-V3	50	40'-0"	TBD	12	UP	2	60'	2"	6	60'	2"				<12'	1/2"
	A2	ERICSSON	AIR 6419 B77G	50	42'-9"			NA										<12'	1/2"
	A3	ERICSSON	AIR 6449 B77D	50	39'-2"			NA										<12'	1/2"
	A4	QUINTEL	QD8612-7	50	40'-0"			UP										<12'	1/2"
BETA	B1	COMMSCOPE	NNH4-65C-R6-V3	220	40'-0"	TBD	12	UP	2	60'	2"	6	60'	2"				<12'	1/2"
	B2	ERICSSON	AIR 6419 B77G	220	42'-9"			NA										<12'	1/2"
	B3	ERICSSON	AIR 6449 B77D	220	39'-2"			NA										<12'	1/2"
	B4	QUINTEL	QD8612-7	220	40'-0"			UP										<12'	1/2"
GAMMA	C1	COMMSCOPE	NNH4-65C-R6-V3	310	40'-0"	TBD	12	UP	2	60'	2"	6	60'	2"				<12'	1/2"
	C2	ERICSSON	AIR 6419 B77G	310	40'-0"			UP										<12'	1/2"
	C3	ERICSSON	AIR 6449 B77D	310	42'-9"			NA										<12'	1/2"
	C4	QUINTEL	QD8612-7	310	40'-0"			UP										<12'	1/2"
NA	NA	DISH	2'-0" DISH	TBD	32'-0"			NA						2	50'	1.319"	NA	NA	

NOTES:  
1. PAINT ALL NEW ANTENNAS, SURGE SUPPRESSORS, RRU'S AND MOUNTING BRACKETS GREEN TO MATCH FOLIAGE.



**ANTENNA LAYOUT PLAN**  
SCALE: 1/2" = 1'-0"

**DCI PACIFIC**  
A|E|C WORKS  
ARCHITECTURE | ENGINEERING | CONSULTING  
26 EXECUTIVE PARK | SUITE 170  
IRVINE | CA 92614

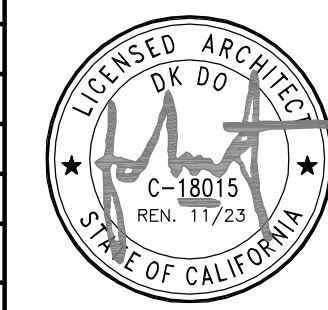
**smartlink**  
3300 IRVINE AVE SUITE 300,  
NEWPORT BEACH, CA 92660

**CSL04905 SAHARA**  
USID#: 306251 | FA#: 10153196  
2101 EAST SAHARA ROAD  
PALM SPRINGS, CA 92262

**at&t**  
Mobility  
1452 EDINGER AVENUE, 3RD FLOOR  
TUSTIN, CA 92780

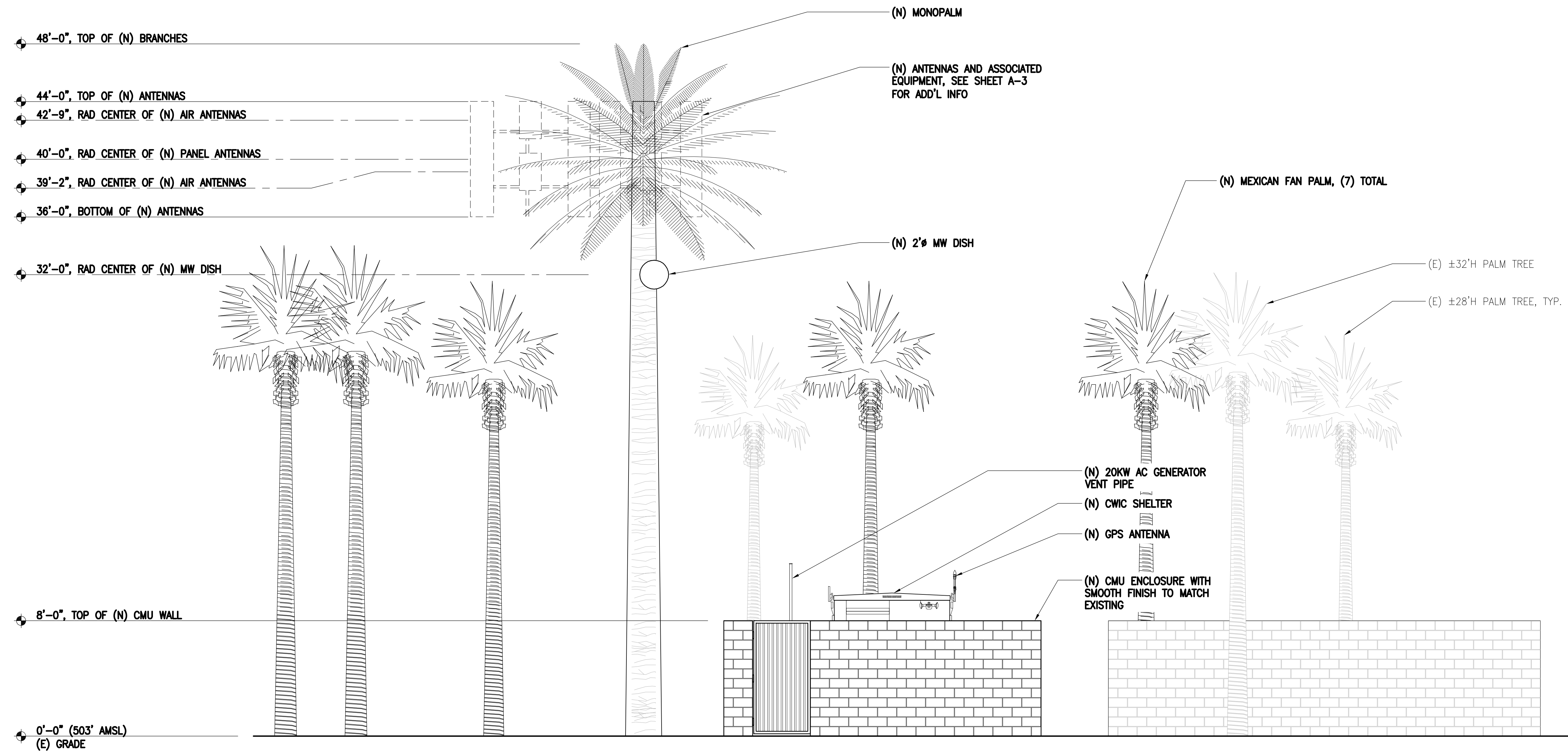
NO.	DATE	REVISIONS	BY	CHK	APP'D
3	06/10/22	ADDED LANDSCAPE AND IRRIGATION SHEETS	FV	BOK	DKD
2	05/27/22	LEASE AREA REDESIGN	FV/HL	BOK	DKD
1	02/15/22	ANTENNA CONFIGURATION CHANGE	FV	BOK	DKD
0	12/14/21	ISSUED FOR ZONING PERMIT (100%)	FV	BOK	DKD
A	10/07/21	ISSUED FOR ZD REVIEW AND COMMENT (90%)	RF	BOK	DKD

SCALE AS SHOWN    DESIGNED    DRAWN



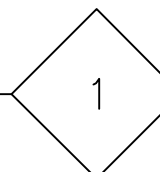
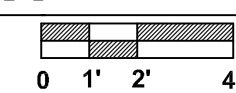
SHEET TITLE: **ANTENNA LAYOUT PLAN AND SCHEDULE**  
SHEET NUMBER: **A-3**

NOTES:  
 1. PAINT ALL NEW ANTENNAS, SURGE SUPPRESSORS, RRUS AND MOUNTING BRACKETS GREEN TO MATCH FOLIAGE.



**SOUTH ELEVATION**

SCALE: 1/4"=1'-0"



**DCI PACIFIC**  
 A|E|C WORKS

ARCHITECTURE | ENGINEERING | CONSULTING  
 26 EXECUTIVE PARK | SUITE 170  
 IRVINE | CA 92614



3300 IRVINE AVE SUITE 300,  
 NEWPORT BEACH, CA 92660

**CSL04905**  
**SAHARA**

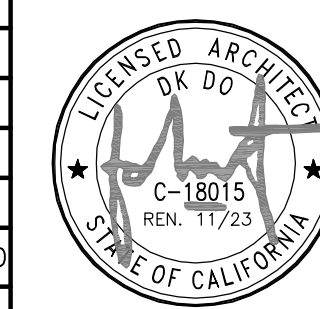
USID#: 306251 | FA#: 10153196

2101 EAST SAHARA ROAD  
 PALM SPRINGS, CA 92262



1452 EDINGER AVENUE, 3RD FLOOR  
 TUSTIN, CA 92780

3	06/10/22	ADDED LANDSCAPE AND IRRIGATION SHEETS	FV	BOK	DKD
2	05/27/22	LEASE AREA REDESIGN	FV/HL	BOK	DKD
1	02/15/22	ANTENNA CONFIGURATION CHANGE	FV	BOK	DKD
0	12/14/21	ISSUED FOR ZONING PERMIT (100%)	FV	BOK	DKD
A	10/07/21	ISSUED FOR ZD REVIEW AND COMMENT (90%)	RF	BOK	DKD
NO.	DATE	REVISIONS	BY	CHK	APP'D
SCALE		AS SHOWN	DESIGNED	DRAWN	



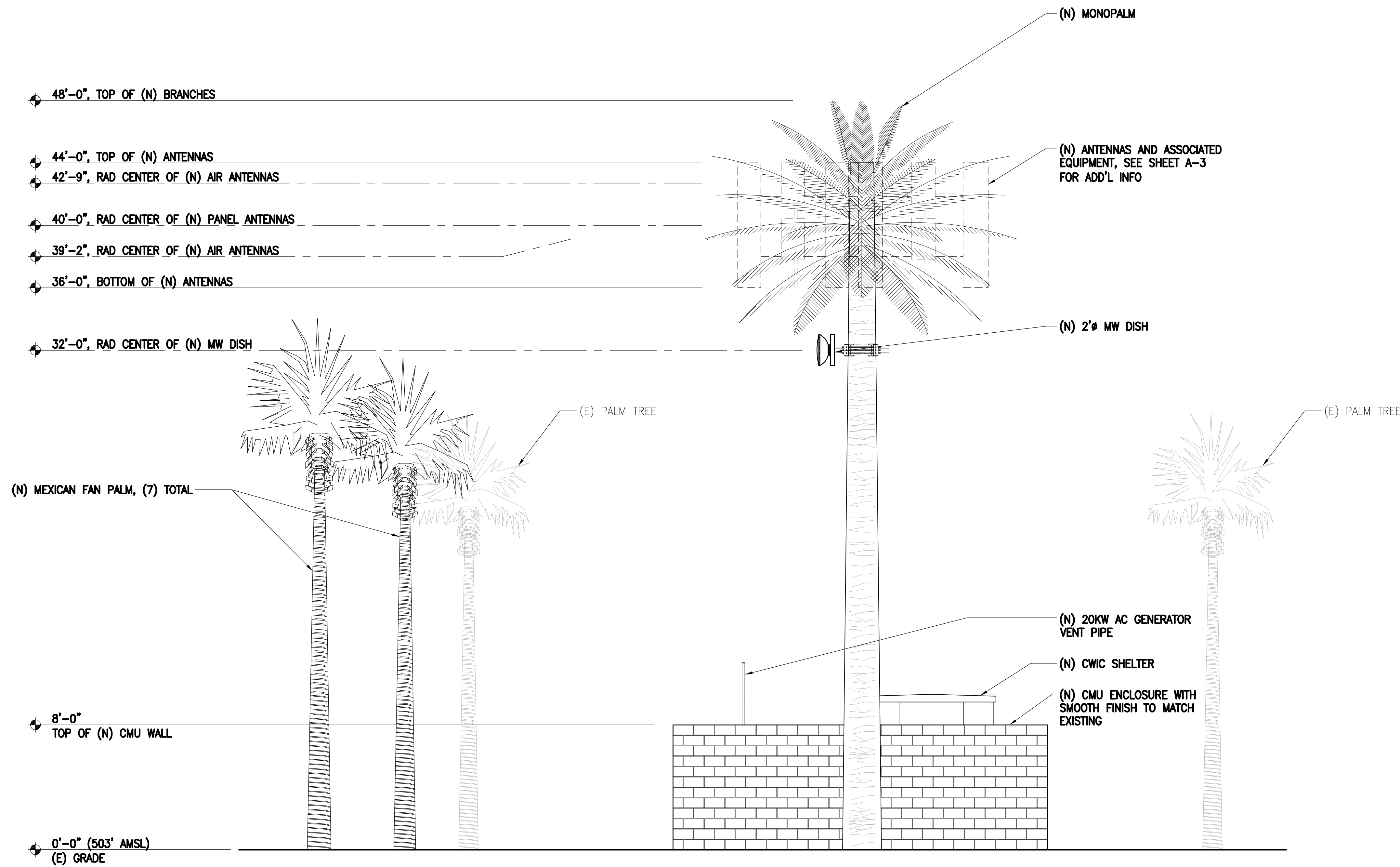
SHEET TITLE

**ELEVATION**

SHEET NUMBER

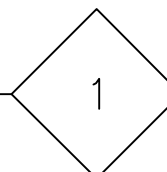
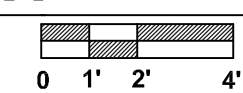
**A-4**

NOTES:  
 1. PAINT ALL NEW ANTENNAS, SURGE SUPPRESSORS, RRUS AND MOUNTING BRACKETS GREEN TO MATCH FOLIAGE.



**WEST ELEVATION**

SCALE: 1/4"=1'-0"



**DCI PACIFIC**  
 A|E|C WORKS

ARCHITECTURE | ENGINEERING | CONSULTING  
 26 EXECUTIVE PARK | SUITE 170  
 IRVINE | CA 92614



3300 IRVINE AVE SUITE 300,  
 NEWPORT BEACH, CA 92660

**CSL04905**  
**SAHARA**

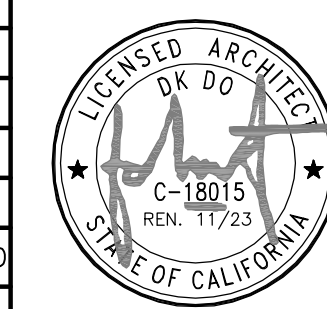
USID#: 306251 | FA#: 10153196

2101 EAST SAHARA ROAD  
 PALM SPRINGS, CA 92262



1452 EDINGER AVENUE, 3RD FLOOR  
 TUSTIN, CA 92780

3	06/10/22	ADDED LANDSCAPE AND IRRIGATION SHEETS	FV	BOK	DKD
2	05/27/22	LEASE AREA REDESIGN	FV/HL	BOK	DKD
1	02/15/22	ANTENNA CONFIGURATION CHANGE	FV	BOK	DKD
0	12/14/21	ISSUED FOR ZONING PERMIT (100%)	FV	BOK	DKD
A	10/07/21	ISSUED FOR ZD REVIEW AND COMMENT (90%)	RF	BOK	DKD
NO.	DATE	REVISIONS	BY	CHK	APP'D
SCALE		AS SHOWN	DESIGNED	DRAWN	



SHEET TITLE

**ELEVATION**

SHEET NUMBER

**A-5**



**PLANT LEGEND**

SYM	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WATER USE
-----	----------------	-------------	------	------	---------	-----------

**TREES**

	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	SEE BELOW	7		LOW
			ALL PALMS			
			34'-35' TOP OF FRONDS			
			30' BROWN TRUNK			
			TYPICAL ALL PALMS SHOWN (7)			

**PLANTING NOTE**

1. WORK WILL BE DONE PER CITY OF PALM SPRINGS AND VALLEY WATER DISTRICT GUIDELINES.
2. REPLACE DEAD OR MISSING GROUNDCOVER DAMAGED BY CONSTRUCTION OR NEGLECT.
3. PROPOSED PLANTING AND IRRIGATION SHALL BE MAINTAINED BY PRIVATE OWNER.
4. ALL PLANTING AREAS TO BE RACKED SMOOTH TO MATCH EXISTING.

DEMO (E) LIVE TREES WITHIN  
(N) AT&T LEASE AREA

PROFESSIONAL  
ZONE (P)

(E) DIRT ACCESS DRIVEWAY TO BE  
UTILIZED FOR (N) 12'-0" WIDE AT&T  
NON-EXCLUSIVE ACCESS PATH

(N) UNDERGROUND POWER  
CONDUITS (APPROX. L = 250')

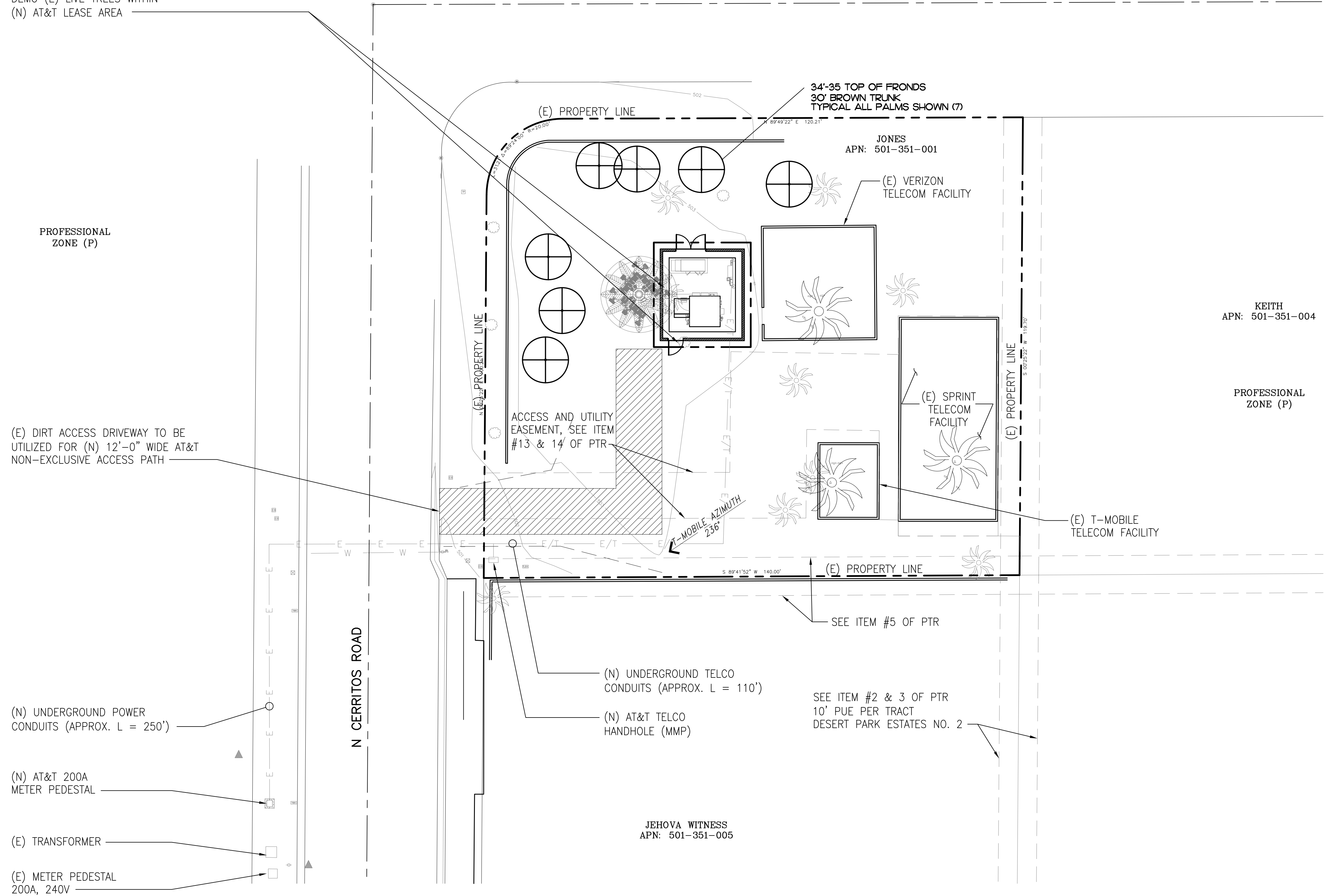
(N) AT&T 200A  
METER PEDESTAL

(E) TRANSFORMER

(E) METER PEDESTAL  
200A, 240V

SINGLE FAMILY RESIDENTIAL ZONE  
(R-1C)

EAST SAHARA ROAD



KEITH  
APN: 501-351-004

PROFESSIONAL  
ZONE (P)

(E) T-MOBILE  
TELECOM FACILITY

34'-35' TOP OF FRONDS  
30' BROWN TRUNK  
TYPICAL ALL PALMS SHOWN (7)

JONES  
APN: 501-351-001

(E) VERIZON  
TELECOM FACILITY

ACCESS AND UTILITY  
EASEMENT, SEE ITEM  
#13 & 14 OF PTR

T-MOBILE AZIMUTH  
236°

SEE ITEM #5 OF PTR

(N) UNDERGROUND TELCO  
CONDUITS (APPROX. L = 110')

(N) AT&T TELCO  
HANDHOLE (MMP)

SEE ITEM #2 & 3 OF PTR  
10' PUE PER TRACT  
DESERT PARK ESTATES NO. 2

JEHOVA WITNESS  
APN: 501-351-005

**PRELIMINARY LANDSCAPE PLAN** 1

SCALE: 1/16"=1'-0"

**RJCLA**  
LANDSCAPE ARCHITECTURE

Landscape Architects  
11 Villamoura  
Laguna Niguel, CA 92677  
(949) 661-3998  
rjcla@sbglobal.net

**smartlink**

3300 IRVINE AVE SUITE 300,  
NEWPORT BEACH, CA 92660

**CSL04905  
SAHARA**

USID#: 306251 | FA#: 10153196

2101 EAST SAHARA ROAD  
PALM SPRINGS, CA 92262

**at&t**  
Mobility

1452 EDINGER AVENUE, 3RD FLOOR  
TUSTIN, CA 92780

NO.	DATE	REVISIONS	BY	CHK	APP'D
1	6/21/2022	CLIENT REQUESTED CHANGE (100%)	mdm	RJC	RJC
0	6/7/2022	ISSUED FOR ZONING PERMIT (100%)	mdm	RJC	RJC

SCALE AS SHOWN DESIGNED RJC DRAWN mdm

SHEET TITLE	SHEET NUMBER
<b>CONCEPTUAL LANDSCAPE PLAN</b>	<b>L-1</b>



**TITLE REPORT NOTES**

TITLE REPORT NOTES:  
 THE FOLLOWING EASEMENTS EFFECT SAID PARCEL AND ARE SHOWN HEREON. SEE PRELIMINARY TITLE REPORT NO. 92015682-920-CMM-CM8 PREPARED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY AND DATED AUGUST 9, 2021, FOR OTHER DOCUMENTS (NON-EASEMENTS) EFFECTING SAID PROPERTY.

ITEM #2 - Easement(s) for the purpose(s) shown below and rights incidental thereto as delineated or as offered for dedication, on the map of said tract/plot;

Purpose: Public utility easement  
 (AS SHOWN HEREON - DOES NOT CROSS PROJECT AREA)

ITEM #3 - Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: California Electric Power Company  
 Purpose: Public utilities  
 Recording Date: July 20, 1955  
 Recording No: Book 1768, Page 477 of Official Records  
 (AS SHOWN HEREON - DOES NOT CROSS PROJECT AREA)

ITEM #5 - Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: California Electric Power Company and California Water and Telephone Company  
 Purpose: Public utilities  
 Recording Date: December 21, 1956  
 Recording No: 86156, Book 2015, Page 43 of Official Records  
 (AS SHOWN HEREON - DOES NOT CROSS PROJECT AREA)

ITEM #6 - An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Memorandum of Agreement  
 Lessor: Maryann J. Corrente, a married woman  
 Lessee: Springs PCS Assets, L.L.C., a Delaware limited liability company  
 Recording Date: August 18, 2004  
 Recording No: 2004-649170 of Official Records  
 (EXACT LOCATION IS NOT DISCLOSED OF RECORD)

ITEM #7 - An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Memorandum of Agreement  
 Lessor: Douglas C. Jones and Terrence B. Jones, husband and wife as joint tenants  
 Lessee: Sprint PCS Assets, L.L.C., a Delaware limited liability company  
 Recording Date: June 23, 2004  
 Recording No: 2004-465803 of Official Records  
 (EXACT LOCATION IS NOT DISCLOSED OF RECORD)

ITEM #8 - Matters contained in that certain document

Entitled: Memorandum of Agreement  
 Dated: September 1, 2009  
 Executed by: Douglas C. Jones and Terrence B. Jones, husband and wife as community property with rights of survivorship and Royal Street Communication California, LLC, a Delaware limited liability company  
 Recording Date: November 5, 2009  
 Recording No: 2009-575204 of Official Records  
 (EXACT LOCATION IS NOT DISCLOSED OF RECORD)

ITEM #9 - Matters contained in that certain document

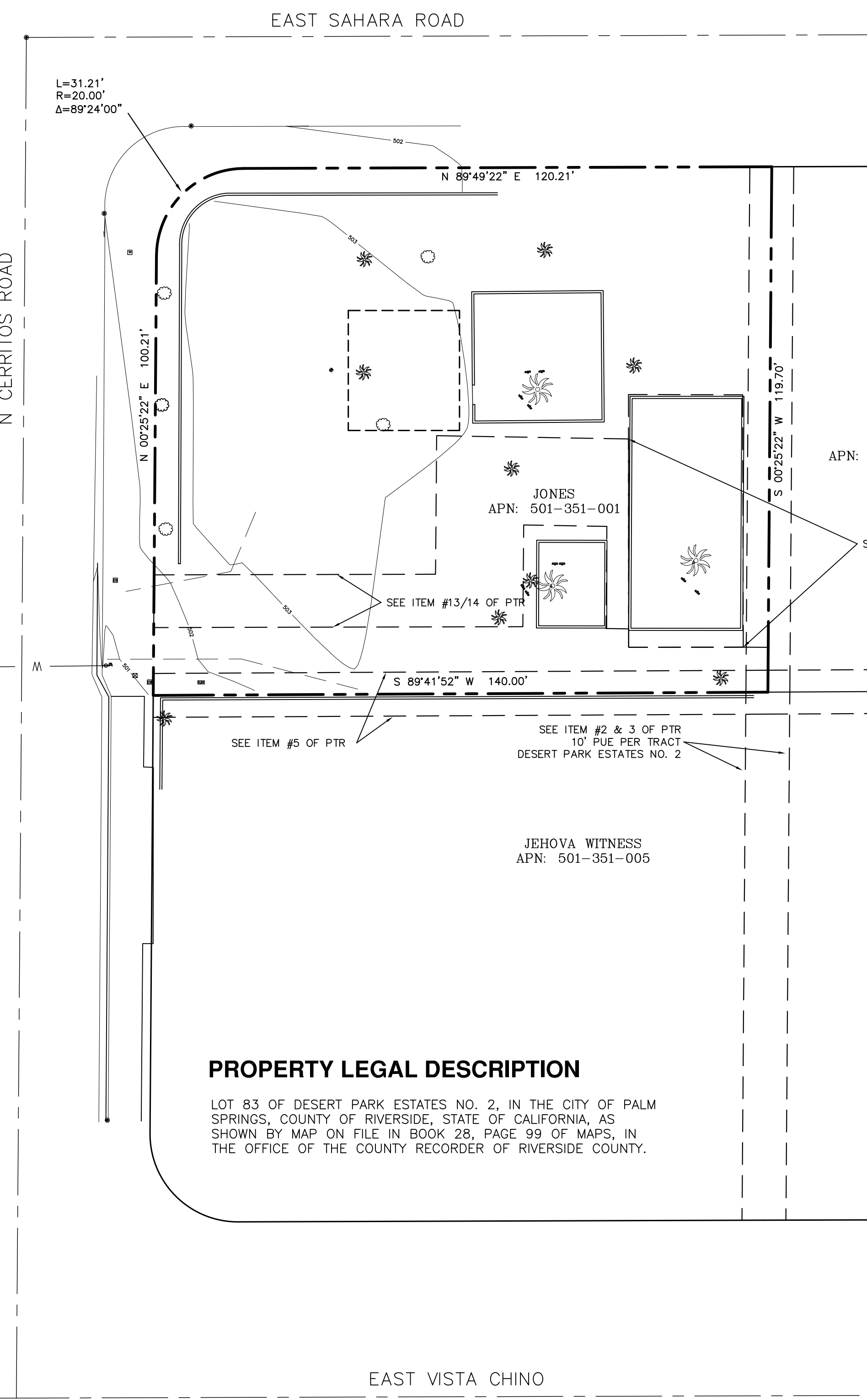
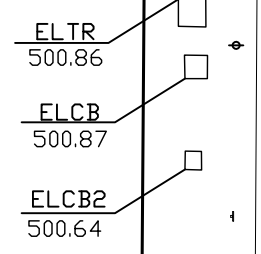
Entitled: Encroachment License Agreement  
 Dated: September 15, 2010  
 Executed by: Royal Street Communications California, LLC, a Delaware limited liability company and The City of Palm Springs, a California charter city  
 Recording Date: November 22, 2010  
 Recording No: 2010-561159 of Official Records  
 (EXACT LOCATION IS NOT DISCLOSED OF RECORD)

ITEM #11 - An option to purchase said Land with certain terms, covenants, conditions and provisions as set forth therein.

Optionor: Douglas C. Jones and Terrence B. Jones, husband and wife as joint tenants  
 Optionee: Los Angeles SMSA Limited Partnership, a California limited partnership, dba Verizon Wireless  
 Disclosed by: Memorandum of Option and Land Lease Agreement  
 Recording Date: April 18, 2014  
 Recording No: 2014-141697 of Official Records  
 (EXACT LOCATION IS NOT DISCLOSED OF RECORD)

ITEM #12 - A lease with certain terms, covenants, conditions and provisions set forth therein.

Dated: April 3, 2014  
 Lessor: Douglas C. Jones and Terrence B. Jones, husband and wife as joint tenants  
 Lessee: Los Angeles SMSA Limited Partnership, a California limited partnership, dba Verizon Wireless  
 Recording Date: April 18, 2014  
 Recording No: 2014-141697 of Official Records  
 (EXACT LOCATION IS NOT DISCLOSED OF RECORD)



**PROPERTY LEGAL DESCRIPTION**

LOT 83 OF DESERT PARK ESTATES NO. 2, IN THE CITY OF PALM SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 28, PAGE 99 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY.

KEITH  
 APN: 501-351-004

JEHOVA WITNESS  
 APN: 501-351-005

JONES  
 APN: 501-351-001

SEE ITEM #13/14 OF PTR

TITLE REPORT NOTES CONTINUED:

ITEM #13 - Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:  
 Granted to: SBA Steel LLC, a Florida limited liability company  
 Purpose: Access and utility easement  
 Recording Date: August 31, 2015  
 Recording No: 2015-389829 of Official Records  
 (AS SHOWN HEREON - DOES CROSS PROJECT AREA ENTRANCE BUT NON-EXCLUSIVE)

ITEM #14 - Matters contained in that certain document

Entitled: Easement Agreement  
 Dated: January 30, 2015  
 Executed by: Douglas C. Jones and Terrence B. Jones, husband and wife as community property with rights of survivorship and SBA Steel LLC, a Florida limited liability company  
 Recording Date: August 31, 2015  
 Recording No: 2015-389829 of Official Records  
 (AS SHOWN HEREON - DOES CROSS PROJECT AREA ENTRANCE BUT NON-EXCLUSIVE)

END OF EASEMENTS

OWNER'S NAME: DOUGLAS C JONES / TERRENCE B JONE  
 ASSESSOR'S PARCEL NUMBER(S) 501-351-001

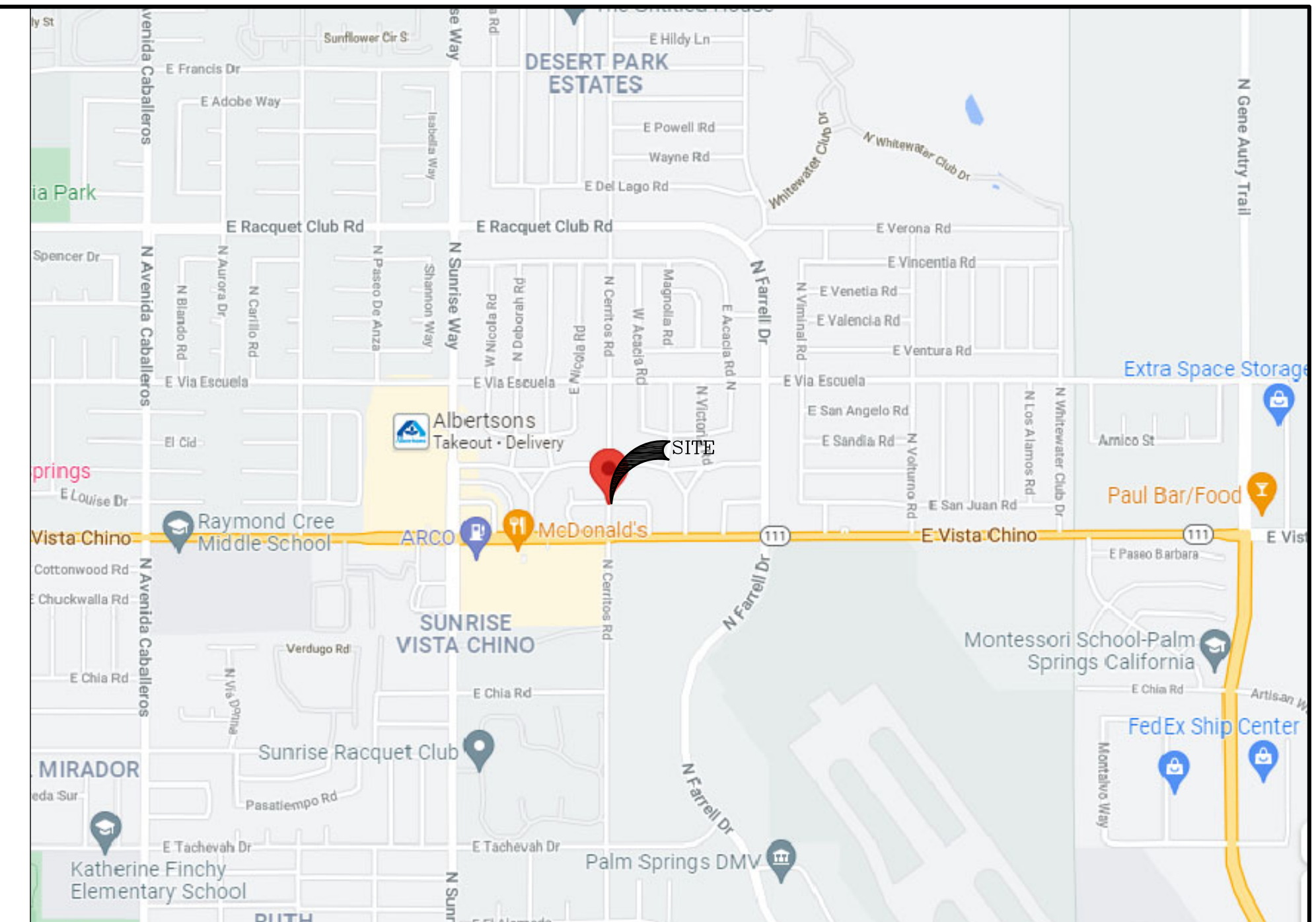
BASIS OF BEARINGS: (NAD83; EPOCH 2010)  
 THE BEARINGS SHOWN HEREON ARE BASED CALIFORNIA STATE PLANE COORDINATE SYSTEM - ZONE 6. AS DETERMINED BY G.P.S. OBSERVATIONS, USING TRIMBLE 5700/5800 RECEIVERS AND TRIMBLE GEODETIC OFFICE 1.60 SOFTWARE.

BASIS OF ELEVATIONS: NAVD 1988  
 ELEVATIONS ARE BASED ON GPS OBSERVATIONS FROM TWO NATIONAL GEODETIC SURVEY C.O.R.S. REFERENCE STATIONS: 1) JPLM, ELEVATION = 1503.49' AND 2) TORP, ELEVATION = 103.77' WITH GEOID 2012 CORRECTIONS APPLIED.

SITE BENCHMARK IS A PK-NAIL/WASHER, LOCATED JUST WEST OF MAILBOX AT SW CORNER OF PROPERTY, AS SHOWN HEREON. ELEVATION = 500.74'

FEMA FLOOD\_ZONE DESIGNATION: National Flood Insurance Program:

County: RIVERSIDE  
 Map/Panel: 06065C1557G  
 Effective Date: 8/28/2008  
 The Flood Zone Designation for this site is: ZONE: X



VICINITY MAP

**LEGEND**

○	BOLLARD	ELCB	ELECTRICAL CABINET
□	CABLE TV BOX	ELTR	ELECTRICAL TRANSFORMER
■	ELECTRIC BOX	ER	EDGE OF DIRT ROAD
▲	LIGHT TOP	FL	FLOWLINE CURB & GUTTER
●	MONUMENT FOUND	LIP	LIP OF GUTTER
+	SIGN	LP3	LIGHT POLE TOP
☐	TELEPHONE BOX	MONO	MONOPALM TOP
☐	TELEPHONE PED	NG	GROUND SPOT ELEVATION
○	TREE DECIDUOUS	PRONG	HIGHEST BRANCHES
☼	TREE PALM	SW	SIDEWALK
☐	TRAFFIC SIGNAL BOX	TC	TOP OF CURB
⊗	WATER METER	TOA	TOP OF PANEL ANTENNA
⊕	PANEL ANTENNA	TRTP	TREE TOP
— W —	E-UTILITY-WATER	TW	TOP OF WALL
— — — — —		---	BOUNDARY LINE
— — — — —		---	CENTER LINE
— — — — —		---	MISC. PROPERTY LINE
— — — — —		---	MISC. TIE LINE
— — — — —		---	RIGHT-OF-WAY LINE
— — — — —		---	EASEMENT LINE
— X —		---	FENCE LINE
			BUILDING EDGE
— — — — —		— — — — —	OVERHEAD WIRES

1) This is not a boundary survey. This is a specialized topographic map. The property lines and easements shown hereon are from record information as noted hereon. Floyd Surveying translated the topographic survey to record information using the two found monuments shown hereon. No title research was performed by Floyd Surveying.

2) Any changes made to the information on this plan, without the written consent of Floyd Surveying relieves Floyd Surveying of any and all liability.

3) These drawings & specifications are the property & copyright of Floyd Surveying & shall not be used on any other work except by agreement with the Surveyor. Written dimensions shall take preference over scaled & shall be verified on the job site. Any discrepancy shall be brought to the notice of the Surveyor prior to commencement of any work.

4) Field survey completed on September 15, 2021

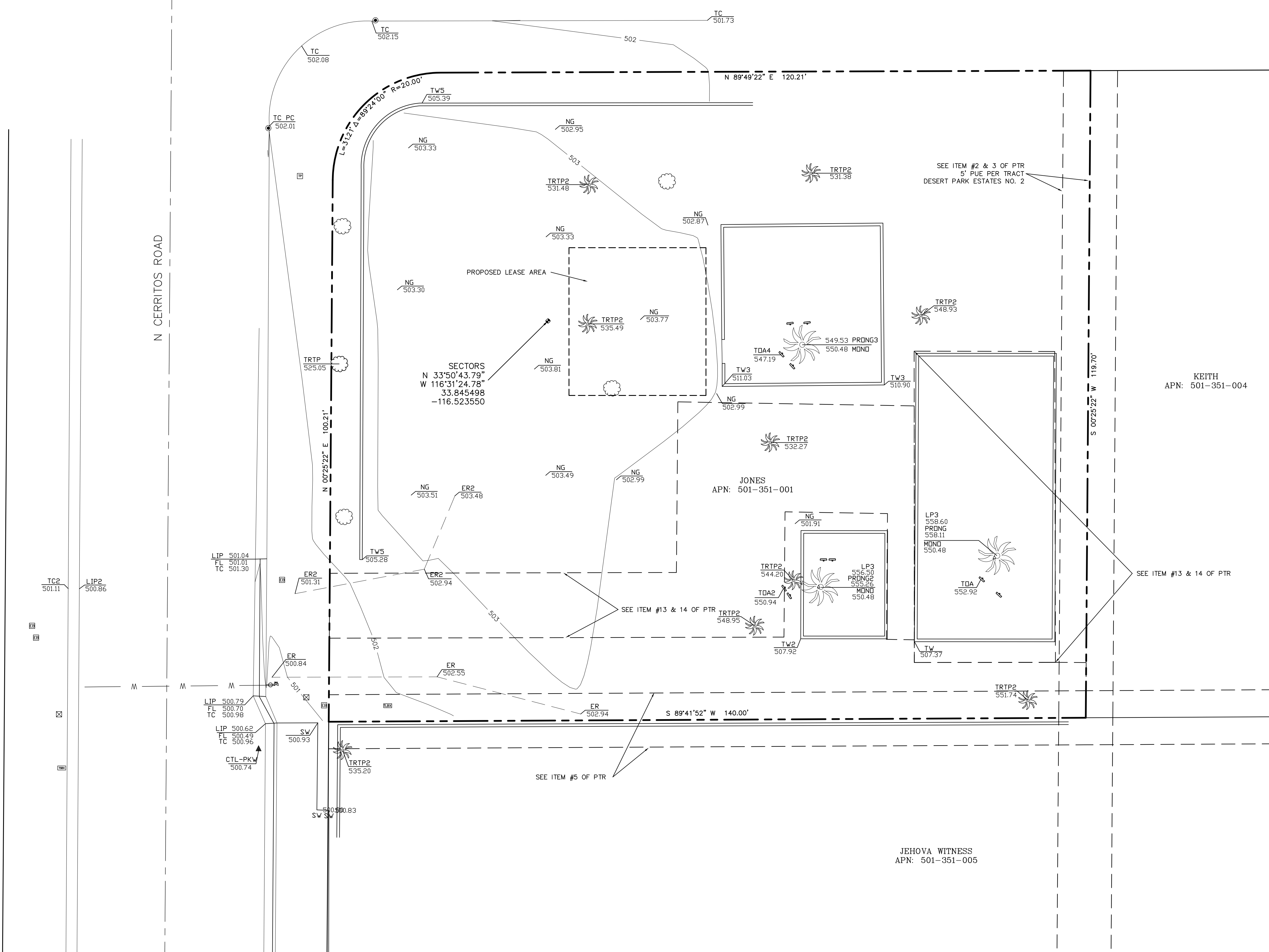
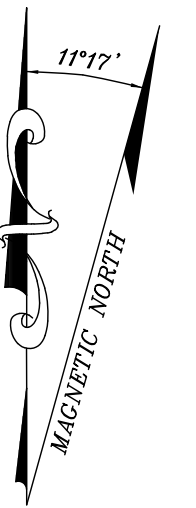
**OVERALL SITE PLAN** SCALE: 1"=20'

<p>FLOYD SURVEYING                  34006 GALLERON STREET                  TEMECULA, CA 92592                  OFFICE: (949) 200-0626                  EMAIL: fsi@floydsurveying.com</p>	<p>DCI PACIFIC                  A E C WORKS                  ARCHITECTURE   ENGINEERING   CONSULTING                  26 EXECUTIVE PARK   SUITE 170   IRVINE   CA 92614                  T 949 475.1000   949 475.1001 F</p>	<p>CSL04905                  SAHARA                  2101 EAST SAHARA ROAD                  PALM SPRINGS, CA 92262</p>	<p>at&amp;t                  Mobility                  1452 EDINGER AVENUE, 3RD FLOOR                  TUSTIN, CA 92780</p>	<table border="1"> <tr> <td>NO.</td> <td>DATE</td> <td>REVISIONS</td> <td>BY</td> <td>CHK</td> <td>APP'D</td> </tr> <tr> <td>2</td> <td>4/17/22</td> <td>LEASE AREA -- SECTORS</td> <td></td> <td>DAF</td> <td>DAF</td> </tr> <tr> <td>1</td> <td>10/24/21</td> <td>TITLE REVIEW</td> <td></td> <td>DAF</td> <td>DAF</td> </tr> <tr> <td>0</td> <td>9/19/21</td> <td>ISSUED FOR ZONING SUBMITTAL</td> <td></td> <td>DAF</td> <td>DAF</td> </tr> </table>	NO.	DATE	REVISIONS	BY	CHK	APP'D	2	4/17/22	LEASE AREA -- SECTORS		DAF	DAF	1	10/24/21	TITLE REVIEW		DAF	DAF	0	9/19/21	ISSUED FOR ZONING SUBMITTAL		DAF	DAF	<p>SHEET TITLE: TOPOGRAPHIC SURVEY</p>	<p>SHEET NUMBER: B01</p>
				NO.	DATE	REVISIONS	BY	CHK	APP'D																					
2	4/17/22	LEASE AREA -- SECTORS		DAF	DAF																									
1	10/24/21	TITLE REVIEW		DAF	DAF																									
0	9/19/21	ISSUED FOR ZONING SUBMITTAL		DAF	DAF																									
		<p>SCALE AS SHOWN DESIGNED DRAWN</p>																												



EAST SAHARA ROAD

N CERRITOS ROAD



LEGEND

- BOLLARD
- CABLE TV BOX
- ELECTRIC BOX
- LIGHT TOP
- MONUMENT FOUND
- SIGN
- TELEPHONE BOX
- TELEPHONE PED
- TREE DECIDUOUS
- TREE PALM
- TRAFFIC SIGNAL BOX
- WATER METER
- PANEL ANTENNA
- E\_UTILITY\_WATER
- ELCB ELECTRICAL CABINET
- ELTR ELECTRICAL TRANSFORMER
- ER EDGE OF DIRT ROAD
- FL FLOWLINE CURB & GUTTER
- LIP LIP OF GUTTER
- LP3 LIGHT POLE TOP
- MONO MONOPALM TOP
- NG GROUND SPOT ELEVATION
- PRONG HIGHEST BRANCHES
- SW SIDEWALK
- TC TOP OF CURB
- TOA TOP OF PANEL ANTENNA
- TRTP TREE TOP
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- FENCE LINE
- BUILDING EDGE
- OVERHEAD WIRES

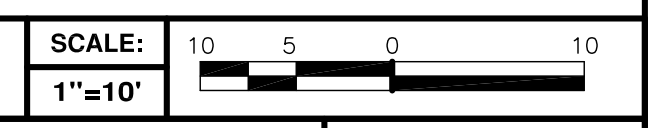
KEITH APN: 501-351-004

JONES APN: 501-351-001

JEHOVA WITNESS APN: 501-351-005

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- 4) Field survey completed on September 15, 2021

DETAIL SITE PLAN



**FLOYD SURVEYING**  
 34006 GALLERON STREET  
 TEMECULA, CA 92592  
 OFFICE: (949) 200-0626  
 EMAIL: fsi@floydsurveying.com

**DCI PACIFIC**  
 A|E|C WORKS  
 ARCHITECTURE | ENGINEERING | CONSULTING  
 26 EXECUTIVE PARK | SUITE 170 | IRVINE | CA 92614  
 T 949 475.1000 | 949 475.1001 F

CSL04905  
 SAHARA  
 2101 EAST SAHARA ROAD  
 PALM SPRINGS, CA 92262

**at&t**  
 Mobility  
 1452 EDINGER AVENUE, 3RD FLOOR  
 TUSTIN, CA 92780

NO.	DATE	REVISIONS	BY	CHK	APP'D
2	4/17/22	LEASE AREA -- SECTORS	DAF	DAF	DAF
1	10/24/21	TITLE REVIEW	DAF	DAF	DAF
0	9/19/21	ISSUED FOR ZONING SUBMITTAL	DAF	DAF	DAF

SCALE AS SHOWN    DESIGNED    DRAWN



SHEET TITLE: **TOPOGRAPHIC SURVEY**  
 SHEET NUMBER: **B02**

**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org).** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Jackie Vega at (951) 955-0982.**

The City of Palm Springs Planning Department should be contacted on non-ALUC issues. For more information please contact City of Palm Springs Planner Richard Bruno at (760) 322-8364 x8765.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website [www.rcaluc.org](http://www.rcaluc.org). Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to [Javega@rivco.org](mailto:Javega@rivco.org). Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

**PLACE OF HEARING:** Riverside County Administration Center  
4080 Lemon Street, 1<sup>st</sup> Floor Board Chambers  
Riverside California

**DATE OF HEARING:** September 8, 2022

**TIME OF HEARING:** 9:30 A.M.

**CASE DESCRIPTION:**

ZAP1102PS22 – New Cingular Wireless PCS, LLC (Representative: Smartlink, LLC) – City of Palm Springs Case No. CUP5.1560 (Conditional Use Permit). A proposal to establish a 48 foot tall mono-palm wireless communication facility within a 925 square foot equipment enclosure on 0.38 acres, located on the southeast corner of Sahara Road and Cerritos Road (Airport Compatibility Zone B1 of the Palm Springs International Airport Influence Area)



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

### ALUC STAFF ONLY

ALUC Case Number: ZAP1102PS22

Date Submitted: 7/22/22

AIA: Palm Springs

Zone: B1

Public Hearing

Staff Review

### Applicant

Applicant Full Name: New Cingular Wireless PCS, LLC dba. AT&T Wireless

Applicant Address: 1452 Edinger Ave. Tustin, CA 92780

Phone: 714.476.3479 Email: ch0897@att.com

### Representative/ Property Owner Contact Information

Representative: Smartlink LLC obo AT&T Wireless

Email: will.kazimi@smartlinkgroup.com

Phone: 925.699.2227

Address: 3300 Irvine Ave. #300. Newport Beach, CA 92660

Property Owner: Douglas & Terrance Jones

Email: dcj899@icloud.com

Phone: 760-275-4979

Address:

### Local Jurisdiction Agency

Agency Name: City of Palm Springs

Phone: 760-322-8364 x8765

Staff Contact: Richard Bruno

Email: richard.bruno@palmspringca.gov

Address: 3200 E Tahquitz Canyon Way. Palm Springs, CA 92262

Local Agency Case No.: CUP 5.1560

### Project Location

Street Address: 2101 East Sahara Rd.

Gross Parcel Size.: Approx 16.5k square feet

Assessor's Parcel No.: 501-351-001

### Solar

Is the project proposing solar Panels? Yes

No

If yes, please provide solar glare study.  
(only if in Zone C or higher)

## Data

Site Elevation:(above mean sea level) 1503.49'

Height of Building or structures: 48'

What type of drainage basins are being proposed and the square footage: N/A

## Notice

**A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

**B. REVIEW TIME:** Estimated time for “staff level review” is approximately 30 days from date of submittal. Estimated time for “commission level review” is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

### **C. SUBMISSION PACKAGE:**

**Please submit all application items DIGITALLY via USB or CD:**

- Completed ALUC Application Form
- Plans Package: site plans, floor plans, building elevations, grading plans, subdivision maps
- Exhibits of change of zone, general plan amendment, specific plan amendment
- Project description of existing and proposed use

**Additionally, please provide:**

- ALUC fee payment (Checks made out to Riverside County ALUC)
- Gummed address labels of all surrounding property owners within a 300-foot radius of project site. (Only required if the project is scheduled for a public hearing).

**SCHEDULE OF DEVELOPMENT REVIEW FEES (effective 3/1/19)**

CASE TYPE	ALL OTHERS		MARCH ZONE E	
	INITIAL REVIEW FEE	AMENDED REVIEW FEE	INITIAL REVIEW FEE	AMENDED REVIEW FEE
General Plan or General Plan Element (County or City)	\$3,696	\$2,458	\$2,310	\$1,537
Community Plan or Area Plan (County or City)	\$3,696	\$2,402	\$2,310	\$1,502
(New) Specific Plan or Master Plan	\$3,261	N/A	\$2,038	N/A
Specific Plan Amendment	N/A	\$2,181	N/A	\$1,363
General Plan Amendment	\$1,331	N/A	\$832	N/A
Change of Zone or Ordinance Amendment	\$1,331	\$887	\$832	\$554
Non-Impact Legislative Project (as determined by staff)	\$420	N/A	\$375	N/A
Tract Map	\$1,515	\$1,017	\$947	\$636
Conditional Use Permit or Public Use Permit	\$1,331	\$887	\$832	\$554
Plot Plan, Development Review Plan or Design Review	\$1,331	\$887	\$832	\$554
Parcel Map	\$1,331	\$887	\$832	\$554
Environmental Impact Report*	\$3,050	\$2,033	\$1,906	\$1,271
Other Environmental Assessments*	\$1,671	\$1,109	\$1,044	\$693
Building Permit or Tenant Improvement	\$573	\$389	\$359	\$243

Effective March 1, 2019, an additional fee of \$190.00 will be charged to projects requiring ALUC public hearings (no additional fee for staff review cases).

ADDITIONAL PROJECT SPECIFIC FEES (in addition to the above fees)				
Location in APZ I or II of March	\$2,500	\$2,500	N/A	N/A
AIA Large Commercial Solar Project (Energy Generation Facility)	\$3,000	\$3,000	\$3,000	\$3,000
Heliports/Helicopter Landing Sites	\$1,000	\$1,000	\$1,000	\$1,000
Speculative Nonresidential Multiple Buildings (4 or more)	\$8,210	\$8,210	N/A	N/A

NOTE: \* THIS FEE IS COLLECTED ONLY FOR PROJECTS THAT ARE NOT CLASSIFIED UNDER ONE OF THE ABOVE CATEGORIES.

**Checks should be made payable to: Riverside County Airport Land Use Commission**

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 3.2

**HEARING DATE:** September 8, 2022

**CASE NUMBER:** ZAP1535MA22 – Knox Logistics VII, LLC (Representative: T&B Planning, Inc.)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** OAPT2204319 (Building Permit)

**LAND USE PLAN:** 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zones C2

Noise Levels: Below 60 CNEL contour

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the Commission **CONTINUE** the matter to the October 13, 2022, meeting, pending completion of the Air Force review of the project.

**PROJECT DESCRIPTION:** A proposal to construct a 25,000 square foot solar panel system on an existing 1,238,800 square foot industrial manufacturing building on 72.5 acres.

On January 10, 2019, the Commission found consistent ALUC case ZAP1340MA18 a proposal to construct three industrial manufacturing buildings totaling 1,285,400 square feet on 72.5 acres.

**PROJECT LOCATION:** The site is located southerly of Martin Street, westerly of Harvill Avenue, easterly of Seaton Avenue, and northerly of Cajalco Expressway, approximately 7,162 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

### **BACKGROUND:**

Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2, where Zone C2 limits average intensity to 200 people per acre. The proposed rooftop solar panels will not generate any occupancy.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone C2 southwesterly of the southerly runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the proposal of rooftop solar panels, and sent a solar glare hazard



analysis study for their review. At the time the staff report was prepared, comments were still pending from the Air Force.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones C2 (children's schools, day care centers, hospitals, nursing homes, libraries, places of assembly, highly noise-sensitive outdoor nonresidential uses and hazards to flight).

Flight Hazard Issues: Structure height, electrical interference, and reflectivity/glare are among the issues that solar panels in the airport influence area must address. The project's 25,000 square foot photovoltaic (PV) panel structures would be located on the rooftop of the existing industrial building within Compatibility Zone C2.

#### *Glint and Glare/Reflectivity*

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. However, potential for temporary after-image ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes 25,000 square feet of solar panels on the building rooftop with a fixed tilt of 10 degrees with no rotation, and an orientation of 180 degrees. The applicant has submitted a glare analysis utilizing the web-based Forge Solar. The analysis was based on a 2 mile straight in approach (as per FAA Interim Policy standards) to runways 14 and 32, and also based on the traffic patterns as identified by March Air Reserve Base staff (Runway 12/30 General Aviation, Runway 14/32 General Aviation, Runway 14/32 C-17/KC-135, Runway 14/32 Overhead). The analysis utilized a glide slope approach of 3.0 degrees. No glare would affect the Air Traffic Control Tower.

The analysis concluded that no glare would occur on the 2 mile approach to the runways, and some potential for glare was identified within the Air Force traffic pattern. Evaluation of the Air Force traffic patterns indicates that the panels would result in a low potential for temporary after-image ("green" level glare) or no glare. All times are in standard time.

- Runway 14 General Aviation Route totaling 13,038 minutes of 'green' level glare, lasting up to 150 minutes a day, between September to April, from 2:00 p.m. to 5:00 p.m.
- Runway 32 General Aviation Route totaling 3,672 minutes of 'green' level glare, lasting up to 50 minutes a day, between November to February, from 12:00 p.m. to 1:00 p.m.
- Runway 32 C-17/KC-135 Route totaling 5,709 minutes of 'green' level glare, lasting up to 30 minutes a day, throughout the year, in the early mornings and late afternoons.
- Runway 32 Overhead Route totaling 9,060 minutes of 'green' level glare, lasting up to 35 minutes a day, throughout the year, in the early mornings and late afternoons.

The total of 31,479 minutes of "green" level glare represents less than 12 percent of total day light time.

### *Electrical and Communication Interference*

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being below the 60 CNEL range from aircraft noise. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 7,162 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,559.6 feet AMSL. The site's finished floor elevation is 1,534 feet AMSL and the proposed building height is 54.5 feet, for a top point elevation of 1,588.5 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAA OES) was required for the original building. The FAA OES issued Determinations of No Hazard letters dated December 20, 2018, indicating that the project would not impact air navigation (Aeronautical Study Numbers 2018-AWP-17876 thru -17878-OE). The height of the solar panels will not significantly increase the overall height of the building.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

### **CONDITIONS:**

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight or circling climb following takeoff or towards an aircraft engaged in a straight or circling final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture,

production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheatres, concert halls and drive-in theaters.
  - (f) Other Hazards to flight.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property, and be recorded as a deed notice.
  4. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
  5. All solar arrays installed on the project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 10 degrees and orientation of 180 degrees. Solar panels shall be limited to a total of 25,000 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.
  6. In the event that any glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "event" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, changing the orientation and/or tilt of the source, covering the source at the time of day when events of glare occur, or wholly removing the source to diminish or eliminate the source of the glint, glare, or flash. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

7. In the event that any electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "event" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the event. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

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# NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

# NOTICE

**THERE IS AN AIRPORT NEARBY.  
THIS STORM WATER BASIN IS DESIGNED TO HOLD  
STORM WATER FOR ONLY 48 HOURS AND  
NOT TO ATTRACT BIRDS**

**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**

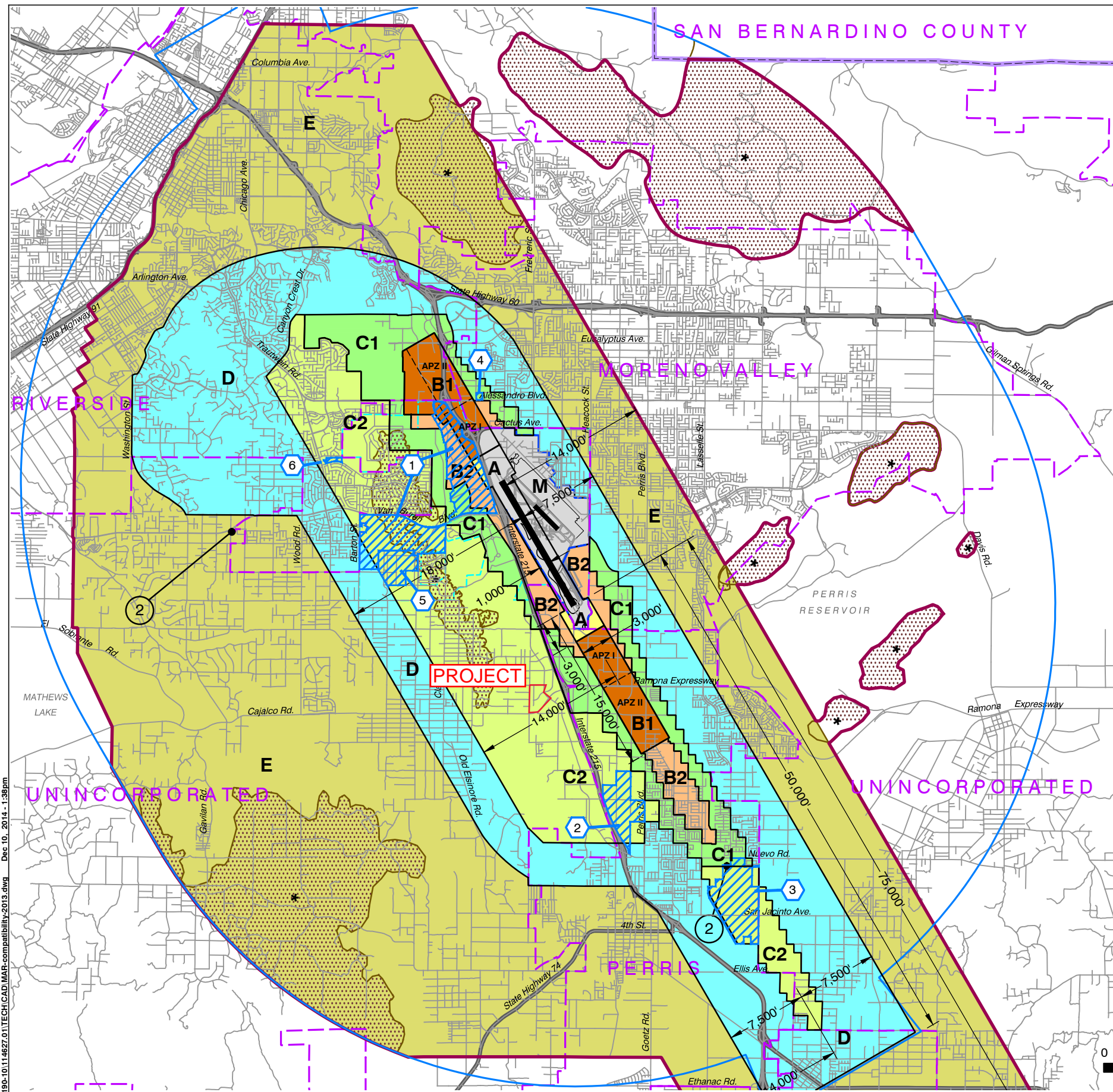


**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_





**LEGEND**

**Compatibility Zones**

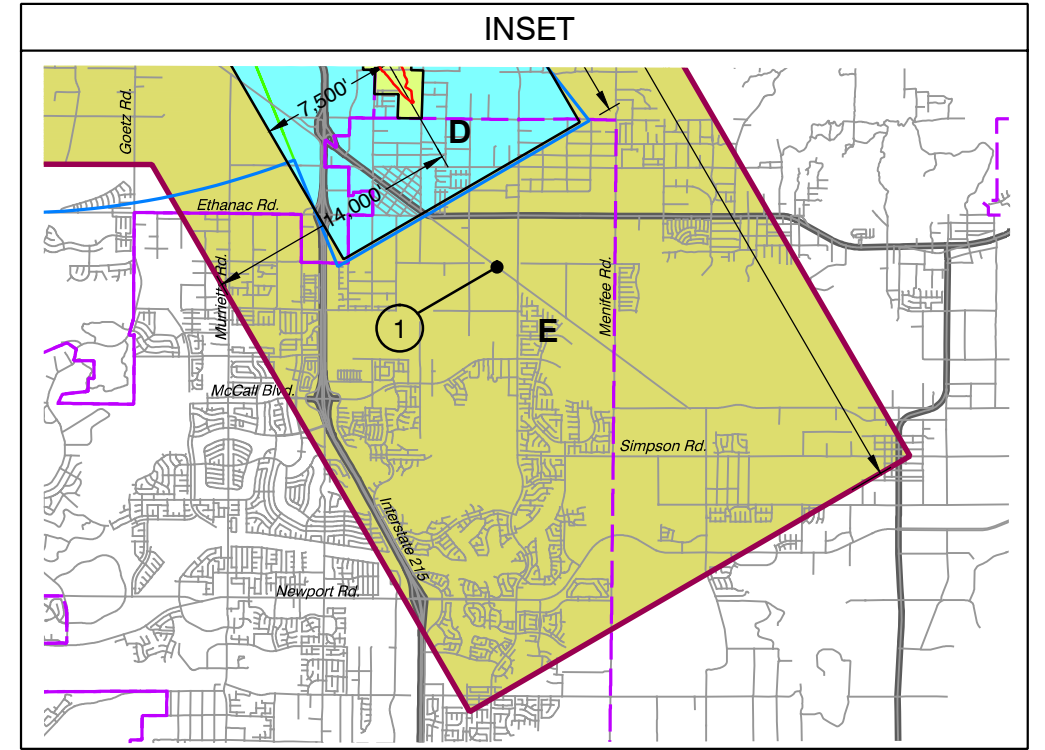
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

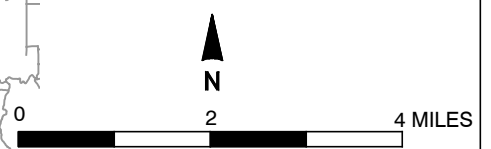
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(Adopted November 13, 2014)**

Note:  
All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

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Prepared by Mead & Hunt, Inc. (June 2013)

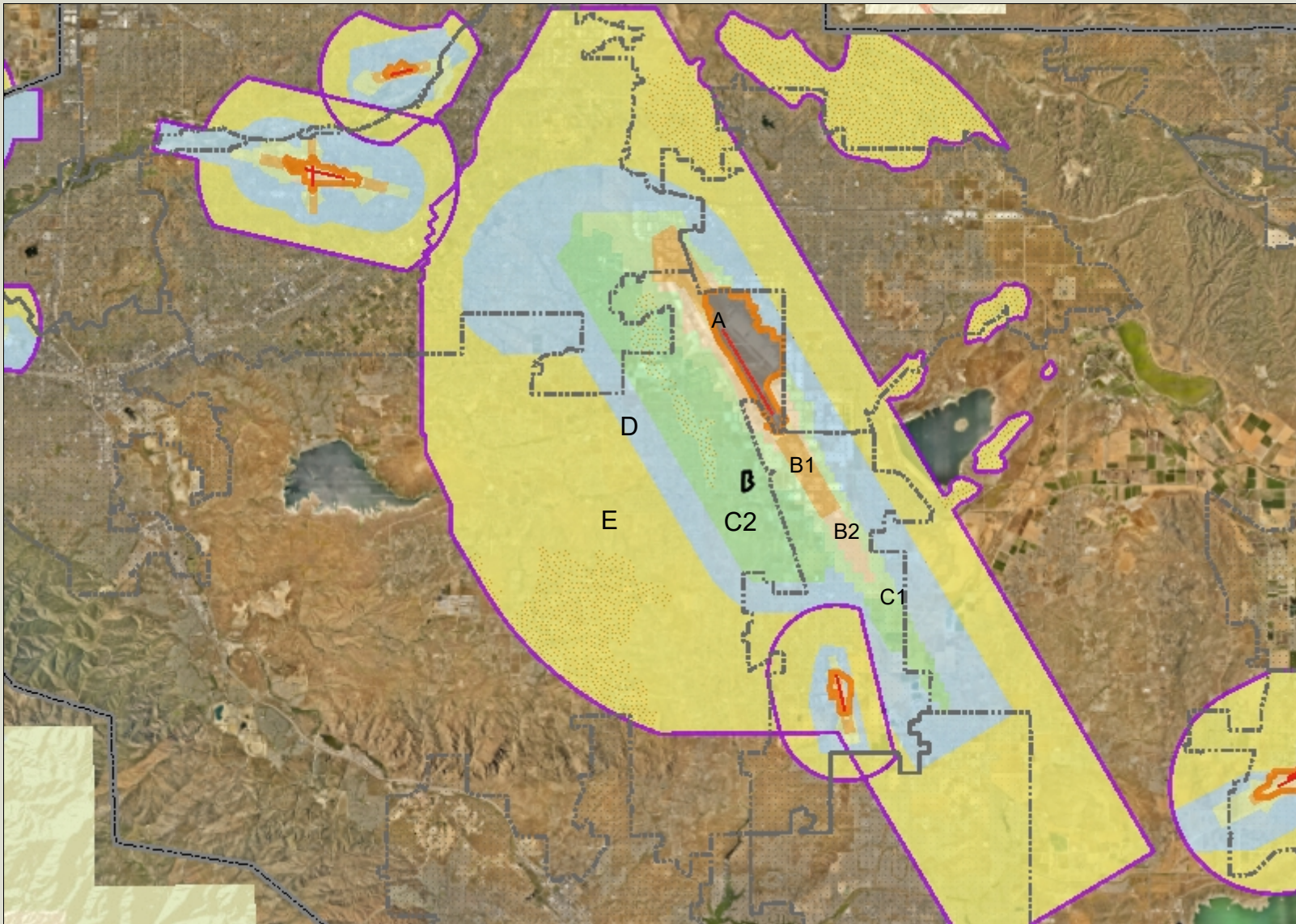
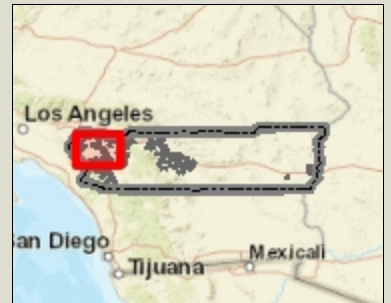
SEE INSET AT RIGHT

Map MA-1

**Compatibility Map  
March Air Reserve Base / Inland Port Airport**



# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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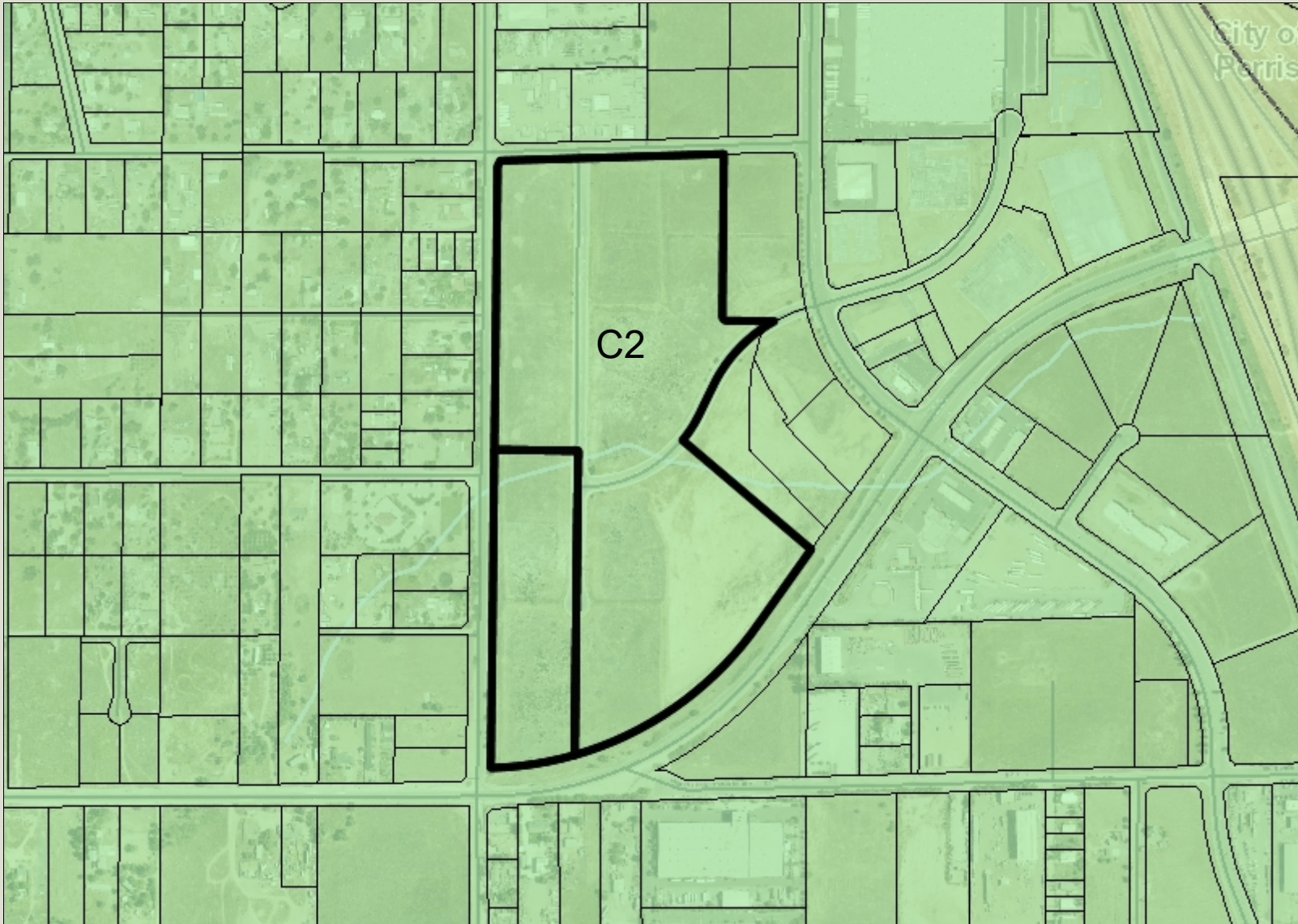
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## Notes



# Map My County Map



**Legend**

- Parcels
- Runways
- Airports
- Airport Influence Areas

**Airport Compatibility Zones**

- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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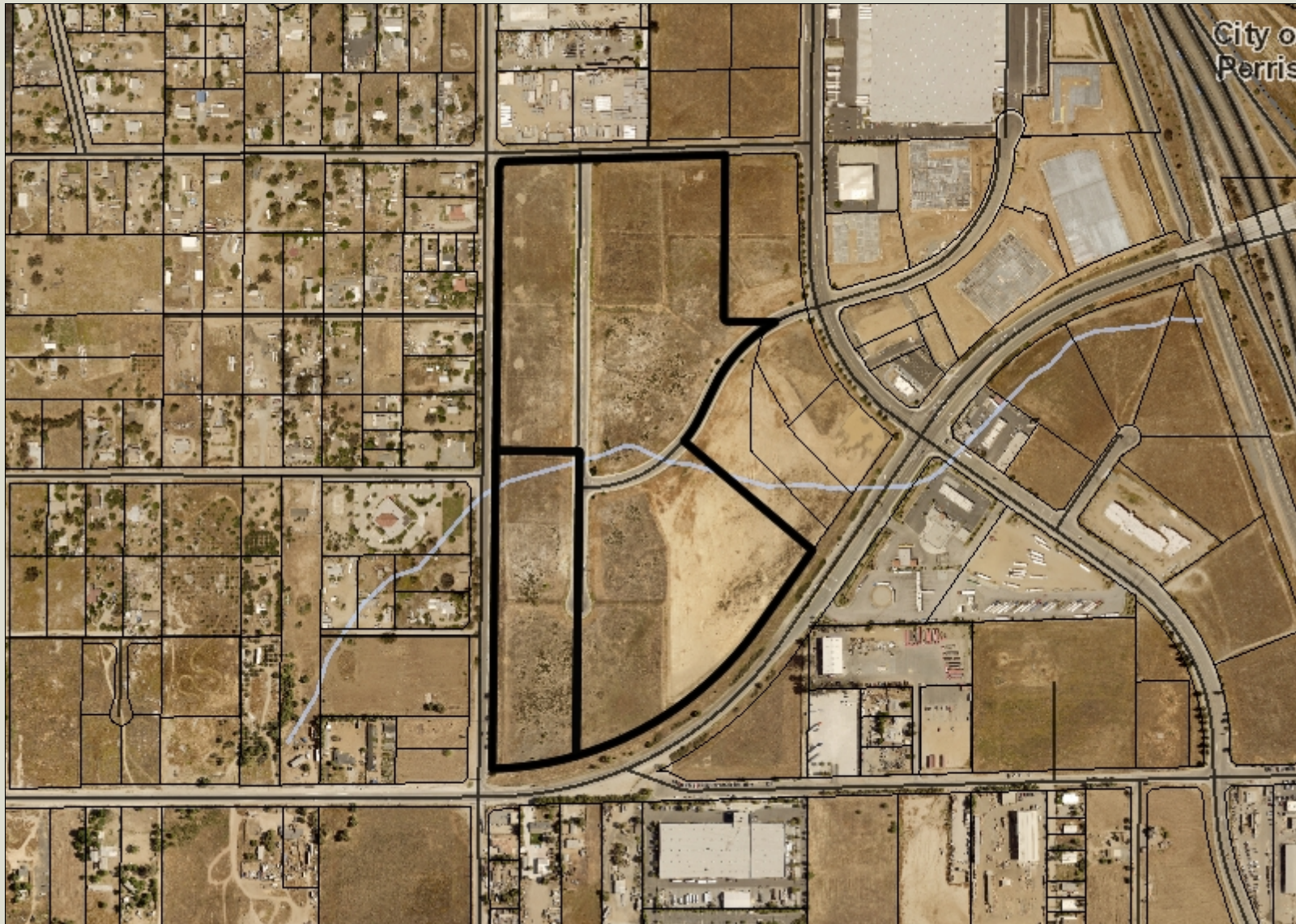
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**Notes**



# Map My County Map



## Legend

-  Parcels
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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## Notes

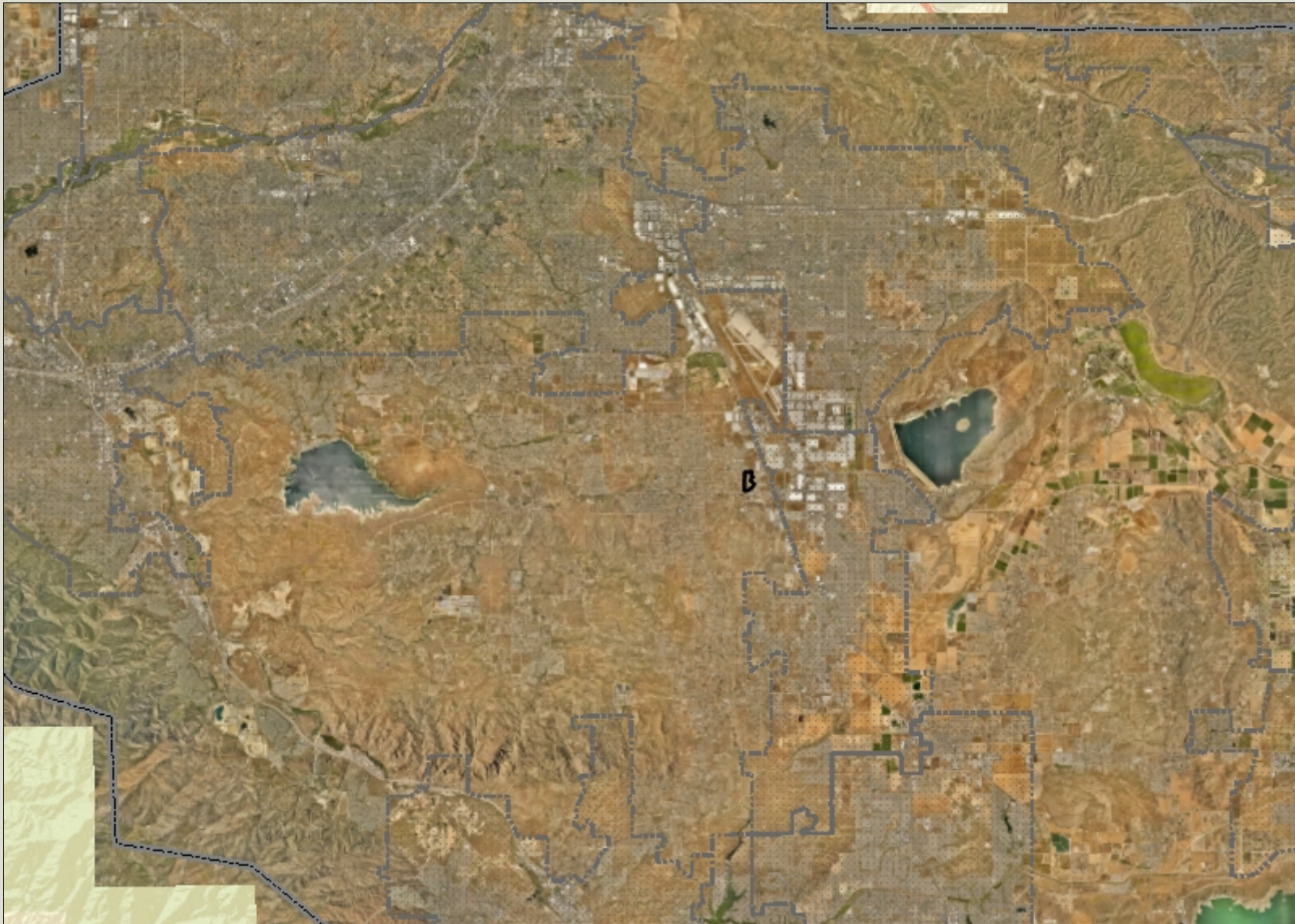


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# Map My County Map



## Legend

- City Areas
- World Street Map



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## Notes

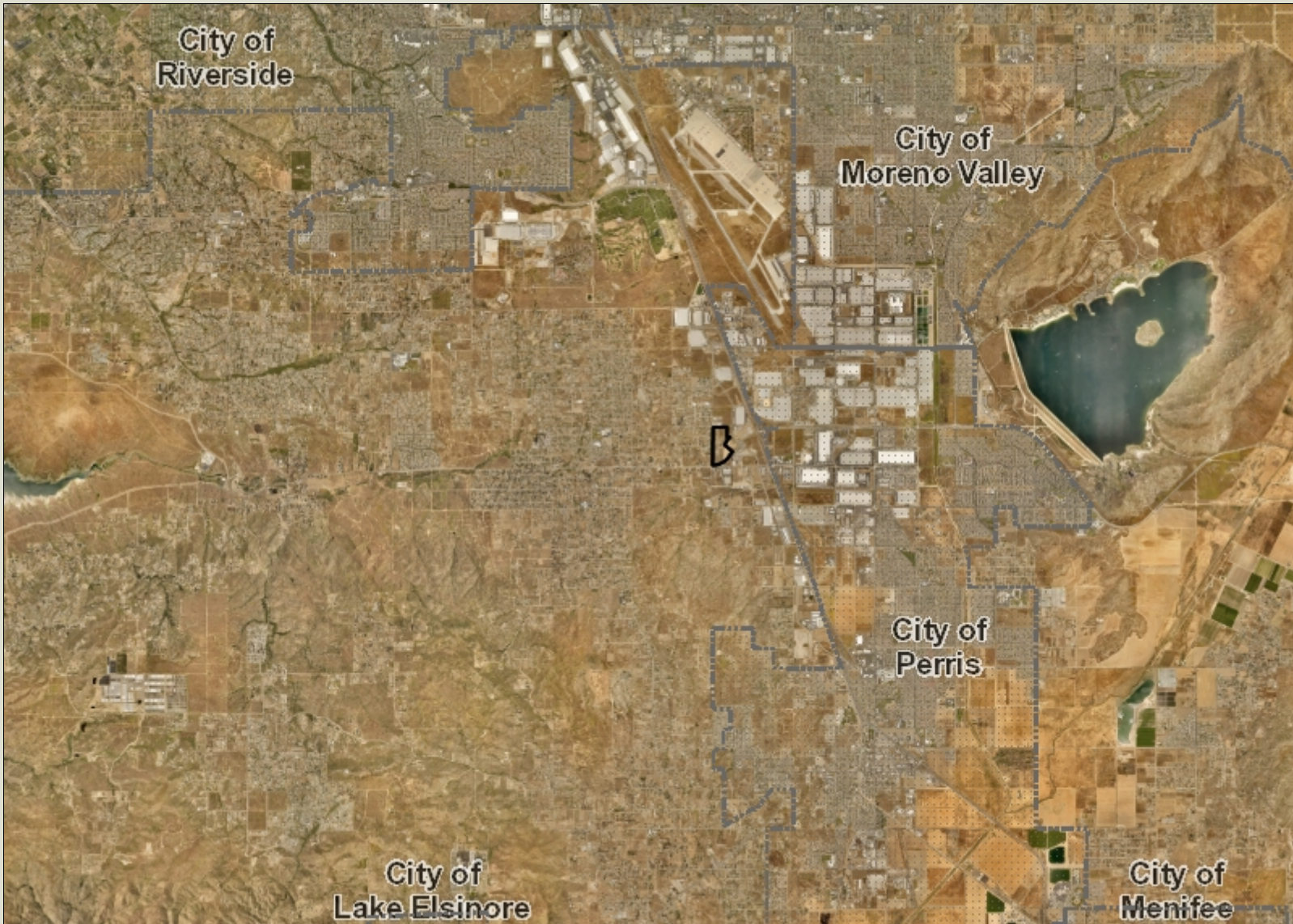


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# Map My County Map



## Legend

-  City Areas
-  World Street Map



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## Notes



# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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## Notes

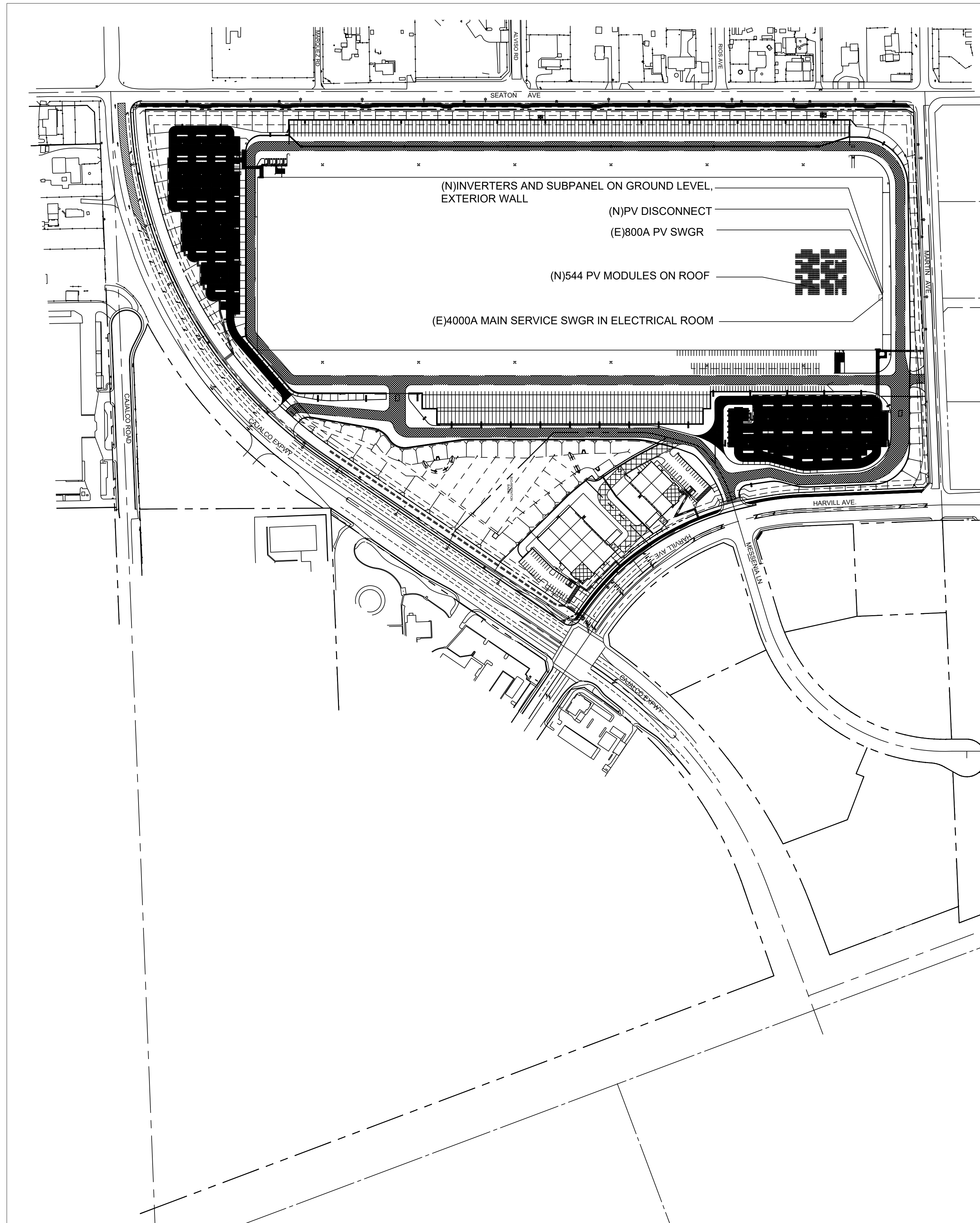


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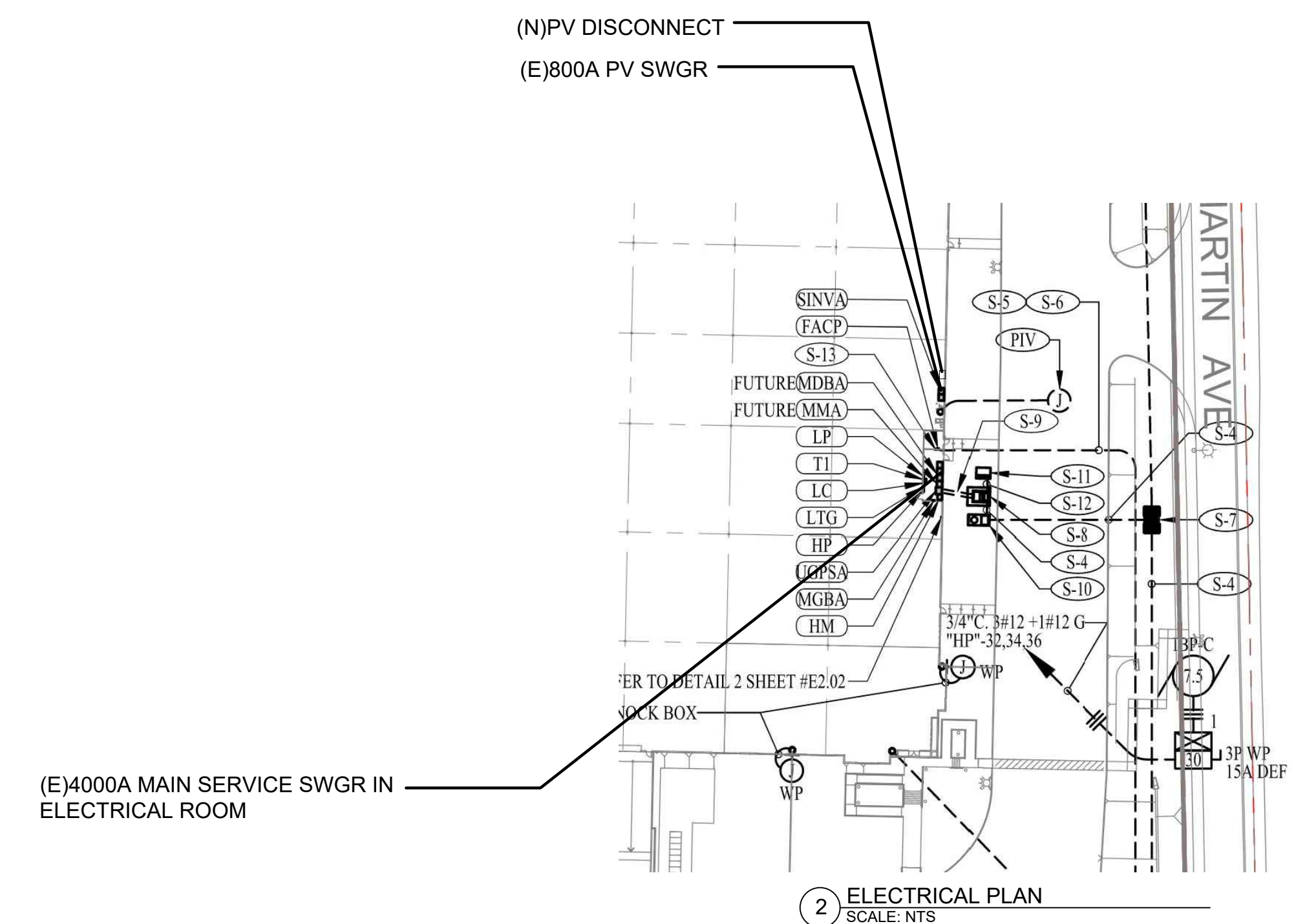
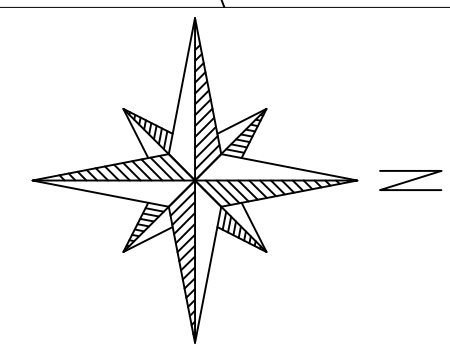
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SYSTEM INFORMATION  
 (544) HELIENE HSPE-144HC-M6 460W MODULES, 250.24KW DC  
 (2) SOLAREEDGE SE100K-US 100.0KW INVERTERS, 200KW AC  
 (272) SOLAREEDGE P1101 OPTIMIZERS



1 SITE PLAN  
 SCALE: 1" = 200'



2 ELECTRICAL PLAN  
 SCALE: NTS



CONTRACTOR:  
 SOLAR OPTIMUM  
 614 WEST COLORADO STREET  
 GLENDALE, CA 91204  
 PHONE: (800) 552-9970  
 CA LIC# 972228

PROJECT LOCATION:  
 TCC KNOX 7  
 19115 HARVILL AVE  
 RIVERSIDE, CA 92570  
 APN:

ELECTRICAL ENGINEER:  
 RALPH BEAM  
 DIRECT POTENTIAL ENGINEERING  
 628-361-6170  
 RALPH@DIRECTPOTENTIAL-ENG.COM

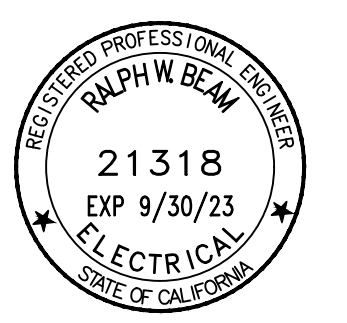
DRAWING INFO:

DRAWN BY:	RWB
DATE:	6/30/2022

PROJECT INFO:

AC SYSTEM SIZE:	200KW
DC SYSTEM SIZE:	250.24KW
UTILITY	SCE
ACCT	

STAMP:



*RWB* 7/6/2022

REVISION:

REV	DATE	DESCRIPTION
0	7/6/22	PERMIT SET

SHEET SIZE: 24"X36" ANSI D

SHEET TITLE:

SITE PLAN

SHEET NO:

PV-2



SYSTEM INFORMATION  
(544)HELIENE HSPE-144HC-M6 460W MODULES, 250.24KW DC  
(2)SOLAREEDGE SE100K-US 100.0KW INVERTERS, 200KW AC  
(272)SOLAREEDGE P1101 OPTIMIZERS



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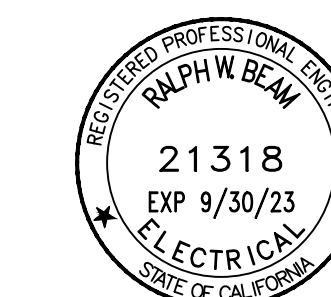
DRAWING INFO:

DRAWN BY: RWB  
DATE: 6/30/2022

PROJECT INFO:

AC SYSTEM SIZE: 200KW  
DC SYSTEM SIZE: 250.24KW  
UTILITY SCE  
ACCT

STAMP:



7/6/2022

REVISION:

REV	DATE	DESCRIPTION
0	7/6/22	PERMIT SET

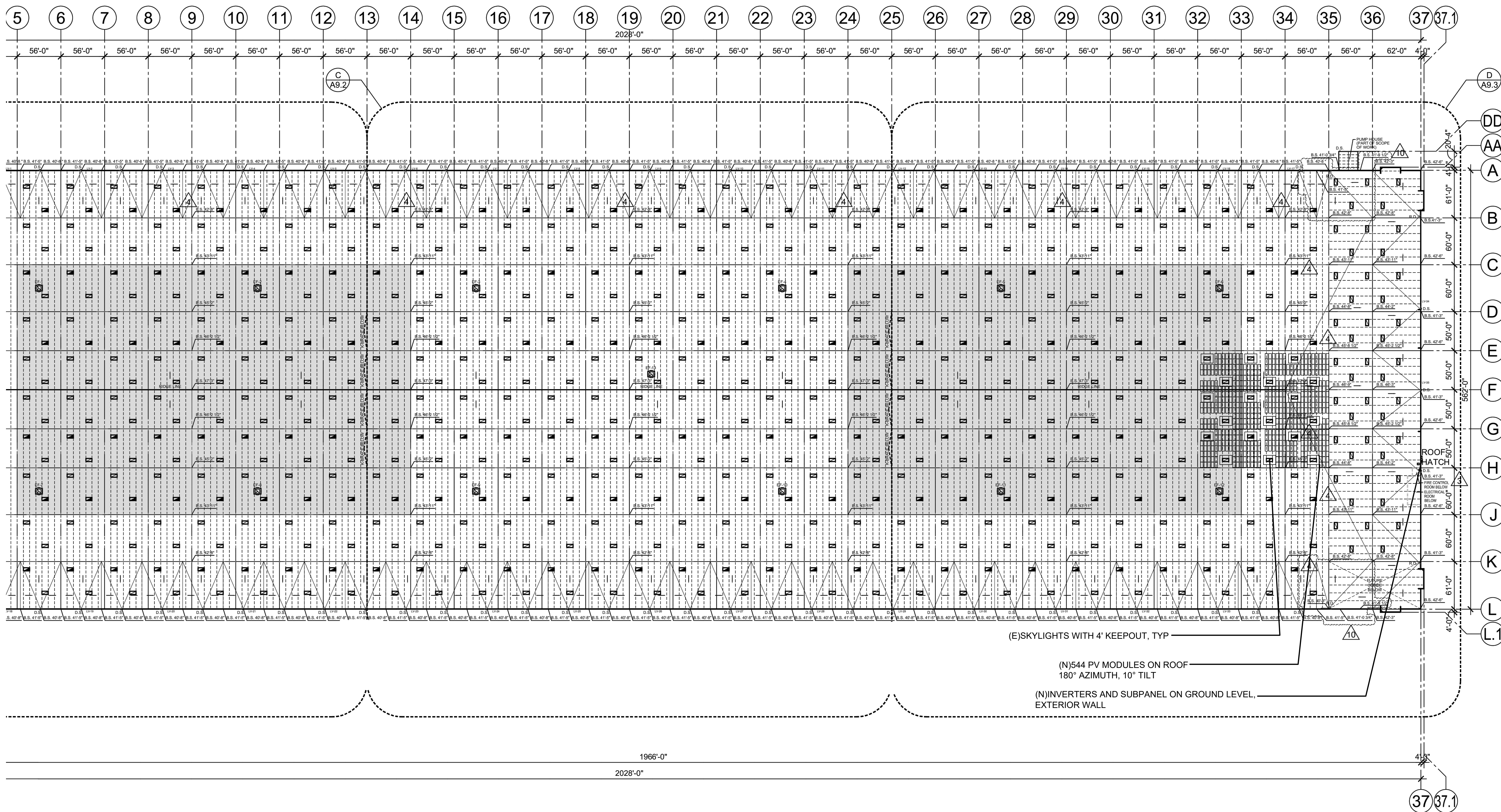
SHEET SIZE: 24"X36" ANSI D

SHEET TITLE:

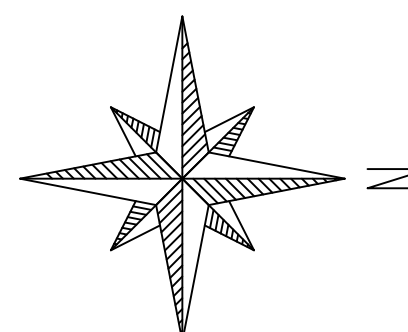
ELECTRICAL  
ROOF PLAN

SHEET NO:

PV-3



1 ELECTRICAL ROOF PLAN  
SCALE: 1/8" = 1'





# Technical Memorandum



To: Matt Cramer, Trammel Crow  
From: Nick Johnson, Johnson Aviation, Inc.  
Date: July 28, 2022

Subject: Solar Glare Analysis – Solar Photovoltaic (PV) Installation, Knox VII Harvill Av Project

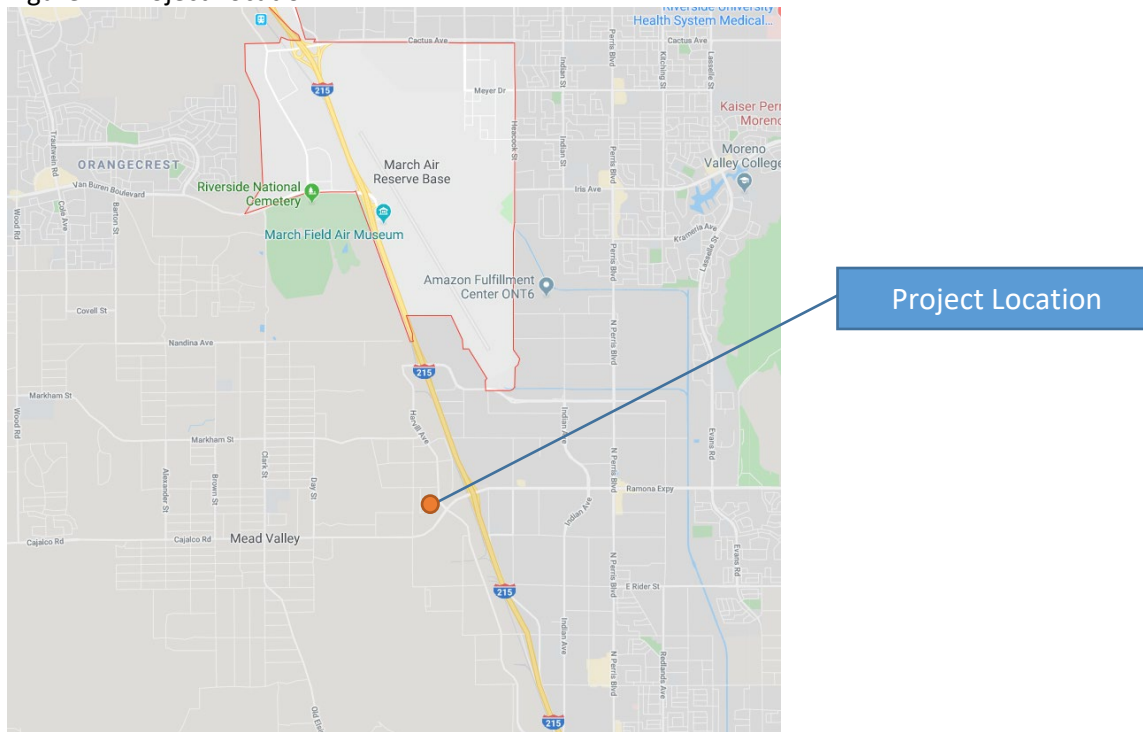
## A. Findings

The findings of this Solar Glare Analysis are that the Proposed Project **PASSES** the FAA’s recommended solar glare tests and **PASSES** these same tests for four critical flight paths required by the March Air Reserve Base. This Technical Memorandum outlines the study of the potential solar PV Project and substantiates these findings.

## B. Introduction

The purpose of this technical memorandum is to assess the airport compatibility of a potential solar PV installation on a portion of the roof of the Industrial Building portion of the Knox VII Project (Project). The Project site is located west of Harvill Avenue, northwest of Cajalco Expressway, east of Seaton Avenue, and south of Martin Street in unincorporated Riverside County (County) and within the March Air Reserve Base (March ARB) airport influence area (AIA) (See Figure 1). The analysis and findings of this memo are intended for review and acceptance by the County, Riverside County Airport Land Use Commission (ALUC) and the March ARB staff.

Figure 1: Project Location

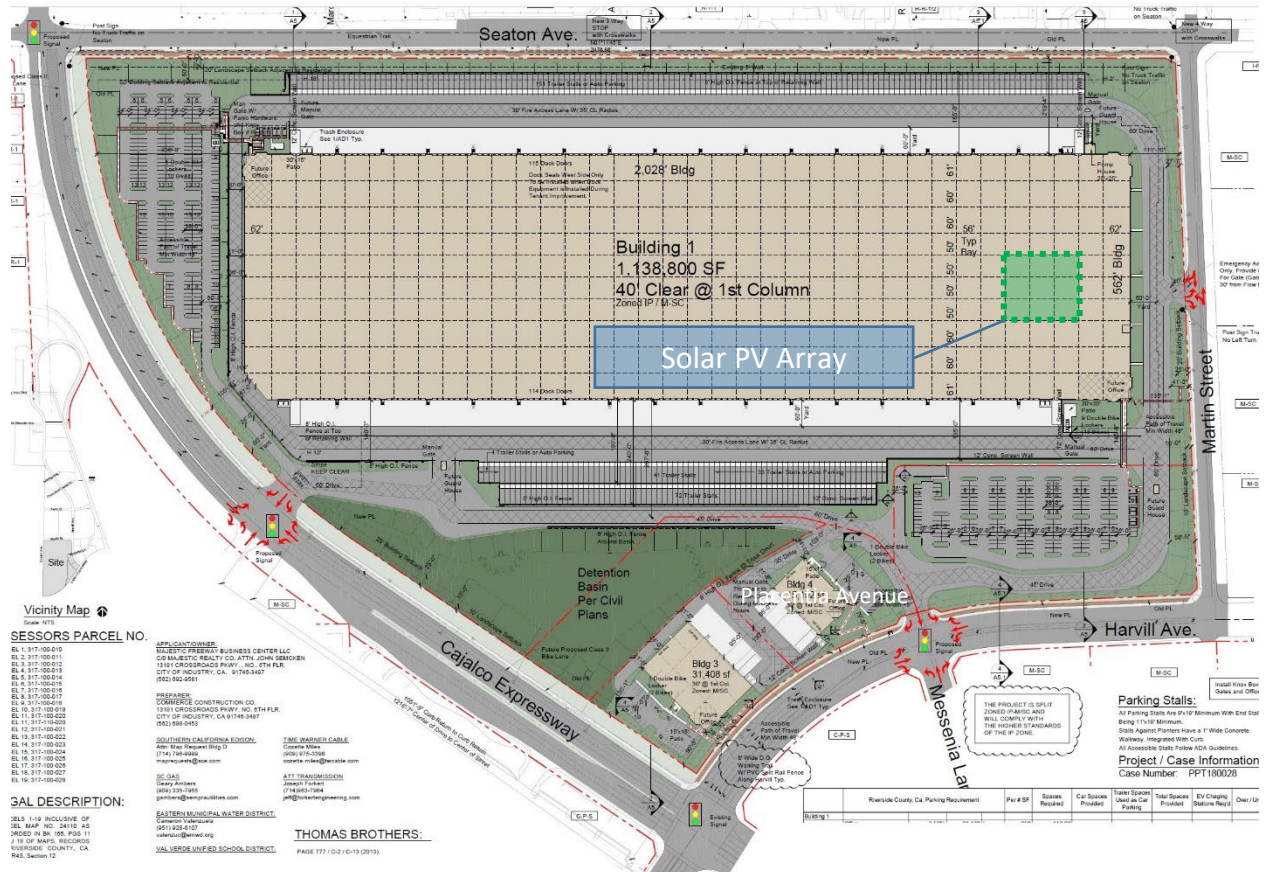


## C. Project Description

Knox VII, LLC, the Project Owner, is planning to develop a roof-top solar PV installation on the Project site. The site is comprised of commercial properties on the eastern portion of the property along Harvill Avenue

and a single industrial building totaling 1,138,800 square feet in western portion of the property. The potential solar PV installation would be located on the northerly portion of the building roof (See Figure 2) in a total site area on the roof of the building of approximately 25,000 square feet.

Figure 2: Knox VII Harvill Av Project –Solar PV Installation



## D. Standard of Review

This study and its findings have been prepared consistent with the Federal Aviation Administration’s (FAA) policy to eliminate hazards to air navigation that may arise as the result of implementing solar energy facilities on and near airports. The FAA adopted an Interim Policy<sup>1</sup> for Solar PV project review in 2013 and completed a final solar glare policy in 2021<sup>2</sup>. In both the 2013 Interim Policy and the 2021 Final Policy, off-airport solar arrays are not required to meet the FAA’s policies, but they are strongly encouraged to consider the requirements of this policy guidance when siting systems. Neither the FAA nor the US Department of Defense (DOD) control land use off of airport or base property. Both entities encourage collaboration with local land use jurisdictions like the ALUC and the County.

<sup>1</sup> Background on the Interim Policy, FAA Review of Solar Energy System Projects on Federally Obligated Airports, Federal Register, October 23, 2013.

<sup>2</sup> Federal Aviation Administration Policy: Review of Solar Energy System Projects on Federally-Obligated Airports, 86 Fed. Reg. 25801 (May 11, 2021), <https://www.federalregister.gov/documents/2021/05/11/2021-09862/federal-aviation-administration-policy-review-of-solar-energy-system-projects-on-federally-obligated>



As solar PV was being implemented on and near airports in recent years, the FAA was finding that solar PV reflections of sunlight glint and glare were affecting pilots' vision, particularly on final approach to runways, and was also impacting some air traffic controllers' vision when controlling aircraft near airports. In conjunction with Sandia National Laboratories, the FAA developed a computer analysis tool to measure the potential impact of reflected glint and glare from Solar PV installations. The analysis of this impact is achieved through use of the Solar Glare Hazard Assessment Tool (SGHAT). At the time of the Interim Policy, Sandia Labs produced the tool to meet the analysis requirement. Since then, Sandia Labs has licensed the tool to other providers to sell commercially for solar glare analysis. ForgeSolar licensed the SGHAT tool and incorporated its software into their Glare Analysis tool. Johnson Aviation, Inc. uses the ForgeSolar Glare Analysis tool under subscription license from Sims Industries d/b/a ForgeSolar.

The following is the Standard for Measuring Ocular Impact from the FAA's 2013 Interim Policy:

Standard for Measuring Ocular Impact

FAA adopts the Solar Glare Hazard Analysis Plot as the standard for measuring the ocular impact of any proposed solar energy system on a federally obligated airport. To obtain FAA approval to revise an airport layout plan to depict a solar installation and/or a "no objection" to a Notice of Proposed Construction Form 7460-1, the airport sponsor will be required to demonstrate that the proposed solar energy system meets the following standards:

1. No potential for glint or glare in the existing or planned Airport Traffic Control Tower (ATCT) cab; and
2. No potential for glare or "low potential for after-image" along the final approach path for any existing landing threshold or future landing thresholds (including any planned interim phases of the landing thresholds) as shown on the current FAA-approved Airport Layout Plan (ALP). The final approach path is defined as two (2) miles from fifty (50) feet above the landing threshold using a standard three (3) degree glidepath.
3. Ocular impact must be analyzed over the entire calendar year in one (1) minute intervals from when the sun rises above the horizon until the sun sets below the horizon.

After significant additional study of the issue, the FAA concluded in its final 2021 Policy that less restrictive analysis can achieve the same goals for limiting solar PV glare. The following are the revised FAA 2021 Policy limitations:

This policy does not apply to:

1. Solar energy systems on airports that do not have an ATCT,
2. Airports that are not federally-obligated, or
3. Solar energy systems not located on airport property.

Though this policy does not apply to proponents of solar energy systems located off airport property, they are encouraged to consider ocular impact for proposed systems in proximity to airports with ATCTs. In these cases, solar energy system proponents should coordinate with the local airport sponsor.

In addition to the FAA's standards for runway final approach paths and air traffic control tower visibility, the March ARB staff in conjunction with the Riverside County ALUC staff have established a series of air traffic patterns for the two runways located at the Base. Their concern is to ensure that land uses around the base are compatible with its air operations and that solar PV installations will not create a hazard to air navigation as a result of reflected sunlight and the associated potential glare. March ARB staff have provided four sets of geographic coordinates to define the standard traffic patterns listed below:

- FAA 2013 Policy Review (See Attachment A-1)
- FAA 2021 Policy Review (See Attachment A-2)
- Runway 12/30 General Aviation Traffic Pattern (See Attachment B)
- Runway 14/32 General Aviation Traffic Pattern (See Attachment C)
- Runway 14/32 C-17/KC-135 Traffic Pattern (See Attachment D)
- Runway 14/32 Overhead Traffic Pattern (See Attachment E)

## E. Solar Glare Analysis Reports

The following pages of this Technical Memorandum provide the solar glare analysis reports for each of the suggested and required studies. The FAA standard study of the final approach paths to the runway ends and the Air Traffic Control Tower analysis is included in each individual report. The six reports are grouped by the flight path studies required by the March ARB and ALUC staff using the SGHAT program.



Attachment A-1  
2013 FAA Policy Review

# FORGESOLAR GLARE ANALYSIS

Project: **Knox VII Solar**

19115 Harvill Avenue, Riverside, CA 92570

Site configuration: **Knox VII-All Final Approaches**

Analysis conducted by Nick Johnson (nick.johnson@johnson-aviation.com) at 21:38 on 28 Jul, 2022.

## U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at <https://www.federalregister.gov/d/2013-24729>



# SITE CONFIGURATION

## Analysis Parameters

DNI: peaks at 1,000.0 W/m<sup>2</sup>  
 Time interval: 1 min  
 Ocular transmission coefficient: 0.5  
 Pupil diameter: 0.002 m  
 Eye focal length: 0.017 m  
 Sun subtended angle: 9.3 mrad  
 Site Config ID: 73292.12904  
 Methodology: V2



## PV Array(s)

**Name:** Knox VII Rooftop Solar PV  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 10.0°  
**Orientation:** 180.0°  
**Rated power:** -  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.843927	-117.259838	1540.08	50.00	1590.08
2	33.843920	-117.259342	1540.08	50.00	1590.08
3	33.843459	-117.259348	1540.08	50.00	1590.08
4	33.843463	-117.259843	1540.08	50.00	1590.08

## Flight Path Receptor(s)

**Name:** RWY 12 Final  
**Description:** None  
**Threshold height:** 50 ft  
**Direction:** 135.0°  
**Glide slope:** 3.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.890258	-117.260681	1500.07	50.00	1550.08
Two-mile	33.898508	-117.270608	1500.07	1300.06	2800.14

**Name:** RWY 14 Final  
**Description:** None  
**Threshold height:** 50 ft  
**Direction:** 149.5°  
**Glide slope:** 3.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896431	-117.270636	1500.07	50.00	1550.08
Two-mile	33.906486	-117.277783	1500.07	1500.07	3000.15

**Name:** RWY 30 Final  
**Description:** None  
**Threshold height:** 50 ft  
**Direction:** 315.0°  
**Glide slope:** 3.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.884319	-117.253536	1500.07	50.00	1550.08
Two-mile	33.876069	-117.243611	1500.07	1300.06	2800.14



**Name:** RWY 32 Final  
**Description:** None  
**Threshold height:** 50 ft  
**Direction:** 329.5°  
**Glide slope:** 3.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864994	-117.248281	1500.07	50.00	1550.08
Two-mile	33.854942	-117.241136	1500.07	1500.07	3000.15

### Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.07	118.01

Map image of 1-ATCT



# GLARE ANALYSIS RESULTS

## Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
Knox VII Rooftop Solar PV	10.0	180.0	0	0	-

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
RWY 12 Final	0	0
RWY 14 Final	0	0
RWY 30 Final	0	0
RWY 32 Final	0	0
1-ATCT	0	0

## Results for: Knox VII Rooftop Solar PV

Receptor	Green Glare (min)	Yellow Glare (min)
RWY 12 Final	0	0
RWY 14 Final	0	0
RWY 30 Final	0	0
RWY 32 Final	0	0
1-ATCT	0	0

### Flight Path: RWY 12 Final

0 minutes of yellow glare

0 minutes of green glare

### Flight Path: RWY 14 Final

0 minutes of yellow glare

0 minutes of green glare

### Flight Path: RWY 30 Final

0 minutes of yellow glare

0 minutes of green glare



## Flight Path: RWY 32 Final

0 minutes of yellow glare

0 minutes of green glare

## Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

# Assumptions

---

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to V1 algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.

The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Refer to the Help page at [www.forgesolar.com/help/](http://www.forgesolar.com/help/) for assumptions and limitations not listed here.

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Attachment A-2  
2021 FAA Policy Review



# FORGESOLAR GLARE ANALYSIS

Project: **Knox VII Solar**

19115 Harvill Avenue, Riverside, CA 92570

Site configuration: **Knox VII-All Final Approaches**

Client: Knox Logistics VII, LLC

Created 28 Jul, 2022

Updated 28 Jul, 2022

Time-step 1 minute

Timezone offset UTC-8

Site ID 73292.12904

DNI peaks at 1,000.0 W/m<sup>2</sup>

Ocular transmission coefficient 0.5

Pupil diameter 0.002 m

Eye focal length 0.017 m

Sun subtended angle 9.3 mrad

Methodology V2



## Glare Policy Adherence

The following table estimates the policy adherence of this glare analysis according to the **2021** U.S. Federal Aviation Administration Policy:

### Review of Solar Energy System Projects on Federally-Obligated Airports

This policy may require the following criteria be met for solar energy systems on airport property:

- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics, including 1-minute time step.

ForgeSolar is not affiliated with the U.S. FAA and does not represent or speak officially for the U.S. FAA. ForgeSolar cannot approve or deny projects - results are informational only. Contact the relevant airport and FAA district office for information on policy and requirements.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

The referenced policy can be read at <https://www.federalregister.gov/d/2021-09862>

# Component Data

This report includes results for PV arrays and Observation Point ("OP") receptors marked as ATCTs. Components that are not pertinent to the policy, such as routes, flight paths, and vertical surfaces, are excluded.

## PV Arrays

**Name:** Knox VII Rooftop Solar PV  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 10.0°  
**Orientation:** 180.0°  
**Rated power:** -  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.843927	-117.259838	1540.08	50.00	1590.08
2	33.843920	-117.259342	1540.08	50.00	1590.08
3	33.843459	-117.259348	1540.08	50.00	1590.08
4	33.843463	-117.259843	1540.08	50.00	1590.08

## Observation Point ATCT Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.07	118.01

Map image of 1-ATCT





# Glare Analysis Results

## Summary of Results No glare predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
Knox VII Rooftop Solar PV	10.0	180.0	0	0.0	0	0.0	-

Total annual glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

## PV: Knox VII Rooftop Solar PV

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

## Knox VII Rooftop Solar PV and

### 1-ATCT

Receptor type: ATCT Observation Point

**No glare found**

# Assumptions

---

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

The algorithm does not rigorously represent the detailed geometry of a system; detailed features such as gaps between modules, variable height of the PV array, and support structures may impact actual glare results. However, we have validated our models against several systems, including a PV array causing glare to the air-traffic control tower at Manchester-Boston Regional Airport and several sites in Albuquerque, and the tool accurately predicted the occurrence and intensity of glare at different times and days of the year.

Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare. This primarily affects V1 analyses of path receptors.

Random number computations are utilized by various steps of the annual hazard analysis algorithm. Predicted minutes of glare can vary between runs as a result. This limitation primarily affects analyses of Observation Point receptors, including ATCTs. Note that the SGHAT/ ForgeSolar methodology has always relied on an analytical, qualitative approach to accurately determine the overall hazard (i.e. green vs. yellow) of expected glare on an annual basis.

The analysis does not consider obstacles (either man-made or natural) between the observation points and the prescribed solar installation that may obstruct observed glare, such as trees, hills, buildings, etc.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

The variable direct normal irradiance (DNI) feature (if selected) scales the user-prescribed peak DNI using a typical clear-day irradiance profile. This profile has a lower DNI in the mornings and evenings and a maximum at solar noon. The scaling uses a clear-day irradiance profile based on a normalized time relative to sunrise, solar noon, and sunset, which are prescribed by a sun-position algorithm and the latitude and longitude obtained from Google maps. The actual DNI on any given day can be affected by cloud cover, atmospheric attenuation, and other environmental factors.

The ocular hazard predicted by the tool depends on a number of environmental, optical, and human factors, which can be uncertain. We provide input fields and typical ranges of values for these factors so that the user can vary these parameters to see if they have an impact on the results. The speed of SGHAT allows expedited sensitivity and parametric analyses.

The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Refer to the Help page at [www.forgesolar.com/help/](http://www.forgesolar.com/help/) for assumptions and limitations not listed here.

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

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Attachment B  
March ARB Runway 12/30 General Aviation Traffic Pattern Analysis



# FORGESOLAR GLARE ANALYSIS

Project: **Knox VII Solar**

19115 Harvill Avenue, Riverside, CA 92570

Site configuration: **Knox VII-MARB Runway 12-30 GA Analysis**

Client: Knox Logistics VII, LLC

Created 28 Jul, 2022

Updated 28 Jul, 2022

Time-step 1 minute

Timezone offset UTC-8

Site ID 73294.12904

Category 500 kW to 1 MW

DNI peaks at 1,000.0 W/m<sup>2</sup>

Ocular transmission coefficient 0.5

Pupil diameter 0.002 m

Eye focal length 0.017 m

Sun subtended angle 9.3 mrad

Methodology V2



## Summary of Results No glare predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
Knox VII Rooftop Solar PV	10.0	180.0	0	0.0	0	0.0	-

*Total annual glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.*

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 12 GA Pattern Route	0	0.0	0	0.0
RWY 30 GA Pattern Route	0	0.0	0	0.0
RWY 12 Final	0	0.0	0	0.0
RWY 30 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

# Component Data

## PV Arrays

**Name:** Knox VII Rooftop Solar PV  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 10.0°  
**Orientation:** 180.0°  
**Rated power:** -  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.843927	-117.259838	1540.08	50.00	1590.08
2	33.843920	-117.259342	1540.08	50.00	1590.08
3	33.843459	-117.259348	1540.08	50.00	1590.08
4	33.843463	-117.259843	1540.08	50.00	1590.08

## Route Receptors

**Name:** RWY 12 GA Pattern Route  
**Path type:** One-way (toward increasing index)  
**Observer view angle:** 50.0°



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.884319	-117.253536	1500.07	50.00	1550.08
2	33.876069	-117.243611	1500.07	1300.06	2800.14
3	33.876081	-117.235119	1500.07	1300.06	2800.14
4	33.880814	-117.229467	1500.07	1300.06	2800.14
5	33.887897	-117.229483	1500.07	1300.06	2800.14
6	33.910333	-117.256469	1500.07	1300.06	2800.14
7	33.910322	-117.264967	1500.07	1300.06	2800.14
8	33.905592	-117.270622	1500.07	1300.06	2800.14
9	33.898508	-117.270608	1500.07	1300.06	2800.14
10	33.890258	-117.260681	1500.07	50.00	1550.08

**Name:** RWY 30 GA Pattern Route  
**Path type:** One-way (toward increasing index)  
**Observer view angle:** 50.0°



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.890258	-117.260681	1500.07	50.00	1550.08
2	33.898508	-117.270608	1500.07	1300.06	2800.14
3	33.905592	-117.270622	1500.07	1300.06	2800.14
4	33.910322	-117.264967	1500.07	1300.06	2800.14
5	33.910333	-117.256469	1500.07	1300.06	2800.14
6	33.887897	-117.229483	1500.07	1300.06	2800.14
7	33.880814	-117.229467	1500.07	1300.06	2800.14
8	33.876081	-117.235119	1500.07	1300.06	2800.14
9	33.876069	-117.243611	1500.07	1300.06	2800.14
10	33.884319	-117.253536	1500.07	50.00	1550.08

## Flight Path Receptors

**Name:** RWY 12 Final  
**Description:** None  
**Threshold height:** 50 ft  
**Direction:** 135.0°  
**Glide slope:** 3.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.890258	-117.260681	1500.07	50.00	1550.08
Two-mile	33.898508	-117.270608	1500.07	1300.06	2800.14



**Name:** RWY 30 Final  
**Description:** None  
**Threshold height:** 50 ft  
**Direction:** 315.0°  
**Glide slope:** 3.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.884319	-117.253536	1500.07	50.00	1550.08
Two-mile	33.876069	-117.243611	1500.07	1300.06	2800.14

## Discrete Observation Point Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.07	118.01

Map image of 1-ATCT



# Glare Analysis Results

## Summary of Results No glare predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
Knox VII Rooftop Solar PV	10.0	180.0	0	0.0	0	0.0	-

Total annual glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 12 GA Pattern Route	0	0.0	0	0.0
RWY 30 GA Pattern Route	0	0.0	0	0.0
RWY 12 Final	0	0.0	0	0.0
RWY 30 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

## PV: Knox VII Rooftop Solar PV no glare found

Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 12 GA Pattern Route	0	0.0	0	0.0
RWY 30 GA Pattern Route	0	0.0	0	0.0
RWY 12 Final	0	0.0	0	0.0
RWY 30 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

### Knox VII Rooftop Solar PV and RWY 12 GA Pattern Route

Receptor type: Route  
No glare found

### Knox VII Rooftop Solar PV and RWY 30 GA Pattern Route

Receptor type: Route  
No glare found

**Knox VII Rooftop Solar PV and  
RWY 12 Final**

Receptor type: 2-mile Flight Path  
**No glare found**

**Knox VII Rooftop Solar PV and  
RWY 30 Final**

Receptor type: 2-mile Flight Path  
**No glare found**

**Knox VII Rooftop Solar PV and  
1-ATCT**

Receptor type: Observation Point  
**No glare found**



# Assumptions

---

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

The algorithm does not rigorously represent the detailed geometry of a system; detailed features such as gaps between modules, variable height of the PV array, and support structures may impact actual glare results. However, we have validated our models against several systems, including a PV array causing glare to the air-traffic control tower at Manchester-Boston Regional Airport and several sites in Albuquerque, and the tool accurately predicted the occurrence and intensity of glare at different times and days of the year.

Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare. This primarily affects V1 analyses of path receptors.

Random number computations are utilized by various steps of the annual hazard analysis algorithm. Predicted minutes of glare can vary between runs as a result. This limitation primarily affects analyses of Observation Point receptors, including ATCTs. Note that the SGHAT/ ForgeSolar methodology has always relied on an analytical, qualitative approach to accurately determine the overall hazard (i.e. green vs. yellow) of expected glare on an annual basis.

The analysis does not consider obstacles (either man-made or natural) between the observation points and the prescribed solar installation that may obstruct observed glare, such as trees, hills, buildings, etc.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

The variable direct normal irradiance (DNI) feature (if selected) scales the user-prescribed peak DNI using a typical clear-day irradiance profile. This profile has a lower DNI in the mornings and evenings and a maximum at solar noon. The scaling uses a clear-day irradiance profile based on a normalized time relative to sunrise, solar noon, and sunset, which are prescribed by a sun-position algorithm and the latitude and longitude obtained from Google maps. The actual DNI on any given day can be affected by cloud cover, atmospheric attenuation, and other environmental factors.

The ocular hazard predicted by the tool depends on a number of environmental, optical, and human factors, which can be uncertain. We provide input fields and typical ranges of values for these factors so that the user can vary these parameters to see if they have an impact on the results. The speed of SGHAT allows expedited sensitivity and parametric analyses.

The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Refer to the Help page at [www.forgesolar.com/help/](http://www.forgesolar.com/help/) for assumptions and limitations not listed here.

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

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Attachment C  
March ARB Runway 14/32 General Aviation Traffic Pattern Analysis

# FORGESOLAR GLARE ANALYSIS

Project: **Knox VII Solar**

19115 Harvill Avenue, Riverside, CA 92570

Site configuration: **Knox VII-MARB Runway 14-32 GA Analysis**

Client: Knox Logistics VII, LLC

Created 28 Jul, 2022

Updated 28 Jul, 2022

Time-step 1 minute

Timezone offset UTC-8

Site ID 73295.12904

Category 500 kW to 1 MW

DNI peaks at 1,000.0 W/m<sup>2</sup>

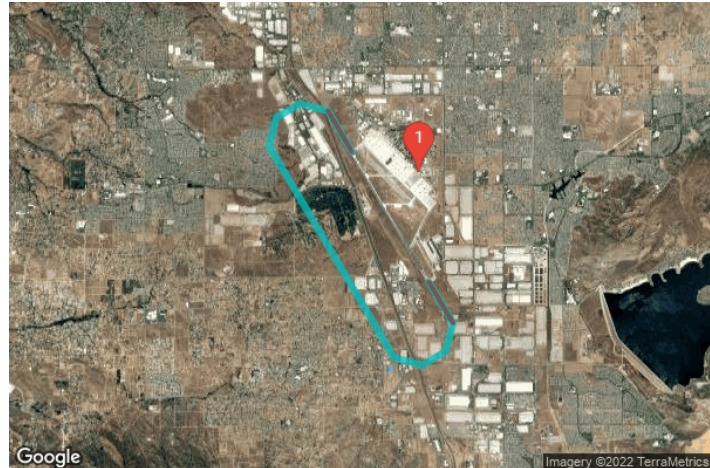
Ocular transmission coefficient 0.5

Pupil diameter 0.002 m

Eye focal length 0.017 m

Sun subtended angle 9.3 mrad

Methodology V2



## Summary of Results Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy kWh
	°	°	min	hr	min	hr	
Knox VII Rooftop Solar PV	10.0	180.0	16,710	278.5	0	0.0	-

Total annual glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 14 GA Pattern Route	13,038	217.3	0	0.0
RWY 32 GA Pattern Route	3,672	61.2	0	0.0
RWY 14 Final	0	0.0	0	0.0
RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0



# Component Data

## PV Arrays

**Name:** Knox VII Rooftop Solar PV  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 10.0°  
**Orientation:** 180.0°  
**Rated power:** -  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.843927	-117.259838	1540.08	50.00	1590.08
2	33.843920	-117.259342	1540.08	50.00	1590.08
3	33.843459	-117.259348	1540.08	50.00	1590.08
4	33.843463	-117.259843	1540.08	50.00	1590.08

## Route Receptors

**Name:** RWY 14 GA Pattern Route  
**Path type:** One-way (toward increasing index)  
**Observer view angle:** 50.0°



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.864994	-117.248281	1500.07	50.00	1550.08
2	33.854942	-117.241136	1500.07	1500.07	3000.15
3	33.848078	-117.243236	1500.07	1500.07	3000.15
4	33.844669	-117.250119	1500.07	1500.07	3000.15
5	33.846422	-117.258344	1500.07	1500.07	3000.15
6	33.897972	-117.295011	1500.07	1500.07	3000.15
7	33.904833	-117.292903	1500.07	1500.07	3000.15
8	33.908242	-117.286017	1500.07	1500.07	3000.15
9	33.906486	-117.277783	1500.07	1500.07	3000.15
10	33.896431	-117.270636	1500.07	50.00	1550.08

**Name:** RWY 32 GA Pattern Route  
**Path type:** One-way (toward increasing index)  
**Observer view angle:** 50.0°



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.896431	-117.270636	1500.07	50.00	1550.08
2	33.906486	-117.277783	1500.07	1500.07	3000.15
3	33.908242	-117.286017	1500.07	1500.07	3000.15
4	33.904833	-117.292903	1500.07	1500.07	3000.15
5	33.897972	-117.295011	1500.07	1500.07	3000.15
6	33.846422	-117.258344	1500.07	1500.07	3000.15
7	33.844669	-117.250119	1500.07	1500.07	3000.15
8	33.848078	-117.243236	1500.07	1500.07	3000.15
9	33.854942	-117.241136	1500.07	1500.07	3000.15
10	33.864994	-117.248281	1500.07	50.00	1550.08

## Flight Path Receptors

**Name:** RWY 14 Final  
**Description:** None  
**Threshold height:** 50 ft  
**Direction:** 149.5°  
**Glide slope:** 3.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896431	-117.270636	1500.07	50.00	1550.08
Two-mile	33.906486	-117.277783	1500.07	1500.07	3000.15

**Name:** RWY 32 Final  
**Description:** None  
**Threshold height:** 50 ft  
**Direction:** 329.5°  
**Glide slope:** 3.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864994	-117.248281	1500.07	50.00	1550.08
Two-mile	33.854942	-117.241136	1500.07	1500.07	3000.15

## Discrete Observation Point Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.07	118.01

Map image of 1-ATCT





# Glare Analysis Results

## Summary of Results Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
Knox VII Rooftop Solar PV	10.0	180.0	16,710	278.5	0	0.0	-

Total annual glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 14 GA Pattern Route	13,038	217.3	0	0.0
RWY 32 GA Pattern Route	3,672	61.2	0	0.0
RWY 14 Final	0	0.0	0	0.0
RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

## PV: Knox VII Rooftop Solar PV low potential for temporary after-image

Receptor results ordered by category of glare

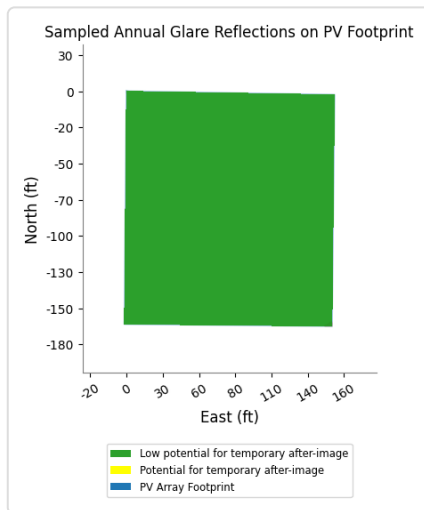
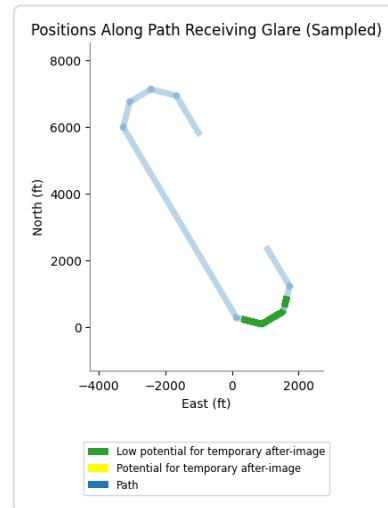
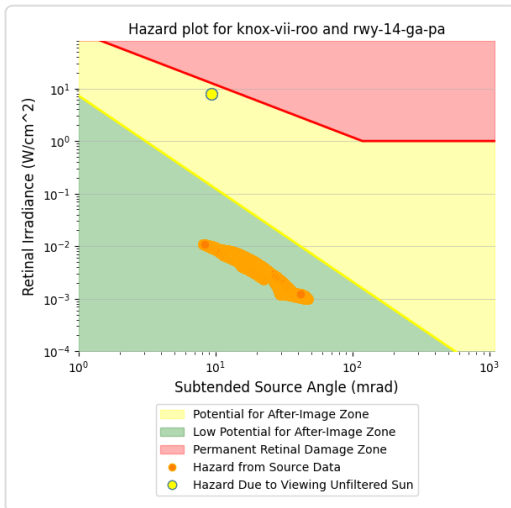
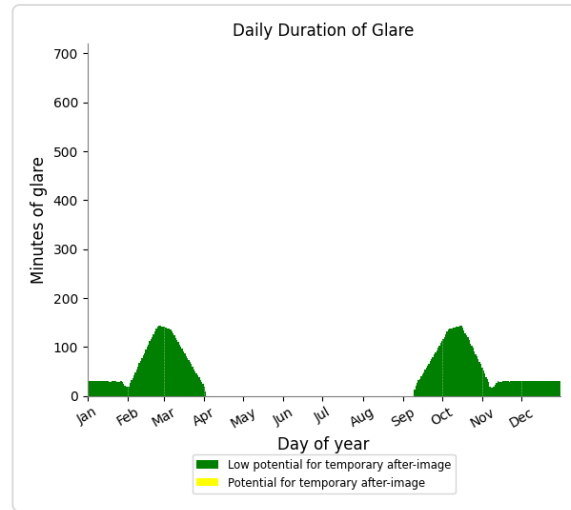
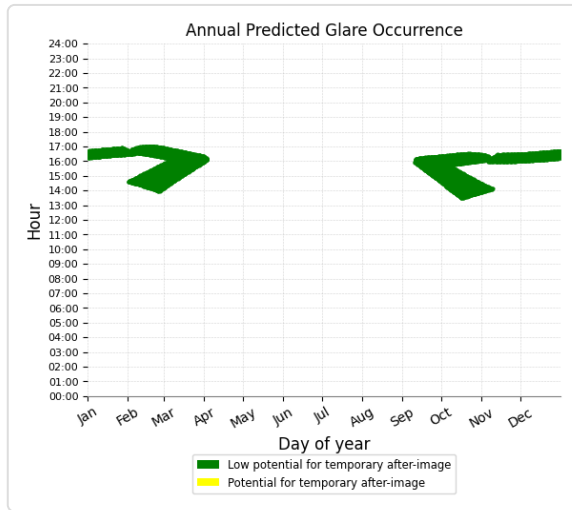
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 14 GA Pattern Route	13,038	217.3	0	0.0
RWY 32 GA Pattern Route	3,672	61.2	0	0.0
RWY 14 Final	0	0.0	0	0.0
RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

# Knox VII Rooftop Solar PV and RWY 14 GA Pattern Route

Receptor type: Route

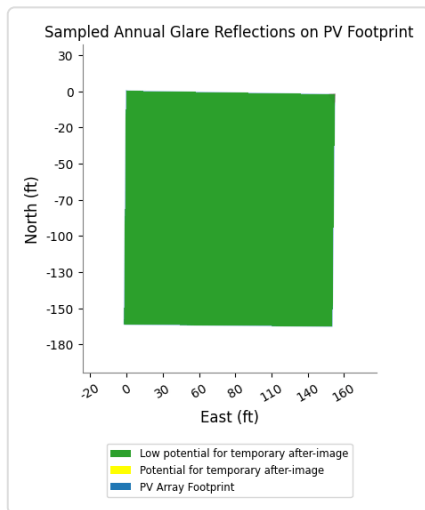
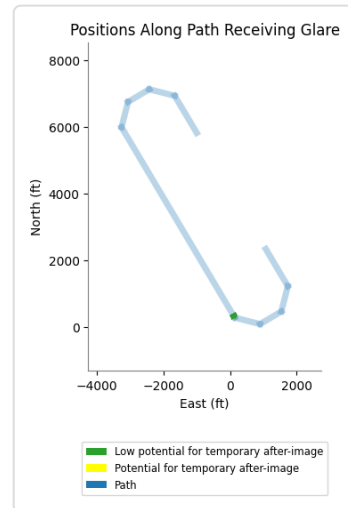
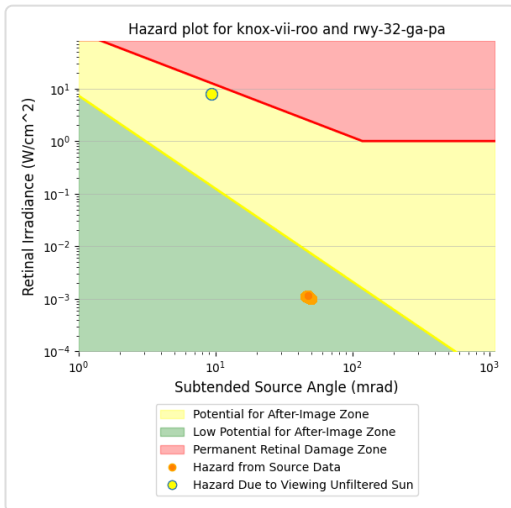
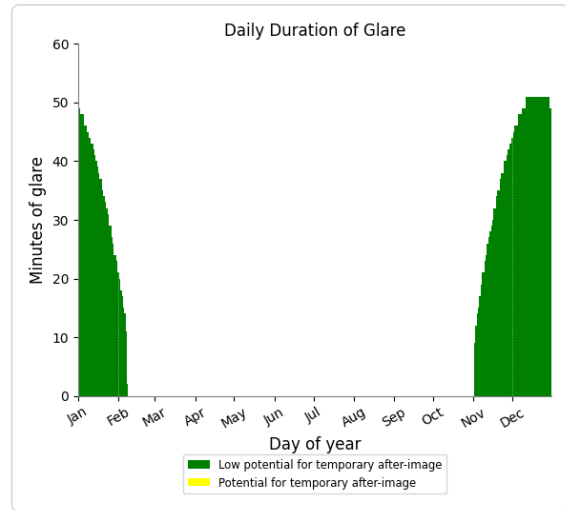
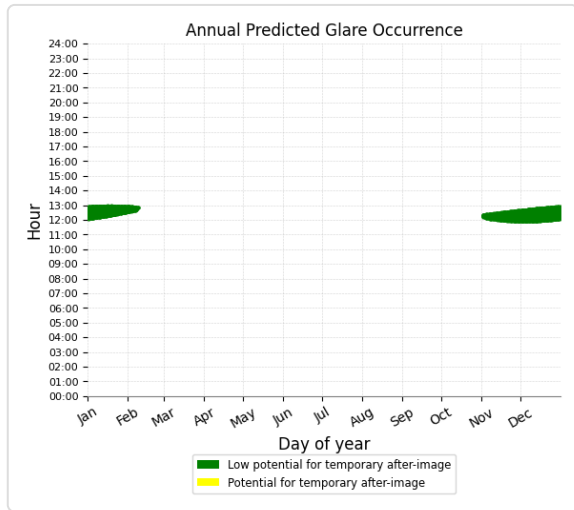
0 minutes of yellow glare

13,038 minutes of green glare



# Knox VII Rooftop Solar PV and RWY 32 GA Pattern Route

Receptor type: Route  
 0 minutes of yellow glare  
 3,672 minutes of green glare





**Knox VII Rooftop Solar PV and  
RWY 14 Final**

Receptor type: 2-mile Flight Path  
**No glare found**

**Knox VII Rooftop Solar PV and  
RWY 32 Final**

Receptor type: 2-mile Flight Path  
**No glare found**

**Knox VII Rooftop Solar PV and  
1-ATCT**

Receptor type: Observation Point  
**No glare found**

# Assumptions

---

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

The algorithm does not rigorously represent the detailed geometry of a system; detailed features such as gaps between modules, variable height of the PV array, and support structures may impact actual glare results. However, we have validated our models against several systems, including a PV array causing glare to the air-traffic control tower at Manchester-Boston Regional Airport and several sites in Albuquerque, and the tool accurately predicted the occurrence and intensity of glare at different times and days of the year.

Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare. This primarily affects V1 analyses of path receptors.

Random number computations are utilized by various steps of the annual hazard analysis algorithm. Predicted minutes of glare can vary between runs as a result. This limitation primarily affects analyses of Observation Point receptors, including ATCTs. Note that the SGHAT/ ForgeSolar methodology has always relied on an analytical, qualitative approach to accurately determine the overall hazard (i.e. green vs. yellow) of expected glare on an annual basis.

The analysis does not consider obstacles (either man-made or natural) between the observation points and the prescribed solar installation that may obstruct observed glare, such as trees, hills, buildings, etc.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

The variable direct normal irradiance (DNI) feature (if selected) scales the user-prescribed peak DNI using a typical clear-day irradiance profile. This profile has a lower DNI in the mornings and evenings and a maximum at solar noon. The scaling uses a clear-day irradiance profile based on a normalized time relative to sunrise, solar noon, and sunset, which are prescribed by a sun-position algorithm and the latitude and longitude obtained from Google maps. The actual DNI on any given day can be affected by cloud cover, atmospheric attenuation, and other environmental factors.

The ocular hazard predicted by the tool depends on a number of environmental, optical, and human factors, which can be uncertain. We provide input fields and typical ranges of values for these factors so that the user can vary these parameters to see if they have an impact on the results. The speed of SGHAT allows expedited sensitivity and parametric analyses.

The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Refer to the Help page at [www.forgesolar.com/help/](http://www.forgesolar.com/help/) for assumptions and limitations not listed here.

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

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Attachment D  
March ARB Runway 14/32 C-17/KC-135 Traffic Pattern Analysis



# FORGESOLAR GLARE ANALYSIS

Project: **Knox VII Solar**

19115 Harvill Avenue, Riverside, CA 92570

Site configuration: **Knox VII-MARB RWY 14-32 C-17 Analysis**

Client: Knox Logistics VII, LLC

Created 28 Jul, 2022

Updated 28 Jul, 2022

Time-step 1 minute

Timezone offset UTC-8

Site ID 73297.12904

Category 500 kW to 1 MW

DNI peaks at 1,000.0 W/m<sup>2</sup>

Ocular transmission coefficient 0.5

Pupil diameter 0.002 m

Eye focal length 0.017 m

Sun subtended angle 9.3 mrad

Methodology V2



## Summary of Results Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
Knox VII Rooftop Solar PV	10.0	180.0	5,709	95.2	0	0.0	-

Total annual glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 14 C-17 - KC-135 Pattern Route	0	0.0	0	0.0
RWY 32 C-17 - KC-135 Pattern Route	5,709	95.2	0	0.0
RWY 14 Final	0	0.0	0	0.0
RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

# Component Data

## PV Arrays

**Name:** Knox VII Rooftop Solar PV  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 10.0°  
**Orientation:** 180.0°  
**Rated power:** -  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.843927	-117.259838	1540.08	50.00	1590.08
2	33.843920	-117.259342	1540.08	50.00	1590.08
3	33.843459	-117.259348	1540.08	50.00	1590.08
4	33.843463	-117.259843	1540.08	50.00	1590.08

## Route Receptors

**Name:** RWY 14 C-17 - KC-135 Pattern Route  
**Path type:** One-way (toward increasing index)  
**Observer view angle:** 50.0°



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.864994	-117.248281	1500.07	50.00	1550.08
2	33.836269	-117.227869	1500.07	1500.07	3000.15
3	33.821961	-117.228367	1500.07	1500.07	3000.15
4	33.813147	-117.244350	1500.07	1500.07	3000.15
5	33.819225	-117.262269	1500.07	1500.07	3000.15
6	33.908131	-117.325528	1500.07	1500.07	3000.15
7	33.922394	-117.325047	1500.07	1500.07	3000.15
8	33.931244	-117.309014	1500.07	1500.07	3000.15
9	33.925156	-117.291061	1500.07	1500.07	3000.15
10	33.896431	-117.270636	1500.07	50.00	1550.08

**Name:** RWY 32 C-17 - KC-135 Pattern Route  
**Path type:** One-way (toward increasing index)  
**Observer view angle:** 50.0°



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.896431	-117.270636	1500.07	50.00	1550.08
2	33.925156	-117.291061	1500.07	1500.07	3000.15
3	33.931244	-117.309014	1500.07	1500.07	3000.15
4	33.922394	-117.325047	1500.07	1500.07	3000.15
5	33.908131	-117.325528	1500.07	1500.07	3000.15
6	33.819225	-117.262269	1500.07	1500.07	3000.15
7	33.813147	-117.244350	1500.07	1500.07	3000.15
8	33.821961	-117.228367	1500.07	1500.07	3000.15
9	33.836269	-117.227869	1500.07	1500.07	3000.15
10	33.864994	-117.248281	1500.07	50.00	1550.08

## Flight Path Receptors

**Name:** RWY 14 Final  
**Description:** None  
**Threshold height:** 50 ft  
**Direction:** 149.5°  
**Glide slope:** 3.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896431	-117.270636	1500.07	50.00	1550.08
Two-mile	33.906486	-117.277783	1500.07	1500.07	3000.15



**Name:** RWY 32 Final  
**Description:** None  
**Threshold height:** 50 ft  
**Direction:** 329.5°  
**Glide slope:** 3.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864994	-117.248281	1500.07	50.00	1550.08
Two-mile	33.854942	-117.241136	1500.07	1500.07	3000.15

## Discrete Observation Point Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.07	118.01

Map image of 1-ATCT



# Glare Analysis Results

## Summary of Results Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
Knox VII Rooftop Solar PV	10.0	180.0	5,709	95.2	0	0.0	-

Total annual glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 14 C-17 - KC-135 Pattern Route	0	0.0	0	0.0
RWY 32 C-17 - KC-135 Pattern Route	5,709	95.2	0	0.0
RWY 14 Final	0	0.0	0	0.0
RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

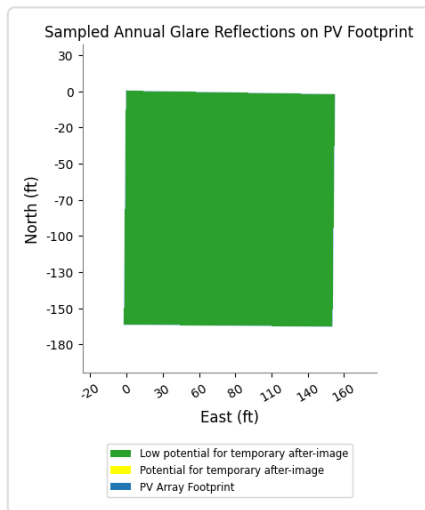
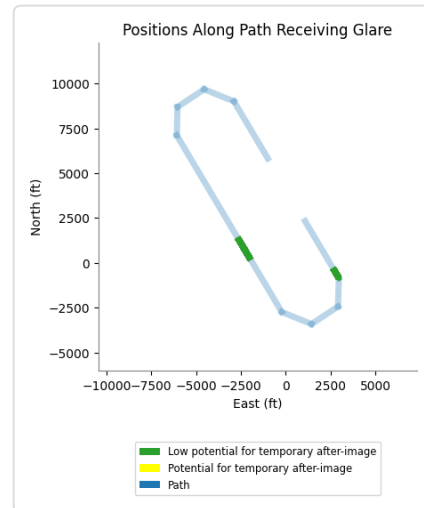
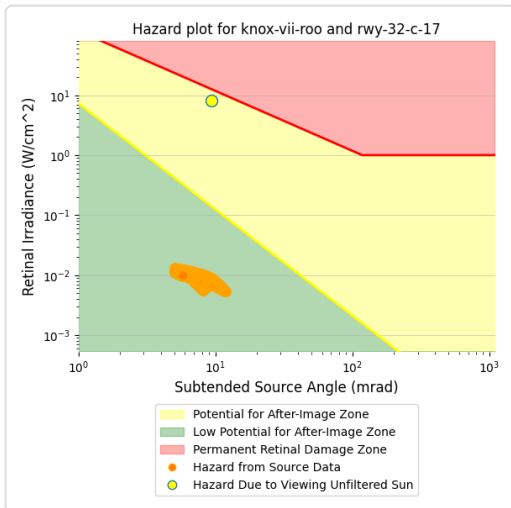
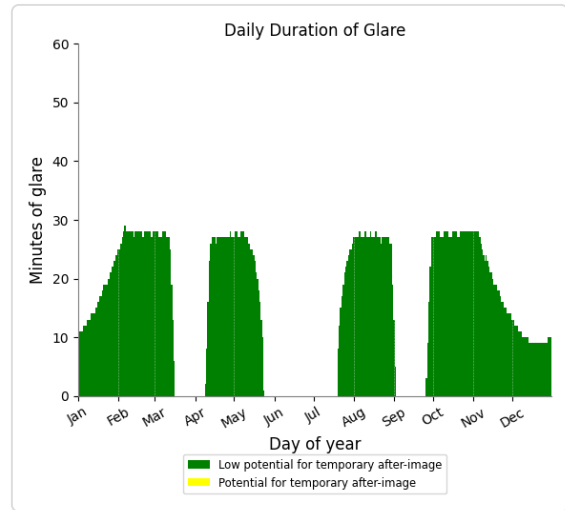
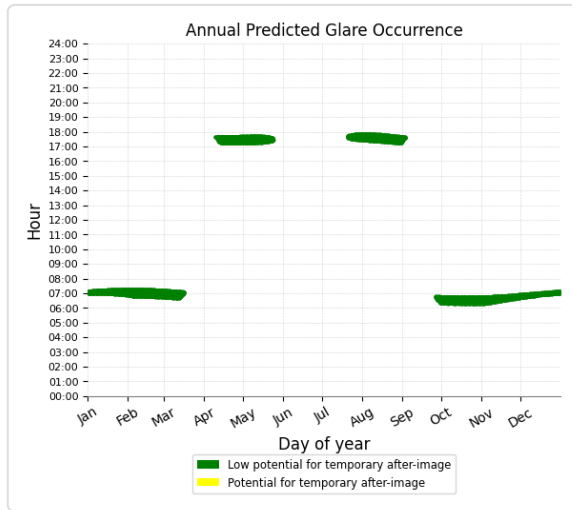
## PV: Knox VII Rooftop Solar PV low potential for temporary after-image

Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 32 C-17 - KC-135 Pattern Route	5,709	95.2	0	0.0
RWY 14 C-17 - KC-135 Pattern Route	0	0.0	0	0.0
RWY 14 Final	0	0.0	0	0.0
RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

# Knox VII Rooftop Solar PV and RWY 32 C-17 - KC-135 Pattern Route

Receptor type: Route  
 0 minutes of yellow glare  
 5,709 minutes of green glare





**Knox VII Rooftop Solar PV and  
RWY 14 C-17 - KC-135 Pattern**

**Route**

Receptor type: Route  
No glare found

**Knox VII Rooftop Solar PV and  
RWY 14 Final**

Receptor type: 2-mile Flight Path  
No glare found

**Knox VII Rooftop Solar PV and  
RWY 32 Final**

Receptor type: 2-mile Flight Path  
No glare found

**Knox VII Rooftop Solar PV and  
1-ATCT**

Receptor type: Observation Point  
No glare found

# Assumptions

---

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

The algorithm does not rigorously represent the detailed geometry of a system; detailed features such as gaps between modules, variable height of the PV array, and support structures may impact actual glare results. However, we have validated our models against several systems, including a PV array causing glare to the air-traffic control tower at Manchester-Boston Regional Airport and several sites in Albuquerque, and the tool accurately predicted the occurrence and intensity of glare at different times and days of the year.

Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare. This primarily affects V1 analyses of path receptors.

Random number computations are utilized by various steps of the annual hazard analysis algorithm. Predicted minutes of glare can vary between runs as a result. This limitation primarily affects analyses of Observation Point receptors, including ATCTs. Note that the SGHAT/ ForgeSolar methodology has always relied on an analytical, qualitative approach to accurately determine the overall hazard (i.e. green vs. yellow) of expected glare on an annual basis.

The analysis does not consider obstacles (either man-made or natural) between the observation points and the prescribed solar installation that may obstruct observed glare, such as trees, hills, buildings, etc.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

The variable direct normal irradiance (DNI) feature (if selected) scales the user-prescribed peak DNI using a typical clear-day irradiance profile. This profile has a lower DNI in the mornings and evenings and a maximum at solar noon. The scaling uses a clear-day irradiance profile based on a normalized time relative to sunrise, solar noon, and sunset, which are prescribed by a sun-position algorithm and the latitude and longitude obtained from Google maps. The actual DNI on any given day can be affected by cloud cover, atmospheric attenuation, and other environmental factors.

The ocular hazard predicted by the tool depends on a number of environmental, optical, and human factors, which can be uncertain. We provide input fields and typical ranges of values for these factors so that the user can vary these parameters to see if they have an impact on the results. The speed of SGHAT allows expedited sensitivity and parametric analyses.

The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Refer to the Help page at [www.forgesolar.com/help/](http://www.forgesolar.com/help/) for assumptions and limitations not listed here.

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

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Attachment E  
March ARB Runway 14/32 Overhead Traffic Pattern Analysis



# FORGESOLAR GLARE ANALYSIS

Project: **Knox VII Solar**

19115 Harvill Avenue, Riverside, CA 92570

Site configuration: **Knox VII-MARB RWY 14-32 Overhead Analysis**

Client: Knox Logistics VII, LLC

Created 28 Jul, 2022

Updated 28 Jul, 2022

Time-step 1 minute

Timezone offset UTC-8

Site ID 73298.12904

Category 500 kW to 1 MW

DNI peaks at 1,000.0 W/m<sup>2</sup>

Ocular transmission coefficient 0.5

Pupil diameter 0.002 m

Eye focal length 0.017 m

Sun subtended angle 9.3 mrad

Methodology V2



## Summary of Results Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
Knox VII Rooftop Solar PV	10.0	180.0	9,060	151.0	0	0.0	-

Total annual glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 14 Overhead Route	0	0.0	0	0.0
RWY 32 Overhead Route	9,060	151.0	0	0.0
RWY 14 Final	0	0.0	0	0.0
RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

# Component Data

## PV Arrays

**Name:** Knox VII Rooftop Solar PV  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 10.0°  
**Orientation:** 180.0°  
**Rated power:** -  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.843927	-117.259838	1540.08	50.00	1590.08
2	33.843920	-117.259342	1540.08	50.00	1590.08
3	33.843459	-117.259348	1540.08	50.00	1590.08
4	33.843463	-117.259843	1540.08	50.00	1590.08

## Route Receptors

**Name:** RWY 14 Overhead Route  
**Path type:** One-way (toward increasing index)  
**Observer view angle:** 50.0°



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.968036	-117.322128	1500.07	2000.10	3500.17
2	33.880706	-117.259453	1500.07	2000.10	3500.17
3	33.863564	-117.293808	1500.07	2000.10	3500.17
4	33.908131	-117.325528	1500.07	2000.10	3500.17
5	33.925156	-117.291061	1500.07	2000.10	3500.17
6	33.896431	-117.270636	1500.07	50.00	1550.08

**Name:** RWY 32 Overhead Route  
**Path type:** One-way (toward increasing index)  
**Observer view angle:** 50.0°



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.793375	-117.196878	1500.07	2000.10	3500.17
2	33.880706	-117.259453	1500.07	2000.10	3500.17
3	33.863564	-117.293808	1500.07	2000.10	3500.17
4	33.819225	-117.262269	1500.07	2000.10	3500.17
5	33.836269	-117.227869	1500.07	2000.10	3500.17
6	33.864994	-117.248281	1500.07	50.00	1550.08

## Flight Path Receptors

**Name:** RWY 14 Final  
**Description:** None  
**Threshold height:** 50 ft  
**Direction:** 149.5°  
**Glide slope:** 3.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896431	-117.270636	1500.07	50.00	1550.08
Two-mile	33.906486	-117.277783	1500.07	2000.10	3500.17



**Name:** RWY 32 Final  
**Description:** None  
**Threshold height:** 50 ft  
**Direction:** 329.5°  
**Glide slope:** 3.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864994	-117.248281	1500.07	50.00	1550.08
Two-mile	33.854942	-117.241136	1500.07	2000.10	3500.17

## Discrete Observation Point Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.07	118.01

Map image of 1-ATCT



# Glare Analysis Results

## Summary of Results Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
Knox VII Rooftop Solar PV	10.0	180.0	9,060	151.0	0	0.0	-

Total annual glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 14 Overhead Route	0	0.0	0	0.0
RWY 32 Overhead Route	9,060	151.0	0	0.0
RWY 14 Final	0	0.0	0	0.0
RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

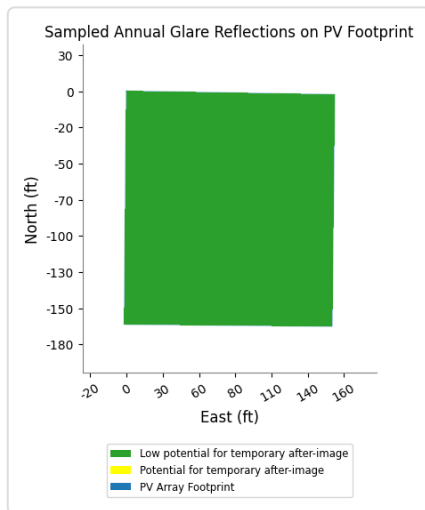
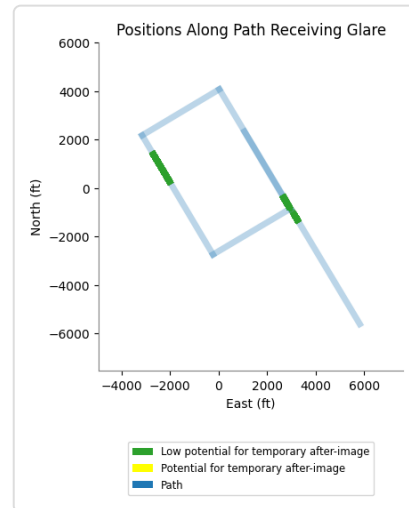
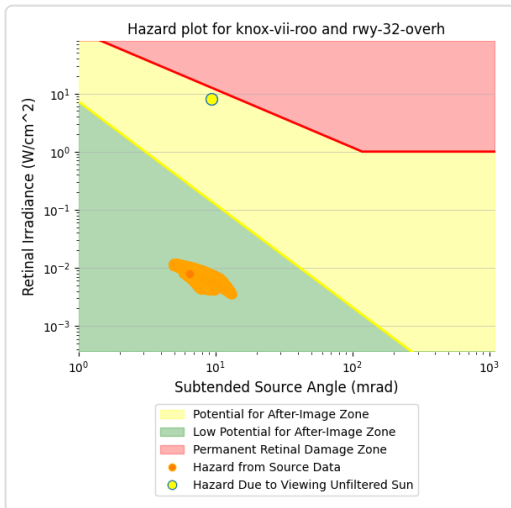
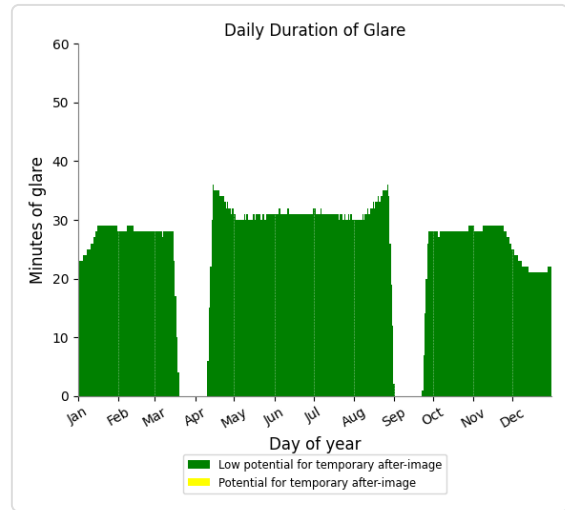
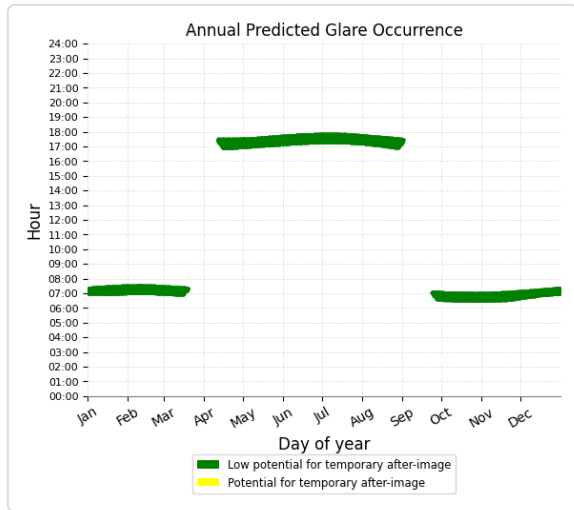
## PV: Knox VII Rooftop Solar PV low potential for temporary after-image

Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 32 Overhead Route	9,060	151.0	0	0.0
RWY 14 Overhead Route	0	0.0	0	0.0
RWY 14 Final	0	0.0	0	0.0
RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

# Knox VII Rooftop Solar PV and RWY 32 Overhead Route

Receptor type: Route  
 0 minutes of yellow glare  
 9,060 minutes of green glare





**Knox VII Rooftop Solar PV and  
RWY 14 Overhead Route**

Receptor type: Route  
**No glare found**

**Knox VII Rooftop Solar PV and  
RWY 14 Final**

Receptor type: 2-mile Flight Path  
**No glare found**

**Knox VII Rooftop Solar PV and  
RWY 32 Final**

Receptor type: 2-mile Flight Path  
**No glare found**

**Knox VII Rooftop Solar PV and  
1-ATCT**

Receptor type: Observation Point  
**No glare found**

# Assumptions

---

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

The algorithm does not rigorously represent the detailed geometry of a system; detailed features such as gaps between modules, variable height of the PV array, and support structures may impact actual glare results. However, we have validated our models against several systems, including a PV array causing glare to the air-traffic control tower at Manchester-Boston Regional Airport and several sites in Albuquerque, and the tool accurately predicted the occurrence and intensity of glare at different times and days of the year.

Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare. This primarily affects V1 analyses of path receptors.

Random number computations are utilized by various steps of the annual hazard analysis algorithm. Predicted minutes of glare can vary between runs as a result. This limitation primarily affects analyses of Observation Point receptors, including ATCTs. Note that the SGHAT/ ForgeSolar methodology has always relied on an analytical, qualitative approach to accurately determine the overall hazard (i.e. green vs. yellow) of expected glare on an annual basis.

The analysis does not consider obstacles (either man-made or natural) between the observation points and the prescribed solar installation that may obstruct observed glare, such as trees, hills, buildings, etc.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

The variable direct normal irradiance (DNI) feature (if selected) scales the user-prescribed peak DNI using a typical clear-day irradiance profile. This profile has a lower DNI in the mornings and evenings and a maximum at solar noon. The scaling uses a clear-day irradiance profile based on a normalized time relative to sunrise, solar noon, and sunset, which are prescribed by a sun-position algorithm and the latitude and longitude obtained from Google maps. The actual DNI on any given day can be affected by cloud cover, atmospheric attenuation, and other environmental factors.

The ocular hazard predicted by the tool depends on a number of environmental, optical, and human factors, which can be uncertain. We provide input fields and typical ranges of values for these factors so that the user can vary these parameters to see if they have an impact on the results. The speed of SGHAT allows expedited sensitivity and parametric analyses.

The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Refer to the Help page at [www.forgesolar.com/help/](http://www.forgesolar.com/help/) for assumptions and limitations not listed here.

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

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**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org).** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Jackie Vega at (951) 955-0982.**

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Selvana Guirguis at (951) 955-1871.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website [www.rcaluc.org](http://www.rcaluc.org). Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to [Javega@rivco.org](mailto:Javega@rivco.org). Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

**PLACE OF HEARING:**                    **Riverside County Administration Center  
4080 Lemon Street, 1<sup>st</sup> Floor Board Chambers  
Riverside California**

**DATE OF HEARING:**                    **September 8, 2022**

**TIME OF HEARING:**                    **9:30 A.M.**

**CASE DESCRIPTION:**

ZAP1535MA22 – Knox Logistics VII, LLC (Representative: T&B Planning, Inc.) – County of Riverside Case No. OAPT2204319 (Building Permit). A proposal to construct a 25,000 square foot solar panel system on an existing 1,238,800 square foot industrial manufacturing building on 72.5 acres, located southerly of Martin Street, westerly of Harvill Avenue, easterly of Seaton Avenue, and northerly of Cajalco Expressway (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

### ALUC STAFF ONLY

ALUC Case Number: ZAP1535MA22

Date Submitted: 7/22/22

AIA:  
March

Zone: C2

Public Hearing

Staff Review

### Applicant

Applicant Full Name: Knox Logistics VII, LLC

Applicant Address: 3501 Jamboree Road Suite 230, Newport Beach CA 92660

Phone: 949-689-3365 Email: nholdridge@trammellcrow.com

### Representative/ Property Owner Contact Information

Representative: T&B Planning, Inc.

Email: tprater@tbplanning.com

Tina Prater

Phone: 714-757-8462

Address: 3200 El Camino Real Suite 100, Irvine CA 92602

Property Owner: Knox Logistics VII, LLC.

Email: dnazaryk@trammellcrow.com

Trammel Crow Company - David Nazaryk

Phone: 949-689-3365

Address: 3501 Jamboree Road Suite 230, Newport Beach CA 92660

### Local Jurisdiction Agency

Agency Name: Riverside County Building

Phone: 951-955-1871

Staff Contact: Selvana Guirguis

Email: sguirgui@rivco.org

Address: 4080 Lemon Street 9th Floor, Riverside Ca 92501

Local Agency Case No.: OAPT2204319

### Project Location

Street Address: 19115 Harvill Ave, Perris CA 92570 Gross Parcel Size: 72.5 acres

Assessor's Parcel No.: 317-100-010 through 317-100-028; 317-110-020

### Solar

Is the project proposing solar Panels? Yes



No



If yes, please provide solar glare study.  
(only if in Zone C or higher)



## Data

Site Elevation:(above mean sea level) 1535 feet

Height of Building or structures: 55 feet

What type of drainage basins are being proposed and the square footage: Bioretention Basin, 2.5648 Acres

## Notice

**A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

**B. REVIEW TIME:** Estimated time for “staff level review” is approximately 30 days from date of submittal. Estimated time for “commission level review” is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

### **C. SUBMISSION PACKAGE:**

**Please submit all application items DIGITALLY via USB or CD:**

- Completed ALUC Application Form
- Plans Package: site plans, floor plans, building elevations, grading plans, subdivision maps
- Exhibits of change of zone, general plan amendment, specific plan amendment
- Project description of existing and proposed use

**Additionally, please provide:**

- ALUC fee payment (Checks made out to Riverside County ALUC)
- Gummed address labels of all surrounding property owners within a 300-foot radius of project site. (Only required if the project is scheduled for a public hearing).

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 3.3

**HEARING DATE:** September 8, 2022

**CASE NUMBER:** ZAP1536MA22 – Majestic Freeway Business Center LLC  
(Representative: T&B Planning, Inc.)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** PPT220003 (Plot Plan)

**LAND USE PLAN:** 2014 March Air Reserve Base/Inland Port Airport Land Use  
Compatibility Plan

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zones C2

Noise Levels: Below 60 CNEL contour

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the Commission find the proposed Plot Plan **CONDITIONALLY CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

**PROJECT DESCRIPTION:** A proposal to construct a 317,760 square foot manufacturing building with mezzanines on 13.40 acres.

**PROJECT LOCATION:** The site is northerly of Markham Street, westerly of Harvill Avenue, easterly of Decker Road, and southerly of Oleander Avenue, approximately 4,795 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

### **BACKGROUND:**

Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2, where Zone C2 limits average intensity to 200 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan and the Additional Compatibility Policies included in the March ALUCP, the following rates were used to calculate the occupancy for the proposed project:

- Manufacturing – 1 person per 200 square feet, and
- Office – 1 person per 200 square feet.

The project proposes to construct a 317,760 square foot manufacturing building, which includes 197,136 square feet of manufacturing area, 20,000 square feet of office area, and 100,624 square feet of mezzanines, accommodating a total occupancy of 1,589 people, resulting in an average intensity of 119 people per acre, which is consistent with Zone C2 average intensity criterion of 200 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per trailer truck space). Based on the number of parking spaces provided (229 standard vehicles, 51 trailer spaces), the total occupancy would be estimated at 395 people for an average intensity of 29 people per acre, which is consistent with the Compatibility Zone C2 average intensity criterion of 200 people per acre.

Non-Residential Single-Acre Intensity: Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 23,560 square feet of manufacturing area, 20,000 square feet of first floor office area, and 43,560 square feet of second floor office mezzanine area resulting in a single acre occupancy of 436 people which is consistent with the Compatibility Zone C2 single acre criterion of 500 people.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones C2 (children's schools, day care centers, hospitals, nursing homes, libraries, places of assembly, highly noise-sensitive outdoor nonresidential uses and hazards to flight).

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being below the 60 CNEL range from aircraft noise. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (AMSL). At a distance of approximately 4,795 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,536 feet AMSL. The site's finished floor elevation is 1,544 feet AMSL and proposed building height is 45 feet, resulting in a top point elevation of 1,589 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2022-AWP-14627-OE to this project. Its status is currently a "work in progress".

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or

near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The project is located 4,795 feet from the runway, and therefore would be subject to the above requirement.

The project includes a 29,227 square foot bioretention basin. Bioretention basins are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such limited basins are permissible with the appropriate criteria: the basin is used in conjunction with appropriate landscaping for such uses as adjacent to structures, parking islands, medians, site entrances, planter boxes, and vegetation is selected carefully so as not to provide food, shelter, nesting, roosting, or water for wildlife. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

**CONDITIONS:**

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight or circling climb following takeoff or towards an aircraft engaged in a straight or circling final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.



- (e) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.
  - (f) Other Hazards to flight.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property, and be recorded as a deed notice.
  4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at [RCALUC.ORG](http://RCALUC.ORG) which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
6. The project has been evaluated to construct 317,760 square foot manufacturing building with mezzanines. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
7. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

# NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

# NOTICE

**THERE IS AN AIRPORT NEARBY.  
THIS STORM WATER BASIN IS DESIGNED TO HOLD  
STORM WATER FOR ONLY 48 HOURS AND  
NOT TO ATTRACT BIRDS**

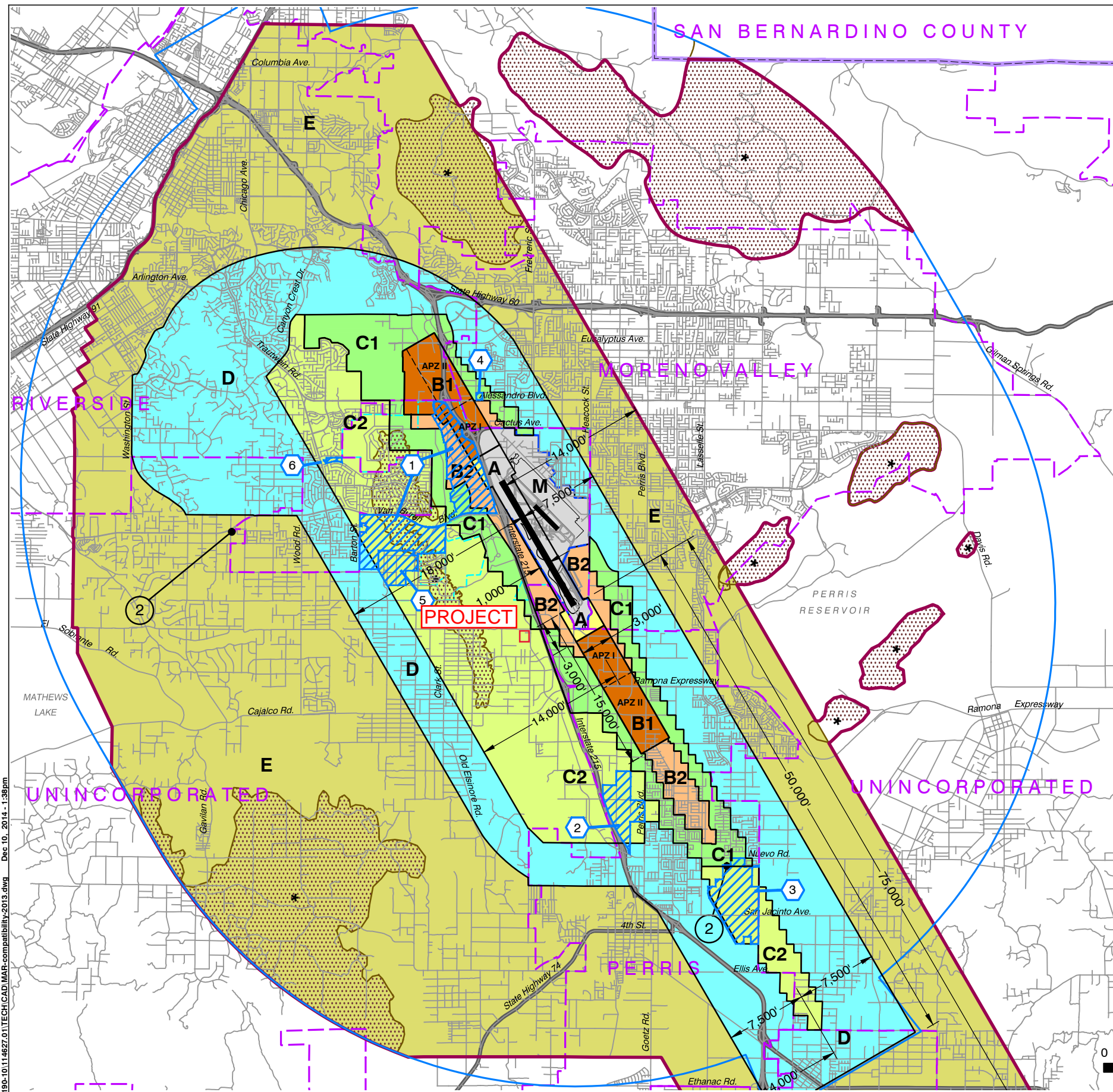
**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_



**LEGEND**

**Compatibility Zones**

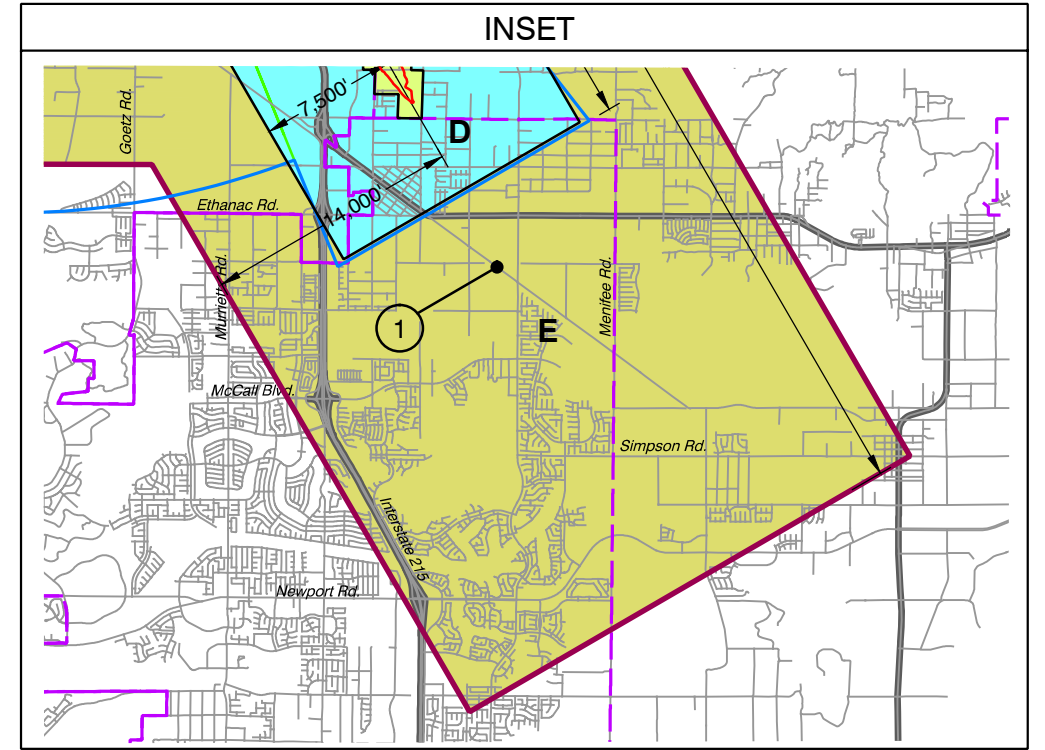
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

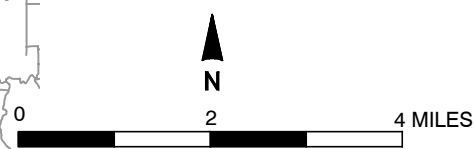
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(Adopted November 13, 2014)**

Note:  
All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

SEE INSET AT RIGHT

X:\18190-10\114627\01\TECH\CAD\MAR-compatibility\2013.dwg Dec 10, 2014 - 1:38pm

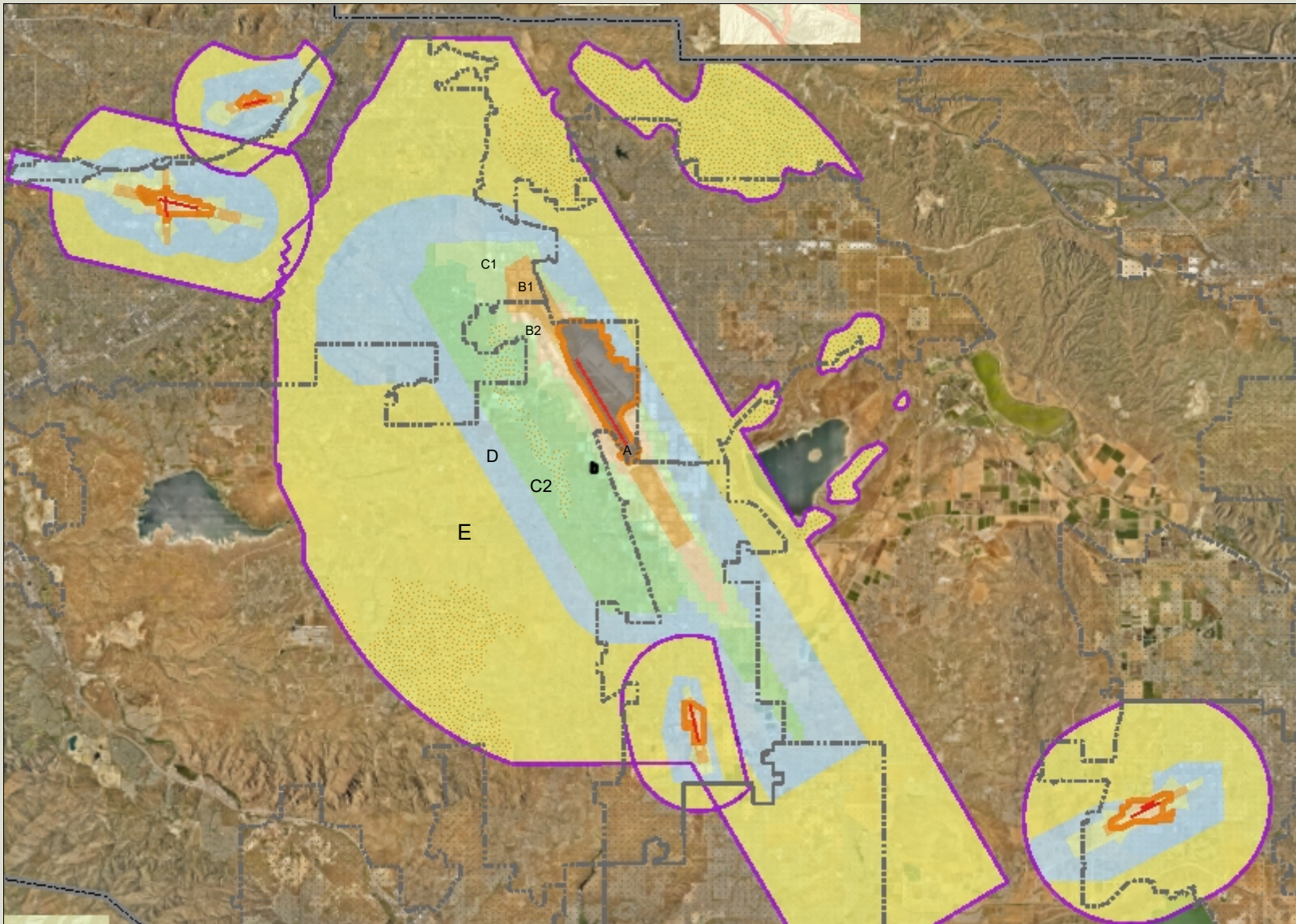
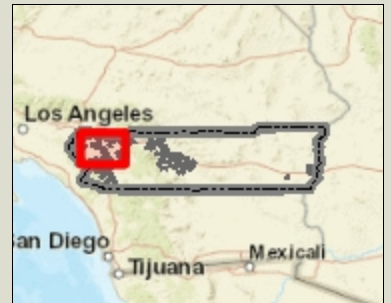
Prepared by Mead & Hunt, Inc. (June 2013)

Map MA-1

**Compatibility Map  
March Air Reserve Base / Inland Port Airport**



# Map My County Map



### Legend

- Runways
- Airports
- Airport Influence Areas

#### Airport Compatibility Zones

- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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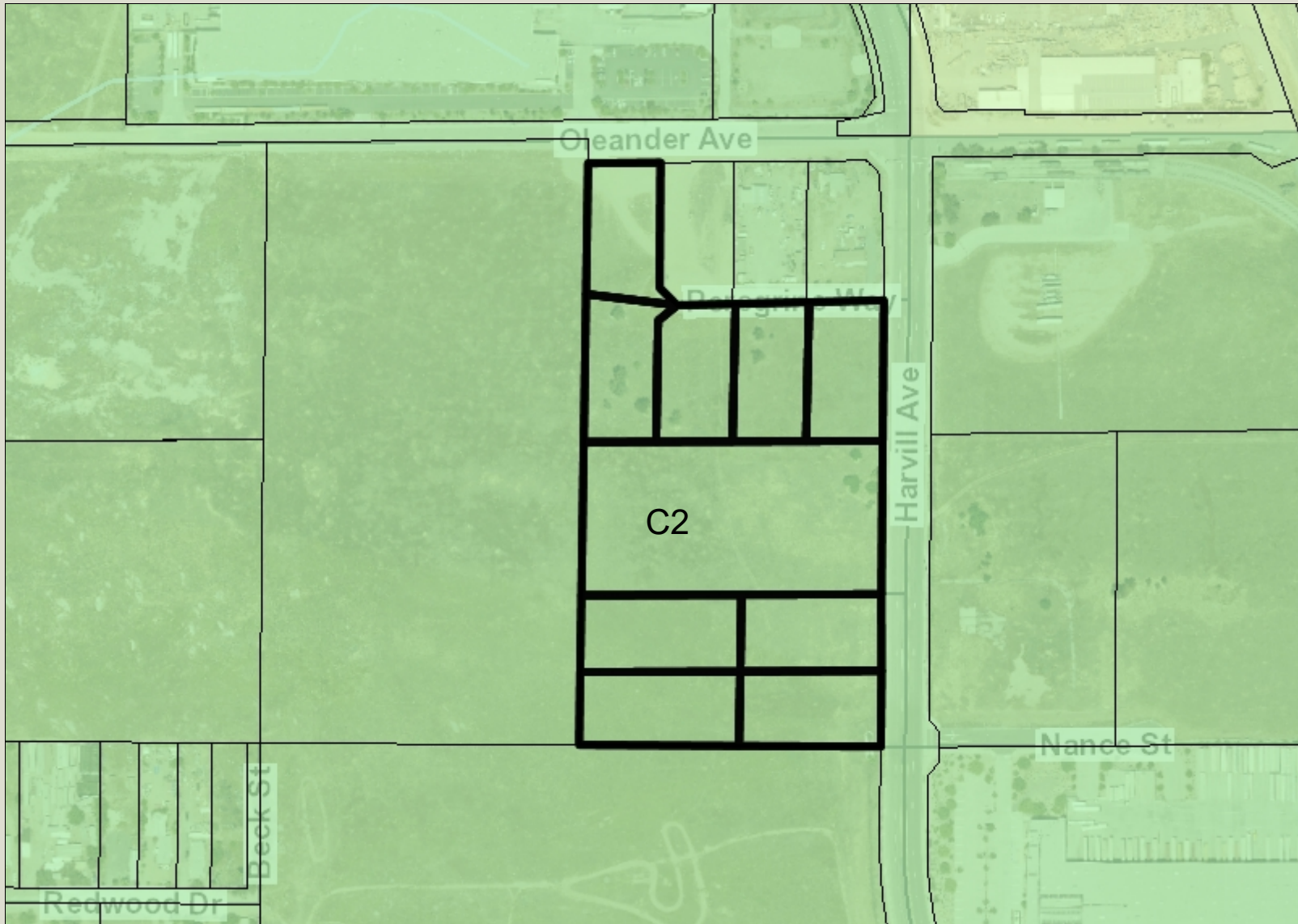
REPORT PRINTED ON... 7/22/2022 11:48:49 AM

© Riverside County GIS

### Notes



# Map My County Map



## Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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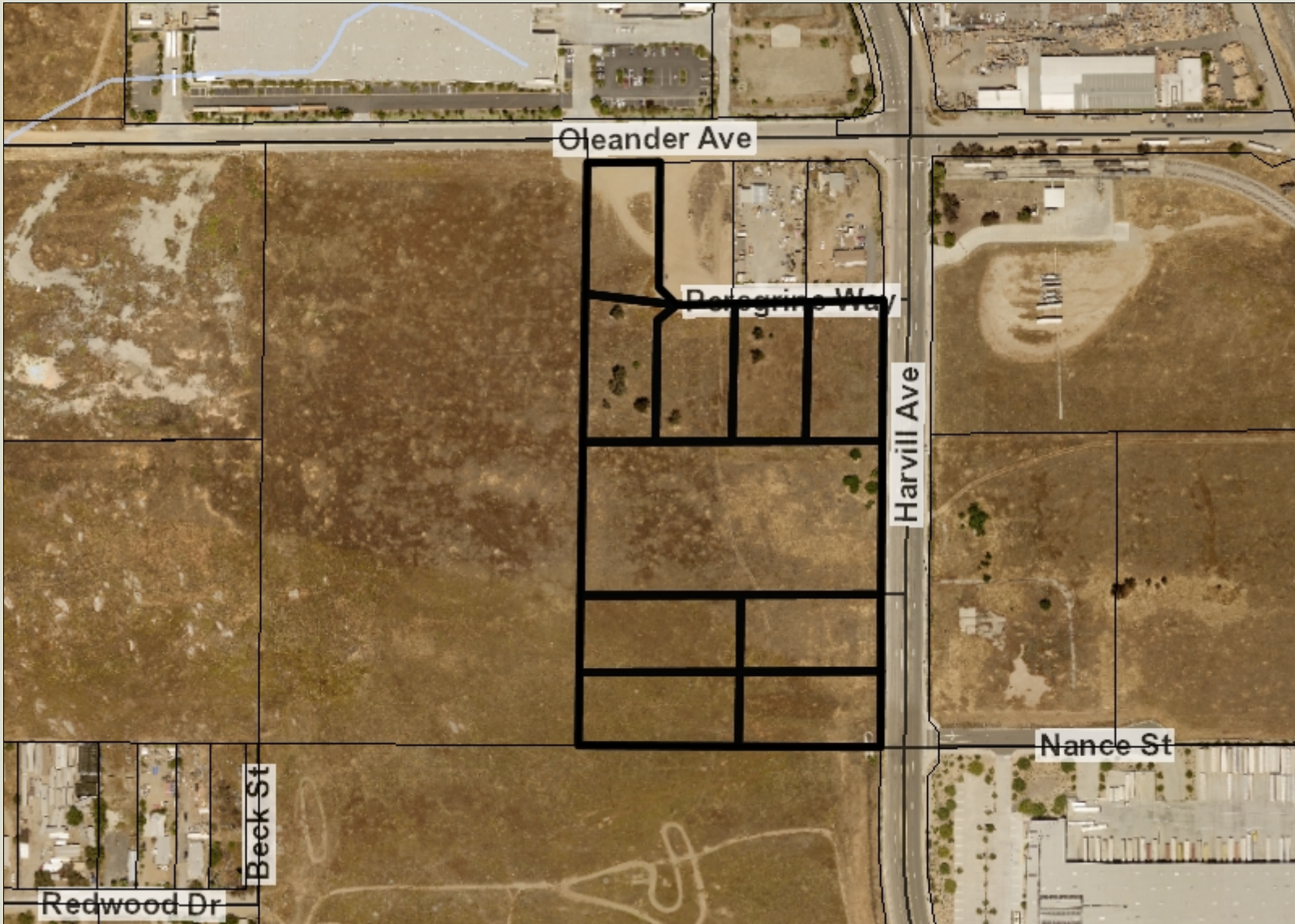


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## Notes

# Map My County Map



## Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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0 385 770 Feet



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## Notes



# Map My County Map



## Legend

- City Areas
- World Street Map



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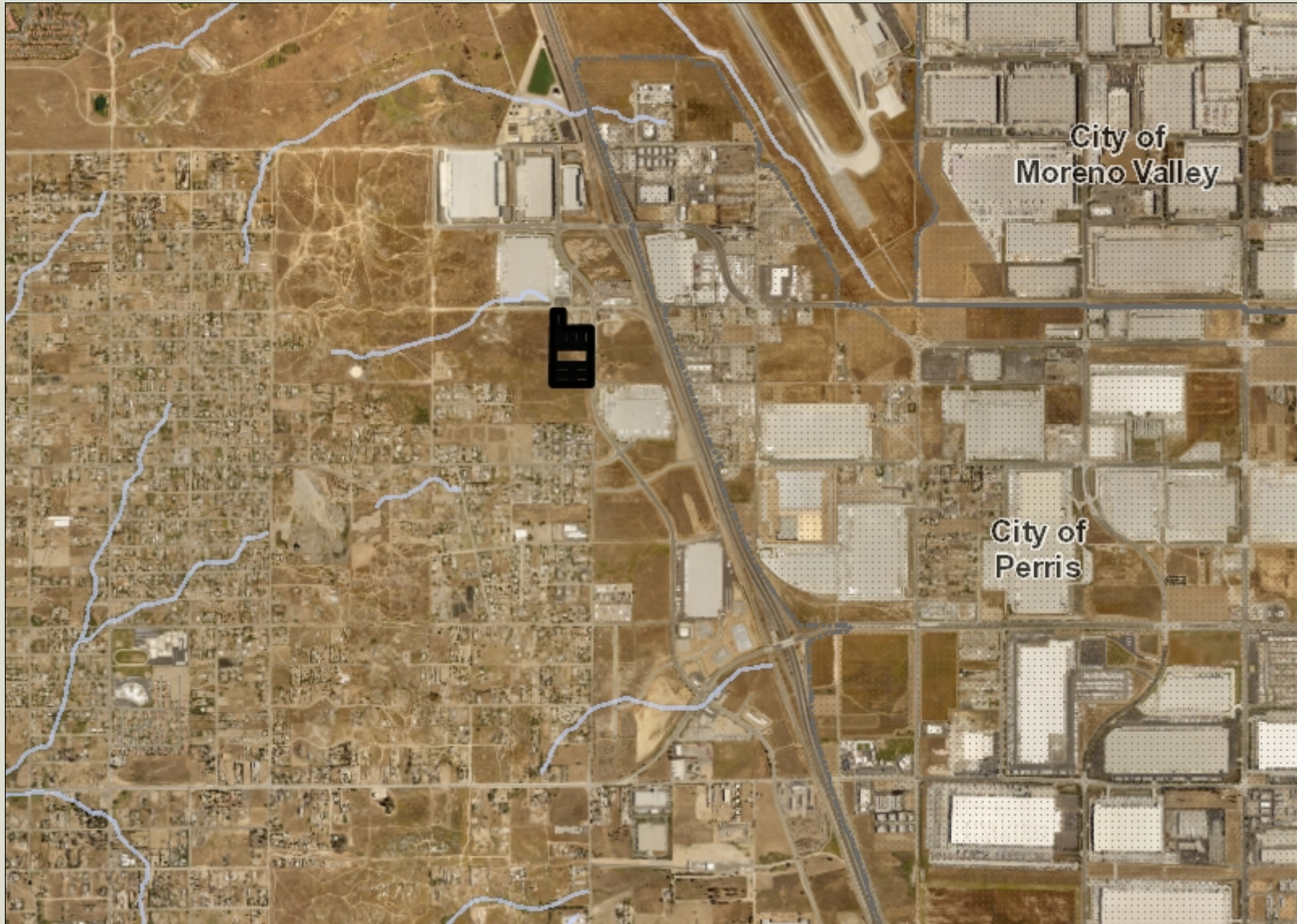
REPORT PRINTED ON... 7/22/2022 11:51:44 AM

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## Notes



# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map

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## Notes



# Map My County Map



## Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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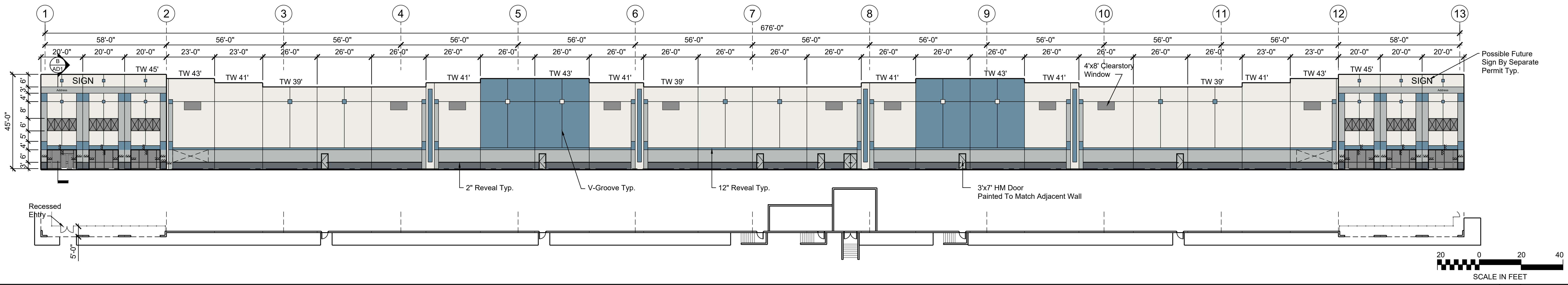
## Notes



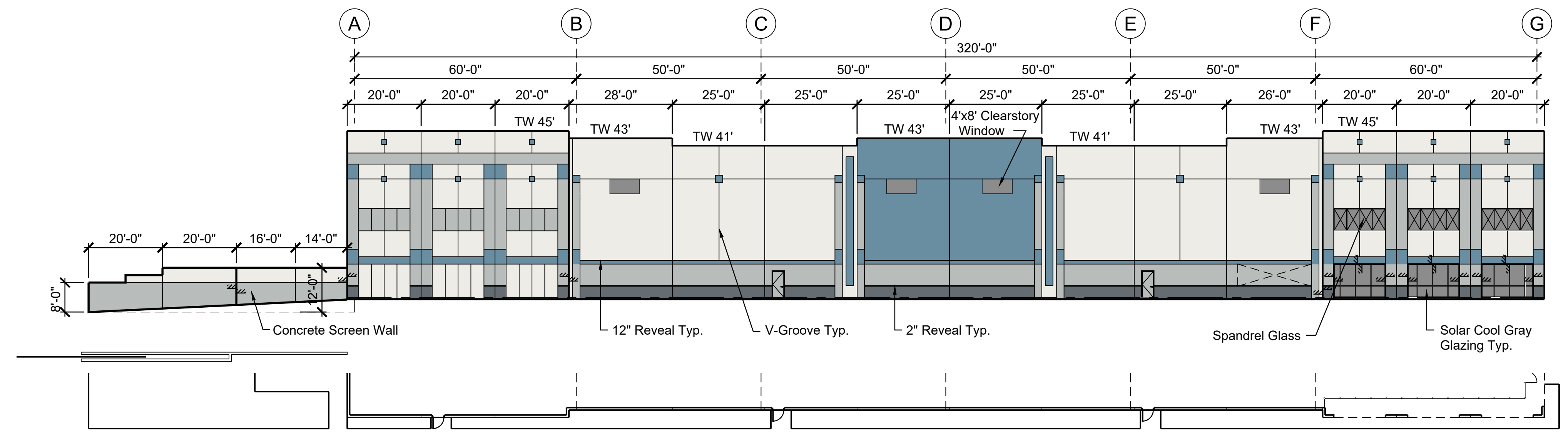




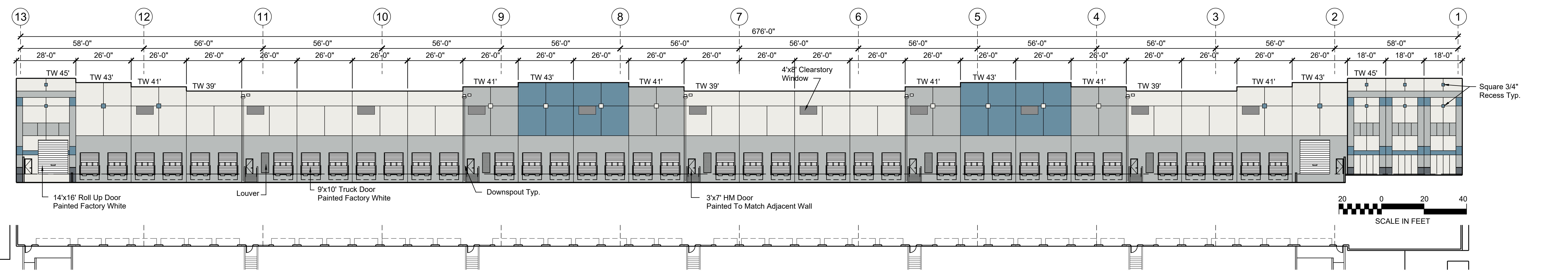




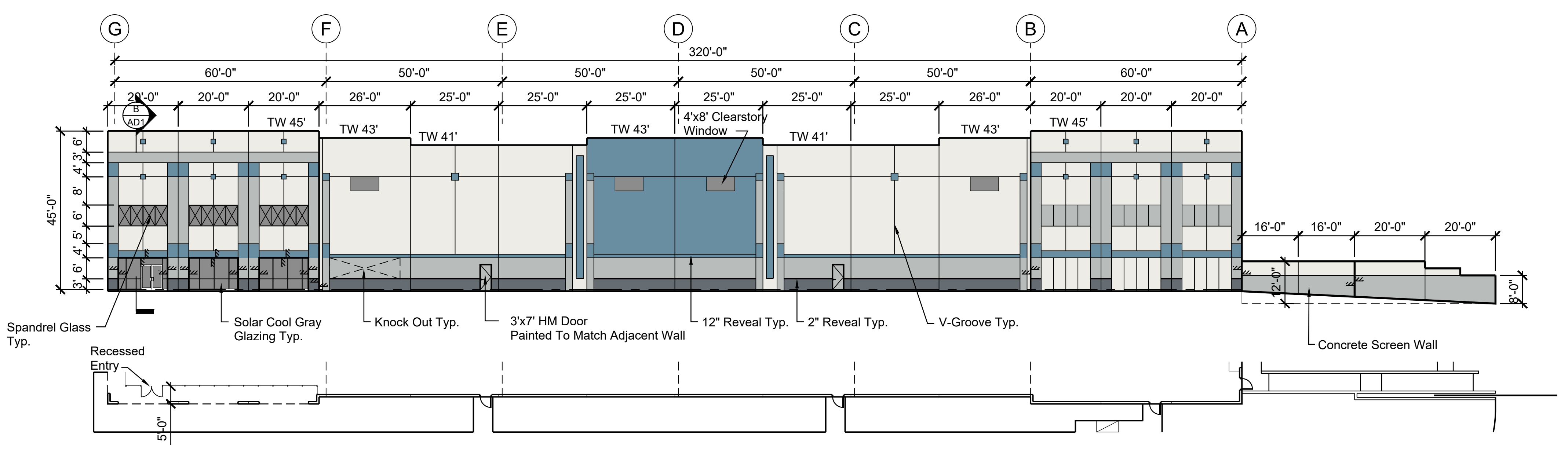
**EAST ELEVATION A** SCALE: 1" = 20'-0"



**SOUTH ELEVATION B** SCALE: 1" = 20'-0"



**WEST ELEVATION C** SCALE: 1" = 20'-0"



**NORTH ELEVATION D** SCALE: 1" = 20'-0"

Provide Roof Top Screening of All A.C. Units Per County of Riverside Standards.

Total Maximum Height is 45' Above Finished Floor.

Mullions to be Clear Anodized Aluminum

**COLOR LEGEND**

	SHERWIN WILLIAMS SW 7005 PURE WHITE
	SHERWIN WILLIAMS SW 7663 MONORAIL SILVER
	SHERWIN WILLIAMS SW 7665 WALL STREET
	GLAZING SOLAR COOL GRAY
	SHERWIN WILLIAMS SW 6515 LESIURE BLUE

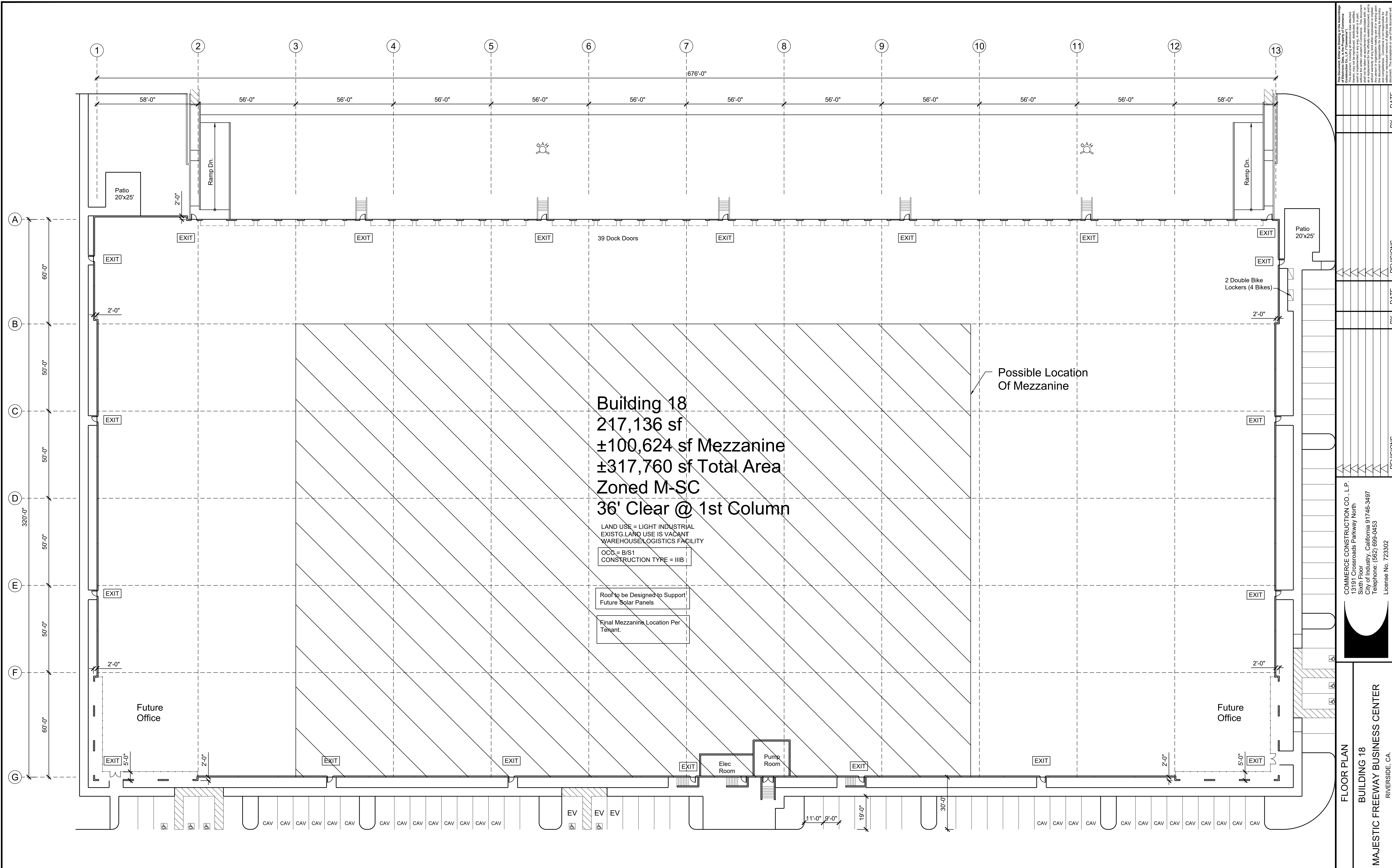
Building is Tilt Up Concrete Panels

**Project / Case Information:**  
Case Number: PPT 220003

**SUBMITTAL - 02 (2022 06 30)**

<p>COMMERCE CONSTRUCTION CO., L.P. 13191 Crossroads Parkway North Sixth Floor City of Industry, California 91746-3497 Telephone: (626) 699-0453 License No. 723302</p>	REVISIONS	BY	DATE
<p><b>BUILDING 18</b> <b>MAJESTIC FREEWAY BUSINESS CENTER</b> RIVERSIDE, CA</p>	REVISIONS	BY	DATE
<p>DRAWN BY DATE JN</p>	<p>CCC JOB NO. <b>13501</b></p>	<p>SCALE: 1" = 20'-0"</p>	<p><b>A3.18</b></p>





**Building 18**  
 217,136 sf  
 ±100,624 sf Mezzanine  
 ±317,760 sf Total Area  
 Zoned M-SC  
 36' Clear @ 1st Column

LAND USE = LIGHT INDUSTRIAL  
 EXISTG. LAND USE IS VACANT  
 WAREHOUSE/LOGISTICS FACILITY  
 OCC = B/S1  
 CONSTRUCTION TYPE = III B

Roof to be Designed to Support  
 Future Solar Panels  
 Final Mezzanine Location Per  
 Tenant.

Possible Location  
 Of Mezzanine

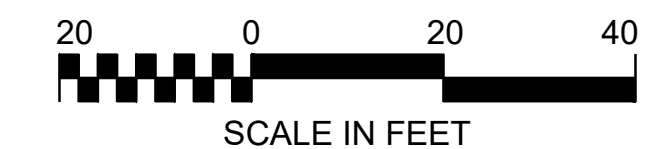
Riverside County, Ca. Parking Requirement		Per # SF	Spaces Required	Spaces Provided	EV Charging Stations Req'd	EV Charging Stations Provd	Clean Air Vehicle Req'd (12%)	Clean Air Vehicle Provided	Over / Under
Building 18	Office	20,000 /	250	80.0					
	Warehouse Balance	197,136 /	2,000	98.6					
	Mezzanine	100,624 /	2,000	50.3					
Total		317,760	228.9	229	21	21	27	27	0

Roof to be Designed to Support  
 Future Solar Panels See  
 Electrical Engineers Calculation  
 For Amount of Panels Required.

The parking is calculated for  
 20,000 sf of office and 100,624 sf  
 of mezzanine in the building that  
 can be split up between the 2  
 locations or anywhere else the  
 tenants want office or mezzanine.  
 If no mezzanine is installed then  
 required parking with max office of  
 24,700 sf would need 195 cars  
 and the future parking would not  
 be needed.

**Project / Case Information:**

Case Number: PPT 220003



SUBMITTAL - 02 (2022 06 30)

FLOOR PLAN

SCALE:  
 1" = 20'-0"

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REVISIONS	BY	DATE

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 13191 Crossroads Parkway North  
 Sixth Floor  
 City of Industry, California 91746-3497  
 Telephone: (626) 669-0453  
 License No. 723302

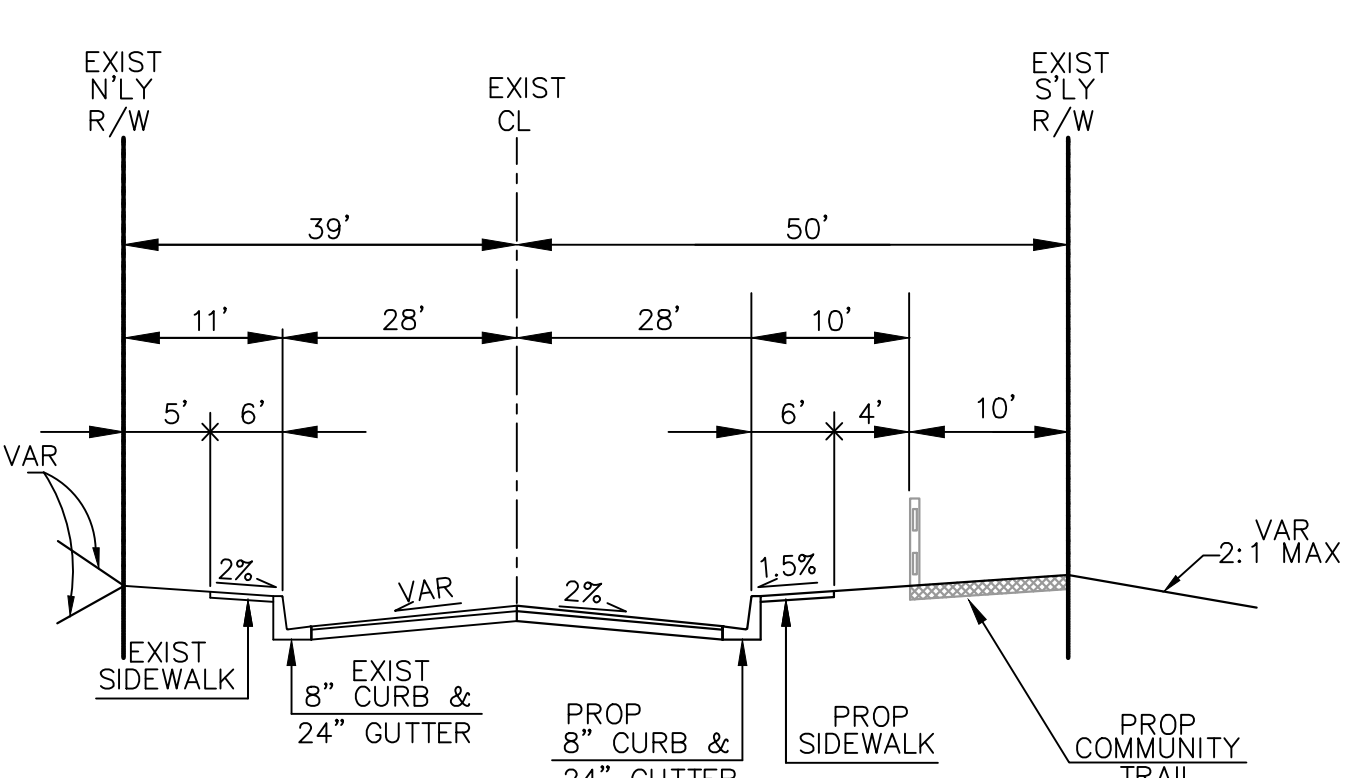
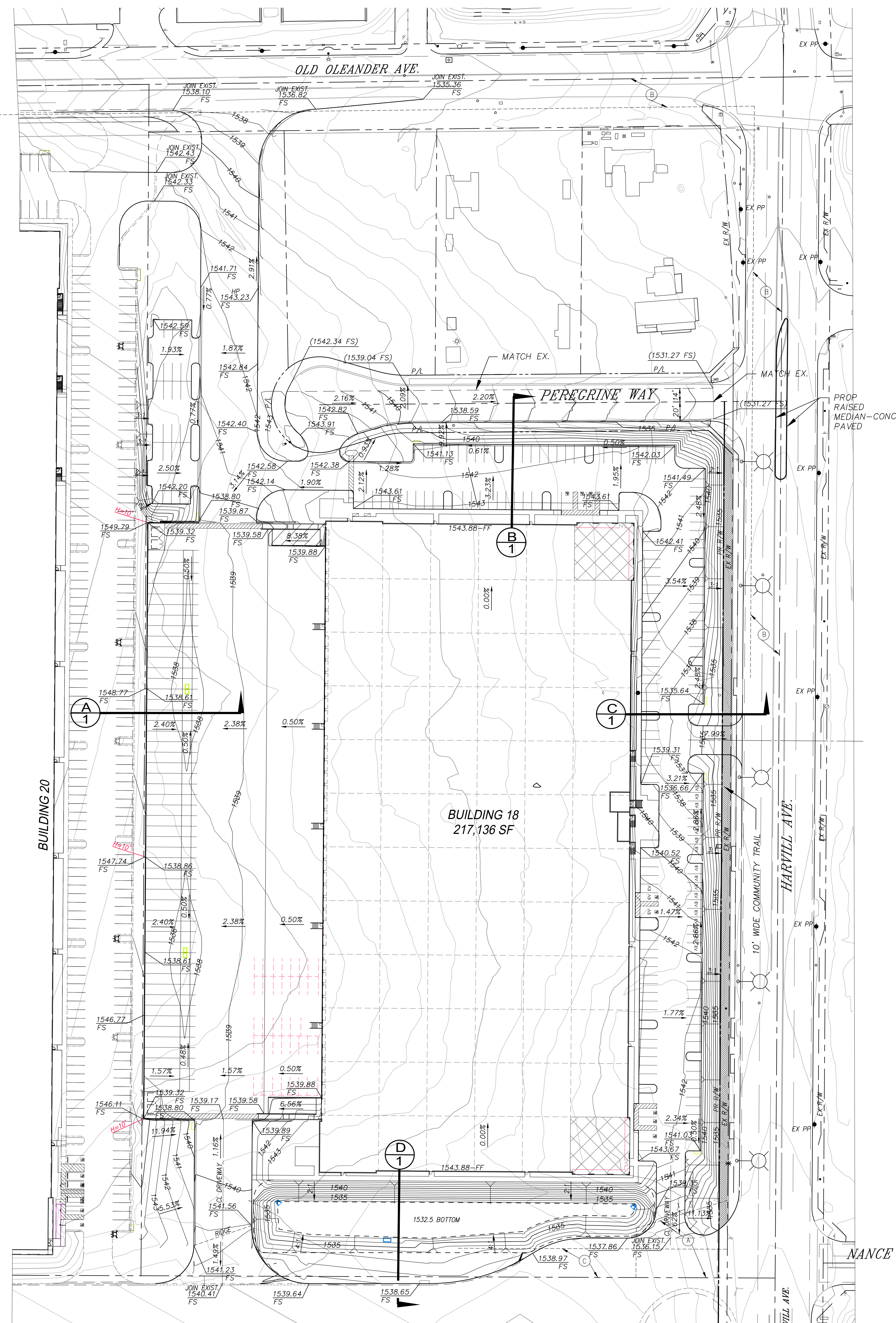
FLOOR PLAN  
**BUILDING 18**  
**MAJESTIC FREEWAY BUSINESS CENTER**  
 RIVERSIDE, CA

DRAWN BY DATE  
 JN

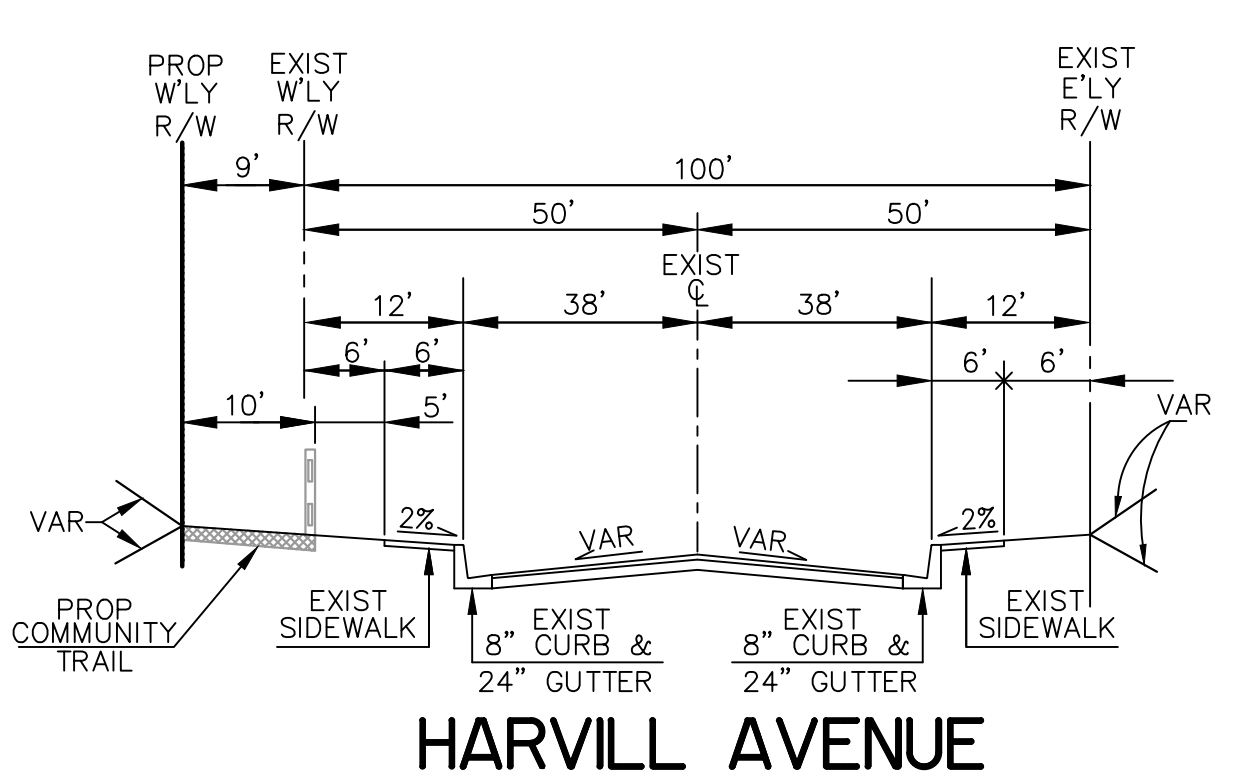
CCC JOB NO.  
**13501**

**A2.18**

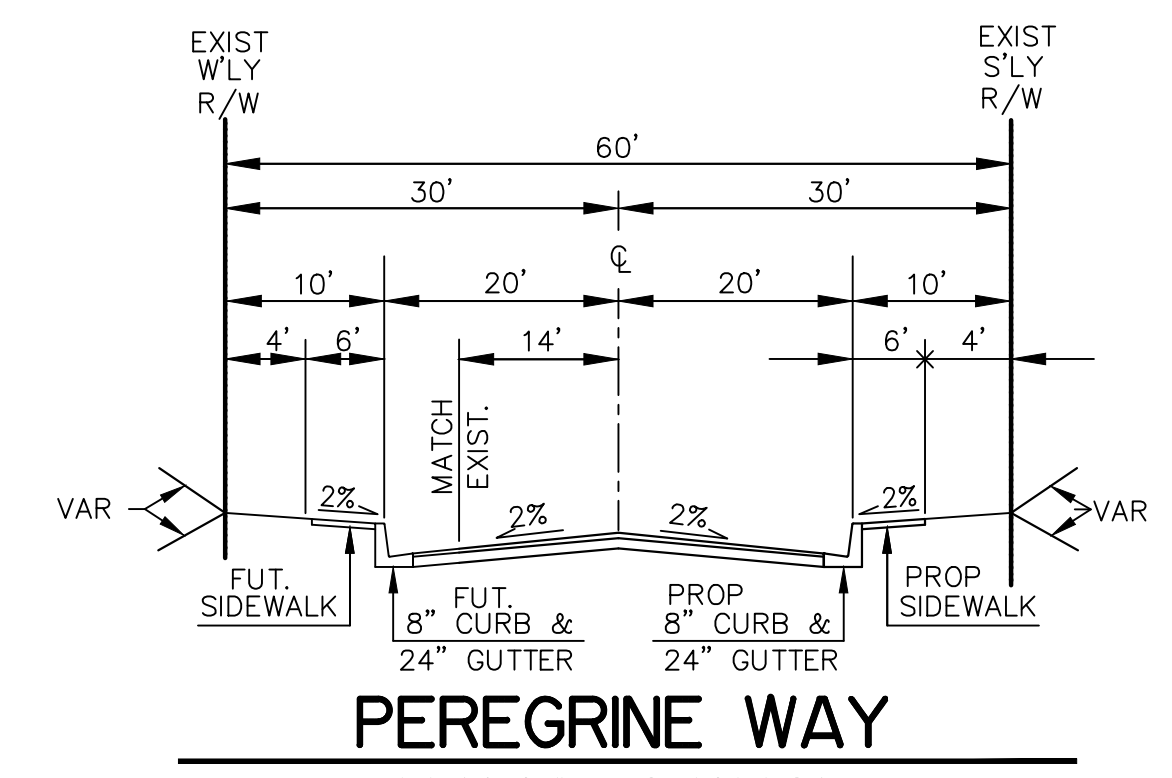




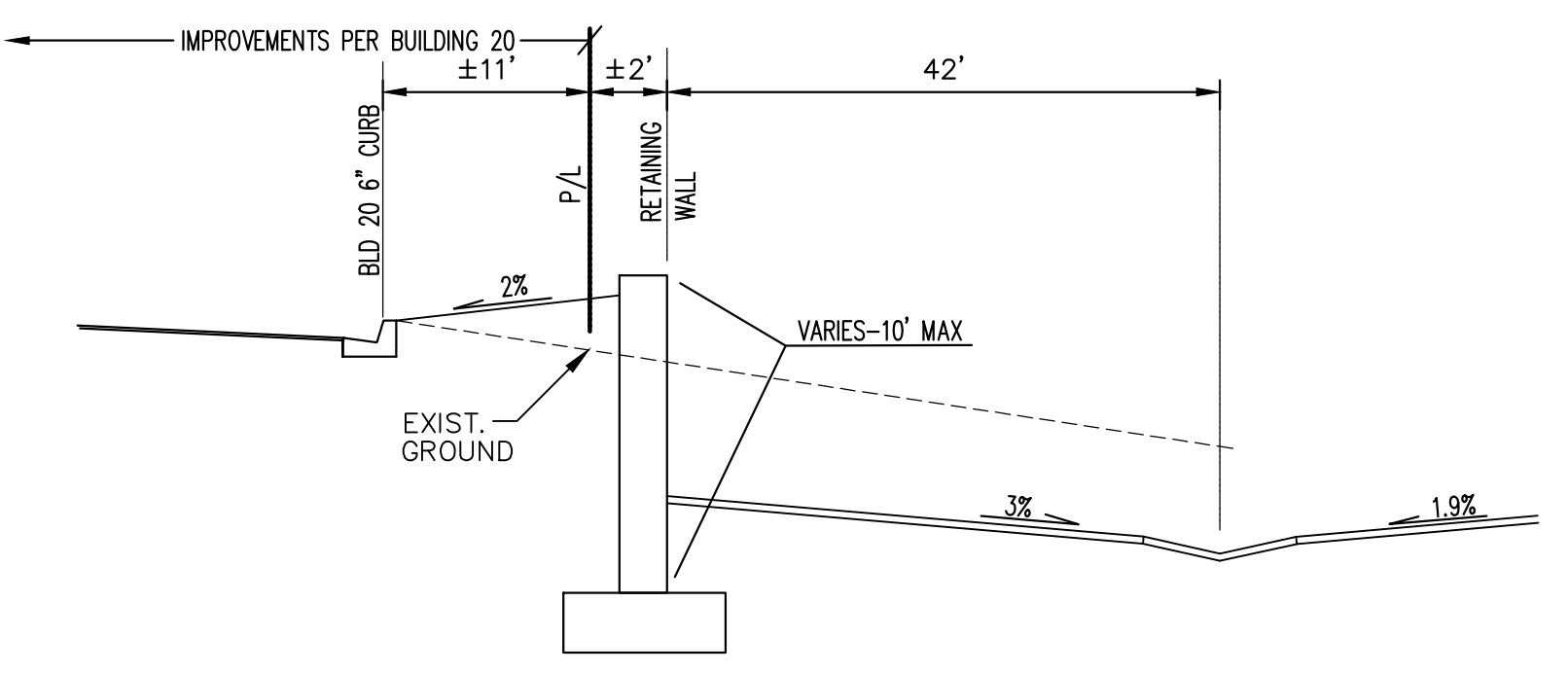
**PROPOSED OLD OLEANDER AVENUE BETWEEN HARVILL & DECKER ST**  
TYPICAL SECTION (LOOKING EAST)



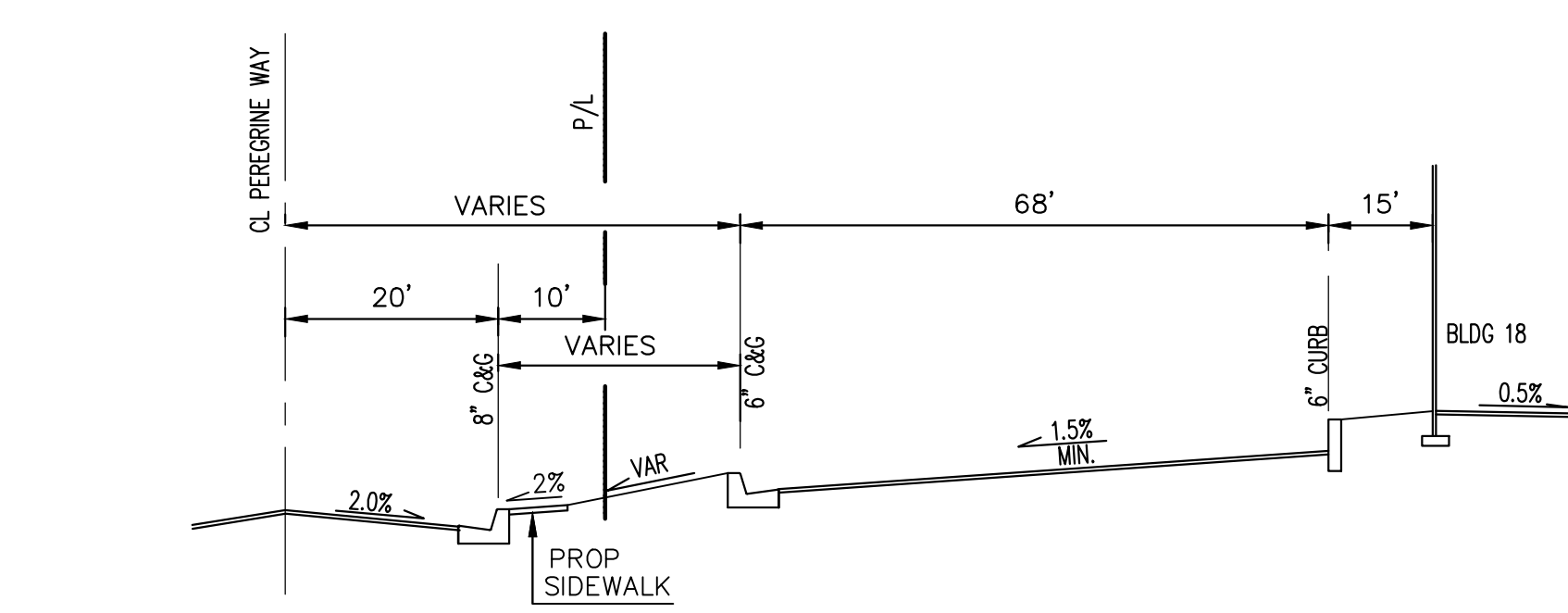
**HARVILL AVENUE BETWEEN OLEANDER & NANCE ST**  
TYPICAL SECTION (LOOKING NORTH)



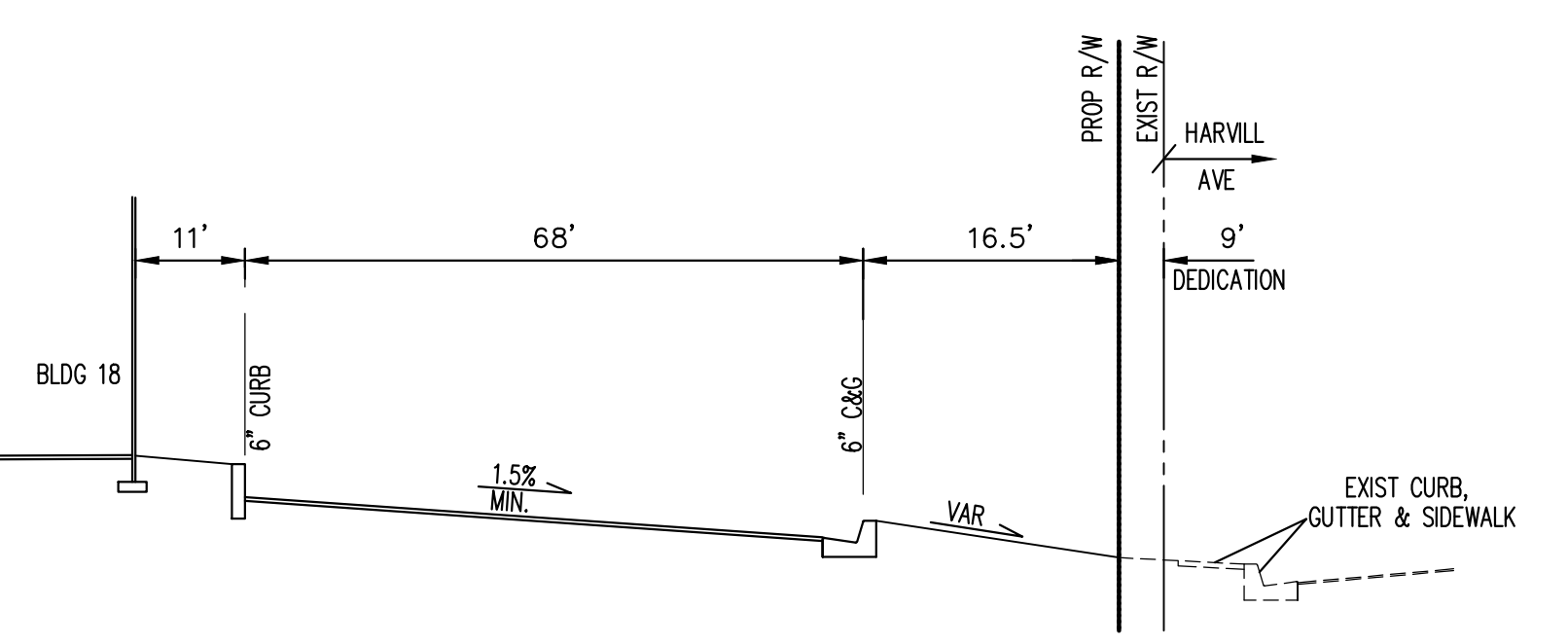
**PEREGRINE WAY**  
TYPICAL SECTION (LOOKING EAST)



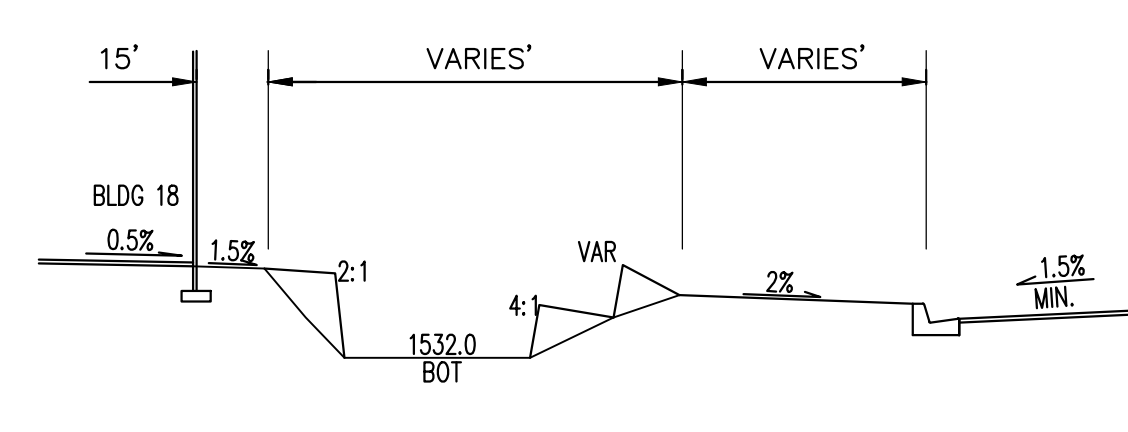
**SECTION A**  
NTS



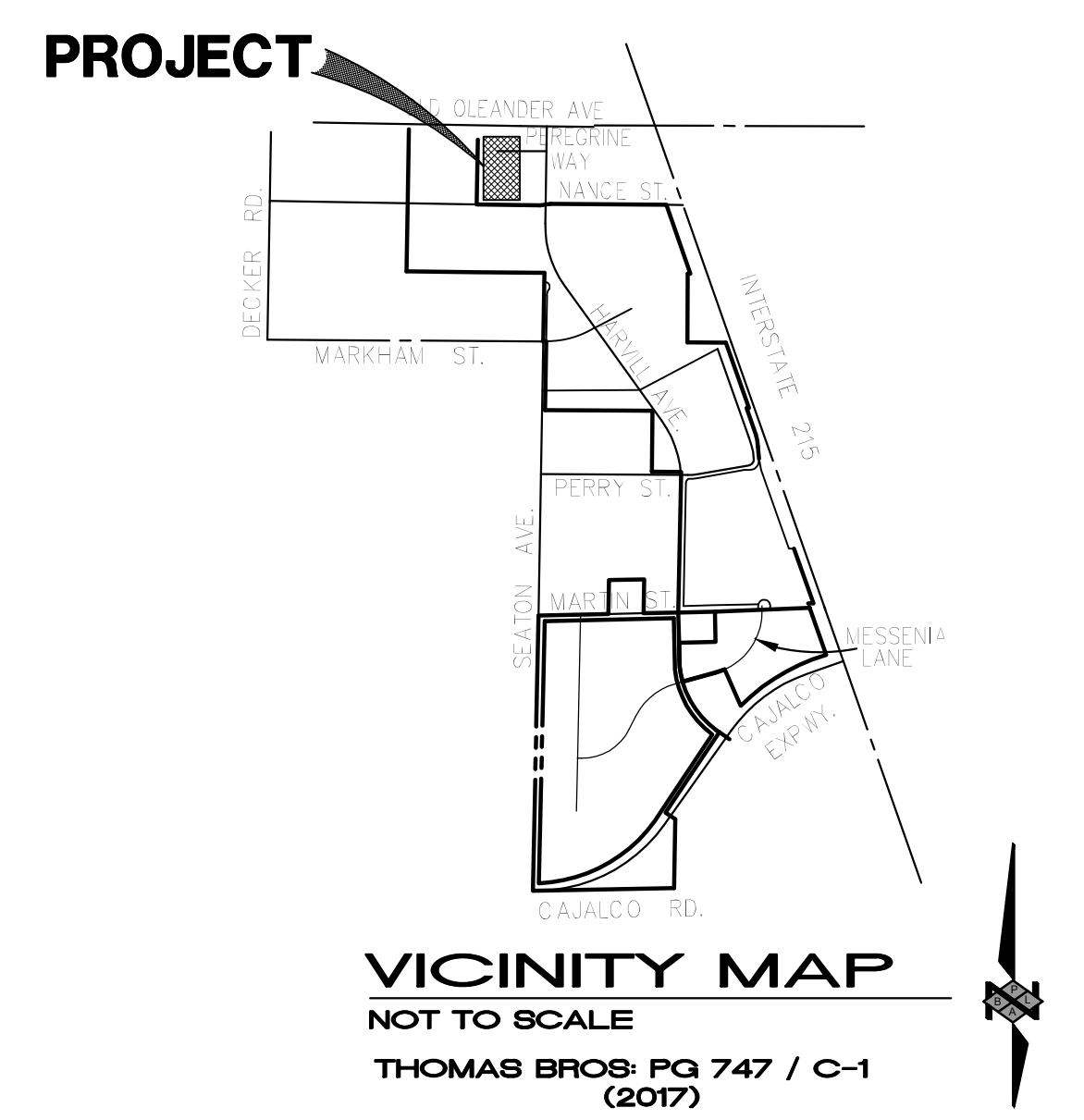
**SECTION B**  
NTS



**SECTION C**  
NTS



**SECTION D**  
NTS



**VICINITY MAP**  
NOT TO SCALE  
THOMAS BROS PG 747 / C-1 (2017)

**ONSITE WORK QUANTITIES**

DESCRIPTION	QUANTITY
CURB & GUTTER	4,482 LF
5" / 12" H.D. PAVEMENT	96,133 SF
3" / 4" L.D. PAVEMENT	86,418 SF
RETAINING WALLS	6,090 SF
SIDEWALK	9,200 SF

**OLD OLEANDER AVE QUANTITIES**

DESCRIPTION	QUANTITY
CURB & GUTTER	404 LF
SIDEWALK	2,628 SF

**HARVILL AVE QUANTITIES**

DESCRIPTION	QUANTITY
STREET LIGHT	5 EA
CURB ONLY	347 LF
CONC MEDIAN PAVING	1,725 SF

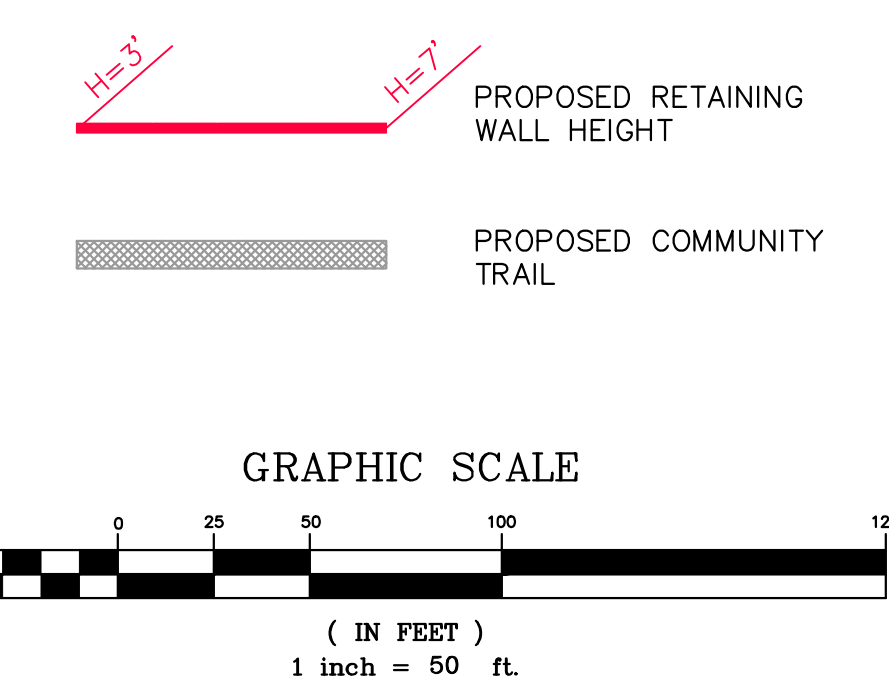
**PEREGRINE WAY QUANTITIES**

DESCRIPTION	QUANTITY
CURB & GUTTER	91 LF
SIDEWALK	354 LF
3" / 4" L.D. PAVEMENT	16,116 SF

**PRELIMINARY EARTHWORK**

ROW	DESCRIPTION	CUT (CY)	FILL (CY)	REMARKS
1	RAW QUANTITIES	33,294	57,179	EX TOPO VS CG SURFACE 6/17/22
2	BLDG OVER EX (3')	25,153	25,153	PER BLD 20 SOILS REPORT
3	PARKING OVER EX (18')	14,025	14,025	PER BLD 20 SOILS REPORT
4	HEAVY DUTY PAVING (4" / 10')	5,765	0	PER BLD 20 SOILS REPORT
5	LIGHT DUTY PAVING (3" / 6')	2,120	0	PER BLD 20 SOILS REPORT
6	TRAILER PARKING	0	0	PER BLD 20 SOILS REPORT
7	BUILDING SLAB (6')	4,006	0	PER BLD 20 SOILS REPORT
8	APRON SLAB (6.5')	806	0	PER BLD 20 SOILS REPORT
9	CONC PARKING (5')	37	0	PER BLD 20 SOILS REPORT
10	STORM DRAIN AVG DIA (30")	330	0	AVG. PIPE SIZE
11	BUILDING FOOTINGS 2' X 4'	590	0	AVG. FOOTINGS
12	SHRINKAGE 8%	0	5,798	NOT IN REPORT ASSUMED
13	SUBSIDANCE 0.1'	0	2,225	NOT IN REPORT ASSUMED
14	RETENTION BASIN BOTTOM EX (3.5')	1,126	0	
17	TOTAL ADJUSTMENT	85001	92785	
18	IMPORT		7,783	

IMPORT SOURCE IS THE BUILDING 19 SITE



- EASEMENTS**
- (A) DRAINAGE EASEMENT, COUNTY OF RIVERSIDE REC. 12-12-1995, INST. No. 411231, O.R.
  - UTILITY EASEMENT, GENERAL TELEPHONE REC. 4-20-1979, INST. No. 79924, O.R. PORTIONS OF OLEANDER & PEREGRINE
  - (B) WATER EASEMENTS, EASTERN MUNICIPAL WATER DIST. REC. 7-12-1961, INST. No. 591441, O.R.
  - (C) RIGHT-OF-WAY EASEMENT, COUNTY OF RIVERSIDE REC. 12-30-1981, INST. No. 240377, O.R.

NOTE: SITE IS NOT SUBJECT TO LIQUIFICATION OR ANY OTHER GEOLOGIC HAZARDS, IS NOT IN A SPECIAL STUDIES ZONE, AND IS NOT SUBJECT TO FLOOD INUNDATION.

**TOPOGRAPHY DATE: 7-19-18**

<p><b>LEGAL DESCRIPTION</b></p> <p>PCLs 13-15 &amp; 31 OF PM 81-97, PCL 28 OF PM 62-83, AND A PNT OF THE N. 1/2 OF THE NE 1/4 OF SECTION 2, TOWNSHIP 4 S, RANGE 4 W, O.R. OF RIVERSIDE COUNTY, CA.</p>	<p><b>ASSESSOR'S PARCEL NUMBERS</b></p> <p>314-040-013, 014, 015, 021, 023, 024, 025, 026, 027, 028, 029, 030 &amp; 031</p>	<p><b>CONCEPT GRADING PLAN</b></p> <p><b>MFBC-BUILDING 18</b></p>		<p><b>WO</b></p> <p>100-104</p>	
		<p><b>PREPARED FOR:</b></p> <p><b>COMMERCE CONSTRUCTION CO., LP.</b></p> <p>13191 Crossroads Parkway North 2nd Floor City of Industry, California 91746-3487 Telephone: (626) 899-0453 License No. 723302</p>	<p><b>PREPARED BY:</b></p> <p><b>PBLA ENGINEERING, INC.</b></p> <p>Planning • Engineering • Surveying 1809 E. DYER ROAD, STE 301 SANTA ANA, CALIF. 92705 (888) 714-9642 • (714) 389-9191 FAX</p>		<p><b>DATE</b></p> <p>Jul 09 2022</p>



**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org).** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Jackie Vega at (951) 955-0982.**

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Russell Brady at (951) 922-3025.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website [www.rcaluc.org](http://www.rcaluc.org). Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to [prull@rivco.org](mailto:prull@rivco.org). Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

**PLACE OF HEARING:** Riverside County Administration Center  
4080 Lemon Street, 1<sup>st</sup> Floor Board Chambers  
Riverside California

**DATE OF HEARING:** September 8, 2022

**TIME OF HEARING:** 9:30 A.M.

**CASE DESCRIPTION:**

ZAP1536MA22 – Majestic Freeway Business Center, LLC (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT220003 (Plot Plan). A proposal to construct a 317,760 square foot manufacturing building with mezzanines on 13.40 acres, located northerly of Markham Street, westerly of Harvill Avenue, easterly of Decker Road, and southerly of Oleander Avenue (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).





# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

### ALUC STAFF ONLY

ALUC Case Number: \_\_\_\_\_

Date Submitted: \_\_\_\_\_

AIA: \_\_\_\_\_

Zone: \_\_\_\_\_

Public Hearing \_\_\_\_\_

Staff Review \_\_\_\_\_

### Applicant

Applicant

Full Name: \_\_\_\_\_

Applicant Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

### Representative/ Property Owner Contact Information

Representative: \_\_\_\_\_ Email: \_\_\_\_\_

Phone: \_\_\_\_\_

Address: \_\_\_\_\_

Property Owner: \_\_\_\_\_ Email: \_\_\_\_\_

Phone: \_\_\_\_\_

Address: \_\_\_\_\_

### Local Jurisdiction Agency

Agency Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Staff Contact: \_\_\_\_\_ Email: \_\_\_\_\_

Address: \_\_\_\_\_ : \_\_\_\_\_ :

Local Agency Case No.: \_\_\_\_\_

### Project Location

Street Address: \_\_\_\_\_ Gross Parcel Size.: \_\_\_\_\_

Assessor's Parcel No.: \_\_\_\_\_

### Solar

Is the project proposing solar Panels? Yes

No

If yes, please provide solar glare study.  
(only if in Zone C or higher)

Note: Solar panels will be tenant specific; applicant will resubmit to ALUC when panel specifications are known.

## Data

Site Elevation:(above mean sea level) \_\_\_\_\_

Height of Building or structures: \_\_\_\_\_

What type of drainage basins are being proposed and the square footage: \_\_\_\_\_

## Notice

**A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

**B. REVIEW TIME:** Estimated time for “staff level review” is approximately 30 days from date of submittal. Estimated time for “commission level review” is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

### **C. SUBMISSION PACKAGE:**

#### **Please submit all application items DIGITALLY via USB or CD:**

- Completed ALUC Application Form
- Plans Package: site plans, floor plans, building elevations, grading plans, subdivision maps
- Exhibits of change of zone, general plan amendment, specific plan amendment
- Project description of existing and proposed use

#### **Additionally, please provide:**

- ALUC fee payment (Checks made out to Riverside County ALUC)
- Gummed address labels of all surrounding property owners within a 300-foot radius of project site. (Only required if the project is scheduled for a public hearing).

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 3.4

**HEARING DATE:** September 8, 2022

**CASE NUMBER:** ZAP1038FL22 – EM Ranch Owner, LLC (Representative: Kimley-Horn)

**APPROVING JURISDICTION:** City of Jurupa Valley

**JURISDICTION CASE NO:** MA21269 (GPA21010 [General Plan Amendment], SP21001 [Specific Plan Amendment], CZ21014 [Change of Zone], TTM38318 [Tentative Tract Map])

**LAND USE PLAN:** 2004 Flabob Airport Land Use Compatibility Plan

Airport Influence Area: Flabob Airport

Land Use Policy: Zones D and E

Noise Levels: Below the 55 CNEL noise contour from aircraft noise

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the General Plan Amendment, Specific Plan Amendment, and Change of Zone be found CONSISTENT with the 2004 Flabob Airport Land Use Compatibility Plan, and that the Tentative Tract Map also be found CONSISTENT, subject to the conditions included herein.

**PROJECT DESCRIPTION:** A proposal to establish a new specific plan (The District at Jurupa Valley Specific Plan) on 247 acres, replacing the existing Emerald Ranch Specific Plan (SP-337). The new specific plan would permit development of up to 1,192 residential units; 3,000,000 square feet of commercial and industrial land uses; a hotel with conference and hospitality area; 7 acres of parks and open space, and stormwater basins. Also proposed is a general plan amendment to change the underlying land use designations to accommodate the proposed multi-use project, and to establish the Agua Mansa Warehouse and Distribution Center Overlay Zone; and a change of zone to modify the existing specific plan zone from Emerald Meadows Ranch Specific Plan to the new District at Jurupa Valley Specific Plan. Also proposed is a tentative tract map to divide the project into 19 numbered lots and 12 lettered lots.

**PROJECT LOCATION:** The project site is located southerly of the 60 freeway, easterly of Rubidoux Boulevard, westerly of the Santa Ana River, and northerly of 34<sup>th</sup> Street, approximately 3,887 feet northeasterly of the northeasterly terminus of Runway 6-24 at Flabob Airport.

**BACKGROUND:**



Residential Density: Although the project boundary is located within Compatibility Zones D and E of the Flabob Airport Influence Areas (AIAs), the proposed Residential land use designation, with a maximum density of 25 dwelling units per acre, are located within Zone D of Flabob AIA which restricts residential density to either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre. Zone E does not restrict residential density.

The proposed Residential land use designation maximum density of 25 dwelling units per acre is consistent with the upper-end of Zone D residential density criteria of above 5.0 dwelling units per acre. However, because the Specific Plan does not stipulate a minimum density, there is a possibility that residential densities within the Zone D prohibited intermediate range (between 0.2 to 5.0 dwelling units per acre) might be proposed. In light of this occurrence, the Specific Plan also includes language requiring that underlying projects within the plan shall be consistent with the Flabob Airport Land Use Compatibility Plan and its residential density criteria.

Non-Residential Intensity: The project proposes commercial and industrial land use designations within Compatibility Zones D and E of the Flabob AIA, which restricts average intensity to 100 people per acre, and single acre intensity maximum to 300 people. Zone E does not restrict non-residential intensity.

The project does not propose any development at this time, however, the Specific Plan includes language requiring that underlying projects within the plan shall be consistent with the Flabob Airport Land Use Compatibility Plan and its non-residential intensity criteria.

Prohibited and Discouraged Uses: The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zones D or E.

Noise: The site is located outside the 55 CNEL contour for Flabob Airport Land Use Compatibility Plan relative to aircraft noise. Therefore, no special measures to mitigate noise are required at this location.

Part 77: The elevation of Runway 6-24 at its easterly terminus is approximately 766.8 feet above mean sea level (AMSL). As the runway length does not exceed 3,200 feet, the relevant slope for purposes of determining Federal Aviation Administration notice requirements is 50:1. At a distance of approximately 3,887 feet from the closest point of the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 844.8 feet AMSL. Although no development is proposed at this time, future projects will be analyzed to determine if review by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is required.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 3,887 feet from the runway, and therefore would be subject to the above requirement at the time a development project is proposed.

Open Area: Compatibility Zone D requires 10% of open area for projects 10 acres or larger be set aside as open area that could potentially serve as emergency landing areas. Zone E does not require open area. Based on the project size located in Zone D of 224.6 acres, the provision of ALUC open area is required. The Specific Plan contains language requiring compliance with the ALUC open area criteria at the time the underlying development projects are submitted.

Tentative Tract Map: The proposed tentative tract map will consolidate existing multiple lots into a plan, consisting of 15 numbered lots and 12 lettered lots. The project does not propose any development at this time, however, the Specific Plan includes language requiring that underlying projects within the plan shall be consistent with the Flabob Airport Land Use Compatibility Plan and its non-residential intensity criteria.

**CONDITIONS (for tentative tract map):**

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Highly noise-sensitive outdoor nonresidential uses.
  - (f) Any use which results in a hazard to flight, including physical (e.g. tall objects), visual, and electronic forms of interference with the safety of aircraft operations.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property, and be recorded as a deed notice.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at [RCALUC.ORG](http://RCALUC.ORG) which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.



# NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

# NOTICE

**THERE IS AN AIRPORT NEARBY.  
THIS STORM WATER BASIN IS DESIGNED TO HOLD  
STORM WATER FOR ONLY 48 HOURS AND  
NOT TO ATTRACT BIRDS**

**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**

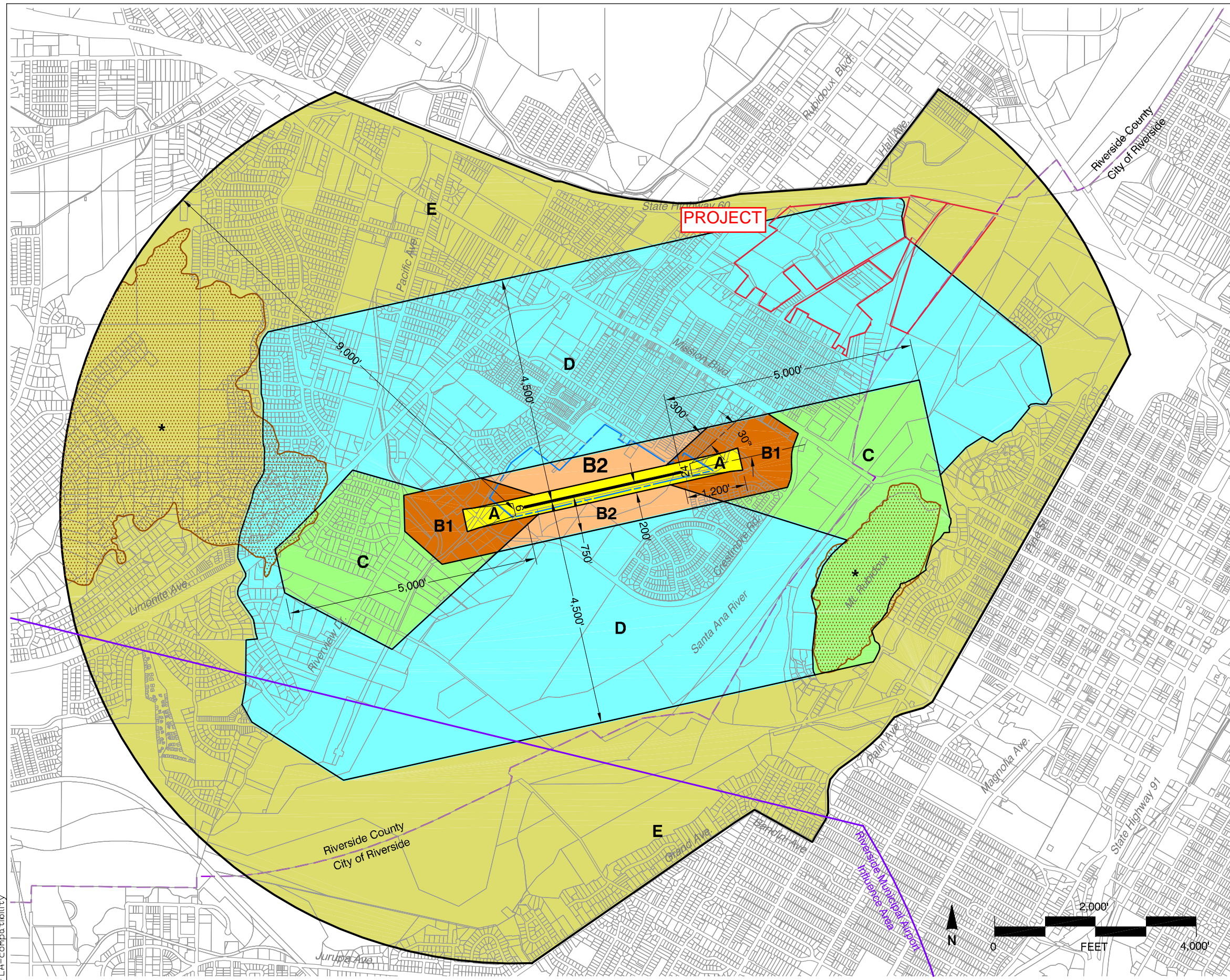


**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_





**Legend**

- Compatibility Zones**
- Airport Influence Area Boundary
  - Zone A
  - Zone B1
  - Zone B2
  - Zone C
  - Zone D
  - Zone E
  - Height Review Overlay Zone

- Boundary Lines**
- Airport Property Line
  - City Limits

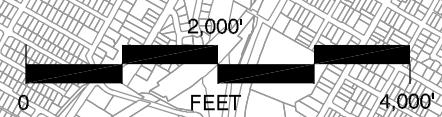
**Note**  
 Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map.

**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**Policy Document**  
 (Adopted December 2004)

Map FL-1

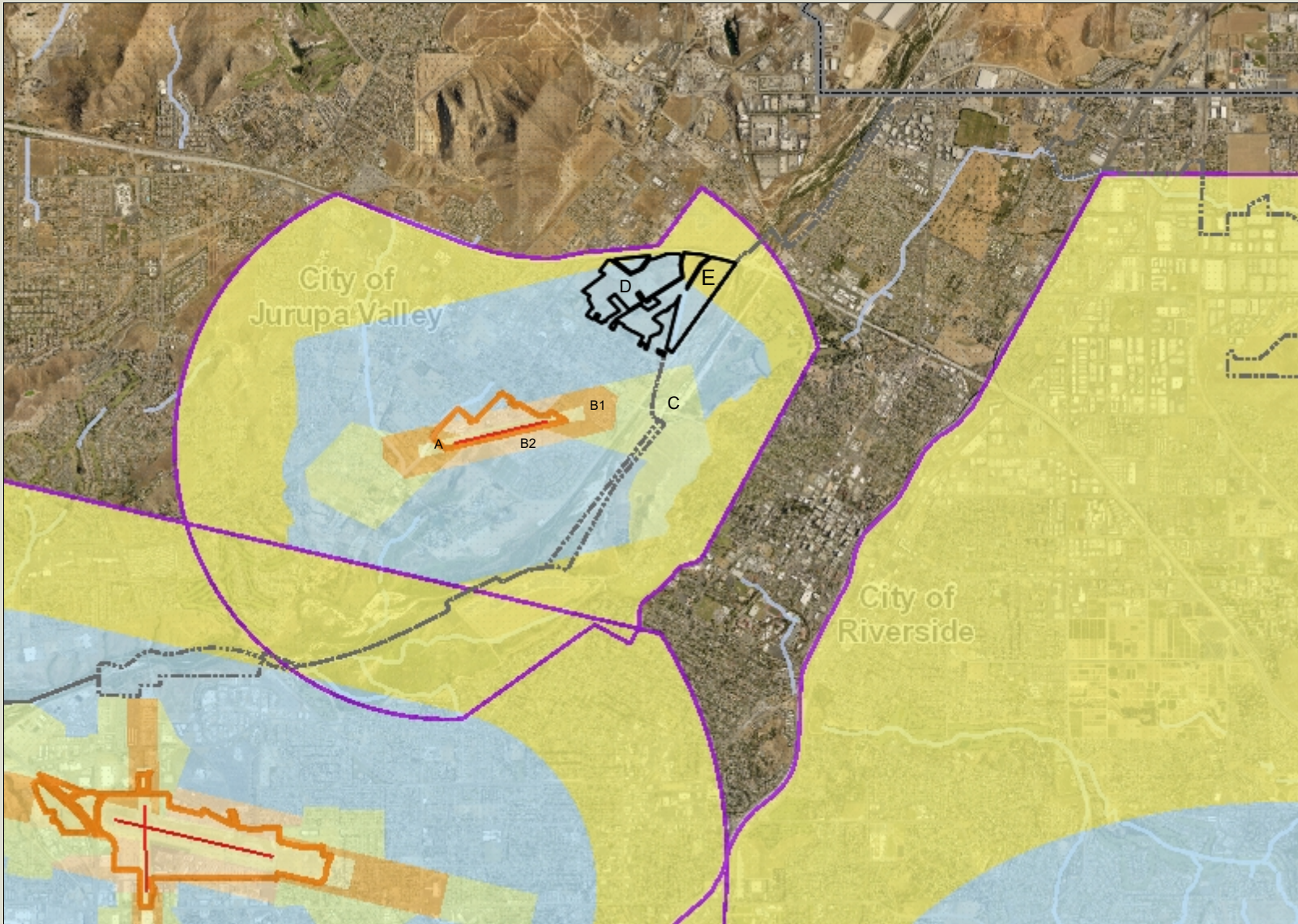
**Compatibility Map**  
**Flabob Airport**



FLA-compatibility



# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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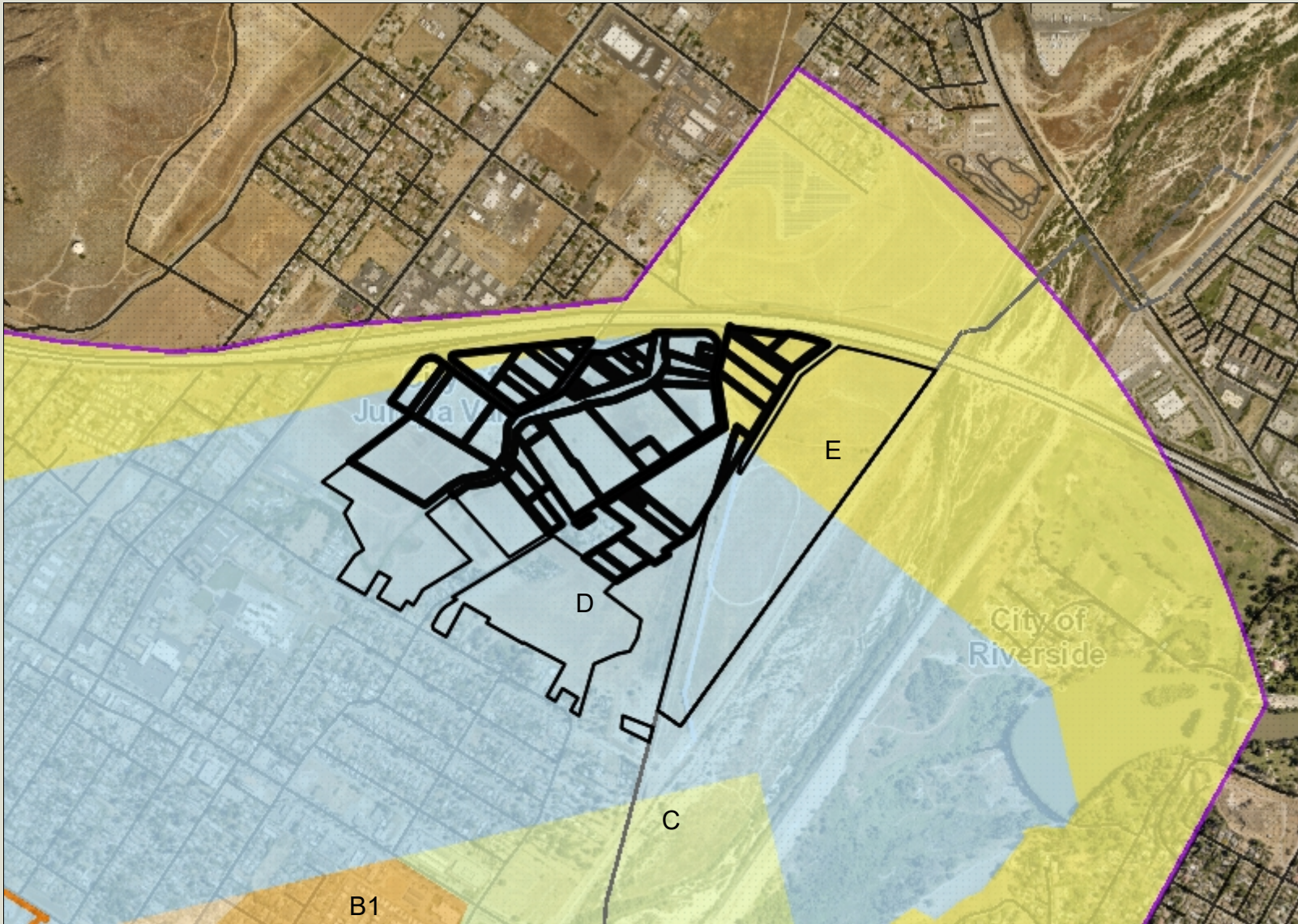
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## Notes



# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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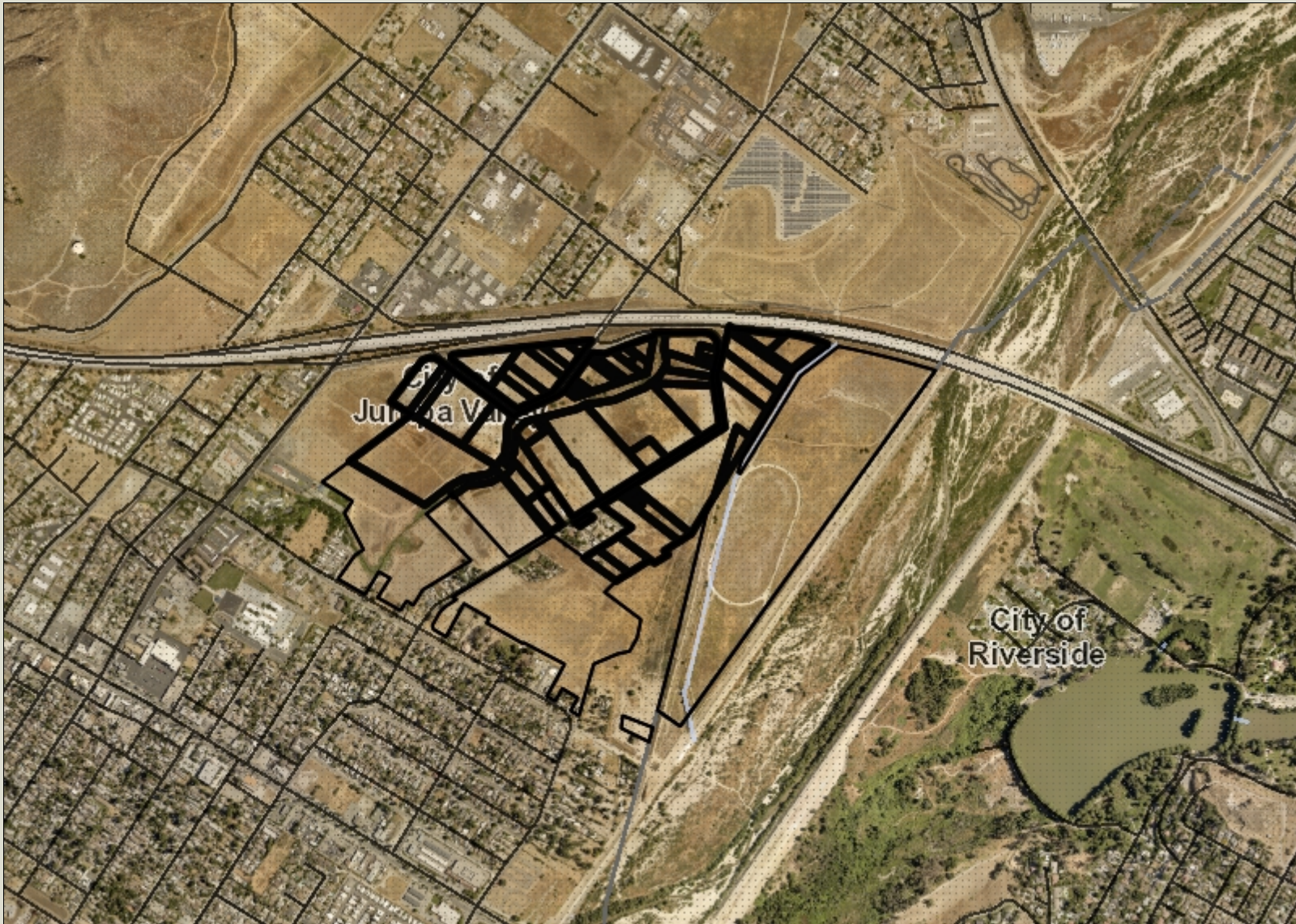
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## Notes



# Map My County Map



## Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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## Notes





# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



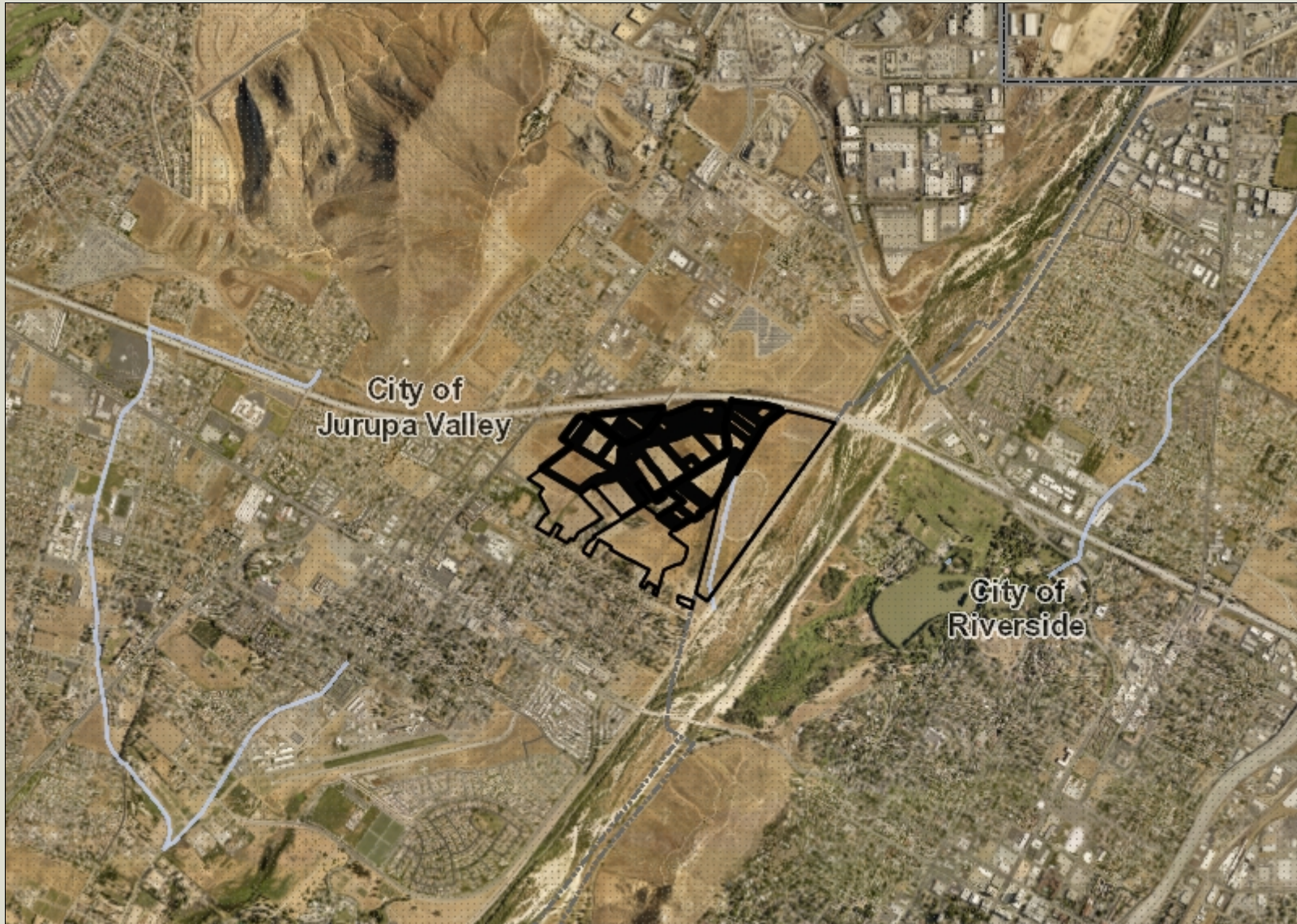
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

## Notes





# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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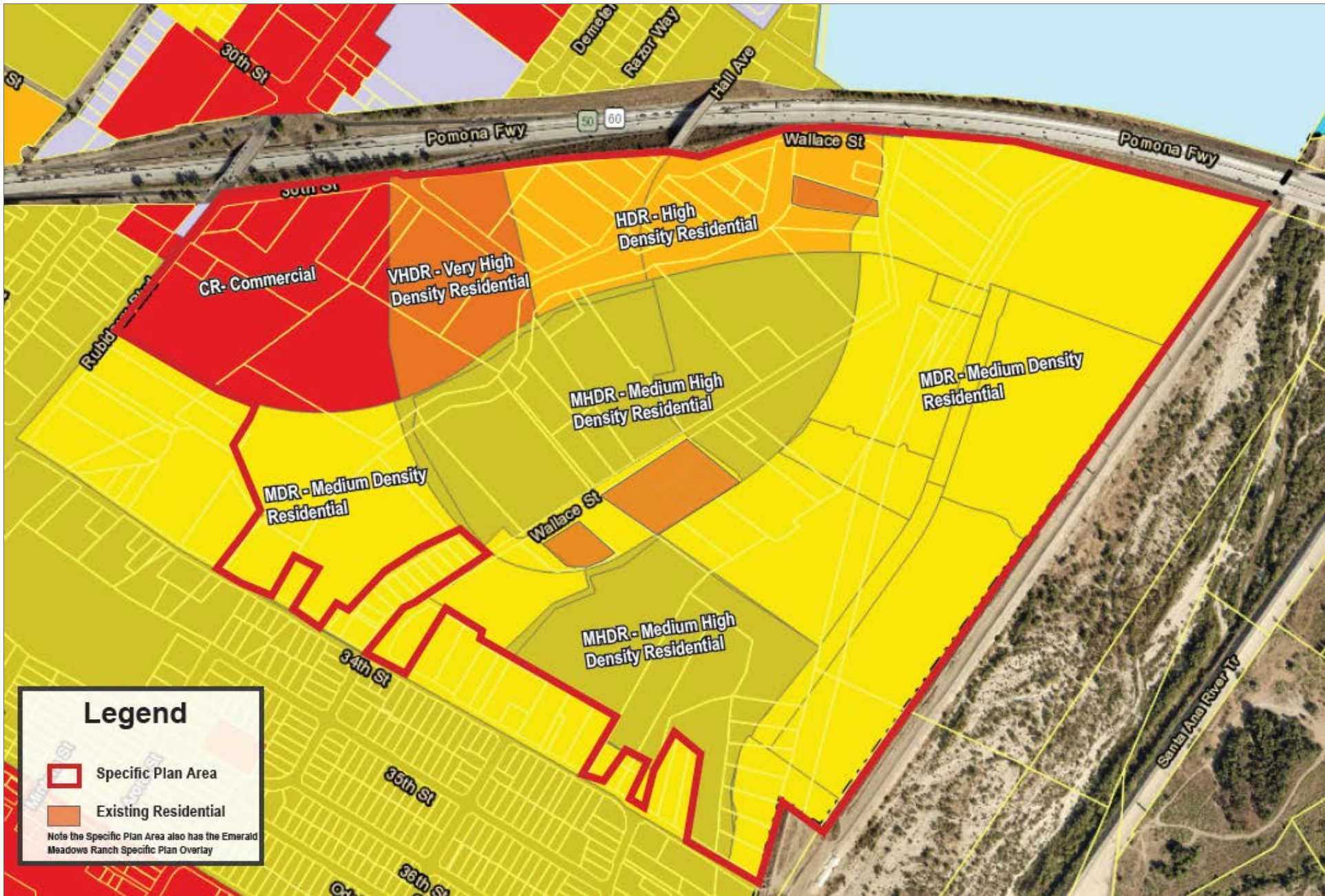
## Notes



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**Attachment 3**  
**Existing General Plan & Zoning (Emerald Meadows Ranch Specific Plan)**

Source: City of Jurupa Valley GIS Maps. 1/24/2022







**Attachments 4**

**Proposed General Plan Land Use & Zoning *(The District @ Jurupa Valley Specific Plan)***

Source: Kimley-Horn, 06/30/2022



**Kimley»Horn**



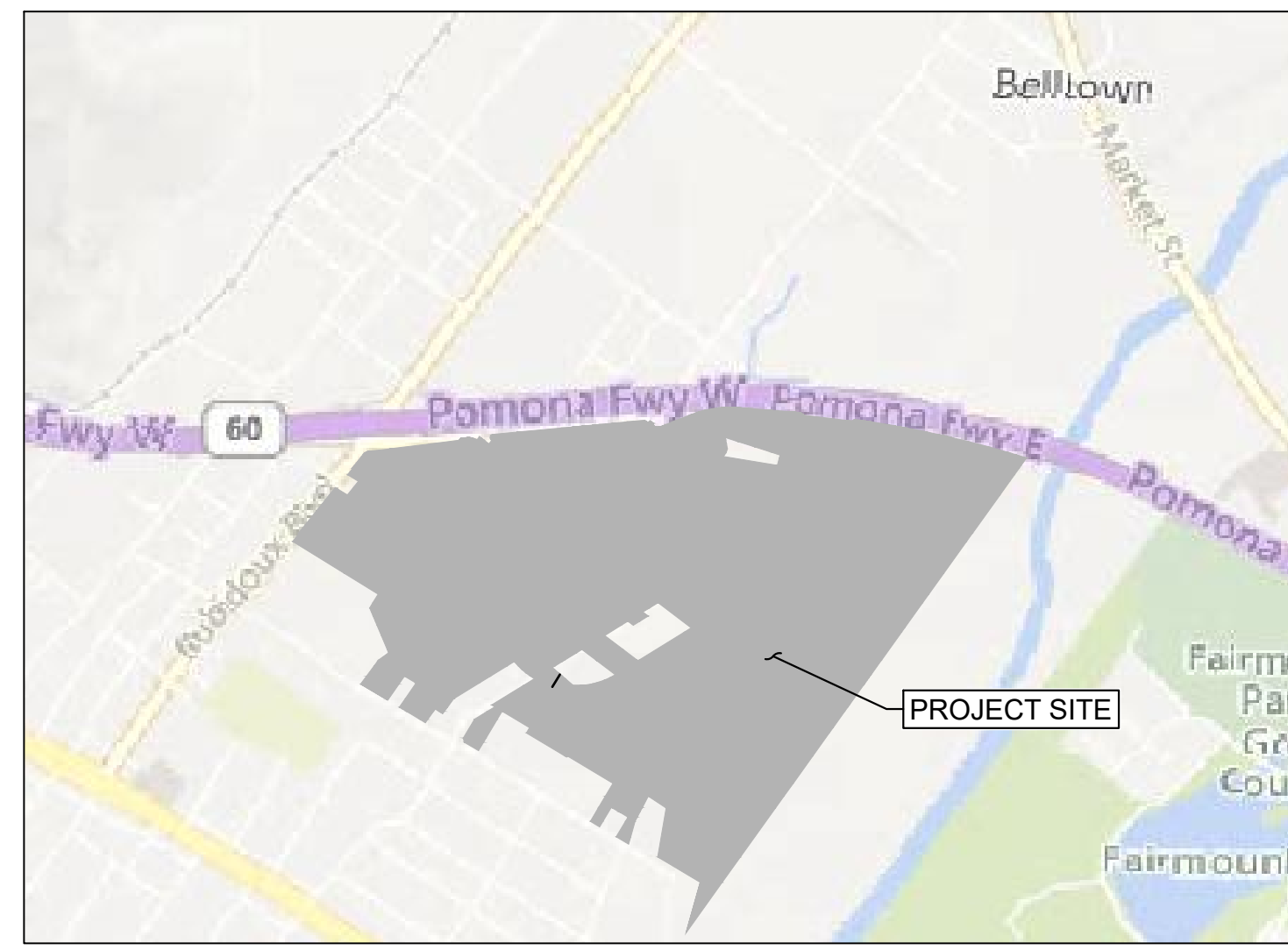
# TENTATIVE TRACT MAP 38318

FOR

## THE DISTRICT

JURUPA VALLEY

JURUPA VALLEY, CA, 92509



VICINITY MAP  
SCALE: NTS



### PROJECT TEAM

**OWNER/DEVELOPER**  
JENNIFER BROOKS  
EM RANCH OWNER LLC  
454 S. SAN VICENTE BLVD  
LOS ANGELES, CA 90048  
(310)-441-5001  
JENNIFERB@OCORP.NET

**CIVIL ENGINEER**  
MARK READER, PE  
KIMLEY-HORN AND ASSOCIATES, INC.  
1100 W TOWN & COUNTRY RD SUITE 700  
ORANGE, CA 92668  
(714) 939-1030  
(714) 939-9488 FAX  
MARK.READER@KIMLEY-HORN.COM

**ARCHITECT**  
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AO ARCHITECTS  
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(714)-639-9860  
RICHARD@AOARCHITECTS.COM

**GEOTECHNICAL CONSULTANT**  
SCOTT A. GRAY  
ALTA CALIFORNIA GEOTECHNICAL INC.  
170 NORTH MAPLE STREET, SUITE 108  
CORONA, CA 92880  
(951)-509-7090  
WWW.ALTAGETECHNICAL.COM

**SURVEYOR**  
MICHAEL KNAPTON  
KIMLEY-HORN & ASSOCIATES  
401 B ST., SUITE 600  
SAN DIEGO, CA 92101  
(619)-847-3570  
MICHAEL.KNAPTON@KIMLEY-HORN.COM

### UTILITY PURVEYORS

**TRASH AND RECYCLING**  
BURRTEC WASTE INDUSTRIES  
1850 AQUA MANSAR RD  
RIVERSIDE, CA 92509

**AT&T**  
8052 LIMONITE AVE SUITE 101  
RIVERSIDE, CA 92509

**ELECTRICITY**  
SOUTHERN CALIFORNIA EDISON  
P.O. BOX 800  
ROSEMead, CA 91770  
(800)-655-4555

**CABLE TV**  
SPECTRUM  
6461 PATS RANCH ROAD SUITE B  
JURUPA VALLEY, CA 91752  
(888)-406-7063

**GAS**  
SOUTHERN CALIFORNIA GAS COMPANY  
4495 HOWARD AVE  
RIVERSIDE, CA 92507  
(213)-244-8344

**VERIZON**  
9012 LIMONITE AVE  
RIVERSIDE, CA 92509

**WATER AND SEWER**  
RUBIDOUX COMMUNITY SERVICES DISTRICT  
11201 HARREL ST  
JURUPA VALLEY, CA 91752

### APN'S

APN: 178-252-003, 178-252-004, 178-261-001, 178-261-002, 178-262-002, 178-262-001, 178-262-003, 178-262-004, 178-290-005, 178-300-001, 178-300-002, 178-300-003, 178-300-004, 178-300-005, 178-300-006, 178-300-007, 178-300-008, 178-310-001, 178-310-002, 178-310-004, 178-310-005, 178-310-006, 178-310-008, 178-310-007, 178-310-009, 178-310-011, 178-310-012, 178-310-013, 178-310-015, 178-310-023, 178-310-025, 178-290-009, 178-310-026, 178-310-028, 178-310-031, 178-310-032, 178-310-041, 178-310-042, 178-310-044, 178-310-046, 178-310-051, 178-262-005, 178-262-006, 178-262-007, 178-262-008, 179-130-003, 179-130-004, 179-130-008, 179-130-006, 179-130-007, 179-170-001, 179-170-003, 179-170-004, 179-170-008, 179-170-018, 179-170-006, 179-170-017, 179-170-020, 179-270-012, 179-270-024, 179-270-001, 179-270-013, 179-270-014, 179-270-015, 179-270-016, 179-270-033, 179-340-005, 179-310-005, 179-310-008, 179-230-010, 179-270-011, 179-270-017, 179-270-018, 179-310-001, 179-310-004, 179-340-001, 178-310-024.

### LEGAL DESCRIPTION

THAT PORTION OF LAND LYING IN THE CITY OF JURUPA VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THOSE PORTIONS OF LOTS 1 AND 2 IN BLOCK 11 TOGETHER WITH THOSE PORTIONS OF LOTS 1 AND 4 IN BLOCK 25, ALL OF WEST RIVERSIDE, AS SHOWN BY MAP ON FILE IN BOOK 9, PAGE 34, OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA; THAT PORTION OF LOT 2, AS SHOWN BY THE AMENDED MAP OF INDIAN HILLS TRACT RECORDED IN BOOK 10 OF MAPS, PAGE 3, IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY, CALIFORNIA; THOSE PORTIONS OF LOTS 2 THROUGH 11, INCLUSIVE, AND 13 OF THE RIVERSIDE LAND AND IRRIGATING COMPANY'S TURBINE TRACT, AS SHOWN BY MAP ON FILE IN BOOK 5, PAGE 116 OF MAPS, IN THE RIVERSIDE COUNTY RECORDER'S OFFICE; THOSE PORTIONS OF LOTS 1 AND 2 OF ARTHUR PARKS TRACT, AS SHOWN BY MAP ON FILE IN BOOK 1, PAGE 21 OF MAPS, RECORDS OF RIVERSIDE COUNTY; PARCEL 1 OF PARCEL MAP NO. 33314, AS PER MAP FILED IN BOOK 220, PAGES 79 AND 80, OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY; PORTION OF PARCEL A OF LOT LINE ADJUSTMENT NO. 4998; CERTIFICATE OF COMPLIANCE NO. 6297; THAT PORTION OF BLOCK 2 AS SHOWN BY MAP OF INDIAN HILLS TRACT AS PER MAP RECORDED IN BOOK 10, PAGE 3 OF MAPS, PARCEL D OF LOT LINE ADJUSTMENT NO. 4995; PARCEL 1 OF PARCEL MAP NO. 10879; PARCELS 1 AND 2 OF PARCEL MAP NO. 6868, AS SHOWN BY MAP ON FILE IN BOOK 24, PAGES 53 AND 54, OF PARCEL MAPS, ALL OF RECORDS OF RIVERSIDE COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST WESTERLY CORNER OF LOT 2 OF SAID ARTHUR PARKS TRACT, THENCE ALONG THE NORTHWESTERLY LINE THEREOF NORTH 38°55'10" EAST 800.37 FEET TO THE WESTERLY PROLONGATION OF THE NORTHERLY LINE OF PARCEL D OF LOT LINE ADJUSTMENT NO. 5294, PER DOCUMENT NO. 2008-0466509, OFFICIAL RECORDS OF SAID COUNTY, RECORDED AUGUST 22, 2008; THENCE SOUTH 58°18'03" EAST 10.06 FEET TO A LINE LYING PARALLEL WITH, AND 10.00 FEET SOUTHEASTERLY OF SAID NORTHWESTERLY LINE OF LOT 2 TO THE TRUE POINT OF BEGINNING;

THENCE ALONG THE RECORD DEED LINES AND RIGHTS-OF-WAY AS DESCRIBED IN VARIOUS DOCUMENTS, MORE OR LESS THE FOLLOWING DESCRIBED BOUNDARY:

THENCE ALONG THE SOUTHWESTERLY LINE OF RUBIDOUX BOULEVARD NORTH 38°55'10" EAST 74.95 FEET; THENCE NORTH 51°04'50" WEST 6.00 FEET; THENCE NORTH 38°55'10" EAST 567.60 FEET; THENCE SOUTH 58°17'10" EAST 11.09 FEET; THENCE NORTH 38°55'10" EAST 60.96 FEET; THENCE SOUTH 83°01'28" WEST 7.18 FEET; THENCE NORTH 38°55'10" EAST 133.06 FEET TO THE BEGINNING OF A 100.00 FOOT RADIUS CURVE CONCAVE SOUTHEASTERLY; THENCE NORTHEASTERLY ALONG SAID CURVE, 53.80 FEET THROUGH A CENTRAL ANGLE OF 44°02'17"; THENCE NORTH 82°57'27" EAST 137.74 FEET; THENCE NORTH 38°54'48" EAST 17.26 FEET; THENCE NORTH 82°57'27" EAST 585.43 FEET TO THE BEGINNING OF A 100.00 FOOT RADIUS CURVE CONCAVE SOUTHERLY; THENCE EASTERLY ALONG SAID CURVE, 77.77 FEET THROUGH A CENTRAL ANGLE OF 44°33'31"; THENCE NORTH 37°30'58" EAST

33.00 FEET; THENCE SOUTH 52°29'02" EAST 88.82 FEET; THENCE NORTH 37°30'58" EAST 33.00 FEET TO THE BEGINNING OF A NON-TANGENT 25.00 FOOT RADIUS CURVE CONCAVE EASTERLY, A RADIAL TO WHICH BEARS SOUTH 37°30'58" WEST; THENCE NORTHERLY ALONG SAID CURVE, 59.85 FEET THROUGH A CENTRAL ANGLE OF 13°70'9"44"; THENCE NORTH 84°40'42" EAST 1,131.63 FEET; THENCE SOUTH 71°02'30" EAST 70.09 FEET TO THE BEGINNING OF A NON-TANGENT 24.00 FOOT RADIUS CURVE CONCAVE NORTHEASTERLY, A RADIAL TO WHICH BEARS NORTH 81°10'18" WEST; THENCE SOUTHEASTERLY ALONG SAID CURVE, 41.61 FEET THROUGH A CENTRAL ANGLE OF 99°19'58" TO THE BEGINNING OF A COMPOUND 114.00 FOOT RADIUS CURVE CONCAVE NORTHERLY; THENCE EASTERLY ALONG SAID CURVE, 41.87 FEET THROUGH A CENTRAL ANGLE OF 21°02'29"; THENCE NORTH 68°27'15" EAST 234.28 FEET TO THE BEGINNING OF A 768.00 FOOT RADIUS CURVE CONCAVE SOUTHERLY; THENCE EASTERLY ALONG SAID CURVE, 358.61 FEET THROUGH A CENTRAL ANGLE OF 26°45'13"; THENCE SOUTH 85°29'27" EAST 464.02 FEET; THENCE SOUTH 52°34'49" EAST 34.41 FEET; THENCE SOUTH 83°11'15" EAST 360.99 FEET; THENCE NORTH 37°25'11" EAST 16.70 FEET TO THE BEGINNING OF A NON-TANGENT 8,000.00 FOOT RADIUS CURVE CONCAVE SOUTHERLY, A RADIAL TO WHICH BEARS NORTH 07°54'35" EAST; THENCE EASTERLY ALONG SAID CURVE, 402.13 FEET THROUGH A CENTRAL ANGLE OF 02°52'48"; TO THE BEGINNING OF A COMPOUND 8,000.00 FOOT RADIUS CURVE CONCAVE SOUTHERLY; THENCE EASTERLY ALONG SAID CURVE, 778.89 FEET THROUGH A CENTRAL ANGLE OF 05°34'42" TO THE BEGINNING OF A COMPOUND 7,375.00 FOOT RADIUS CURVE CONCAVE SOUTHERLY; THENCE EASTERLY ALONG SAID CURVE, 137.39 FEET THROUGH A CENTRAL ANGLE OF 01°04'03" TO THE BOUNDARY LINE BETWEEN THE CITY OF JURUPA VALLEY AND THE CITY OF RIVERSIDE; THENCE ALONG SAID BOUNDARY "COURSE A"; BEING SOUTH 35°37'44" WEST 3,576.02 FEET TO A POINT REFERRED TO AS "POINT A"; THENCE CONTINUING ALONG SAID BOUNDARY "COURSE B" NORTH 54°19'24" WEST 280.63 FEET; THENCE CONTINUING ALONG SAID BOUNDARY "COURSE C" SOUTH 15°51'13" WEST 435.84 FEET TO THE NORTHERLY LINE OF 34TH / STREET; THENCE LEAVING SAID BOUNDARY, ALONG SAID NORTHERLY LINE OF 34TH / STREET NORTH 59°06'51" WEST 369.26 FEET; THENCE NORTH 09°43'57" EAST 370.07 FEET; THENCE NORTH 56°33'02" WEST 158.47 FEET; THENCE SOUTH 27°53'42" WEST 21.51 FEET; THENCE SOUTH 15°42'09" WEST 177.31 FEET; THENCE NORTH 59°06'51" WEST 107.64 FEET; THENCE NORTH 30°50'09" EAST 171.12 FEET; THENCE NORTH 59°06'51" WEST 75.00 FEET; THENCE SOUTH 30°50'09" WEST 1.00 FEET; THENCE NORTH 59°06'51" WEST 69.00 FEET; THENCE SOUTH 30°50'09" WEST 170.10 FEET; THENCE NORTH 59°06'51" WEST 81.00 FEET; THENCE NORTH 30°49'58" EAST 330.10 FEET; THENCE NORTH 59°06'51" WEST 386.00 FEET; THENCE SOUTH 30°53'09" WEST 10.00 FEET; THENCE NORTH 59°06'51" WEST 349.93 FEET; THENCE NORTH 30°53'09" EAST 46.00 FEET; THENCE NORTH 59°06'51" WEST 238.27 FEET; THENCE SOUTH 30°51'47" WEST 342.02 FEET; THENCE NORTH 59°06'51" WEST 123.70 FEET; THENCE NORTH 13°38'10" WEST 32.20 FEET; THENCE NORTH 30°51'13" EAST 162.38 FEET; THENCE NORTH 58°23'12" EAST 176.62 FEET; THENCE NORTH

59°06'51" WEST 27.06 FEET; THENCE NORTH 58°23'12" EAST 310.39 FEET; THENCE NORTH 54°30'02" WEST 43.42 FEET; THENCE NORTH 42°37'02" WEST 149.46 FEET; THENCE SOUTH 58°26'58" WEST 480.00 FEET; THENCE SOUTH 36°17'58" WEST 137.91 FEET; THENCE NORTH 59°06'51" WEST 65.00 FEET; THENCE SOUTH 36°18'09" WEST 125.13 FEET; THENCE NORTH 59°08'57" WEST 225.98 FEET; THENCE NORTH 34°40'53" EAST 218.24 FEET; THENCE NORTH 59°10'07" WEST 100.23 FEET; THENCE SOUTH 34°40'53" WEST 218.21 FEET; THENCE NORTH 59°08'57" WEST 235.17 FEET; THENCE NORTH 36°28'21" EAST 220.77 FEET; THENCE NORTH 53°52'31" EAST 94.89 FEET; THENCE NORTH 22°52'29" WEST 362.34 FEET; THENCE NORTH 31°37'31" EAST 120.00 FEET; THENCE NORTH 58°16'59" WEST 294.60 FEET; THENCE NORTH 58°18'21" WEST 452.70 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION IN LOTS 1 AND 3 OF THE TURBINE TRACT, AS SHOWN PER MAP ON FILE IN BOOK 5, PAGE 116, OF MAPS, IN SAID COUNTY RECORDER'S OFFICE, DESCRIBED IN DEED RECORDED DECEMBER 23, 2016 AS INSTRUMENT NO. 2016-0574397, OFFICIAL RECORDS. (ALSO KNOWN AS TAX ASSESSOR'S PARCEL NUMBER 179-170-015)

EXCEPTING THEREFROM THAT PORTION IN LOT 4 OF THE TURBINE TRACT, AS SHOWN PER MAP ON FILE IN BOOK 5, PAGES 116, OF MAPS, IN SAID COUNTY RECORDER'S OFFICE, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHERLY TERMINUS OF THAT COURSE SHOWN AS "STA. 6, M.B. 5-118"; NORTH 12°47'57" EAST 34.00' \*ON SHEET 3 OF RECORD OF SURVEY ON FILE IN BOOK 7, PAGES 5 THROUGH 8, INCLUSIVE, OF RECORDS OF SURVEY; THENCE ALONG THE STATION LINE SHOWN THEREON SOUTH 21°53'23" WEST 34.00 FEET; THENCE ALONG THE STATION LINE AS SHOWN THEREON SOUTH 32°53'23" WEST 30.00 FEET; THENCE LEAVING SAID STATION LINE ALONG THE RECORD DEED LINE SOUTH 80°41'17" EAST

406.12 FEET; THENCE NORTH 14°39'23" EAST 78.78 FEET; THENCE NORTH 72°15'27" WEST 427.84 FEET; THENCE SOUTH 10°36'37" EAST 85.61 FEET TO THE POINT OF BEGINNING. (ALSO KNOWN AS TAX ASSESSOR'S PARCEL NUMBER 178-310-003) EXCEPTING THEREFROM THAT PORTION IN LOT 2 OF THE AMENDED MAP OF INDIAN HILLS TRACT, AS SHOWN PER MAP ON FILE IN BOOK 10, PAGE 3, OF MAPS, IN SAID COUNTY RECORDER'S OFFICE, DESCRIBED IN DEED RECORDED JULY 3, 2006 AS INSTRUMENT NO. 2006-0484873, OFFICIAL RECORDS. (ALSO KNOWN AS TAX ASSESSOR'S PARCEL NUMBER 178-310-017 & 178-310-043)

EXCEPTING THEREFROM THAT PORTION IN LOT 2 OF THE AMENDED MAP OF INDIAN HILLS TRACT, AS SHOWN PER MAP ON FILE IN BOOK 10, PAGE 3, OF MAPS, IN SAID COUNTY RECORDER'S OFFICE, DESCRIBED IN DEED RECORDED MARCH 27, 2007 AS INSTRUMENT NO. 2007-0207147, OFFICIAL RECORDS. (ALSO KNOWN AS TAX ASSESSOR'S PARCEL NUMBER 178-310-018)

EXCEPTING THEREFROM THAT PORTION IN LOT 2 OF THE AMENDED MAP OF INDIAN HILLS TRACT, AS SHOWN PER MAP ON FILE IN BOOK 10, PAGE 3, OF MAPS, IN SAID COUNTY RECORDER'S OFFICE, DESCRIBED IN DEED RECORDED NOVEMBER 23, 2005 AS INSTRUMENT NO. 2005-0975782, OFFICIAL RECORDS. (ALSO KNOWN AS TAX ASSESSOR'S PARCEL NUMBER 178-310-030)

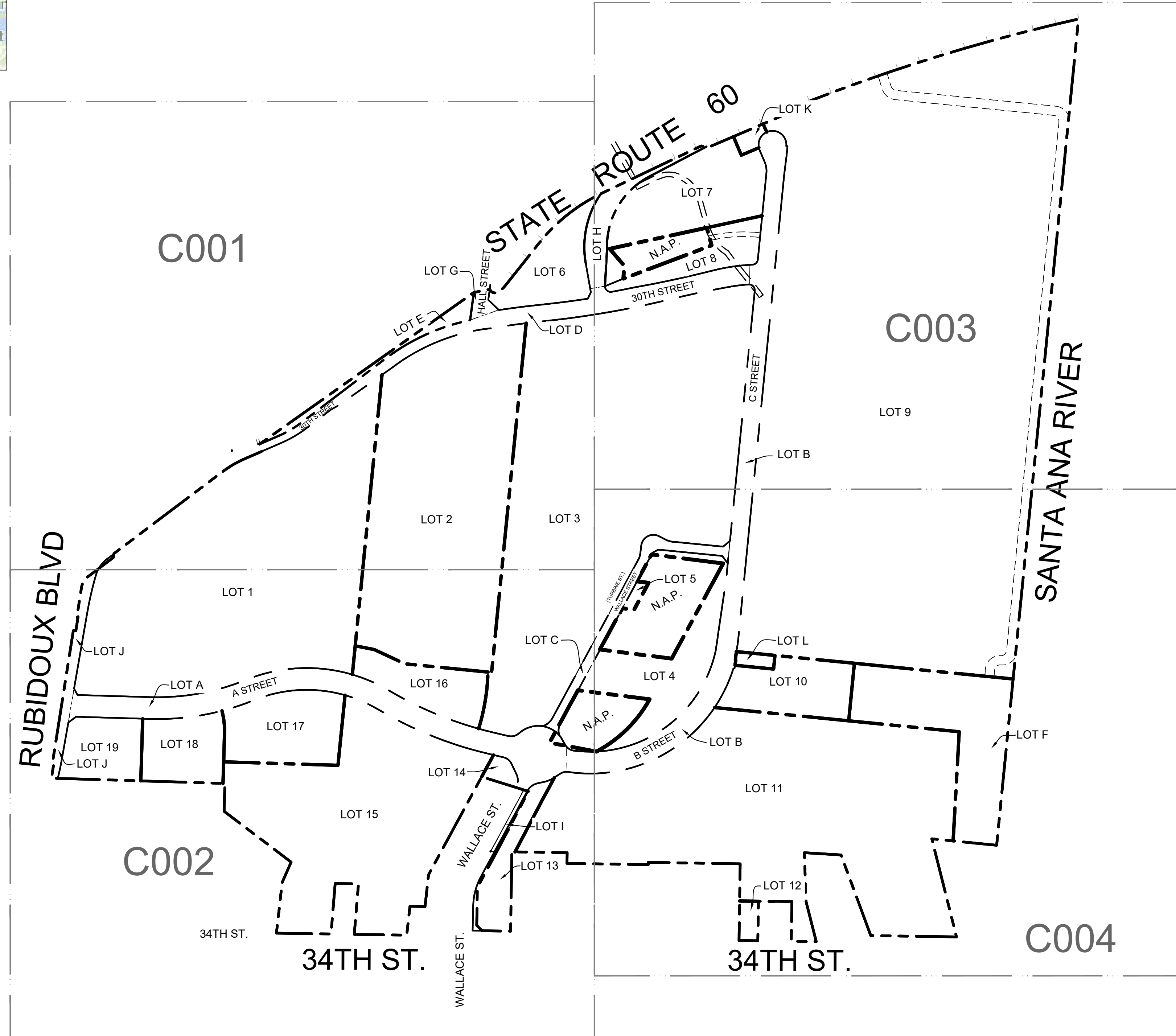
EXCEPTING THEREFROM THAT PORTION IN LOT 2 OF THE AMENDED MAP OF INDIAN HILLS TRACT, AS SHOWN PER MAP ON FILE IN BOOK 10, PAGE 3, OF MAPS, IN SAID COUNTY RECORDER'S OFFICE, DESCRIBED IN DEED RECORDED FEBRUARY 23, 2007 AS INSTRUMENT NO. 2007-0127269, OFFICIAL RECORDS. (ALSO KNOWN AS TAX ASSESSOR'S PARCEL NUMBER 178-310-040 & 178-310-045 & 178-310-047 & 178-310-049)

EXCEPTING THEREFROM THAT PORTION IN LOT 2 OF THE AMENDED MAP OF INDIAN HILLS

TRACT, AS SHOWN PER MAP ON FILE IN BOOK 10, PAGE 3, OF MAPS, IN SAID COUNTY RECORDER'S OFFICE, DESCRIBED IN DEED RECORDED DECEMBER 29, 2006 AS INSTRUMENT NO. 2006-0953676, OFFICIAL RECORDS. (ALSO KNOWN AS TAX ASSESSOR'S PARCEL NUMBER 178-310-039)

EXCEPTING THEREFROM THAT PORTION IN LOT 2 OF THE AMENDED MAP OF INDIAN HILLS TRACT, AS SHOWN PER MAP ON FILE IN BOOK 10, PAGE 3, OF MAPS, IN SAID COUNTY RECORDER'S OFFICE, DESCRIBED IN DEED RECORDED SEPTEMBER 16, 2021 AS INSTRUMENT NO. 2021-0553637, OFFICIAL RECORDS. (ALSO KNOWN AS TAX ASSESSOR'S PARCEL NUMBER 178-310-034)

THE ABOVE DESCRIBED LEGAL DESCRIPTION FOR THE TENTATIVE TRACT MAP BOUNDARY, IN ITS ENTIRETY, CONTAINING 242.6 ACRES, MORE OR LESS.



Sheet Number	Sheet Title
C000	COVER SHEET
C001	TENTATIVE TRACT MAP
C002	TENTATIVE TRACT MAP
C003	TENTATIVE TRACT MAP
C004	TENTATIVE TRACT MAP
C005	EXISTING EASEMENTS

LOT NUMBER	LAND USE	AREA
1	COMMERCIAL NEIGHBORHOOD	1,101,644 SF (25.29 AC)
2	COMMERCIAL RETAIL	831,706 SF (19.09 AC)
3	COMMERCIAL RETAIL	1,371,505 SF (31.48 AC)
4	COMMERCIAL RETAIL	167,338 SF (3.84 AC)
5	COMMERCIAL RETAIL	6,285 SF (0.14 AC)
6	COMMERCIAL TOURIST	102,600 SF (2.35 AC)
7	BUSINESS PARK	205,280 SF (4.71 AC)
8	BUSINESS PARK	74,498 SF (1.71 AC)
9	INDUSTRIAL	3,141,959 SF (72.12 AC)
10	PUBLIC PARK	123,052 SF (2.82 AC)
11	RESIDENTIAL (HHDR)	1,148,291 SF (26.36 AC)
12	RESIDENTIAL (HHDR)	13,778 SF (0.31 AC)
13	PUBLIC PARK	67,290 SF (1.54 AC)
14	PUBLIC PARK	13,205 SF (0.30 AC)
15	RESIDENTIAL (HHDR)	669,689 SF (15.37 AC)
16	COMMERCIAL NEIGHBORHOOD	103,452 SF (2.37 AC)
17	PUBLIC PARK	147,958 SF (3.40 AC)
18	COMMERCIAL TOURIST	99,716 SF (2.29 AC)
19	COMMERCIAL NEIGHBORHOOD	94,984 SF (2.18 AC)
SUBTOTAL		217.34 AC

LOT LETTER	LAND USE	AREA
A	PUBLIC STREET	238,709 SF (5.48 AC)
B	PUBLIC STREET	268,899 SF (6.17 AC)
C	PUBLIC STREET	53,094 SF (1.22 AC)
D	PUBLIC STREET	143,202 SF (3.28 AC)
E	PRIVATE PARKWAY	30,523 SF (0.70 AC)
F	PUBLIC FACILITY	264,478 SF (6.07 AC)
G	PUBLIC STREET	8,960 SF (0.21 AC)
H	PUBLIC STREET	57,772 SF (1.33 AC)
I	PUBLIC STREET	6,639 SF (0.15 AC)
J	PUBLIC STREET	10,813 SF (0.25 AC)
K	PUBLIC FACILITY	10,076 SF (0.23 AC)
L	PUBLIC FACILITY	10,003 SF (0.23 AC)
SUBTOTAL		25.33 AC

Plotted By: Vobuena, Isabella Sheet Set: KHA Layout: C000 COVER SHEET June 29, 2022 04:31:52pm K:\ORA\LDENV\194399001 Districts of Rubidoux\CAD\PlanSheets\C000 COVER SHEET.dwg This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. No other use, reproduction, or distribution is permitted without the written authorization and signature of Kimley-Horn and Associates, Inc.

### Kimley >>> Horn

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KHA PROJECT  
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DATE  
6/29/2022  
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DRAWN BY NS/KM  
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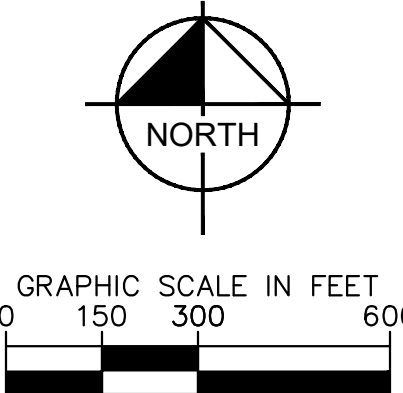
## THE DISTRICT

JURUPA VALLEY

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DATE: 6/29/2022

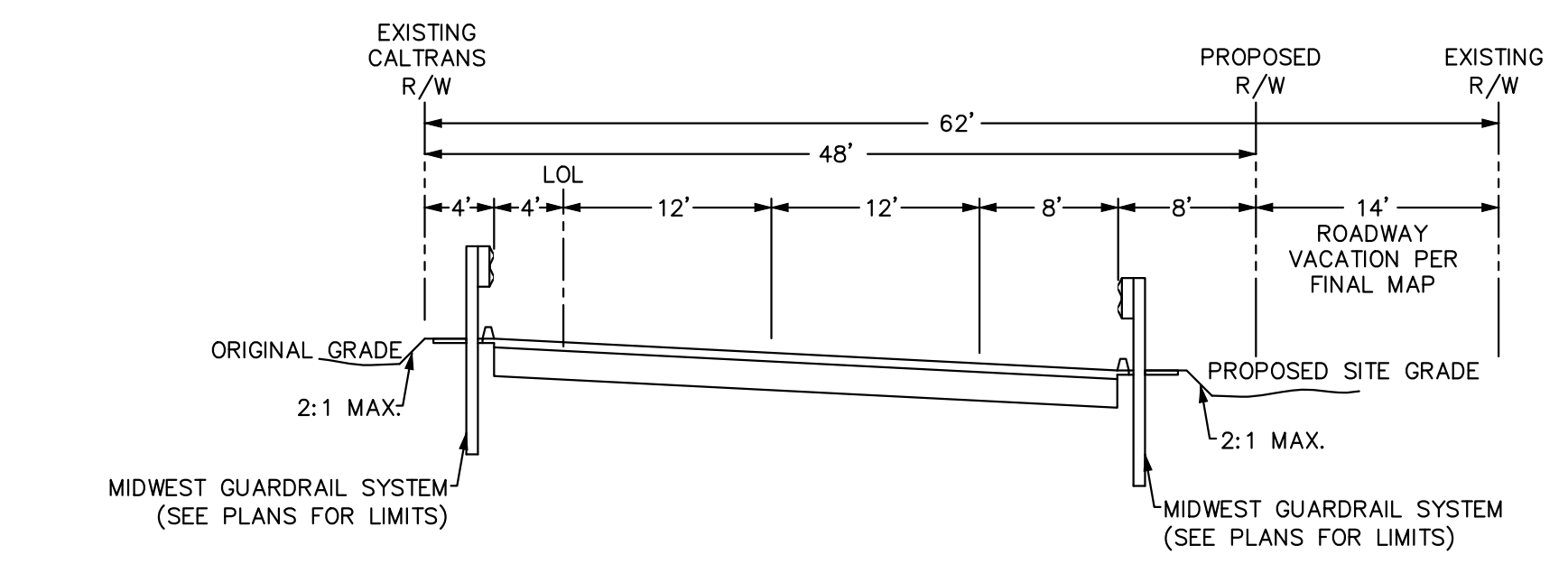
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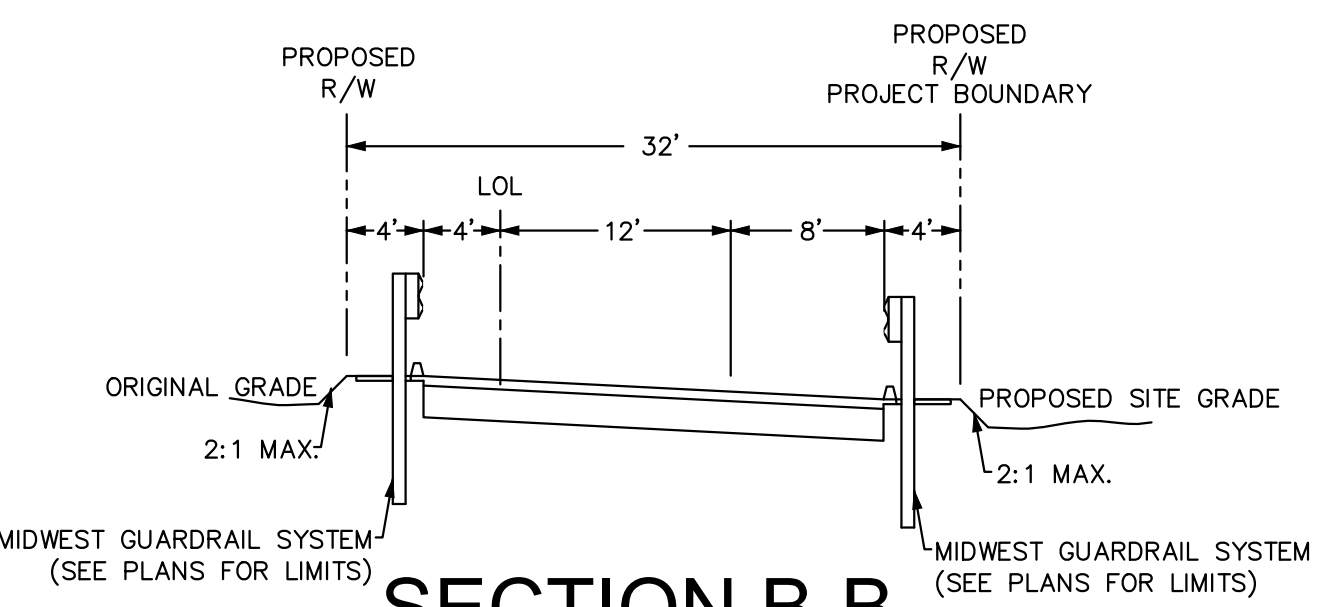




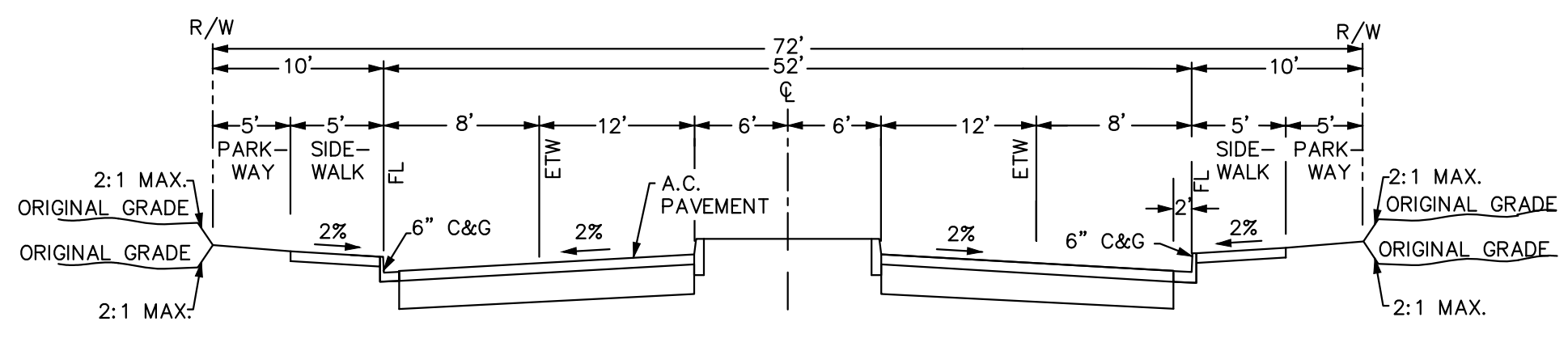
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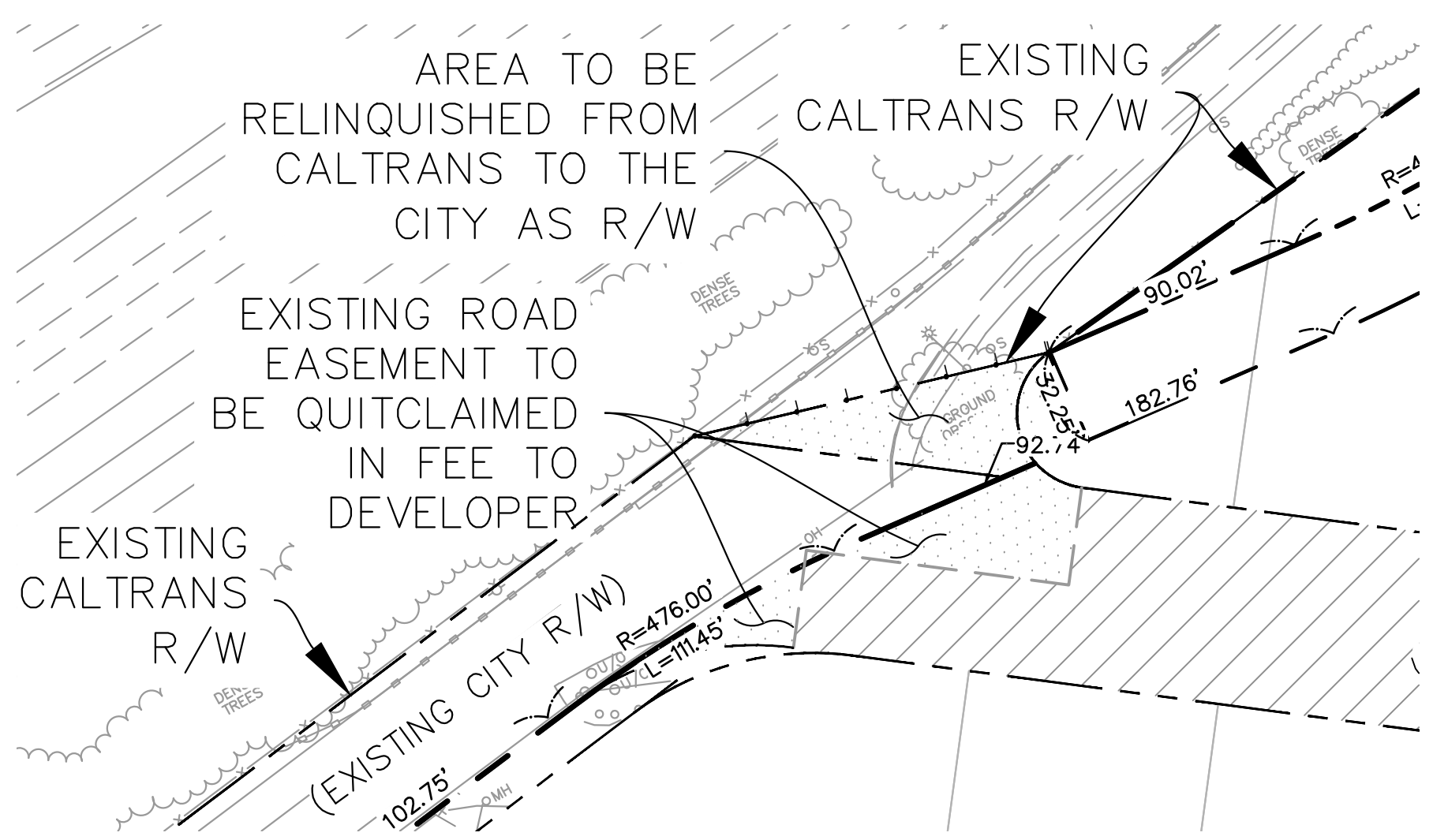
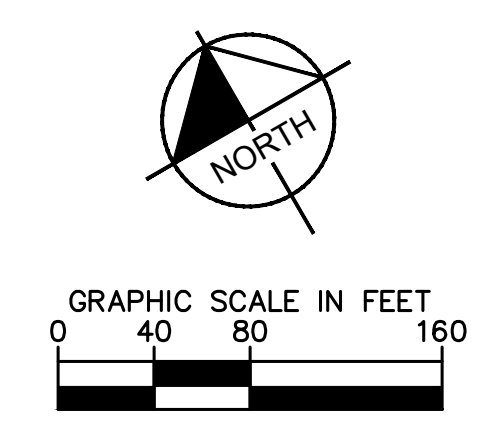
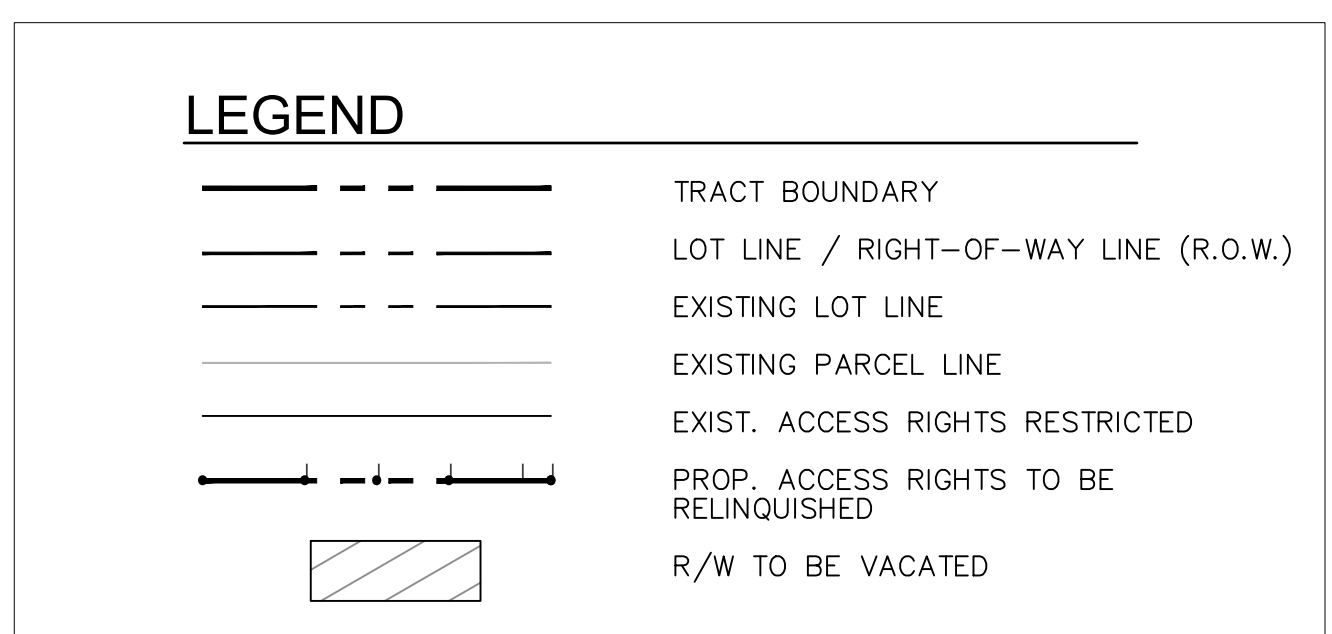
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TWO-LANE RAMP  
FRONTAGE ROAD  
SCALE: 1" = 10'



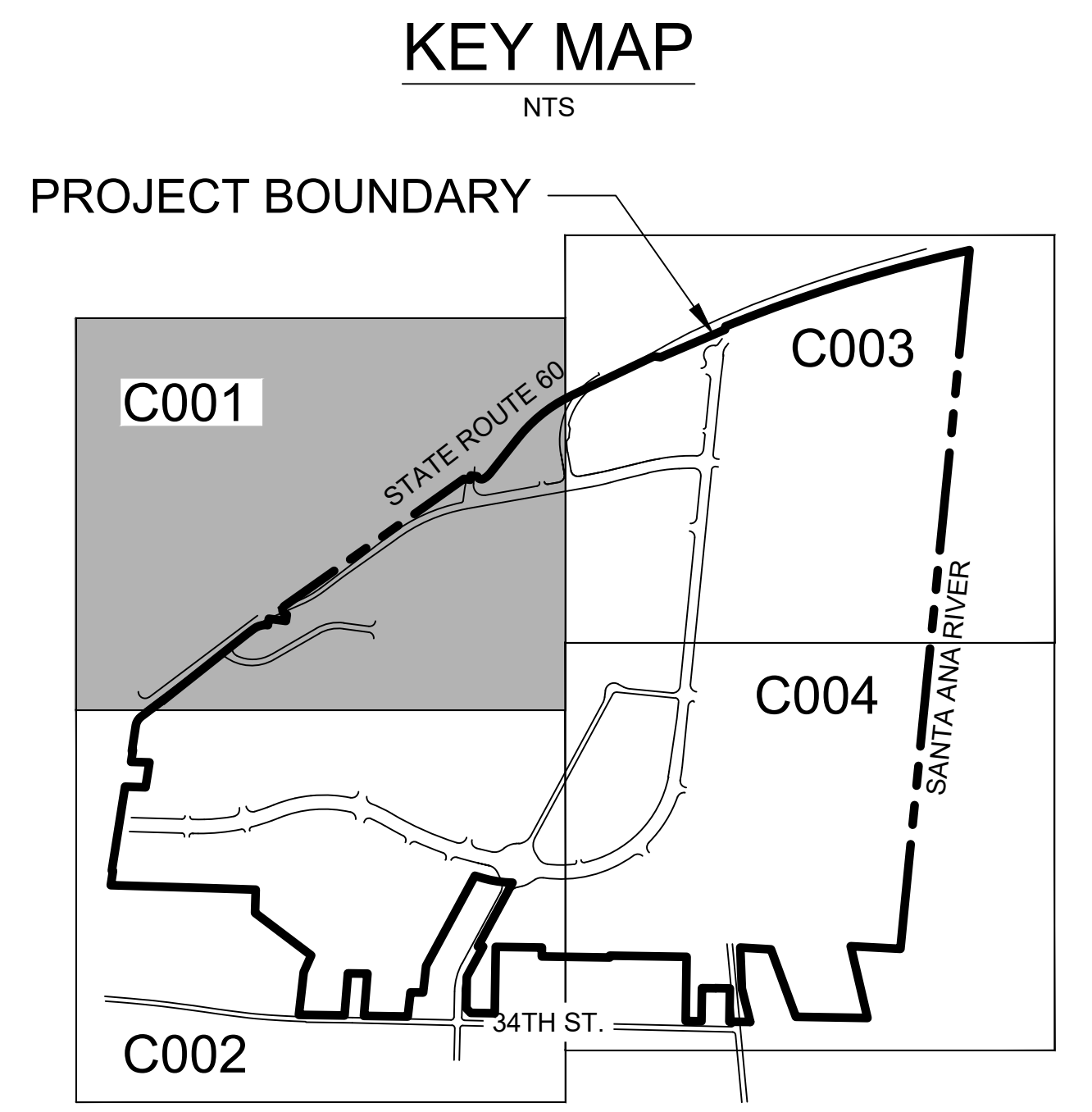
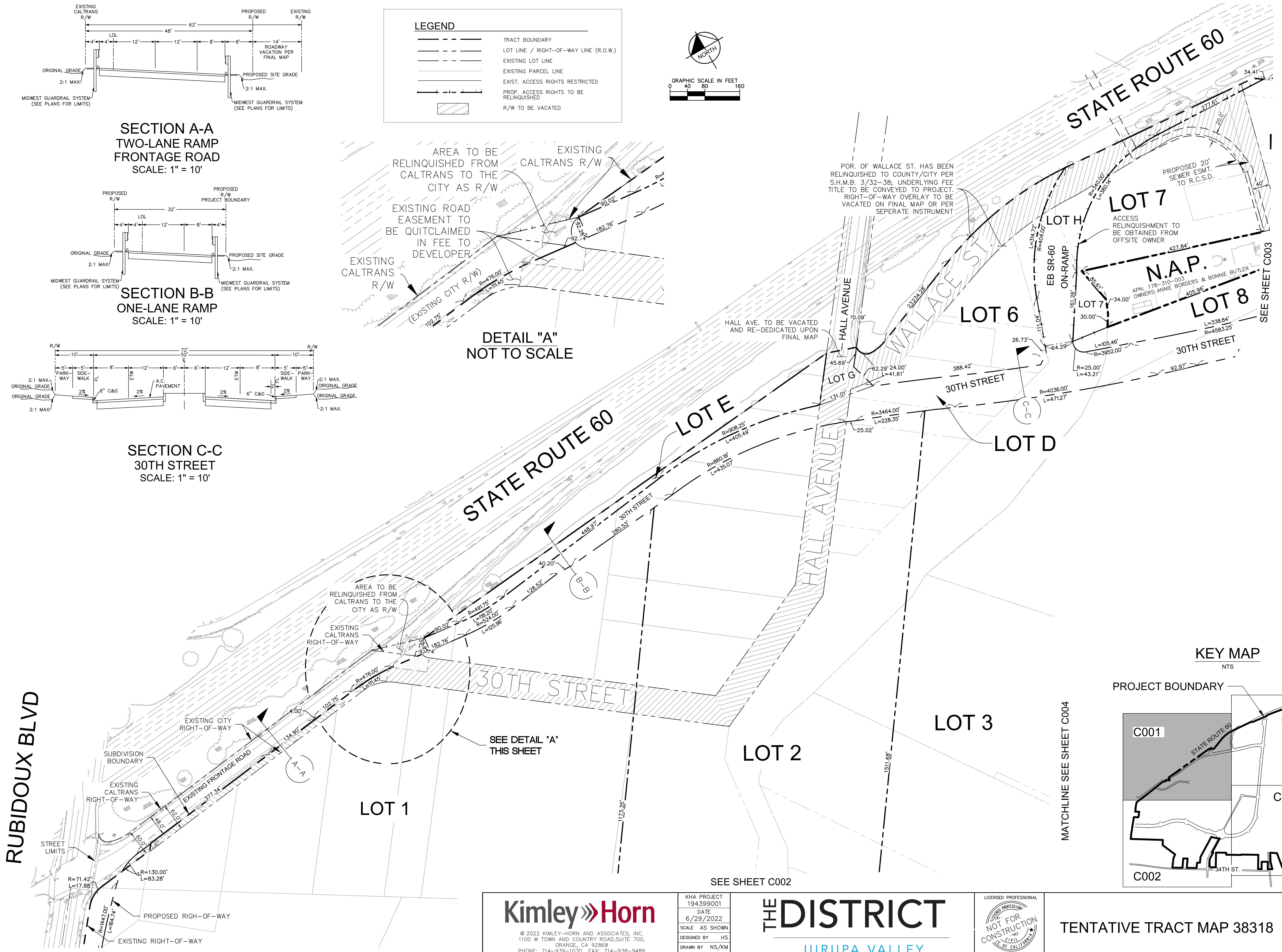
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ONE-LANE RAMP  
SCALE: 1" = 10'



**SECTION C-C**  
30TH STREET  
SCALE: 1" = 10'



**DETAIL "A"**  
NOT TO SCALE



MATCHLINE SEE SHEET C004

SEE SHEET C002

SEE SHEET C002

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KHA PROJECT	194399001
DATE	6/29/2022
SCALE	AS SHOWN
DESIGNED BY	HS
DRAWN BY	NS/KM
CHECKED BY	MR

**THE DISTRICT**

JURUPA VALLEY

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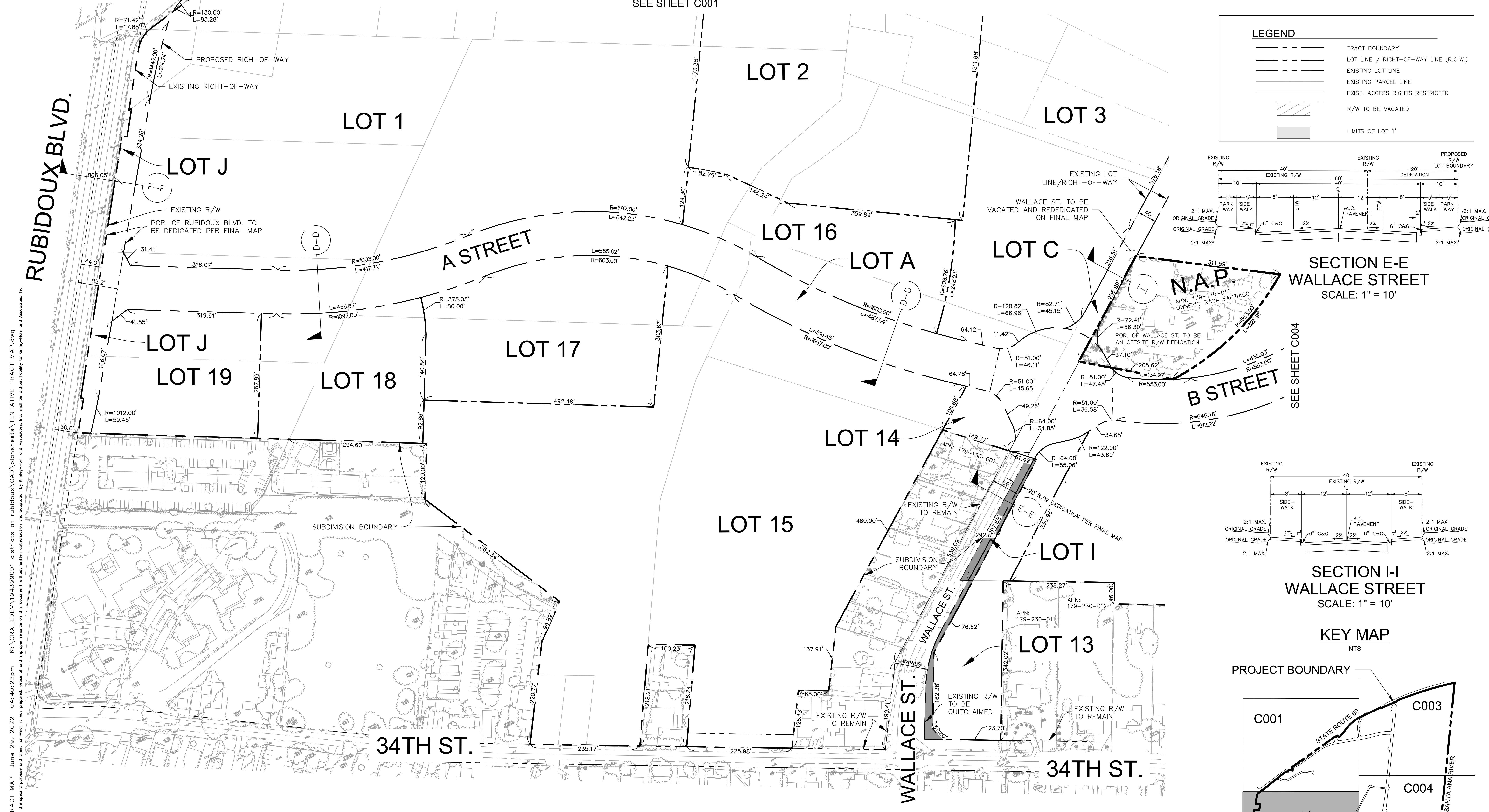
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DATE: 6/29/2022

TENTATIVE TRACT MAP 38318

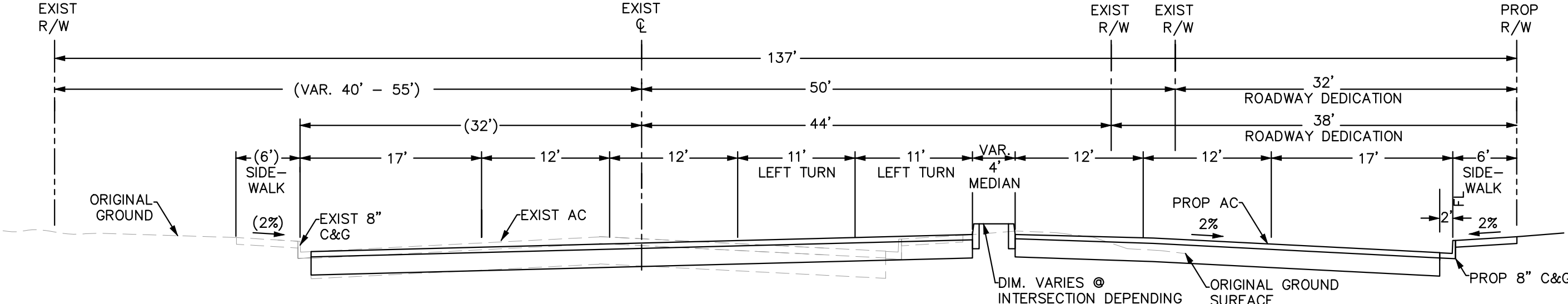
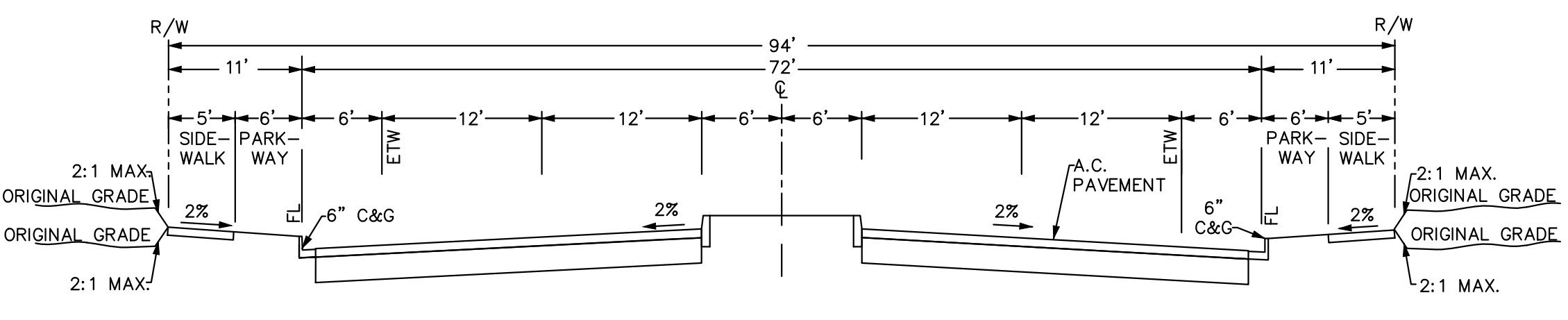
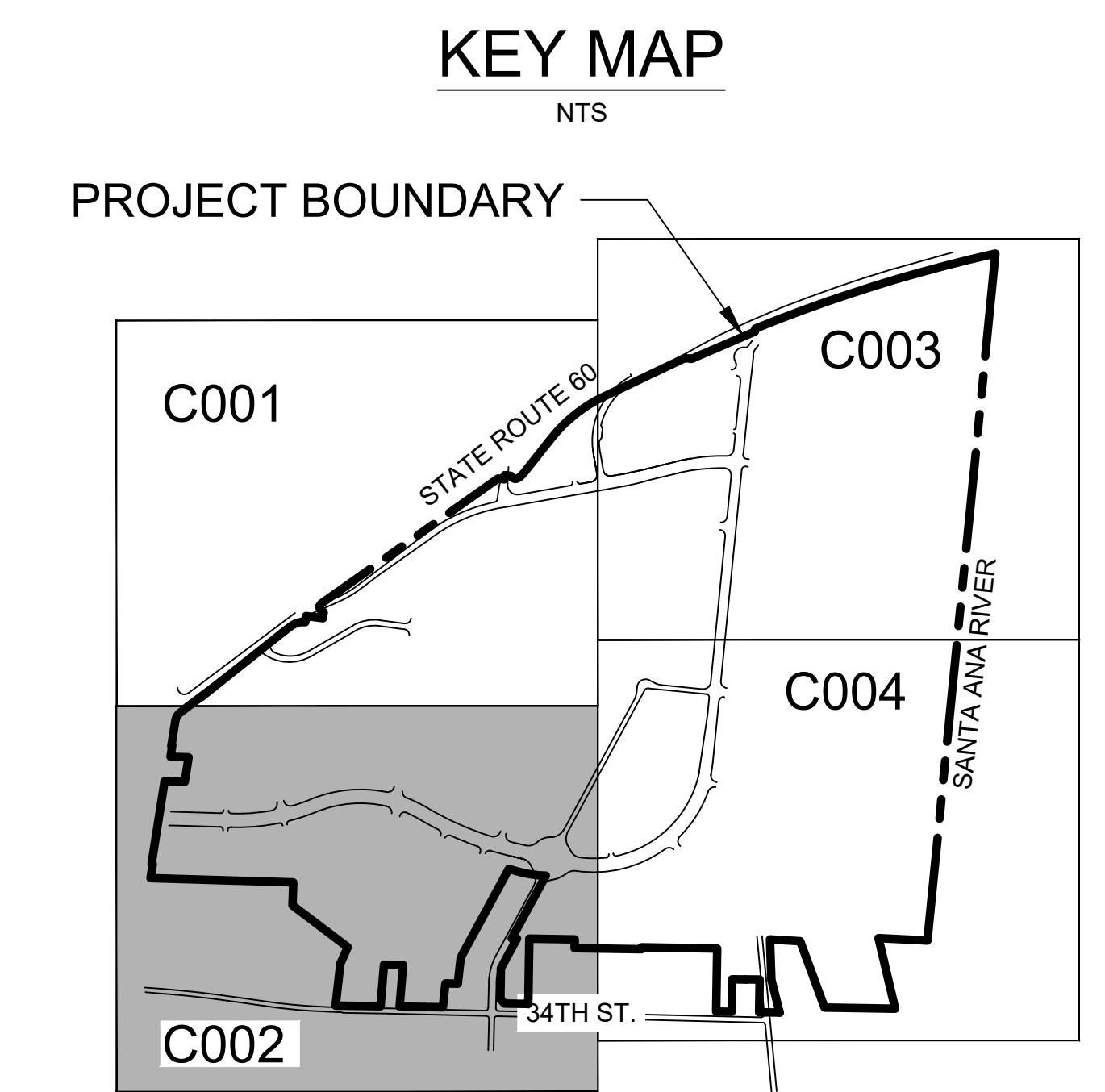
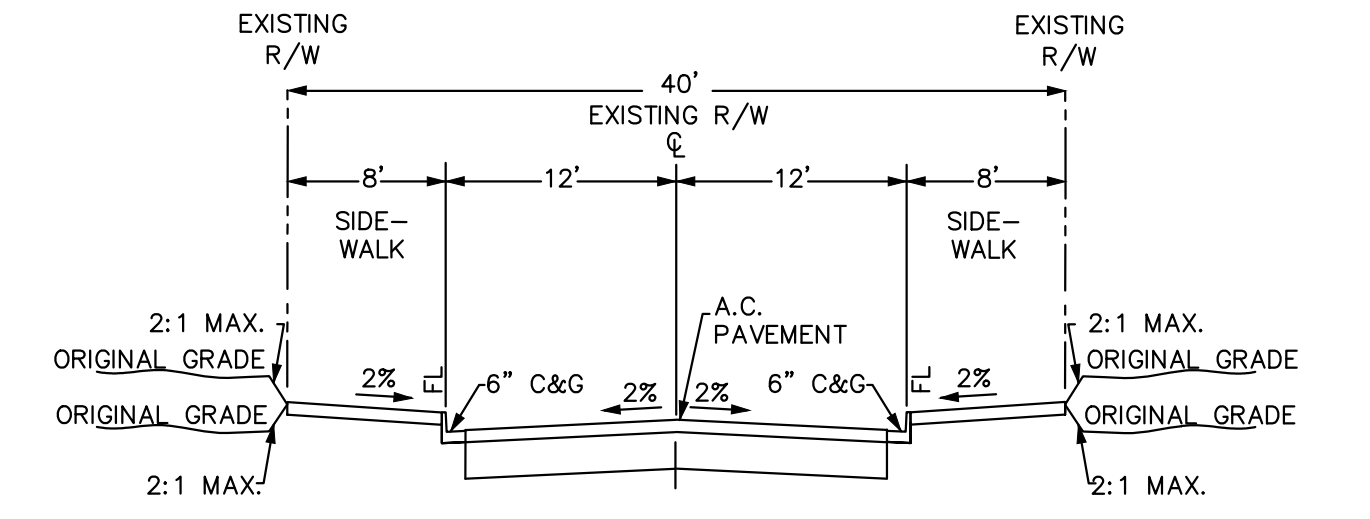
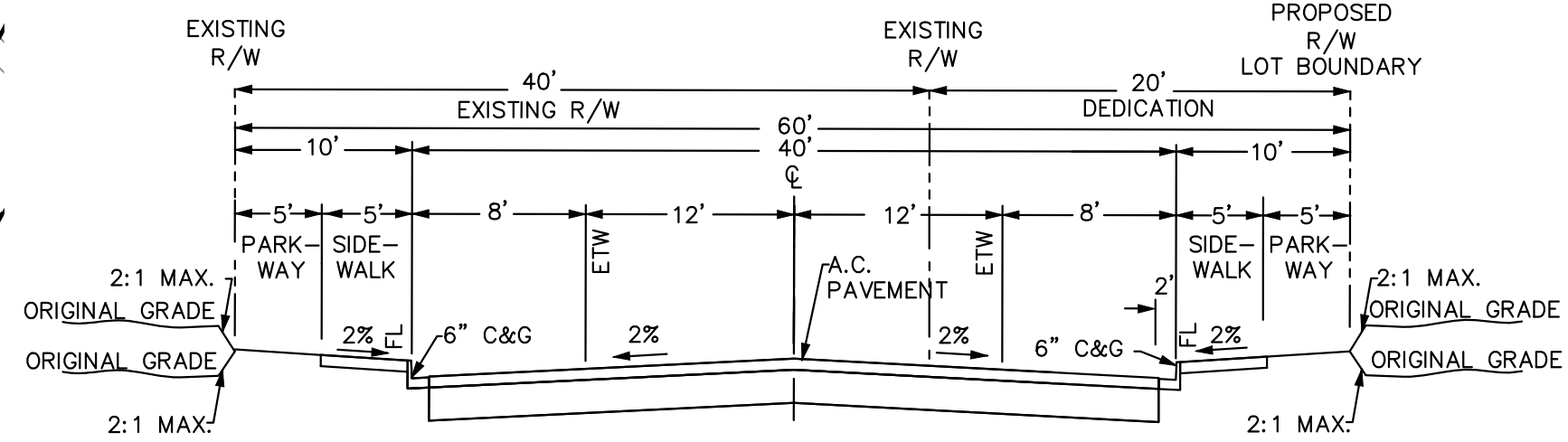
SHEET NUMBER  
**C001**





**LEGEND**

- TRACT BOUNDARY
- - - LOT LINE / RIGHT-OF-WAY LINE (R.O.W.)
- EXISTING LOT LINE
- EXISTING PARCEL LINE
- EXIST. ACCESS RIGHTS RESTRICTED
- ▨ R/W TO BE VACATED
- ▭ LIMITS OF LOT 1'



Plotted By: Yobuena, Isabella Sheet Set: Khd Layout: C002 TENTATIVE TRACT MAP June 29, 2022 04:40:22pm K:\CPA\_LDEV\19+399001 districts at rubidoux\CAD\plansheets\TENTATIVE TRACT MAP.dwg  
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KHA PROJECT	194399001
DATE	6/29/2022
SCALE	AS SHOWN
DESIGNED BY	HS
DRAWN BY	NS/KM
CHECKED BY	MR

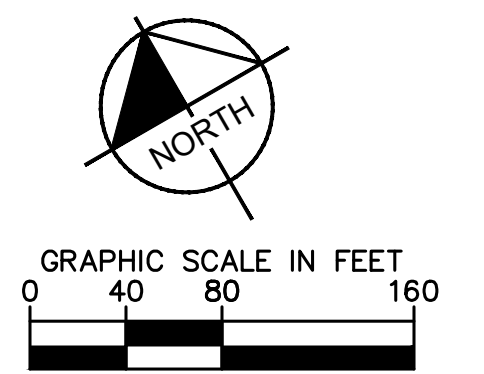
**THE DISTRICT**

JURUPA VALLEY

LICENSED PROFESSIONAL  
NOT FOR CONSTRUCTION  
DATE: 6/29/2022

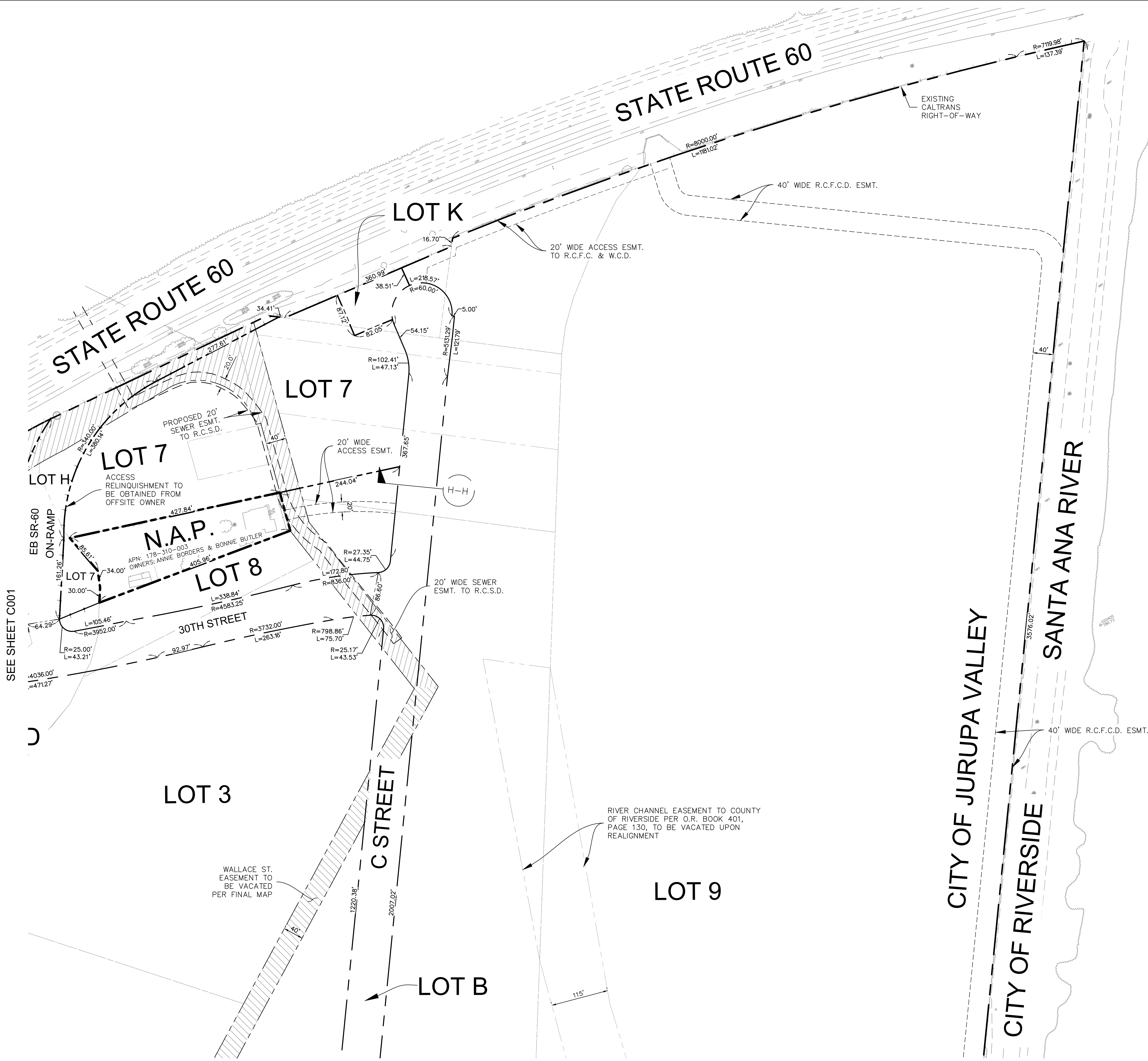
TENTATIVE TRACT MAP 38318

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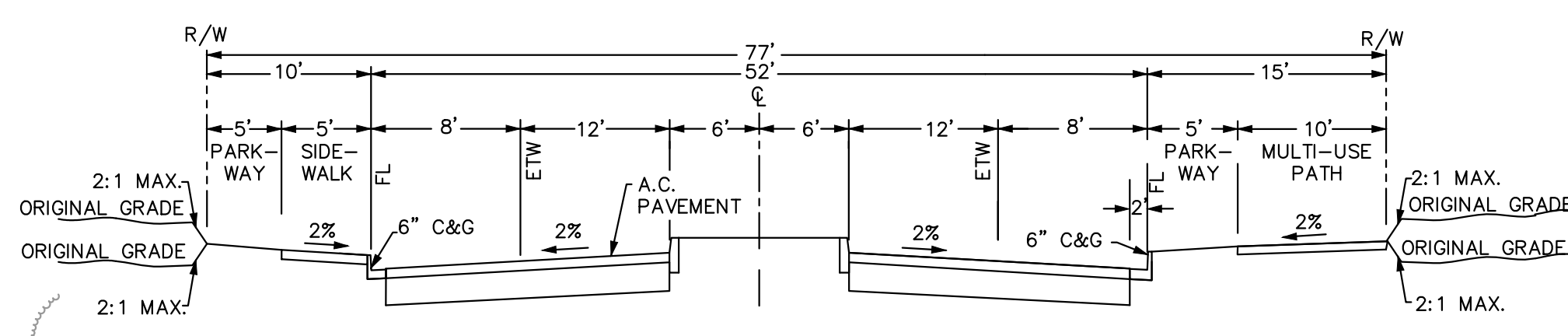




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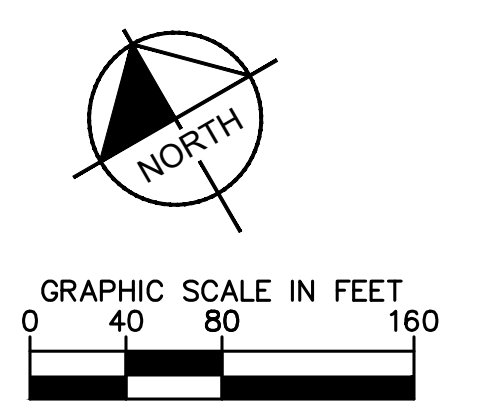
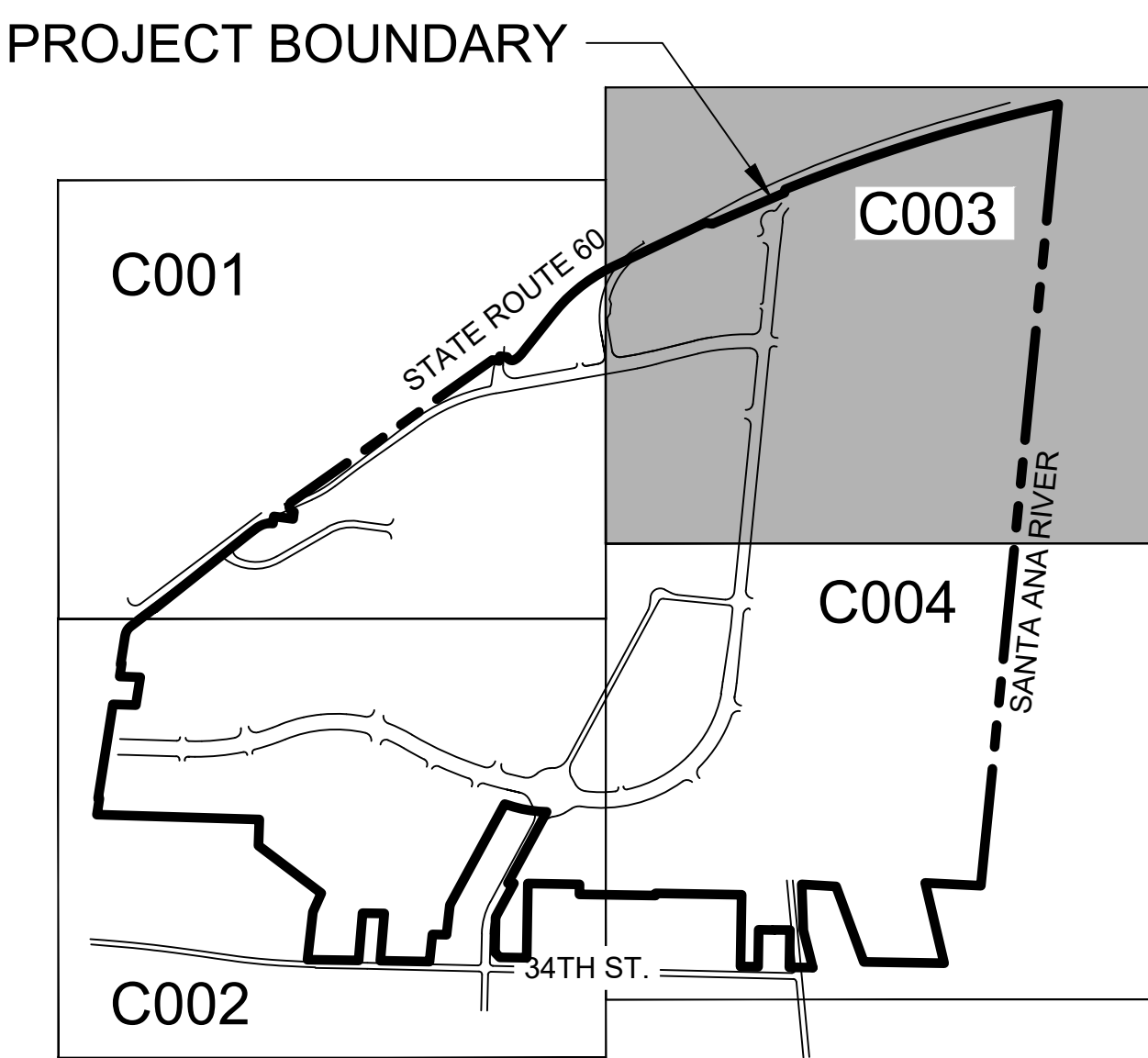


LEGEND	
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	LOT LINE / RIGHT-OF-WAY LINE (R.O.W.)
	EXISTING LOT LINE
	EXISTING PARCEL LINE
	EXIST. ACCESS RIGHTS RESTRICTED
	PROP. ACCESS RIGHTS TO BE RELINQUISHED
	R/W TO BE VACATED



SECTION H-H  
"C" STREET  
SCALE: 1" = 10'

KEY MAP  
NTS



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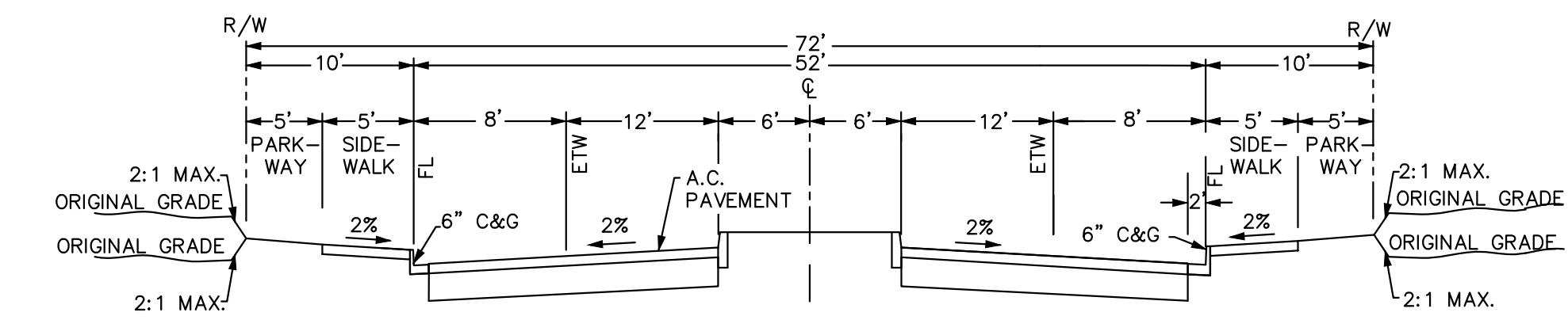
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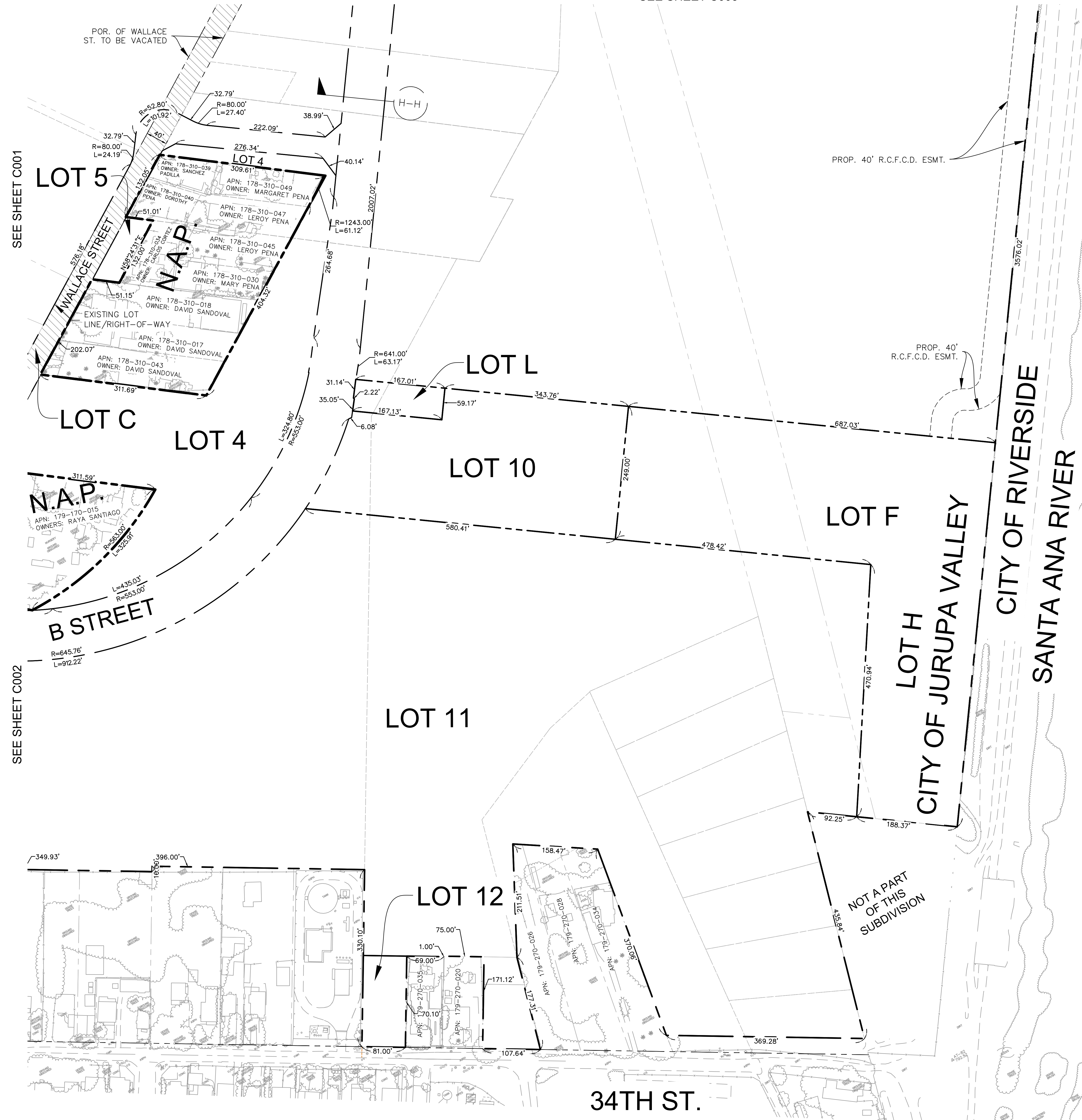
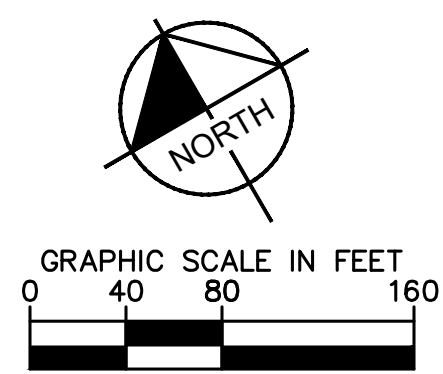
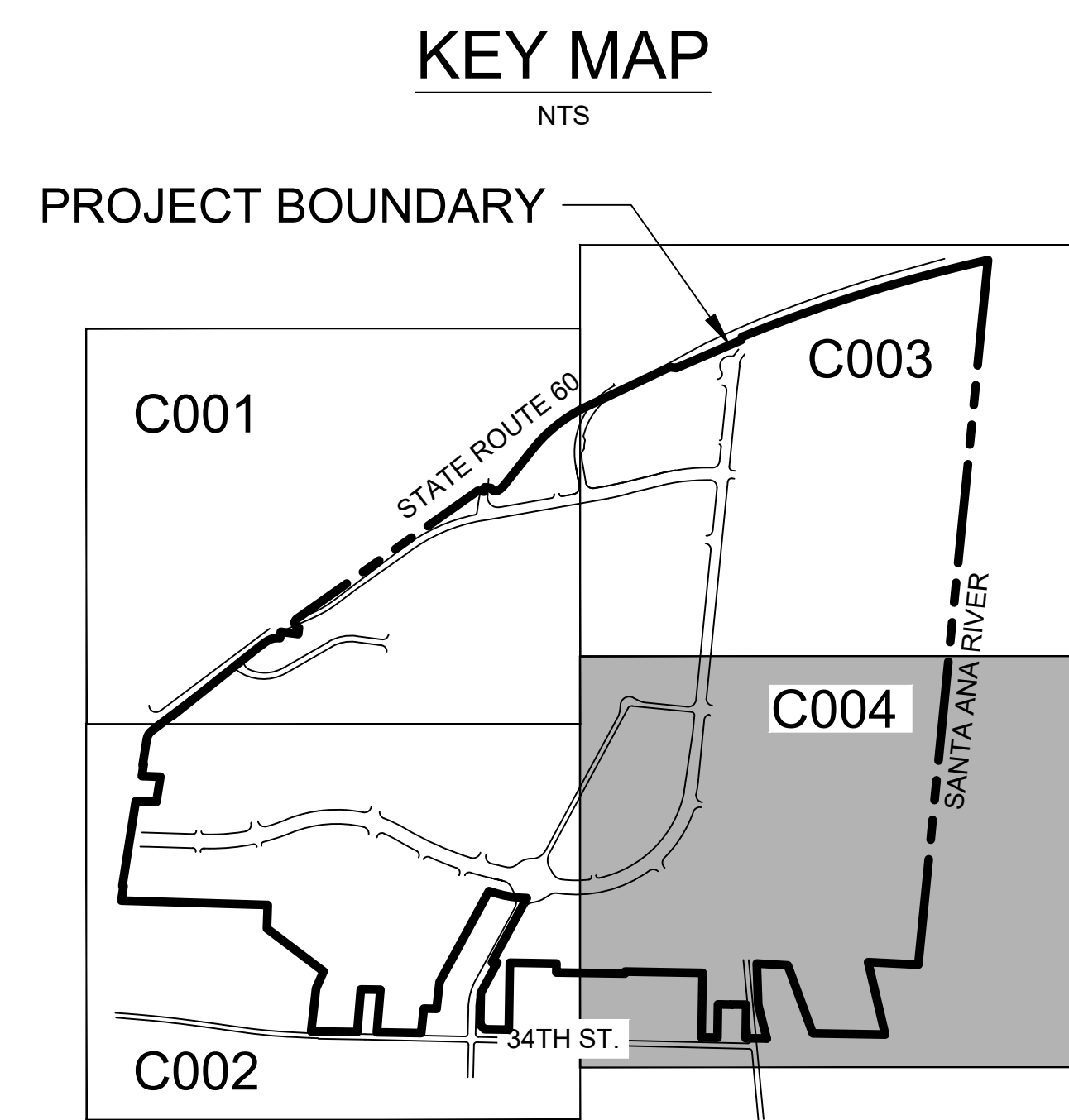


**LEGEND**

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- EXISTING LOT LINE
- EXISTING PARCEL LINE
- EXIST. ACCESS RIGHTS RESTRICTED
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**SECTION H-H**  
**"B" STREET**  
 SCALE: 1" = 10'



34TH ST.

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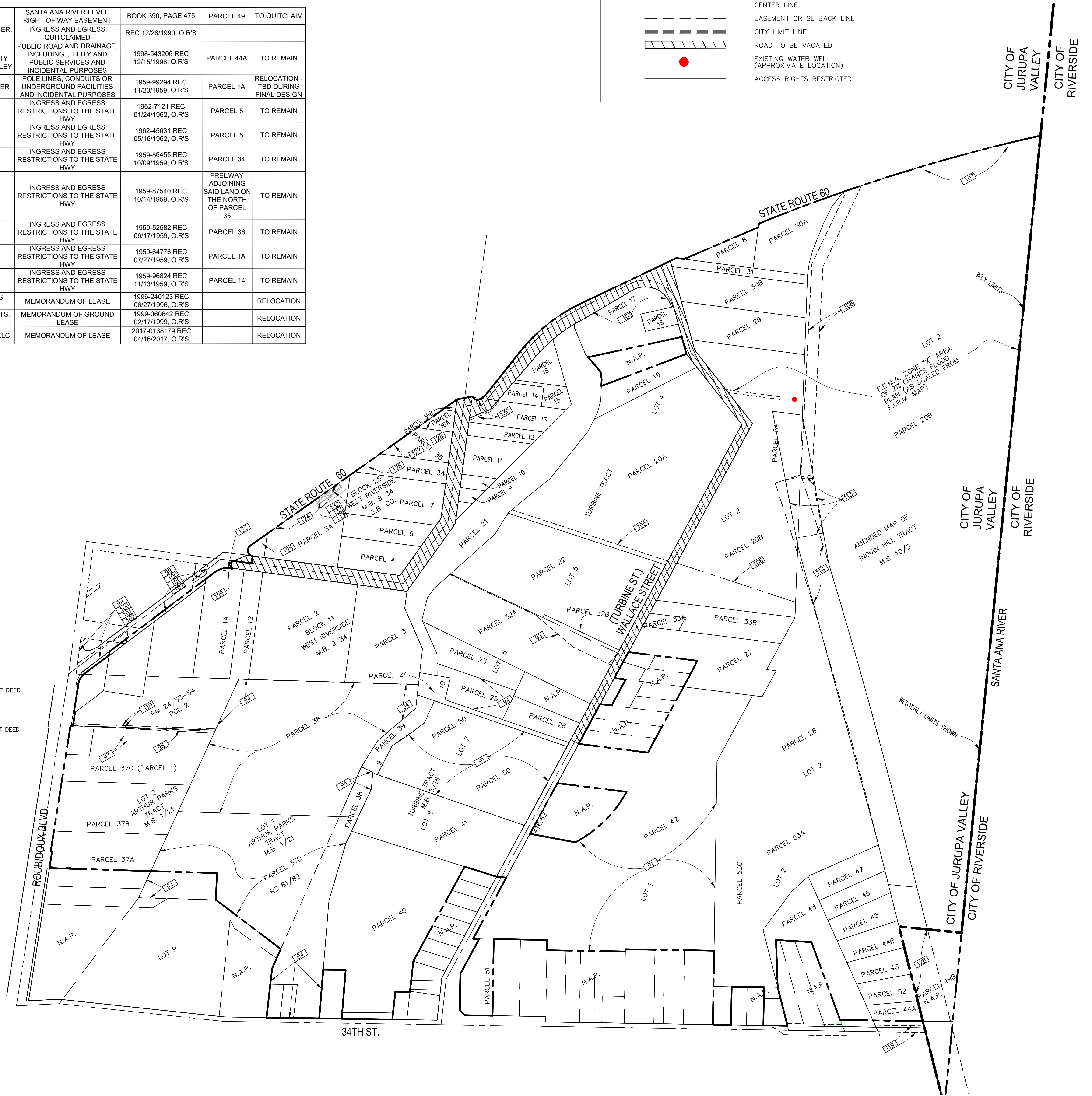
THE FOLLOWING ITEMS WERE DERIVED FROM FIDELITY NATIONAL TITLE COMPANY ORDER NO. 00328177-994-VNO-1AW, DATED OCTOBER 5, 2021, AMENDED NOVEMBER 15, 2021, AMENDMENT NO. 1. NO RESPONSIBILITY FOR CONTENT, COMPLETENESS OR ACCURACY OF SAID FIDELITY NATIONAL TITLE COMPANY ORDER NO. 00328177-994-VNO-1AW IS ASSUMED BY THIS SURVEY, THE SURVEYOR OR KIMLEY-HORN AND ASSOCIATES, INC.

EASEMENT SCHEDULE					
ITEM NO	GRANTEE	PURPOSE	REFERENCE	REMARKS	DISPOSITION
87	JURUPA DITCH COMPANY	PIPES, FLUMES, AND INCIDENTAL PURPOSES	BOOK 28, PAGE 635	BLANKET NATURE	RELOCATION
88	JURUPA DITCH COMPANY	PIPES, FLUMES, AND INCIDENTAL PURPOSES	BOOK 42, PAGE 294	BLANKET NATURE	RELOCATION
89	JURUPA DITCH COMPANY	PIPES, FLUMES, AND INCIDENTAL PURPOSES	BOOK 42, PAGE 296	BLANKET NATURE	RELOCATION
90	JURUPA DITCH COMPANY	WATER DITCHES, FLUMES OF PIPELINES AND INCIDENTAL PURPOSES	BOOK 91, PAGE 342	BLANKET NATURE	RELOCATION
91	JURUPA DITCH COMPANY	WATER DITCHES, PIPES, FLUMES AND APPARATUS FOR THE PURPOSE OF IRRIGATION AND DOMESTIC USE AND INCIDENTAL PURPOSES	BOOK 199, PAGE 1	BLANKET NATURE	RELOCATION
93	SOUTHERN SIERRAS POWER COMPANY	POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES	BOOK 435, PAGE 113	PARCEL 23 AND PARCEL 32	TO QUITCLAIM
94	RIVERSIDE PORTLAND CEMENT COMPANY	SMOKE, VAPOR, DUST FROM ROCK QUARRIES AND ROCK CRUSHERS	BOOK 475, PAGE 233	PARCEL 37D	TO QUITCLAIM
95	EM RANCH OWNER, LLC	WATER WELLS, WATER RIGHTS, JURUPA DITCH WATER LINE	REC 12/18/1923, O.R'S		
97	EM RANCH OWNER, LLC	RIGHT OF WAY AND INCIDENTAL PURPOSES	BOOK 371, PAGE 511	PARCEL 37	TO QUITCLAIM
98	NEVADA-CALIFORNIA ELECTRIC CORPORATION	UTILITIES AND INCIDENTAL PURPOSES	BOOK 402, PAGE 521 REC 01/12/1939, O.R'S	PARCEL 37	TO QUITCLAIM
99	CALTRANS	INGRESS AND EGRESS RESTRICTIONS TO THE STATE HWY	BOOK 1897, PAGE 545 REC 04/17/1956, O.R'S	PARCEL 37	RELOCATION - TBD DURING FINAL DESIGN
100	CALTRANS	INGRESS AND EGRESS RESTRICTIONS TO THE STATE HWY	BOOK 2489, PAGE 46 REC 06/25/1959, O.R'S	PARCEL 37	RELOCATION - TBD DURING FINAL DESIGN
101	CALTRANS	INGRESS AND EGRESS RESTRICTIONS TO THE STATE HWY	BOOK 2515, PAGE 31 REC 07/23/1959, O.R'S	PARCEL 37	RELOCATION - TBD DURING FINAL DESIGN
102	CALTRANS	INGRESS AND EGRESS RESTRICTIONS TO THE STATE HWY	BOOK 2499, PAGE 46 REC 06/25/1959, O.R'S	PARCEL 37	RELOCATION - TBD DURING FINAL DESIGN
103	CALTRANS	INGRESS AND EGRESS RESTRICTIONS TO THE STATE HWY	1959-108047, REC 12/22/1959, O.R'S	PARCEL 17 AND PARCEL 18	RELOCATION - TBD DURING FINAL DESIGN
105	CALIFORNIA ELECTRIC POWER COMPANY	PUBLIC UTILITES AND INCIDENTAL PURPOSES	BOOK 1028, PAGE 360	PARCEL 20	TO QUITCLAIM
106	CALIFORNIA ELECTRIC POWER COMPANY	PUBLIC UTILITES AND INCIDENTAL PURPOSES	BOOK 1199, PAGE 183	PARCEL 20 AND PARCEL 49	TO QUITCLAIM
107	CALTRANS	INGRESS AND EGRESS RESTRICTIONS TO THE STATE HWY	1957-49880 REC 07/10/1957, O.R'S		TO REMAIN
108	CALTRANS	CONSTRUCTION, RECONSTRUCTION, IMPROVEMENT OR MAINTENANCE OF HIGHWAY	1960-2423 REC 01/12/1960, O.R'S	PARCEL 20B	TO QUITCLAIM
109	EM RANCH OWNER, LLC	INGRESS AND EGRESS	REC 03/16/1965, O.R'S	PARCEL 56	TO QUITCLAIM
110		PIPELINES AND INCIDENTAL PURPOSES	1975-120650 REC 10/01/1975, O.R'S	PARCEL 37E	TO QUITCLAIM
111		PIPELINE, APPURTENANCES AND INCIDENTAL PURPOSES	BOOK 10, PAGE 3		TO QUITCLAIM
113		RIVER CHANNEL AND BANK PROTECTIONS WORKS AND INCIDENTAL PURPOSES	BOOK 401, PAGE 130	PARCEL 49	TO QUITCLAIM

114	COUNTY OF RIVERSIDE	SANTA ANA RIVER LEVEE RIGHT OF WAY EASEMENT	BOOK 390, PAGE 475	PARCEL 49	TO QUITCLAIM
115	EM RANCH OWNER, LLC	INGRESS AND EGRESS QUITCLAIMED	REC 12/28/1990, O.R'S		
119	COUNTY OF RIVERSIDE / CITY OF JURUPA VALLEY	PUBLIC ROAD AND DRAINAGE, INCLUDING UTILITY AND PUBLIC SERVICES AND INCIDENTAL PURPOSES	1998-543206 REC 12/15/1998, O.R'S	PARCEL 44A	TO REMAIN
122	CALIFORNIA ELECTRIC POWER COMPANY	POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES	1959-99294 REC 11/20/1959, O.R'S	PARCEL 1A	RELOCATION - TBD DURING FINAL DESIGN
124	CALTRANS	INGRESS AND EGRESS RESTRICTIONS TO THE STATE HWY	1962-7121 REC 01/24/1962, O.R'S	PARCEL 5	TO REMAIN
125	CALTRANS	INGRESS AND EGRESS RESTRICTIONS TO THE STATE HWY	1962-45631 REC 05/16/1962, O.R'S	PARCEL 5	TO REMAIN
126	CALTRANS	INGRESS AND EGRESS RESTRICTIONS TO THE STATE HWY	1959-86455 REC 10/09/1959, O.R'S	PARCEL 34	TO REMAIN
127	CALTRANS	INGRESS AND EGRESS RESTRICTIONS TO THE STATE HWY	1959-87540 REC 10/14/1959, O.R'S	FREEWAY ADJOINING SAID LAND ON THE NORTH OF PARCEL 35	TO REMAIN
128	CALTRANS	INGRESS AND EGRESS RESTRICTIONS TO THE STATE HWY	1959-52582 REC 06/17/1959, O.R'S	PARCEL 36	TO REMAIN
129	CALTRANS	INGRESS AND EGRESS RESTRICTIONS TO THE STATE HWY	1959-64776 REC 07/27/1959, O.R'S	PARCEL 1A	TO REMAIN
130	CALTRANS	INGRESS AND EGRESS RESTRICTIONS TO THE STATE HWY	1959-96824 REC 11/13/1959, O.R'S	PARCEL 14	TO REMAIN
132	LOS ANGELES CELLULAR	MEMORANDUM OF LEASE	1996-240123 REC 06/27/1996, O.R'S		RELOCATION
133	COX PCS ASSETS, LLC	MEMORANDUM OF GROUND LEASE	1999-060642 REC 02/17/1999, O.R'S		RELOCATION
143	ATC SEQUOIA LLC	MEMORANDUM OF LEASE	2017-0338179 REC 04/18/2017, O.R'S		RELOCATION

**LEGEND**

- PROPERTY LINE
- CENTER LINE
- EASEMENT OR SETBACK LINE
- CITY LIMIT LINE
- ROAD TO BE VACATED
- EXISTING WATER WELL (APPROXIMATE LOCATION)
- ACCESS RIGHTS RESTRICTED



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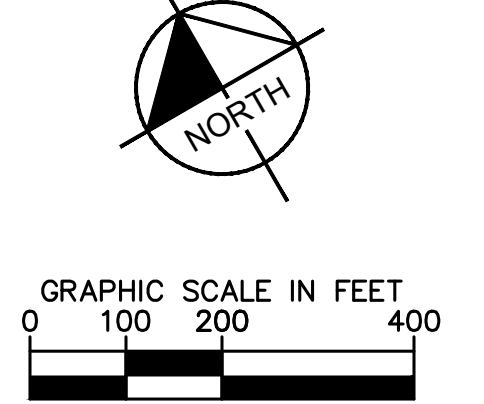
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**EXISTING EASEMENTS - TRACT**

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# THE DISTRICT

JURUPA VALLEY

**District at Jurupa Valley**

*Draft Specific Plan*





# **District at Jurupa Valley**

## ***Draft Specific Plan***

***2021-001***

*DRAFT*





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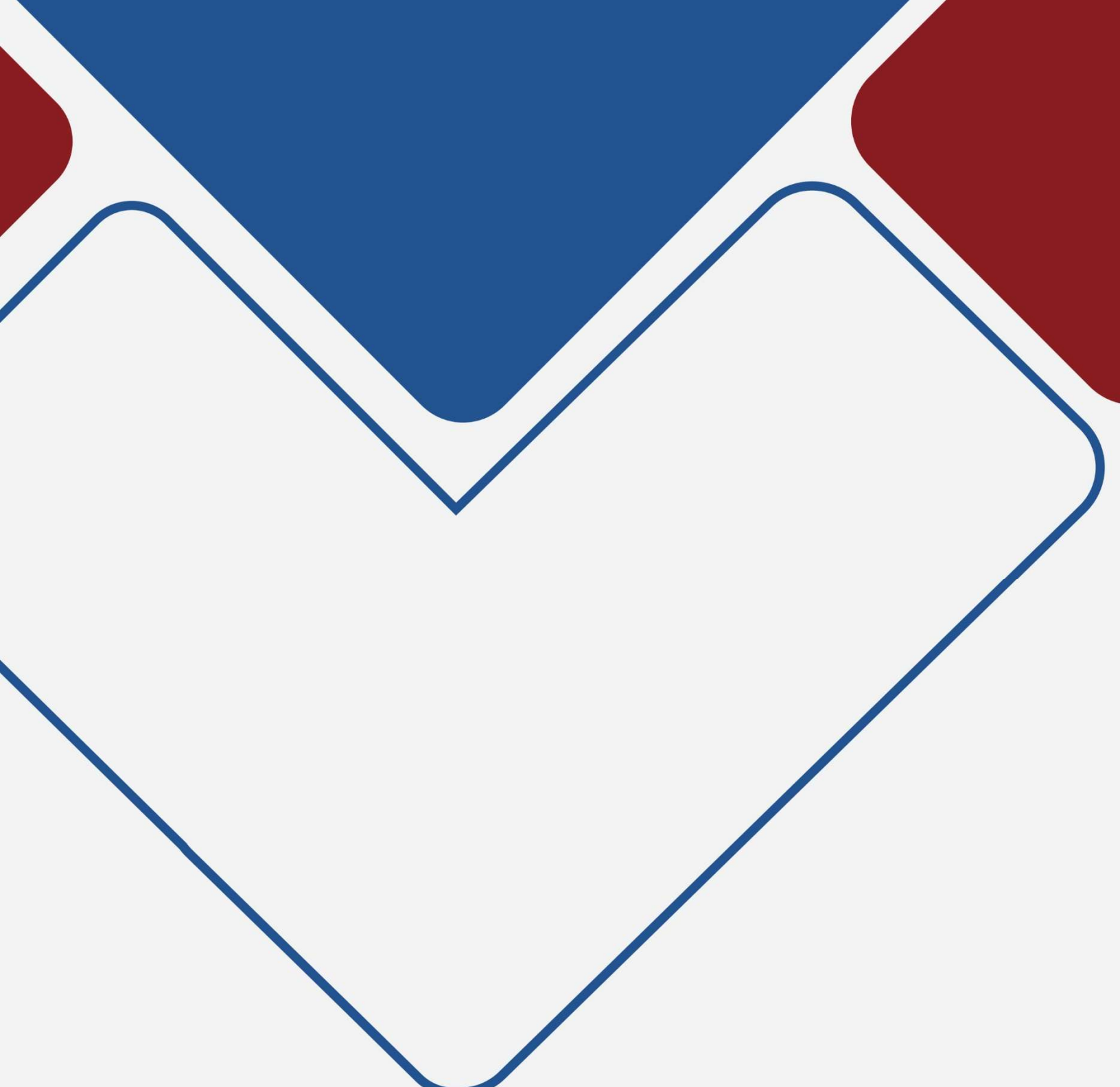
## Figures

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## Tables







# **Section 1**

*Introduction*



# 1.0 Introduction

This section of The District at Jurupa Valley Specific Plan describes the location and existing uses for the specific plan area, provides existing land use and zoning designations, and outlines the organization of the Specific Plan.

## 1.1 Location and Regional Relevance

The District at Jurupa Valley Specific Plan (“Specific Plan”) is approximately 247-acre area located at the eastern portion of the City adjacent to the Santa Ana River and State Route 60-in the County of Riverside. **Figure 1-1, Vicinity Map**, depicts the location of the Specific Plan. The Specific Plan is located approximately 50 miles east of downtown Los Angeles and 2.5 miles south from the jurisdictional boundaries between the County of Riverside and the County of San Bernardino. Regional access is provided via the following freeways: State Route 60 (SR-60), Interstate 215 (I-215), State Route (SR-91), and Interstate 15 (I-15).

**Figure 1-2, Location**, depicts the Specific Plan area in a local context. The Specific Plan is generally bounded by SR-60 to the north, the Santa Ana River to the east, 34<sup>th</sup> Street to the south, and Rubidoux Boulevard to the west. **Figure 1-3, Specific Plan Area Boundary**, identifies the formal boundaries of the Specific Plan .

**Figure 1-1: Vicinity Map**

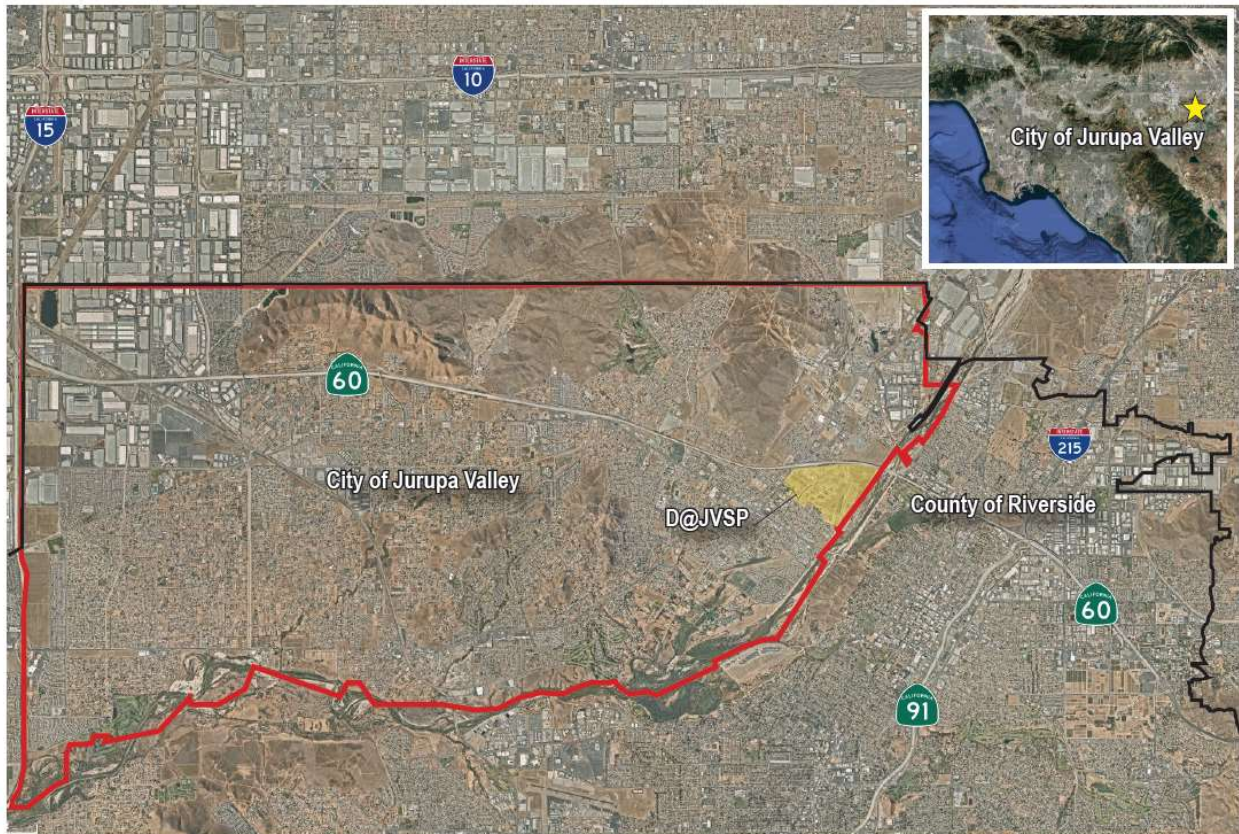




Figure 1-2: Location

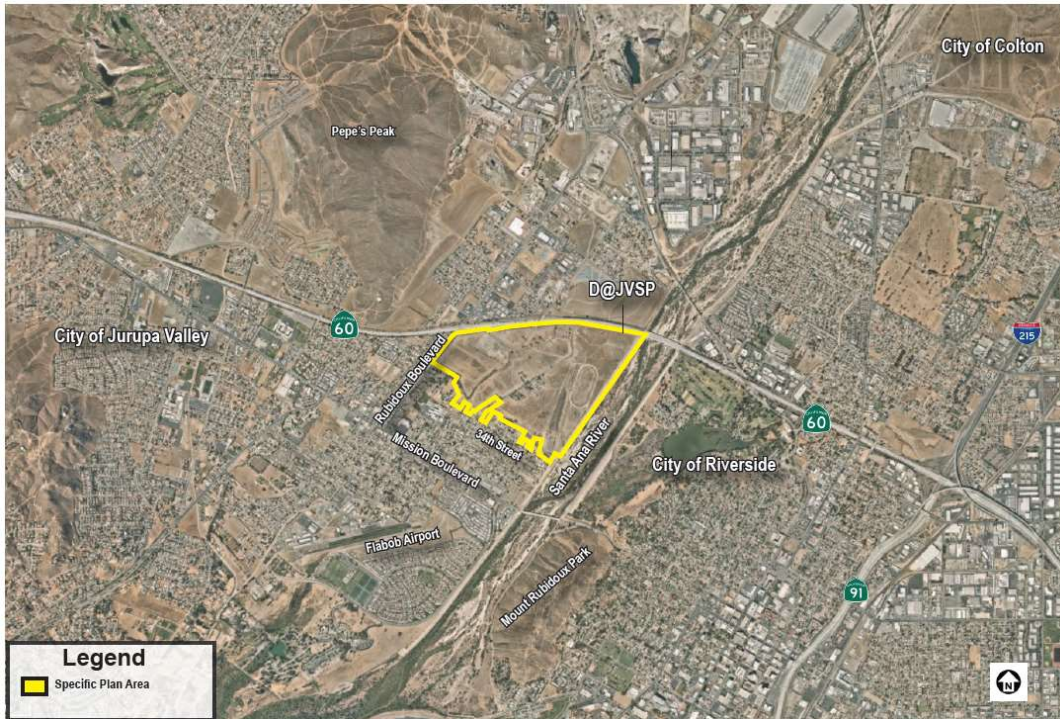


Figure 1-3: Specific Plan Area Boundary







## 1.2 Specific Plan Area

The Specific Plan, located in the eastern portion of the City of Jurupa Valley, is comprised of 76 Assessor's Parcel Numbers (APNs):

APN: 178-252-003, 178-252-004, 178-261-001, 178-261-002, 178-262-002, 178-262-001, 178-262-003, 178-262-004, 178-290-005, 178-300-001, 178-300-002, 178-300-003, 178-300-004, 178-300-005, 178-300-006, 178-300-007, 178-300-008, 178-310-001, 178-310-002, 178-310-004, 178-310-005, 178-310-006, 178-310-008, 178-310-007, 178-310-009, 178-310-011, 178-310-012, 178-310-013, 178-310-015, 178-310-023, 178-310-025, 178-290-009, 178-310-026, 178-310-028, 178-310-031, 178-310-032, 178-310-041, 178-310-042, 178-310-044, 178-310-046, 178-310-051, 178-262-005, 178-262-006, 178-262-007, 178-262-008, 179-130-003, 179-130-004, 179-130-008, 179-130-006, 179-130-007, 179-170-001, 179-170-003, 179-170-004, 179-170-005, 179-170-018, 179-170-006, 179-170-017, 179-170-020, 179-270-012, 179-270-024, 179-270-001, 179-270-013, 179-270-014, 179-270-015, 179-270-016, 179-270-033, 179-340-005, 179-310-005, 179-170-008, 179-230-010, 179-270-011, 179-270-017, 179-270-018, 179-310-001, 179-310-004, 179-340-001, 178-310-024, 178-310-033, 178-310-003

The Specific Plan includes the several public streets including Frontage Road, 30<sup>th</sup> Street, Hall Avenue and Wallace Street. These public streets comprise approximately 6 acres of the total Specific Plan land area.

The Specific Plan includes approximately 4 acres (APN's: 179-170-015, 178-310-043, 178-310-017, 178-310-018, 178-310-034, 178-310-045, 178-310-049, 178-310-030, 178-310-039, 178-310-040, and 178-310-047) of existing residential uses that will continue as residential, existing non-conforming until redeveloped. These parcels are not part of the Tentative Tract Map (TTM No. 38318).

## 1.3 Site Conditions and Surrounding Context

The Specific Plan area abuts the SR-60 right-of-way to the north, 34<sup>th</sup> Street to the south, Santa Ana River to the east and Rubidoux Boulevard to the west. The southern border of the Specific Plan area is irregular and does not include a majority of the existing uses along 34<sup>th</sup> Street. The Specific Plan area is characterized as predominantly vacant land, with limited previous development of older residential properties. The surrounding neighborhoods have been developed over time with residential, commercial, and industrial uses. Land uses surrounding the Specific Plan are generally described as follows:

- North: N-A (Natural Assets), R-3 (General Residential), C-1/C-P (General Commercial) and M-SC (Manufacturing Service Commercial)
- South: R-1 (single family dwellings including churches and educational institutions), R-2 (multiple family dwellings), and A-1 (light agriculture)
- East: Santa Ana River and City of Riverside jurisdictional boundary
- West: R-3 (General Residential)

Access to the site is primarily from the Frontage Road, 30<sup>th</sup> Street, Hall Avenue, Rubidoux Boulevard, 34<sup>th</sup> Street and Wallace Street. These existing public streets are paved roads with varying widths though not all roads have curb, gutter, or sidewalks. The existing residences within the Specific Plan area take direct access from Wallace Street.



## **1.4 Background and History**

The Specific Plan area and surrounding areas were colonized by the Spanish in the 1770s and later by Mexican rancho landholders who settled into the area during the land grant concessions between the Spanish and Mexican governments between late 1780s to 1850s. Portions of the Rancho Jurupa were purchased by Louis Robidoux in 1848. Starting in the 20<sup>th</sup> century, agricultural and equestrian uses, in addition to limited residential, commercial, and industrial uses developed. Only a few residential uses remain within the Specific Plan area.

An irrigation canal, the Jurupa Ditch, was built at some time during either under Wilson or Robidoux's ownership of the Rancho (Guinn 1902); The Jurupa Ditch was originally constructed as an open ditch in the mid nineteenth century, later converted to concrete piping in the 1920s and 1930s. It was recorded by J. Keller, as a primarily underground irrigation channel composed of two subsurface parallel concrete pipes. Although the Jurupa Ditch is associated with significant development of the Jurupa Valley, it no longer retains sufficient integrity or service to the area to convey any historical significance. Prior to incorporation in 2011, the City of Jurupa Valley consisted of several unincorporated County of Riverside communities. In 2004, the County of Riverside initiated preparation of the Emerald Meadows Ranch Specific Plan, which the Specific Plan includes the majority of area. The Emerald Meadows Ranch Specific Plan (SP-337) EIR (SCH 2004031007) was certified and SP-337 was adopted by the County in 2005. The Emerald Meadows Ranch Specific Plan was envisioned as a mixed-use community with 1,196 dwelling units, approximately 20 acres of commercial retail uses, and 17 acres of parkland and open space. Due to the 2008 Great Recession, economic development in the Inland Empire slowed considerably and the Emerald Meadows Ranch Specific Plan was not implemented.

## **1.5 Relationship to Existing Plans and Policies**

### **1.5.1 General Plan**

The City adopted the Jurupa Valley 2017 General Plan (JVGP) to set a clear vision and establish values for future growth and advancement of Jurupa Valley as an active, vibrant, and prosperous community. The specific plan area has multiple different land use designations, comprised of the following:

- Commercial Retail
- Medium Density Residential
- Medium High Density Residential
- Very High Density Residential

As described in the General Plan Land Use Element, the Emerald Meadows Ranch Specific Plan would provide up to 1,196 residential units, with shopping and mixed-use developments. A General Plan Amendment will be required to change the underlying land use designations to accommodate the proposed multi-use project.

### **1.5.2 Zoning**

The Specific Plan area is zoned Specific Plan (SP) with a Specific Plan Overlay of Emerald Meadows Ranch (SP-337). As part of the requested entitlements, the Specific Plan will rescind the Emerald Meadows Ranch Specific Plan zoning and replace with Specific Plan Overlay of the Specific Plan (SP 21-001). The Specific Plan would also include warehouse and logistic uses as permitted by the Agua Mansa Warehouse and Distribution Overlay Zone, which is proposed to be applied to a portion of the Project site.



## **1.6 Purpose and Intent**

Specific plans are a planning mechanism to ensure that projects develop in an organized and a cohesive manner. Specific plans incorporate a framework for the development of land use, circulation, safety and infrastructure including drainage, sewer, and water facilities in accordance with a jurisdiction's General Plan. Specific plans also set the guidelines for implementing projects within the specific plan area relating to architecture, urban design and landscaping.

Since the approval of the Emerald Meadows Ranch Specific Plan, the City of Jurupa Valley has grown as a community. The City is a gateway to the larger Inland Empire area and provides housing opportunities close to employment centers in the cities of Riverside, Ontario, and Fontana. The increase in population and the rise of commerce have created new demands for additional housing opportunities and expansion of commercial and employment centers within the City. Internet retail sales and logistics require distribution facilities for the shipment of goods. As a result, the City has attracted substantial development interest and investment.

In response to the market conditions, the Specific Plan will include residential opportunities mixed with a variety of commercial uses, hospitality, business park, and warehouse/logistics opportunities as part of the development plan. The Specific Plan will also provide parks, trail linkages and open space areas that connect the land use areas within the Specific Plan and expand regional non-vehicular connectivity for a more holistic development.

The Specific Plan provides planning policies and regulations that connect the JVGP policies with future project-level development. The Specific Plan proposes a new master plan community that aims to transform the existing site into a vibrant multiple use development with residential, retail, hospitality, and warehouse/logistics uses, with the integration of open space uses.

The Specific Plan focuses on the unique needs of the Specific Plan area so as to achieve the following:

- Ensure consistency with the General Plan by carrying out its applicable goals, policies, and requirements.
- Implementing the General Plan requires that the Specific Plan establish the building improvements, infrastructure, recreational features, and other identified facilities, services, and amenities (collectively, the Plan development features) and shall be guided by the standards and guidelines provided by this Specific Plan.
- Provide for the improvements necessitated by the development within the Specific Plan.
- Comply with all requirements of specific plan law, including the provision of financing.

A comprehensive set of design guidelines and development regulations are included to guide and regulate site planning, landscape, and architectural character within the specific plan area ensuring that excellence in design is achieved during project development. The Specific Plan establishes the procedures and requirements to approve new development.





## **1.7 Authority and Requirements**

A “specific plan” is a planning and regulatory tool made available to local governments by the State of California. Specific plans implement an agency’s General Plan through the development of policies, programs, and regulations that provide an intermediate level of detail between General Plans and individual development projects. State law stipulates that specific plans can only be adopted or amended if they are consistent with an adopted General Plan.

The Specific Plan implements the goals and policies of the City of Jurupa Valley General Plan and serves as an extension of the General Plan. The Specific Plan can be used as both a policy and a regulatory document. The authority to prepare and adopt a specific plan and the requirements for its contents are set forth in California Government Code Sections 65450 through 65457. Section 65451 states:

A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:

- The distribution, location, and intent of the uses, including open space, within the area covered by the plan.
- The proposed 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 proposed to be located within the area covered by the plan and needed to support the land uses described by the plan.
- Standards and criteria by which the development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures including programs, public works projects, and financing measures.
- The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

The Specific Plan contains all components required by State law, as well as other components, design concepts, guidelines, and standards required by the City. Many issues were examined and considered during the preparation of the Specific Plan, including City General Plan goals, compatibility with surrounding development, engineering feasibility, and market acceptance.

The Specific Plan will establish the type, location, intensity, and character of development as well as identify the infrastructure needed to serve such development. The Specific Plan proposes land uses responsive to the physical constraints and environmental sensitivities of the site, coordinates land use transitions and buffers, and provides guidelines for grading, circulation, and drainage. Flexibility in specific design is intended to be left for the ultimate project designer(s) and decision-makers at the tentative map, development plan, and design review stage.

## **1.8 California Environmental Quality Act**

An Environmental Impact Report (Screencheck No. 2022-040044) has been prepared under separate cover as an independent document for the Specific Plan to assist in local and state governmental decision-making processes. The City of Jurupa Valley is the lead agency under the California Environmental Quality Act (CEQA) and is responsible for the preparation of the Specific Plan Environmental Impact Report (EIR). The EIR fulfills the environmental review requirements under CEQA for filing the Specific Plan as well as for the



other entitlements associated with the Specific Plan, including a General Plan Amendment, Change of Zone and the Tentative Tract Map that are being processed concurrently.

## **1.9 Organization**

### **Section 1 - Introduction**

This section explains the purpose of the Specific Plan; local and regional context and setting; background; authority to prepare; relationship to existing plans and policies; and organization of the Specific Plan.

### **Section 2 - Development Plan**

This section includes the overall vision for future development within the Specific Plan area, including project objectives and design strategy, key issues and opportunities, and community engagement.

### **Section 3 - Land Use and Development Standards**

This section explains the conceptual land use plan for the Specific Plan area and defines the land use designations unique to the development. The circulation, drainage, water and sewer and public services plans are also described at a conceptual level to guide future development and infrastructure improvements.

### **Section 4 - Design Guidelines**

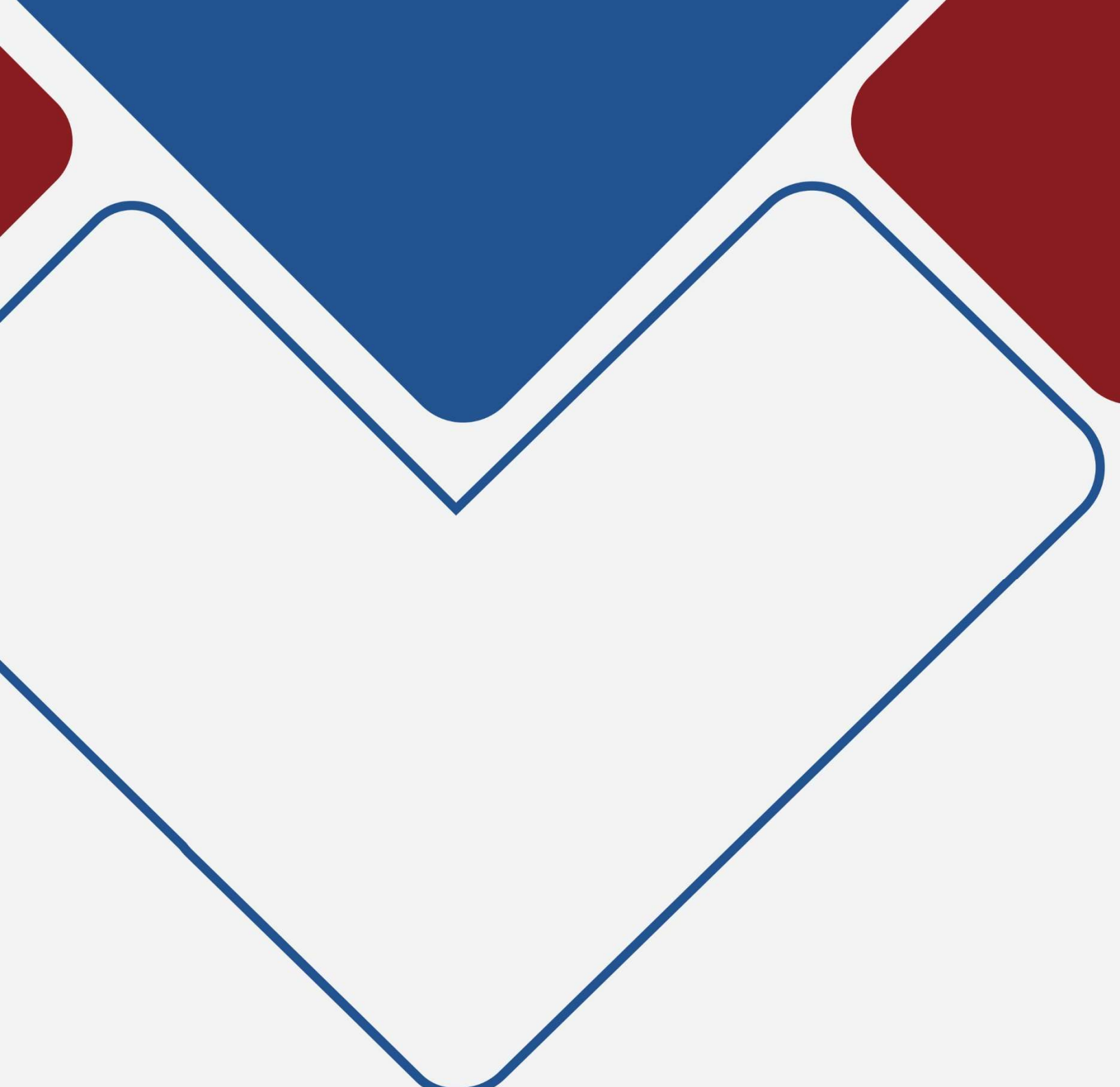
This section explains design concepts and establishes design guidelines for development in the Specific Plan area and illustrates the landscape elements of the Project.

### **Section 5 - Implementation and Administration**

This section discusses the development review procedures by the City of Jurupa Valley and other relevant permitting agencies applicable to the Specific Plan area. Implementation of the proposed land uses, including Specific Plan adoption, subsequent approvals and plans, substantial conformance findings, and phasing are outlined in this section. Additionally, financing sources and maintenance responsibilities are identified.

### **Appendix A - General Plan Consistency**

This appendix details the consistency of the Specific Plan with the applicable goals and policies of the Jurupa Valley General Plan.



# **Section 2**

*Development Plan*





## 2.0 Development Plan Vision

The District at Jurupa Valley Specific Plan (“Specific Plan”) envisions the creation of a new multiple use district that provides new commercial retail and employment opportunities within proximity to existing and future housing to create a new vibrant destination center in the City. The new diverse mixture of uses seeks to maximize an underutilized property that allows for flexibility in site planning and design to adapt to ever-changing market trends.

### 2.1 Guiding Principles

The Specific Plan provides the framework to guide future public and private development for the site. The Specific Plan will create development of a vibrant new community that includes residential districts with mixed-density homes as well as an industrial and business park for new businesses to flourish. The Specific Plan will include commercial development that will encompass point-of-sale commercial development and traditional anchor tenants to establish a presence in the local community. The Specific Plan will also provide trail linkages and open space areas that will provide transition between uses and connect the areas within the development and adjacent community.

The Specific Plan accommodates broad market and social forces with the intent to achieve the following development principles:

- **Economic Activity** – The Specific Plan offers a uniquely setting in east Jurupa Valley, creating a diverse mix of uses with a mix-density of residential homes to provide needed residential, commercial and employment uses that add value to all businesses within the Rubidoux District of the City
- **Lifestyle**– The Specific Plan creates a new vibrant mixed-use development that will be active throughout the day and evening for both residents and employees. Open space areas and trails with walkable streets will connect and promote the integration of the uses as a wholistic community.
- **Community, Inclusion and Connectiveness** – The Specific Plan brings people together and invites them to connect with one another through a shared place and experiences.
- **Mobility** – The Specific Plan will incorporate a mixed use of mobility and promote walkability through adjoining commercial, employment and residential uses.
- **Sustainability and Resilience** – The Specific Plan is designed with a 20-year timeframe in mind, factoring in climate change and shifts in energy supply.
- **Architectural Quality** – The Specific Plan is characterized architectural forms and Southern California lifestyle that maximizes the outdoor spaces.

### 2.2 Project Objectives

The Specific Plan accommodates broad market and social forces through the implementation of the following project objectives:

- Respond to the physical and market-driven aspects of future development opportunities.
- Transform the area into a visually attractive and safe development and environment.
- Define the appropriate location, maximum intensity and mix of uses through new development standards.



- Encourage compatible land uses and interface with adjacent properties by incorporating natural buffers with expanded parkways, trails, drives and/or local streets.
- Facilitate a balance of job-to-housing growth within the City of Jurupa Valley.
- Capitalize on predictable and marketable future development opportunities that provide the City with economic benefits through employment, tax revenues, and infrastructure improvements.
- Establish an open space plan that accommodates passive recreation amenities and areas for the community to gather for outdoor venues.
- Creates a multimodal circulation network within the site to adequately service envisioned uses, activities and contain vehicular impacts.
- Provide flexible parking standards to encourage parking facilities that meet the parking demand for all users at all times, in order to avoid excess, unnecessary parking and ensuring no overflow parking into public streets.
- Create guidelines for safe and efficient vehicular and pedestrian movement.
- Establish infrastructure improvements for water, sewer, storm drains, utilities, roads, intersections, and other facilities to adequately support development; and
- Create a sustainable environment by incorporating strategies that minimize consumption of natural resources, conserve energy and water, incorporate natural systems and minimize release of pollutants into the environment.

## **2.3 Development Plan**

The following development plan explains the conceptual land use plan for the Specific Plan and defines the land use designations unique to the Specific Plan. The circulation, drainage, water and sewer, grading, and public services plans are also described.

### **2.3.1 Context**

The Specific Plan area contains approximately 243 acres of single ownership and 4 acres of existing residential parcels, for a total of 247 acres. The proposed Tentative Map (Tentative Tract map 38318) would consolidate existing multiple lots into consolidated plan. There will be subsequent final maps and lotting to support future development.

The development plan allows for a variety of residential and non-residential uses that incorporate strong employment opportunities through the warehouse/industrial and commercial land uses that would generate demand for retail services and businesses. In addition to economic development, the residential land uses will support the General Plan's Housing Element by providing new housing opportunities to meet the City's Regional Housing Needs Assessment.

## 2.4 Land Use Plan

The Land Use Plan allows for a mix of land uses that enables the opportunity to provide a well-balanced community where residents, businesses and commercial uses can coexist and thrive. The Land Use Plan provides for residential, commercial, and warehouse/industrial uses that benefit from convenient regional access routes, growing market demand within the City of Jurupa Valley, strong local labor force, that are tied together through the use of development standards and design guidelines.

The Specific Plan allows for the development of approximately 247-acres, comprised of the following land uses: Residential, Commercial, Hospitality, Warehouse/Industrial and Open Space. See **Figure 2-1, Land Use Plan**, and **Table 2-1, Land Use Summary**.

**Figure 2-1: Land Use Plan**







**Table 2-1: Land Use Summary**

Land Use	Gross Acreage	Non-Residential Square Feet	Hotel Rooms <sup>1</sup>	Dwelling Unit
<b>Commercial</b>				
Neighborhood	29.8	160,000	---	---
Retail	19.1	200,000	---	---
Retail (Integrated)	35.5	1,000,000	---	---
Tourist	4.6	122,500	160	
<b>Commercial Sub-Total</b>	<b>92.1</b>	<b>1,482,500</b>	<b>160</b>	<b>0</b>
<b>Residential</b>				
High Density Residential <sup>2</sup>	42.0	---	---	1,196
25+ du/acre				
Open Space <sup>3</sup>	8.3	---	---	
<b>Residential Sub-Total</b>	<b>50.3</b>	<b>0</b>	<b>0</b>	<b>1,196</b>
<b>Business Park</b>				
Business Park	6.4	30,000	---	---
Existing Non-Conforming	1.0		---	---
<b>Business Park Sub-Total</b>	<b>7.4</b>	<b>30,000</b>	<b>0</b>	<b>0</b>
<b>Industrial</b>				
Industrial/Logistics	72.1	1,500,000	---	---
<b>Industrial Sub-total</b>	<b>72.1</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>
<b>Public Improvements</b>				
Public Streets	18.1	---	---	---
Public Parkway	0.7	---	---	---
Public Facility	6.1	---	---	---
<b>Public Imp Sub-Total</b>	<b>24.9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTALS</b>	<b>246.8 AC</b>	<b>3,012,500 SF</b>	<b>160 Rm</b>	<b>1,196 DU</b>

Notes:

1. The number of hotel rooms represents the maximum build. Hotel Square Feet is included in Non-Residential Square Feet and doesn't represent the maximum.
2. There is approximately 5.84 acres of existing right-of-way to be vacated. This acreage is included within the gross acreage of developed area.
3. The Open Space acreage is representative of estimated public open space to be dedicated to the City at the time of the subdivision.



**Table 2-2: Non-Residential Intensity and Residential Density**

Land Use	FAR	DU/Acre
	Maximum	Maximum <sup>1</sup>
Commercial		
Commercial Neighborhood	0.60	--
Retail	0.65	
Commercial Tourist	0.70	--
Business Park	0.60	--
Industrial	0.60	--
Residential	--	25

Notes:

1. Density permits up to 25 du/acre, with no minimum

### 2.4.1 Commercial Neighborhood

The Commercial-Neighborhood Land Use area envisions convenient retail sales and services primarily focused on supporting the surrounding Residential Land Use area through smaller-scale, pedestrian-oriented development. The Commercial-Neighborhood Land Use implements the Commercial Neighborhood General Plan Land Use Designation and permits individual, small-scale retail establishments including food markets, local-serving restaurants, eating establishments, and other retail sales merchandise. Other permitted uses include convenience stores, dry cleaners, and personal services (gyms, car washes, daycare). The Commercial-Neighborhood Land Use area is located at the western portion of the Specific Plan and fronts Rubidoux Boulevard. Primary access is provided from Street A with signage along Rubidoux Boulevard for clear identification and wayfinding. Floor Area Ratio (FAR) maximum of 0.60.

### 2.4.2 Commercial Retail

The Commercial Retail Land Use encourages shopping centers with large major anchor/big-box retail tenants supported by smaller shops and/or commercial-retail pads that offer various food and services. This Land Use is located in the center of the Specific Plan area and serves as one of the commercial core for the Specific Plan. Permitted uses include big box retailers, furniture retailers, grocery stores, restaurants, drug stores, and other services that promote goods and services. Restaurant types include drive-through, quick serve, and traditional sit-down styles, all of which permit alcoholic beverage sales. FAR maximum of 0.65. Primary access and identification signage for major retail tenants are located along Street A and integrated with adjacent Land Use areas through secondary access points.

#### ***Commercial Retail, Integrated***

The Integrated Commercial use is a retail business that operates as the business hub and includes showroom, assembly/manufacturing, and distribution in a single building. The building shall have a traditional “brick and mortar” showroom and include product assembly/light manufacturing for both customer pick-up and delivery as well as warehousing and shipping, including dedicated loading facilities for semi-trucks and trailers. The use may also include retail fulfillment as long as



the City is designated as the “point-of-sale” for the internet orders received and distributed from this location. The retail showroom shall be a minimum of 10 percent of the total building floor area.

### ***Commercial Retail, General***

The Commercial Retail General Land Use encourages general retail that would be local and regional serving. Permitted uses would be similar to the Commercial Retail Integrated described above. The Commercial Retail General Land Use would implement the existing Commercial Retail (CR) General Plan land use designation. The Commercial Retail General use area is located west of the Commercial Retail Integrated area and serves as a transition to Commercial Neighborhood, which is a more community scale and local focused shopping centers.

### **2.4.3 Commercial Tourist**

The Commercial Tourist Land Use area promotes the development of commercial areas designed to serve the needs of tourists and the vacationing and motoring public through hospitality and entertainment related uses. Primary permitted uses include hotels, exhibit/concert halls, tourist visitor centers, travel agencies, and automobile related uses including super charging stations and rental agency offices. The Commercial Tourist Land Use is located within two areas of the Specific Plan. There is a Commercial Tourist use at the Hall and 30<sup>th</sup> Street with access off of 30<sup>th</sup>, and another along Rubidoux Boulevard, south of the Commercial Neighborhood with access off A Street. This Land Use area promotes the City’s brand by providing opportunity to its residents and visitors to experience quality hospitality, entertainment and related visitor serving uses in the City with a FAR up to 0.70.

### **2.4.4 Business Park**

The Business Park Land Use is located at the northern portion of the Specific Plan, between the SR-60 Eastbound onramp and Industrial Land Use area along 30<sup>th</sup> Street. The Business Park Land Use envisions employee-intensive uses, including research and development, technology centers, corporate offices, clean industry, and supporting retail uses. Typical employment uses envisioned within Business Park include research and development, craft brewery or similar uses, manufacturing, assembly, clean industry, and support commercial uses. This Land Use area implements the General Plan Business Park Designation, with a FAR up to 0.60. Primary access for tenants would be located along 30<sup>th</sup> Street and C Street, with identification signage visible from SR-60.

### **2.4.5 Industrial**

The purpose and intent of the Industrial Logistics (“Industrial”) Land Use area is to provide a wide range of light industrial, manufacturing uses, storage, and warehousing uses including e-commerce, high-cube logistics, cross-dock facilities.. Other light industrial uses including research and development, and warehousing and logistics activities consistent with the storage, assembly, and processing of manufactured goods and materials prior to their distribution to other facilities are permitted under this land use. Ancillary office, employee services and property management facilities are permitted in connection with primary uses. This Land Use implements and is consistent with the Light Industrial General Plan Land Use designation with a FAR up to 0.60.

This Land Use area is at the eastern portion of the Specific Plan boundary, adjacent to the Santa Ana River. The southern boundary of the Industrial Land Use area includes an expansive landscaped paseo to screen and buffer from the adjacent Residential Land Use area to the south. Specialized and distinct entry and monument signage are located along main access driveways for advertisement purposes. Specialized





traffic control measures and street designs are implemented to direct truck traffic onto designated truck routes and away from the Residential land use areas. See Section 3, “*Development Standards*,” and Section 4, “*Design Guidelines*,” for additional detail.

## **2.4.6 Residential**

The Residential Land Use area envisions a range of housing opportunities for future residents of the planned communities. This Land Use would utilize the City’s existing General Plan Residential Land Use Designation of Highest Density Residential (HHDR). The HHDR Land Use designation allows 25 dwelling units per acre (du/ac) with no minimum. The maximum buildout for the Residential Land Use is 1,196 dwelling units, including four existing residential units. The Residential land use allows for the opportunity for a variety of housing products so as to diversify the City’s housing market. The Residential land use area is generally located along the southern portion of the Specific Plan, away from higher volume roadways such as Rubidoux Boulevard and SR-60. The Residential land use incorporates passive recreational and open space areas with expanded parkways, trails, and private common area amenities.

## **2.4.7 Open Space**

The Open Space Use is a component of the Residential Land Use. The Specific Plan accommodates open spaces areas that meet the development’s open space needs in the form of neighborhood parks, recreational facilities, community centers, play areas, greenbelts, and off-street trails. The Open Space area also incorporates landscape buffers and other water quality management practices to treat stormwater as well. See **Figure 2-2, Open Space**.

The City’s parkland requirement is 3 acres per 1,000 new residents/population. The Specific Plan would include a combination of park dedication, community improvements associated with the residential development, as well as payment of “in-lieu” fees to meet parkland requirements.

In addition to the Open Space Areas identified, residential development will incorporate private and common areas that will expand and connect to the open space areas, and adjacent uses. The location of these facilities will be determined with subsequent site development permits and will comply with the development standards included in the Specific Plan.



**Figure 2-2: Open Space**



-  Public Open Space
-  Backbone Circulation
-  Stormwater Basin



## 2.5 Circulation Plan

The Circulation Plan describes the movement of vehicles and pedestrians within the Specific Plan and the connections to major regional circulation routes. The Circulation Plan, illustrated on **Figure 2-3, Circulation Plan**, provides new roadways and streets to accommodate traffic generated by the anticipated uses as well as facilitate internal vehicular access to the surrounding areas. Portions of the existing roads would be vacated and default to the land uses they reside in per the Land Use Plan.

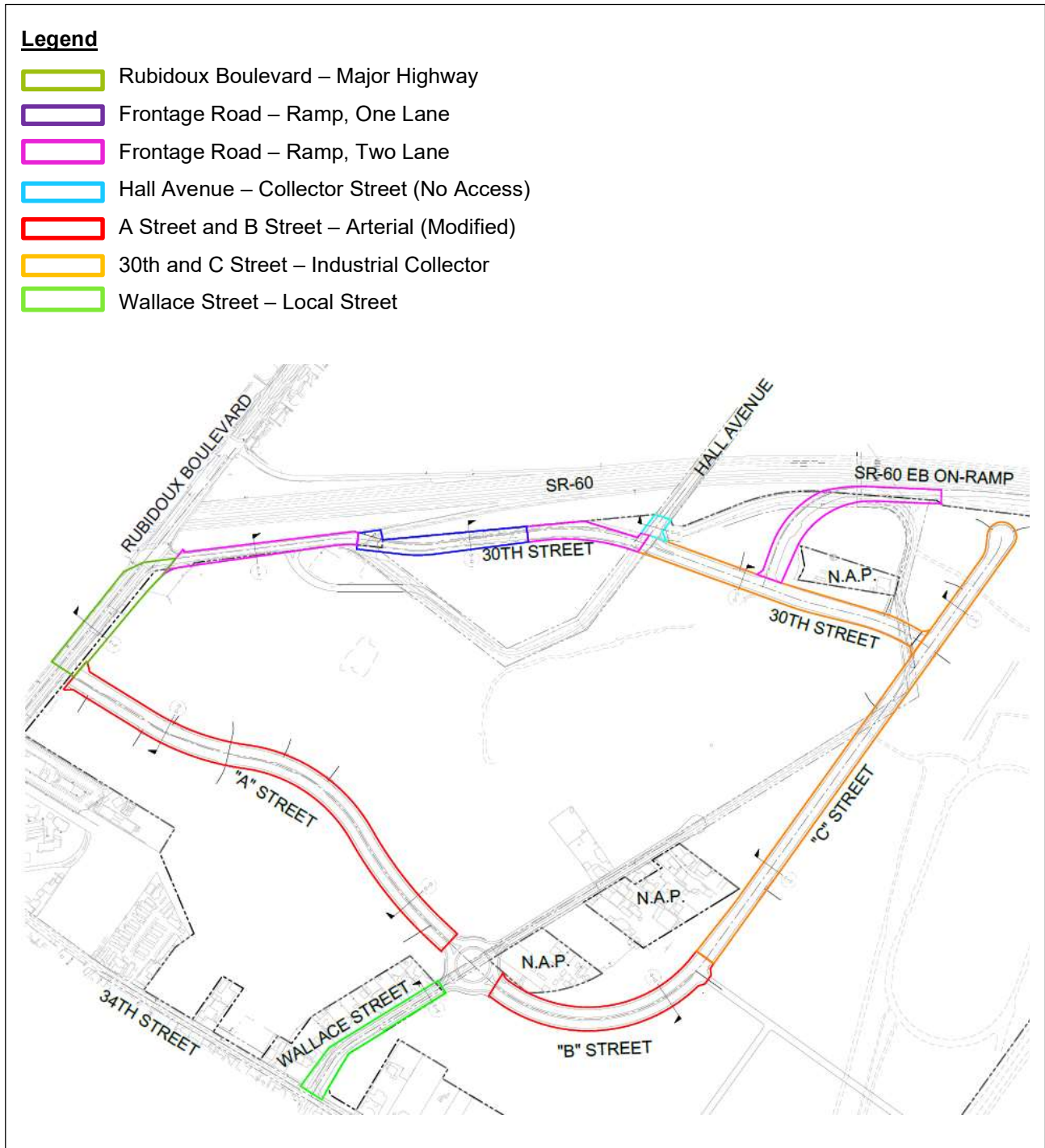
The scale and orientation of the circulation network provides strategic routes for efficient mobility to help residents, workers, and visitors reach their destinations in Jurupa Valley and beyond. Conceptual street cross-sections illustrate the street improvements and parkways. Due to the blend of industrial, commercial, and residential land uses, special attention to directing truck traffic away from residential uses have been incorporated into the Circulation Plan, see further discussion below. Circulation improvements include the following:

- Improving streets with curb, gutter sidewalk, and landscaping.
- Street designs which would discourage trucks from entering or traveling through Residential Land Use Area or on existing 34<sup>th</sup> Street through the use of traffic calming devices.
- The backbone circulation identifies the proposed location, extent, and intensity of major components of public and private transportation, water, sewer, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the Specific Plan area.





**Figure 2-3: Circulation Plan**





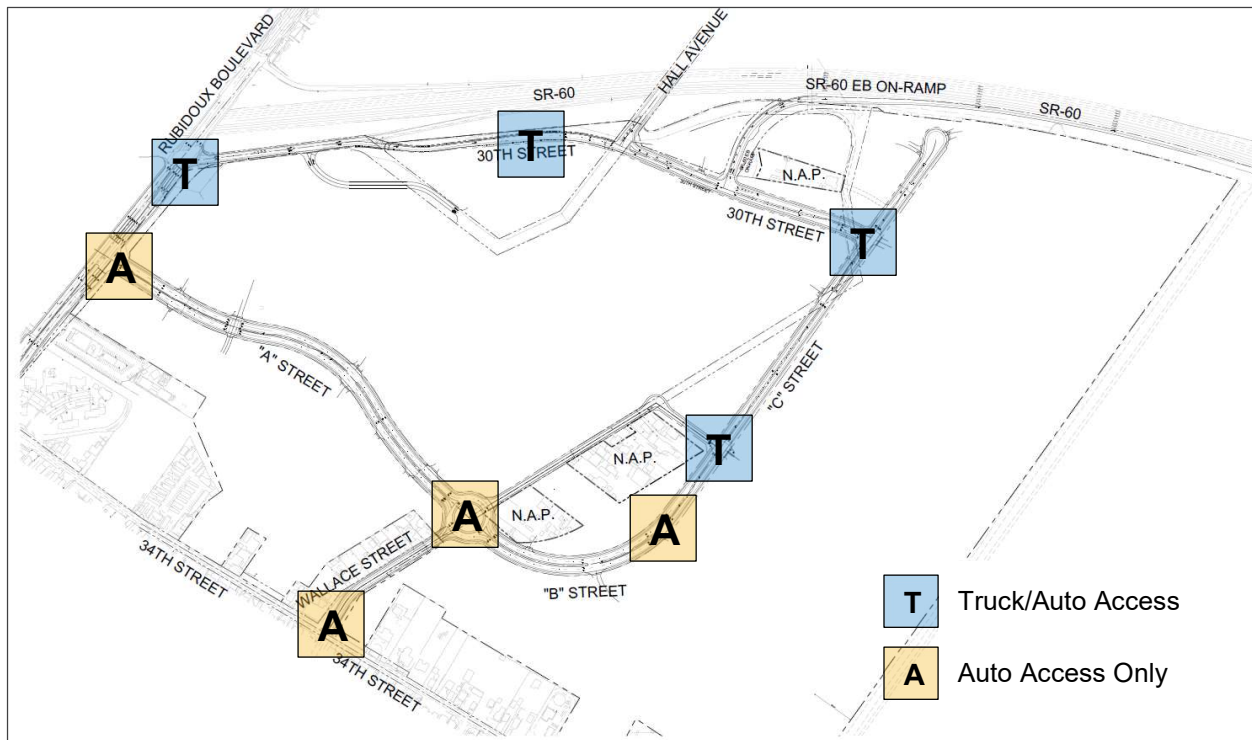
### 2.5.1 Access and Internal Circulation

The Specific Plan area is located adjacent to the SR-60 and near other major transportation routes including SR-91 and I-15. Both SR-60 and SR-91 freeways connect Los Angeles with the greater Inland Empire. The I-15 Freeway connects the Inland Empire with San Bernardino County and ultimately Las Vegas. Only SR-60 provides direct access to the Specific Plan from Rubidoux Boulevard. The Specific Plan’s proximity to major transportation corridors provides residents, visitors, and workers convenient access to homes, shopping, and employment. At the local level, there are four entry points into the Specific Plan: Rubidoux Boulevard. The internal site circulation is composed of core backbone roadway that provides access and connectivity between each Land Use area. Access drives off of the backbone infrastructure are shown on the Circulation Plan, with internal circulation between land uses addressed with future site development plans as determined applicable.

### 2.5.2 Truck Routes

The Specific Plan is designed to minimize the interaction between truck trips and passenger vehicles. Trucks exiting from the SR-60 at Rubidoux Boulevard would enter the development via Frontage Road, 30th Street and C Street to access the Industrial and Commercial Retail, and Integrated Land Use areas. The circulation plan incorporates a roundabout at the intersection of A Street, B Street and Wallace Avenue so as to deter truck traffic, redirecting truck traffic away from the residential land uses. The following exhibits shows the planned truck traffic routes based on site plan and street design. (see **Figure 2-4, Project Truck Routes**).

**Figure 2-4: Project Truck Routes**





### 2.5.3 Multi-Use Trail Network

Multi-use trails and bike paths serve as a means of connecting residents and employees with community resources and activity centers. Currently, no existing bike paths or trails currently serve the Specific Plan area. The Specific Plan accommodates on-street and off-street trail facilities. (see **Figure 2-5, Off-Street Trails**).

**Figure 2-5: Off-Street Trails**





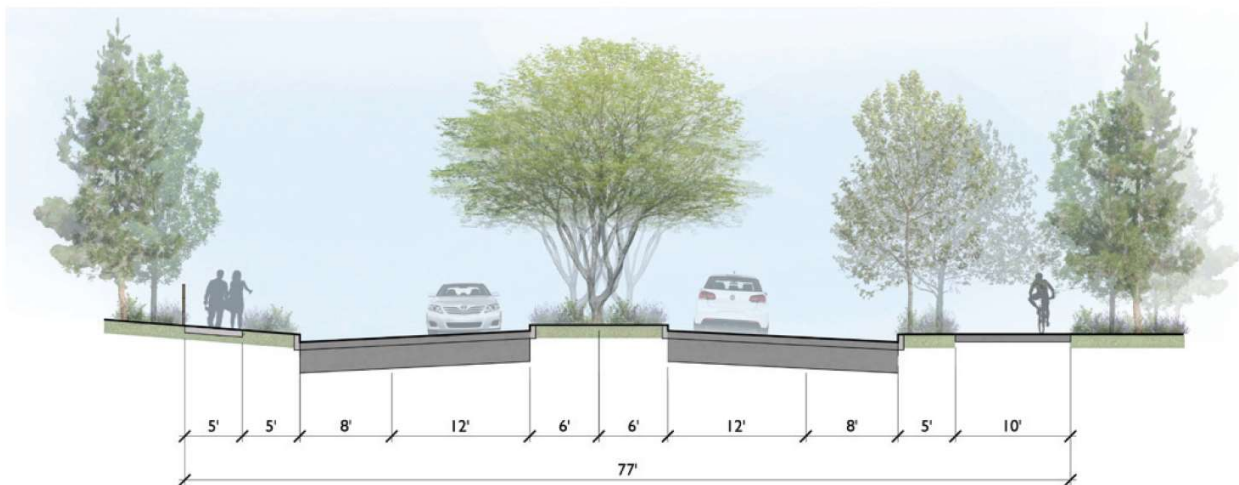


**Community Trails**

Within Specific Plan area will be community serving pedestrian pathways and on-street bicycle lanes along A and B Streets. The community trails provide connection from the future SART to uses within the Specific Plan to promote non-vehicular mobility and recreational opportunities. The City of Jurupa Valley includes General Plan goals for the creation and maintenance of transportation networks (e.g., multi-use equestrian, pedestrian and bicycle trails, complete streets, sidewalks, airport, rail, and public transit) that are safe, attractive, and efficient and provide connectivity to meet the diverse needs for the movement of people and goods. (See **Figure 2-6: Paseo at Industrial Logistics**)

The Specific Plan accommodates the area for a future multi-use path (Class I) along the Santa Ana River, and will implement an on-street bicycle lane (Class I) along Rubidoux Boulevard, A Street and B Street. Off-street bicycle paths will be incorporate south of the Industrial, and within the residential. Ultimate configuration will be determined with site development permit applications.

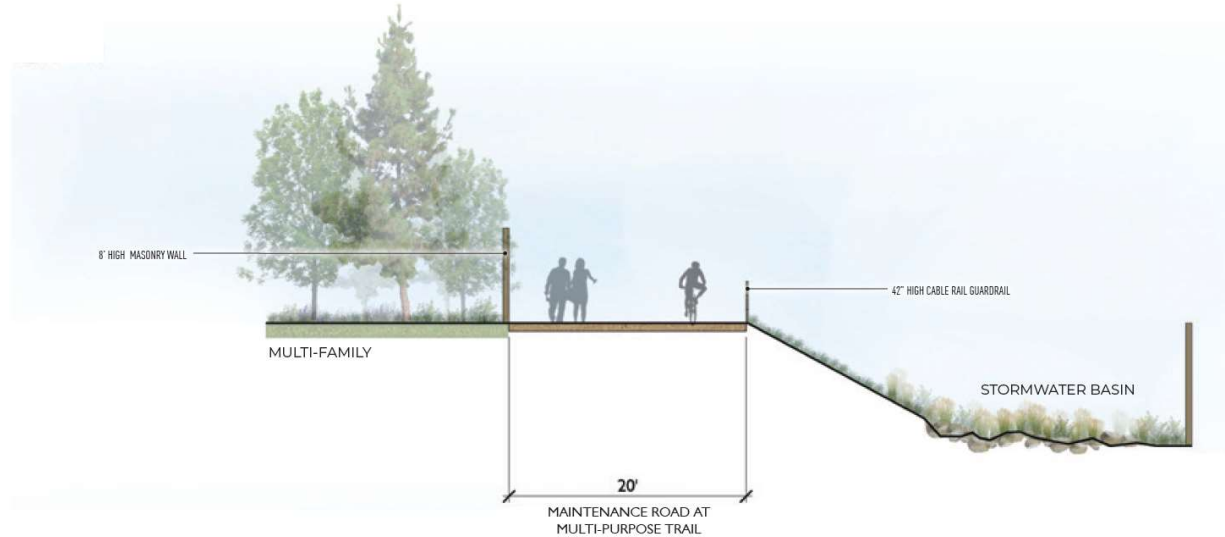
**Figure 2-6: Paseo at Industrial Logistics**



**Santa Ana River Trail**

The Santa Ana River Trail (SART) is a multi-use trail complex that extends alongside the Santa Ana River in southern California. When completed, it will be the longest multi-use trail in Southern California, spanning 100 miles between San Bernardino and Orange County. The SART offers opportunities for local outdoor recreation while also connecting inland communities to the California Coastal Trail. The SART spans 3 counties (Orange, Riverside, and San Bernardino) and connects 17 cities, offering opportunities for local outdoor access along its entire extent. Completion of this regional trail is the starting point in the restoration and revitalization of the 100-mile Santa Ana River and its more than 600 miles of tributaries. There is currently an off-site trail along the east edge of the Santa Ana River providing connection with the SART north and south of the Specific Plan. (see **Figure 2-7: Trail at Stormwater Basin**)

**Figure 2-7: Trail at Stormwater Basin**



## 2.6 Conceptual Street Improvements

### 2.6.1 Rubidoux Boulevard

Rubidoux Boulevard, located along the western boundary of the Specific Plan, is designated in the General Plan as a Major Highway with a 153-foot right-of-way. Rubidoux Boulevard carries significant traffic volumes to both SR-60 Eastbound and Westbound lanes. **Figure 2-8, Rubidoux Boulevard Cross Section** identifies a segment of Rubidoux Boulevard where proposed improvements include new sidewalks and parkways.

The City’s General Plan circulation plan will need to be amended to demonstrate consistency with the County Master Plan of Arterial Highways. For purpose of planning future right-of-way improvements along Rubidoux Boulevard, Specific Plan assumes an Arterial Highway section along the project frontage.

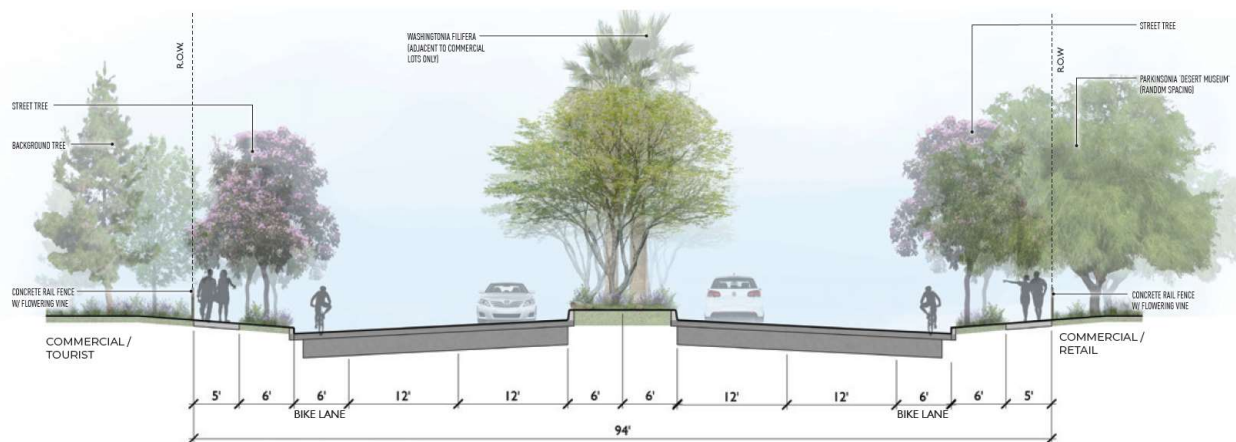
**Figure 2-8: Rubidoux Boulevard Cross Section Arterial Highway**



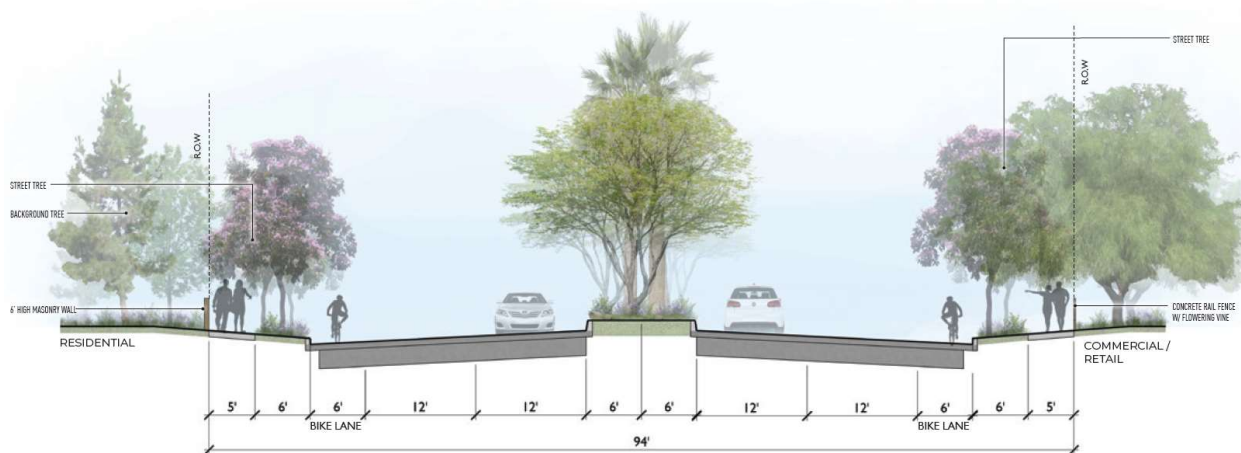
### 2.6.2 A Street & B Street

A Street is classified as a modified Secondary and serves as the primary circulation route for east-westbound movements within the Specific Plan area to Rubidoux Boulevard. The street section accommodates 94-feet from right-of-way with two 12-foot travel lanes in each direction with 6-foot on-street bicycle lanes, and 11-foot parkway inclusive of a 5-foot sidewalk setback from curb. A raised median provides an entry statement into the Specific Plan. The modification is the introduction of raised median for enhanced landscape, on-street bicycle lanes and reduced parkway widths as the planned development accommodates greater landscape setbacks from right-of-way. The modified Secondary cross section is depicted in **Figure 2-9, A-Street Cross Section at Commercial Uses** and **Figure 2-10, A-Street and B-Street Cross Section at Residential Use**.

**Figure 2-9: A Street Cross Section at Commercial Uses**



**Figure 2-10: A Street and B Street Cross Section at Residential Use**



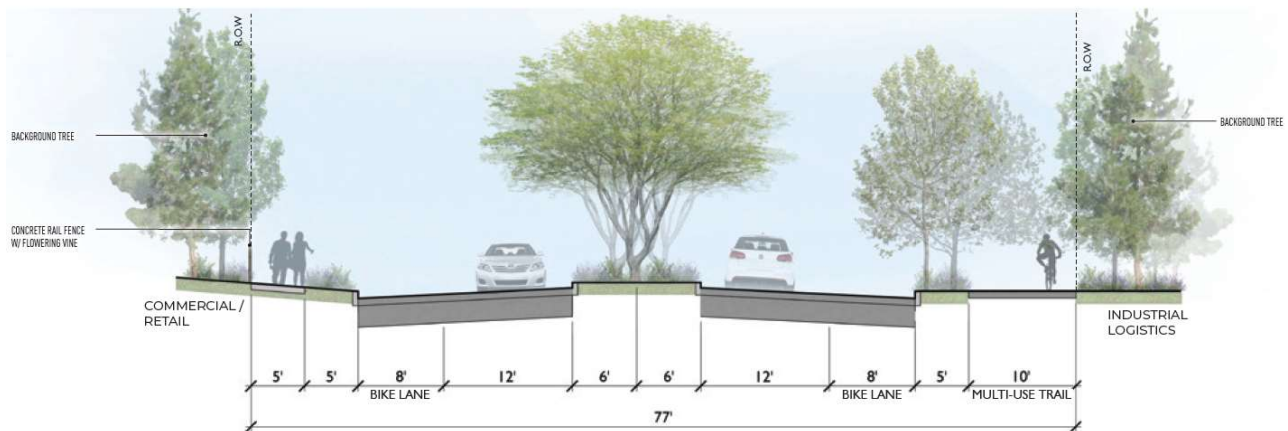




### 2.6.3 C Street and 30<sup>th</sup> Street

The proposed C Street and 30<sup>th</sup> Street are classified as an Industrial Collector that extend from Wallace Street to its terminus at SR-60 and east of Frontage Road. Typical section for an Industrial Collector measures 78 feet from right-of-way, having two travel lanes measuring 10 and 12 feet in each direction, with 6-inch curb and gutter and 11-foot parkway inclusive of a 5-foot sidewalk. A stripped median is proposed along the centerline that will serve as a center turn lane. (see **Figure 2-11, C Street Cross Section**.)

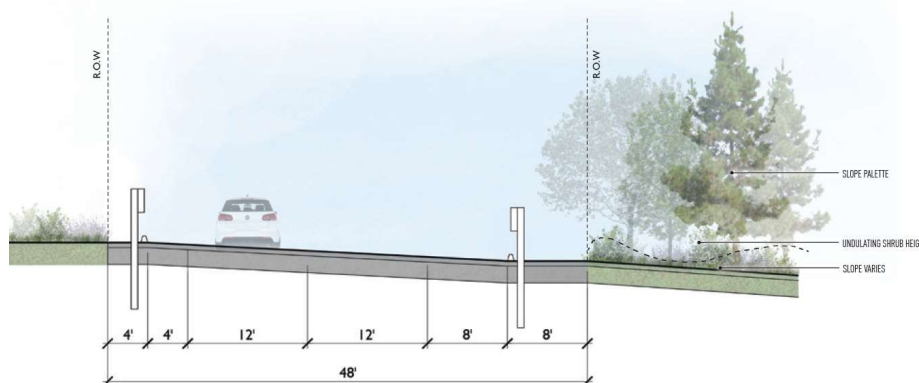
**Figure 2-11: C Street and 30<sup>th</sup> Street Cross Section**



### 2.6.4 Frontage Road

Frontage Road is classified as a Modified Local frontage street and runs in a west-east direction, providing access to SR-60, Hall Street and 30<sup>th</sup> Street from Rubidoux Boulevard. Frontage Road terminates into 30<sup>th</sup> Street at the intersection of Hall Avenue. The modification is due to no sidewalks to discourage pedestrian accessibility to this roadway that feeds into Caltrans right-of-way. Additionally, there are no planned pedestrian access points from Frontage Road to the future uses due to the significant grade difference. A project alternative is considering an access drive off of the Frontage Road but would be for automobile and truck service only. (see **Figure 2-12, Frontage Road**)

**Figure 2-12: Frontage Road**

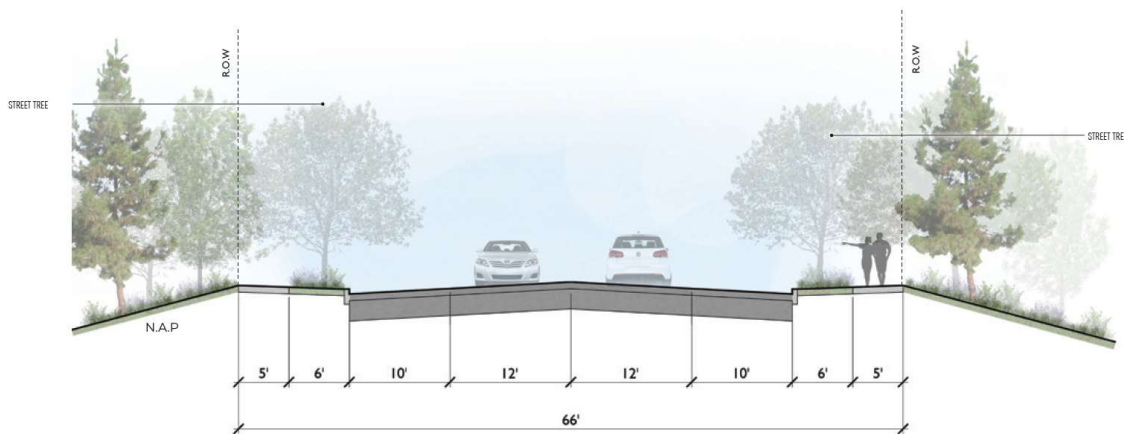




### 2.6.5 Hall Avenue

Hall Avenue is classified as a Local Street and runs in a north-south direction, providing access to the Specific Plan from the area north of SR-60. Hall Avenue terminates into a T-intersection at 30<sup>th</sup> Street. A Collector Street typical section measures 66 feet to right-of-way with two travels lanes in each direction measuring 10 and 12 feet with 6-inch curb and gutter and 11-foot parkway, inclusive of a 5-foot sidewalk. Center medians are striped. The Collector Street cross section is depicted in **Figure 2-13, Hall Avenue Cross Section**.

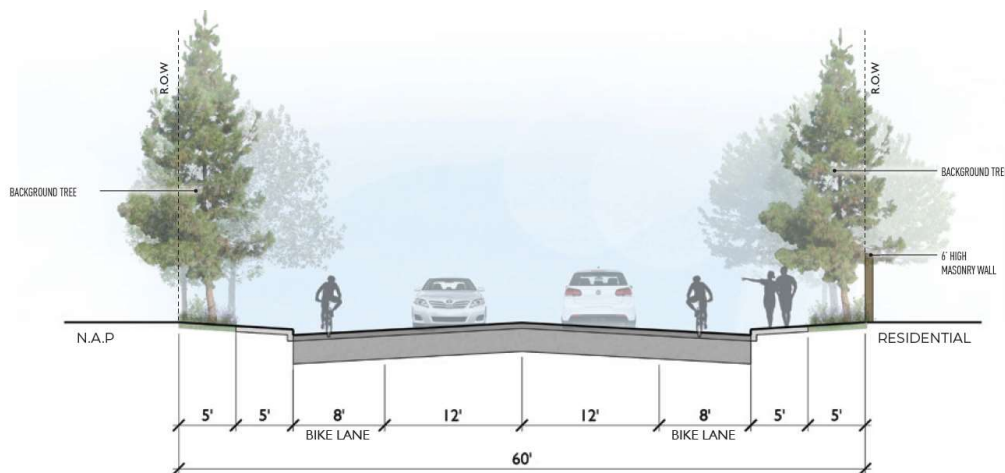
**Figure 2-13: Hall Avenue Cross Section**



### 2.6.6 Wallace Street

Wallace Street is classified as a Local Street and provides north-southbound movements from 34<sup>th</sup> Street to the Specific Plan. Wallace street extends from 34<sup>th</sup> Street and terminates at Street C. Portions of Wallace Street beyond Street C has been vacated. A Local Street typical section measures 60 feet from RIGHT-OF-WAY with two travel lanes measuring 8 and 12 feet in each direction, 6-inch curb and gutter with 10-foot parkway inclusive of a 5-foot sidewalk, as illustrated in **Figure 2-14, Wallace Street Cross Section**.

**Figure 2-14: Wallace Street Cross Section**

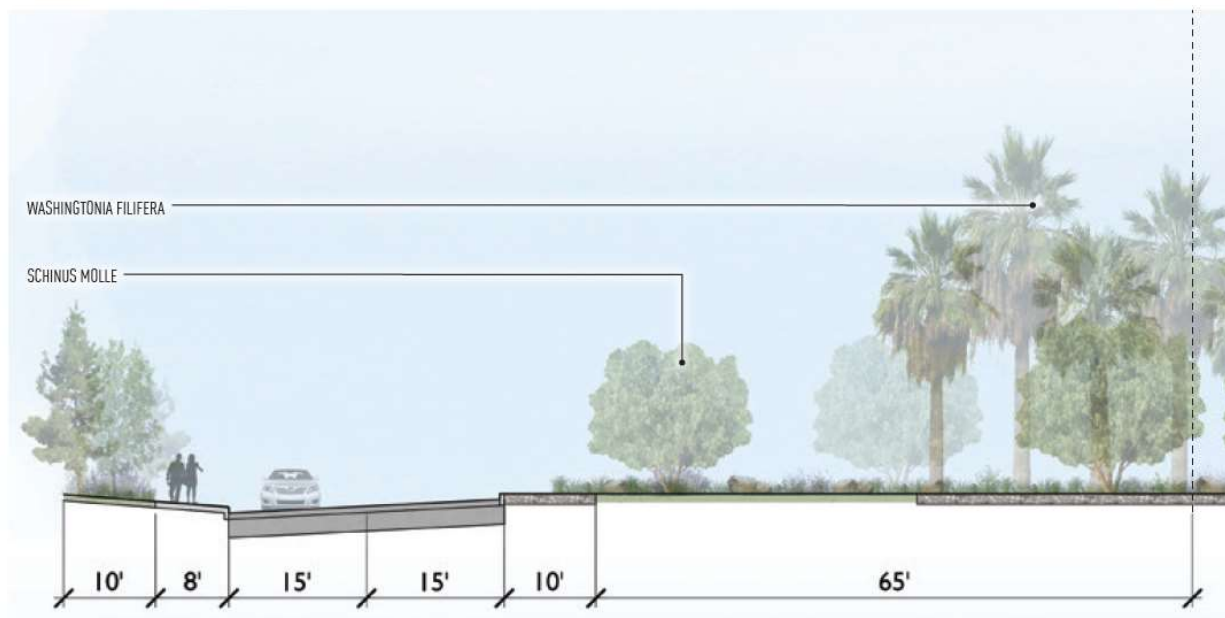




### 2.6.7 Roundabout

The proposed Roundabout provides a significant traffic control measure to defer truck traffic, while providing an amenity to the community. The Roundabout is at the intersection of Wallace Street, and future A Street and B Street. Two travel lanes are accommodated, measuring 12 feet in each direction, with an 18-foot parking that includes a 8-foot sidewalk, as illustrated in **Figure 2-15, Roundabout Section**.

**Figure 2-15: Roundabout Section**



### 2.7 Regional and Emergency Access

Regional access is provided via several major roads and highways. Rubidoux Boulevard and Frontage Road provide access to SR-60. Rubidoux Boulevard provides access to Mission Boulevard and Market Street. The proposed connection to provide one additional shared truck and automobile driveway into the Specific Plan area. Emergency access to the Specific Plan area is provided around each proposed building, through private streets, parking areas, and truck courts. Future development with Specific Plan will accommodate emergency access, with the location and design criteria established as part of site development application to the satisfaction of the Director of Community Development.

### 2.8 Parking

Parking will be provided with at-grade surface parking lots within each land use district in the Specific Plan in accordance with Section 3.





## 2.9 Transit

Transit routes can provide an alternative mode of transportation for motorists and a primary mode for the transit dependent. The provision of a concentrated employment center is an opportunity to partner with Riverside Transit Agency (RTA) to explore the feasibility of expanded public transportation options for workers and visitors of the Specific Plan area. There could be the potential for future bus stops along A street to expand services within the future development, depending on RTA's approval.

## 2.10 Infrastructure and Utility Plan

This Infrastructure and Utility Plan identifies the infrastructure, utilities, and public services and facilities provided to the Specific Plan area. The components of the Infrastructure and Utility Plan are water, sanitary sewer, storm water drainage, dry utilities (i.e., electricity, natural gas, communications, etc.), and public services and facilities (law enforcement, fire, and trash collection).

### 2.10.1 Water

The Rubidoux Community Services District (RCSD) provides services to properties located in the immediate vicinity of the Specific Plan area, and to Specific Plan. The RCSD was formed in 1952 and provides water, wastewater, trash collection services, and fire protection to over 35,000 people. The RCSD provides four million gallons of potable water a day to metered connection within its service area. Future development facilitated by the Specific Plan will connect to and expand existing infrastructure operated by the RCSD.

As reported in the RCSD 2020 Urban Water Management Plan, the sole source of potable water supply for the District and for all water users in the Rubidoux community is groundwater extracted from the southern portion of the Riverside-Arlington Sub-basin of the Upper Santa Ana Groundwater Basin via six potable and six non-potable (supplying hydrants, the Jurupa Hills Golf Course and landscape irrigation) groundwater wells. RCSD does not purchase or otherwise obtain water from a wholesale water supplier, and recycled water is not available to the RCSD (as of 2020). The RCSD expects that groundwater extracted from the Basin will continue to be its primary source of water through the year 2045, and possibly purchasing imported water from Wester Municipal Water District, a member agency of The Metropolitan Water District of Southern California, in 2025. To supply water to the Specific Plan area, improvements will include a connection at the western boundary of the Specific Plan area to a water main (*sizing subject to RCSD final review*) running west to east under Rubidoux Boulevard along the southside of the backbone infrastructure of A street.

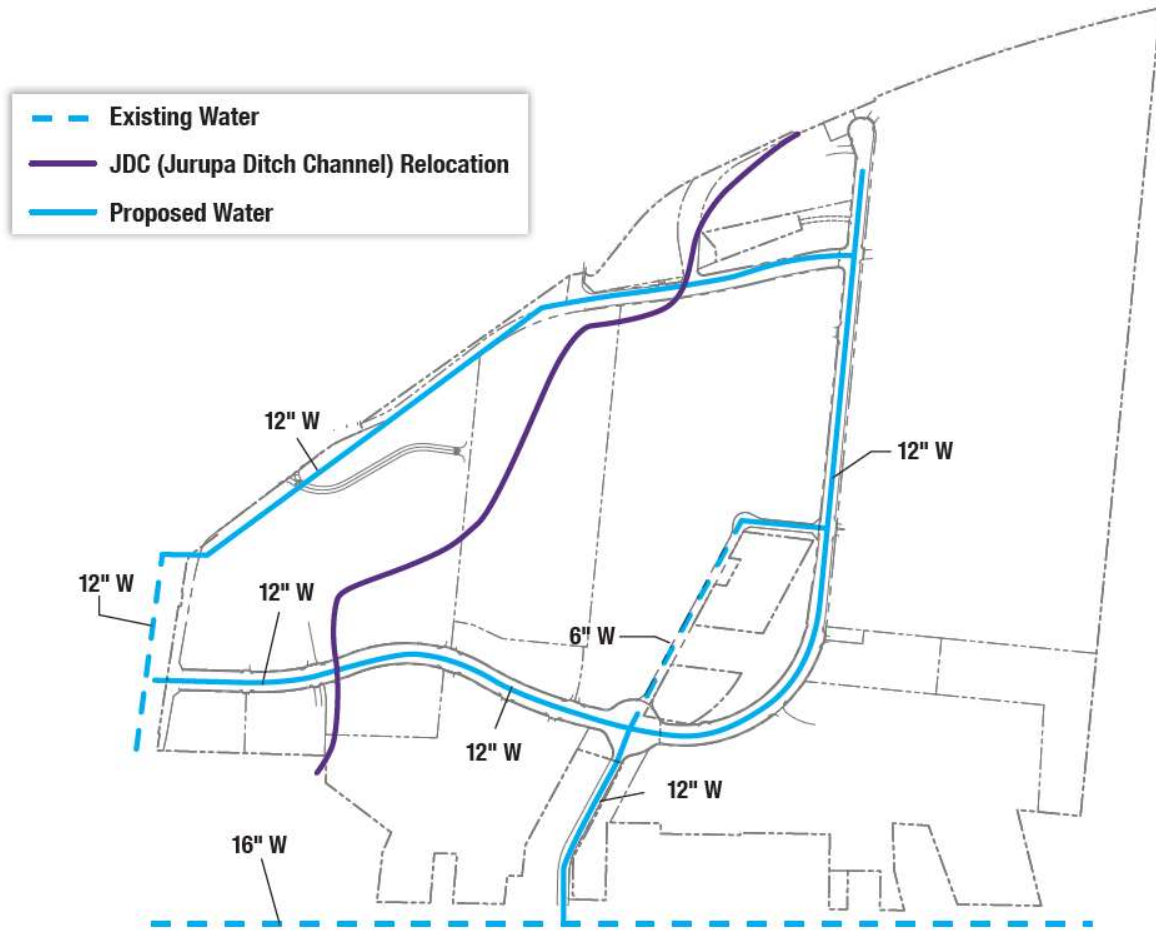
The A street will contain a 12-inch water main that continues under B street and turns north. A second connection at the southern boundary of the Specific Plan area will include a 12-inch water main running north to south along Wallace Street southside. The Water main converts from a 12-inch water main to 6-inch water main. The 12-inch main along Wallace Street intersects the east running A Street 12-inch main before connecting to the north running B Street 12-inch main around the two existing residential parcels along the industrial logistics district. See **Figure 2-16, Water Plan**. Future development will be required to accommodate domestic and on-site flows through laterals that would be connected off of the backbone infrastructure located in the public streets. Required meters and backflow preventers would be installed through construction documents of individual lot vertical development.

The Jurupa Ditch Water District (JDWD) provides water service to limited area, which has been in operation since 1880s. The existing system is piped under SR-60 and daylights onto the property with connection at the south end of the property. The Jurupa Ditch water line will be rerouted, maintaining its existing



connections to the north at SR-60 and south at the project southern edge. The exact location and conditions will be determined with future development and in cooperation with the JDWD.

**Figure 2-16: Water Plan**

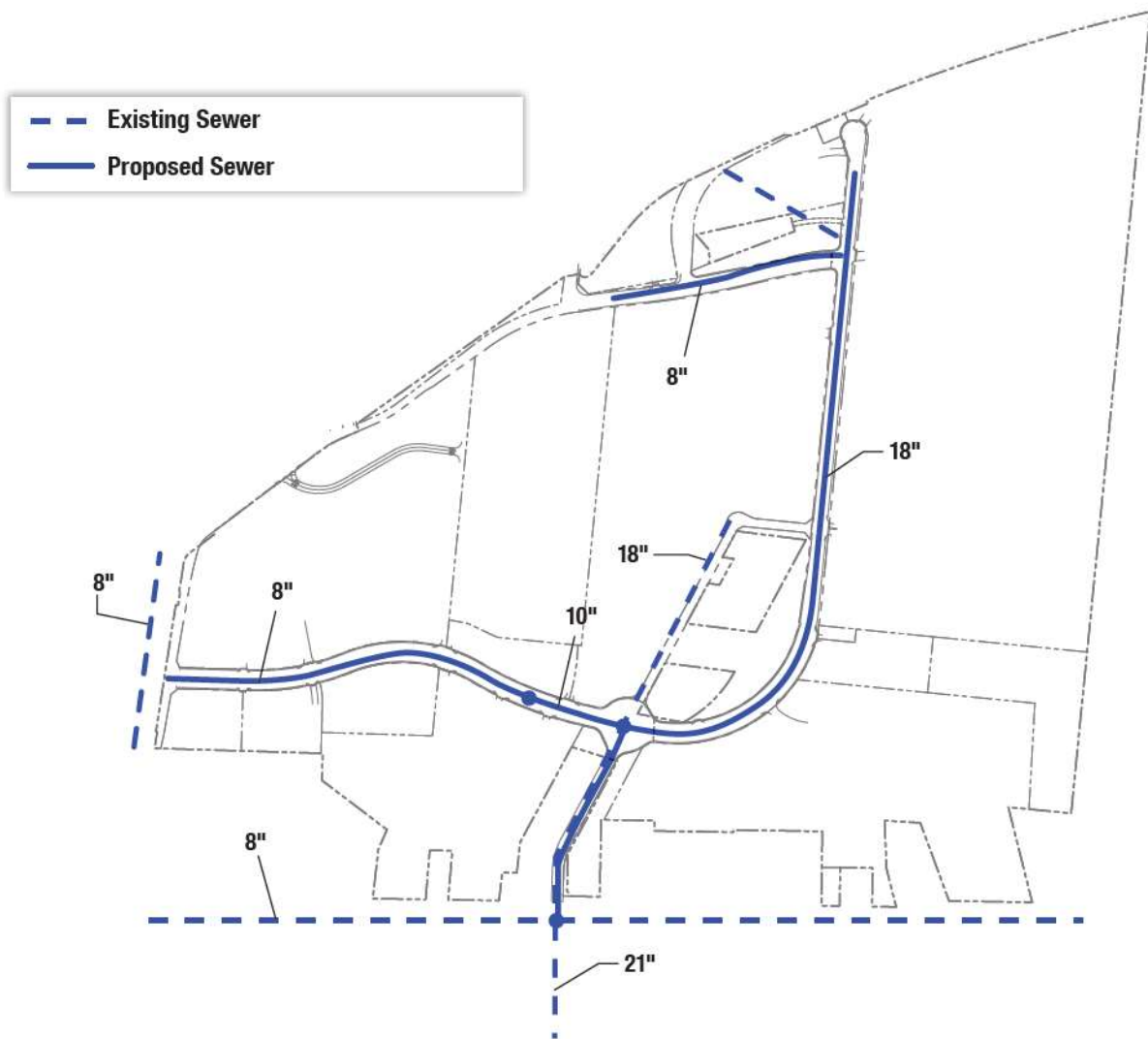




### 2.10.2 Sanitary Sewer

RCSD also provides sanitary sewer treatment service to the Specific Plan area. As of 2021, RCSD sewer infrastructure in the surrounding area consists of an 8 to 10-inch main along Rubidoux Boulevard which connects to an 8 to 10-inch main at Wilcox Square Alley. Infrastructure also includes an existing 18-inch pipe extending underneath SR-60 in a southerly direction down Wallace Street, ultimately connecting to a 21- to 24-inch sewer main at the 34<sup>th</sup> street intersection. Existing 8-inch sewer lines extend along 34<sup>th</sup> street and tie into the 18-inch main at the Wallace Street at 34<sup>th</sup> street intersection. The Specific Plan will direct all sewer flows toward the existing sewer main line at the Wallace Street and 34<sup>th</sup> Street intersection. (see **Figure 2-17, Sanitary Sewer Plan**)

**Figure 2-17: Sanitary Sewer Plan**





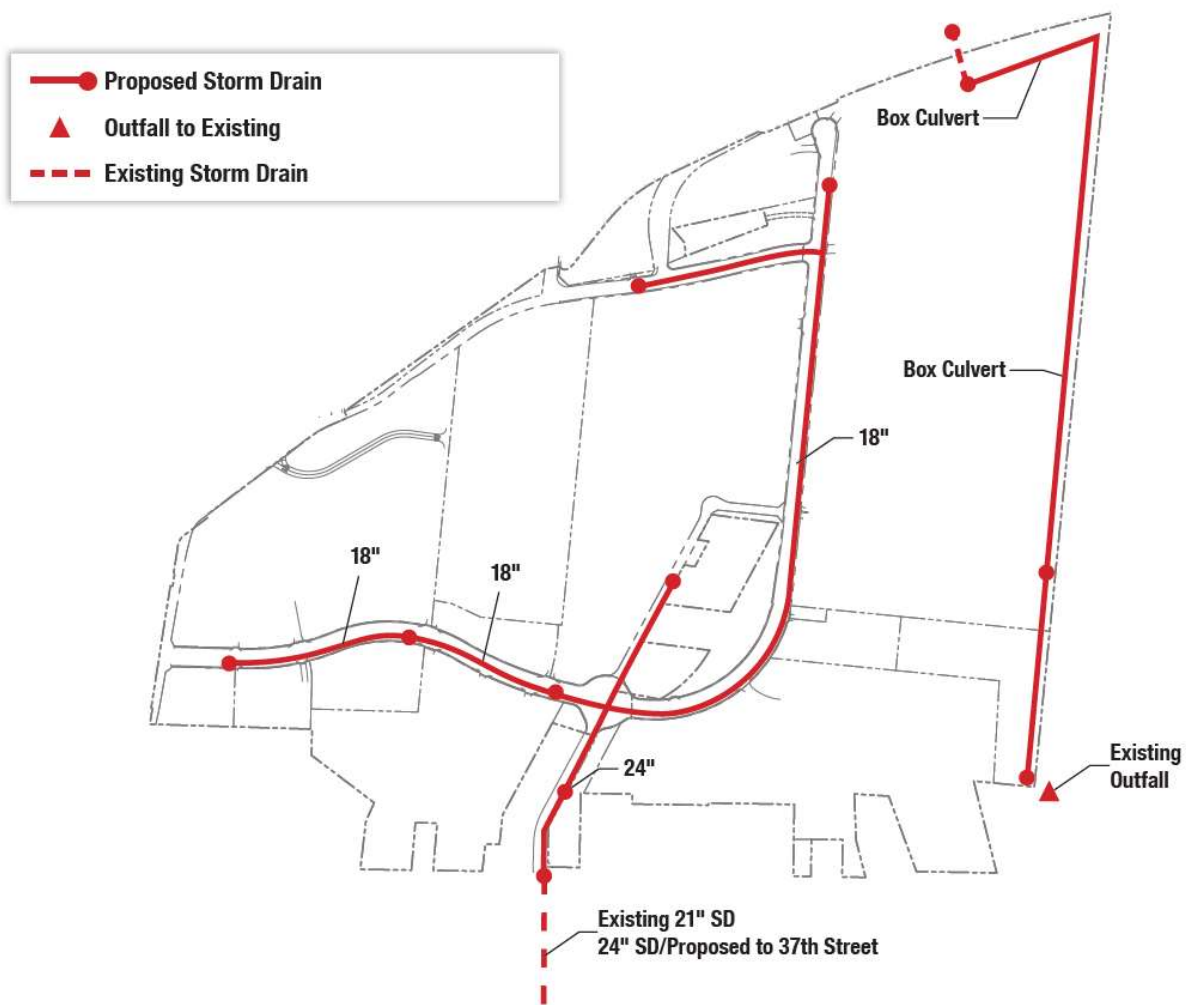


### 2.10.3 Storm Water Drainage

The Specific Plan area drains to off-site conveyances maintained by the Riverside County Flood Control and Water Conservation District (RCFCWCD). Future development projects facilitated by the development would connect to these facilities and be required to comply with storm water permitting regulations of the RCFCWCD.

Storm water will be collected through a network of storm water basins and biotreatment catch basins located throughout the Specific Plan area. Future individual development projects facilitated will utilize a variety of low-impact development measures to manage storm water including biotreatment catch basins and retention basins. The eastern portion of the Specific Plan will have a public detention basin, which will detain flows before releasing through an existing outlet pipe under Santa Ana River. The western portion of the Specific Plan would direct flows toward the existing 21-inch storm drain at the Wallace Street at 34<sup>th</sup> Street intersection. See **Figure 2-18, Storm Water Plan**.

**Figure 2-18: Storm Water**





#### **2.10.4 Solid Waste**

The City of Jurupa Valley contracts solid waste collection services through Burrtec Waste and Waste Management. Contract services will be expanded to provide solid waste collection services within the Specific Plan area. All solid waste collection will be required to comply with federal, State, and local regulations regarding waste reduction and recycling. Private trash service can be used to provide specialized service, and to provide more frequent service so as to apply alternative design considerations. Private trash service will be implemented on a case-by-case basis based on user demand and operations.

#### **2.10.5 Electricity**

Southern California Edison (SCE) provides electricity to the Specific Plan area and maintains above ground power lines. SCE will comply with the existing regulatory framework from California Public Utilities Commission and Federal Energy Regulatory Commission tariffs with regards to providing new service for future development projects.

#### **2.10.6 Communications**

Communications services are offered regionally by franchised telecommunications providers, such as AT&T and Spectrum. Infrastructure supporting communications services will be provided and installed along with other utilities throughout the Specific Plan area.

#### **2.10.7 Natural Gas**

Southern California Gas Company provides natural gas service to the Specific Plan area. As required, additional points of connection to existing gas lines will be provided. The service would be in accordance with the Gas Company's policies and extension rules on file with the California Public Utilities Commission.

### **2.11 Public Services**

#### **2.11.1 Police**

The City of Jurupa Valley contracts with the Riverside County Sheriff's Department. The County Sheriff will provide law enforcement services for the Specific Plan area. The closest police station is Jurupa Valley Sheriff's Station, located at 7477 Mission Boulevard, approximately 4.5 miles southwest of the Specific Plan area.

#### **2.11.2 Fire**

The Riverside County Fire Department (RCFD) provides fire services to the Specific Plan area. The nearest fire station to the Specific Plan is Riverside County Fire Department Station 38, located at 5721 Mission Boulevard, approximately one mile to the south. Station 38 is operated by the RCFD through an agreement with the Rubidoux Community Services District.

#### **Schools**

The Specific Plan is located within the Jurupa Unified School District. The Jurupa Unified School District includes 16 elementary schools, 1 kindergarten through eighth grade school. 3 middle school, and 3 high schools. Specifically, the Ina Arbuckle Elementary School, Mission Middle School and Rubidoux High School serve the Specific Plan area.



- Ina Arbuckle Elementary School provides education for kindergarten to sixth grade. As of the 2020/2021 school year, there were 490 students attending the Ina Arbuckle Elementary School.
- Mission Middle School contains seventh and eighth grade education levels. As of the 2020/2021 school year, there were 688 students attending the Mission Middle School.
- Rubidoux High School contains ninth to twelfth grade. As of the 2020/2021 school year, there were 1,585 students attending the Rubidoux High School.

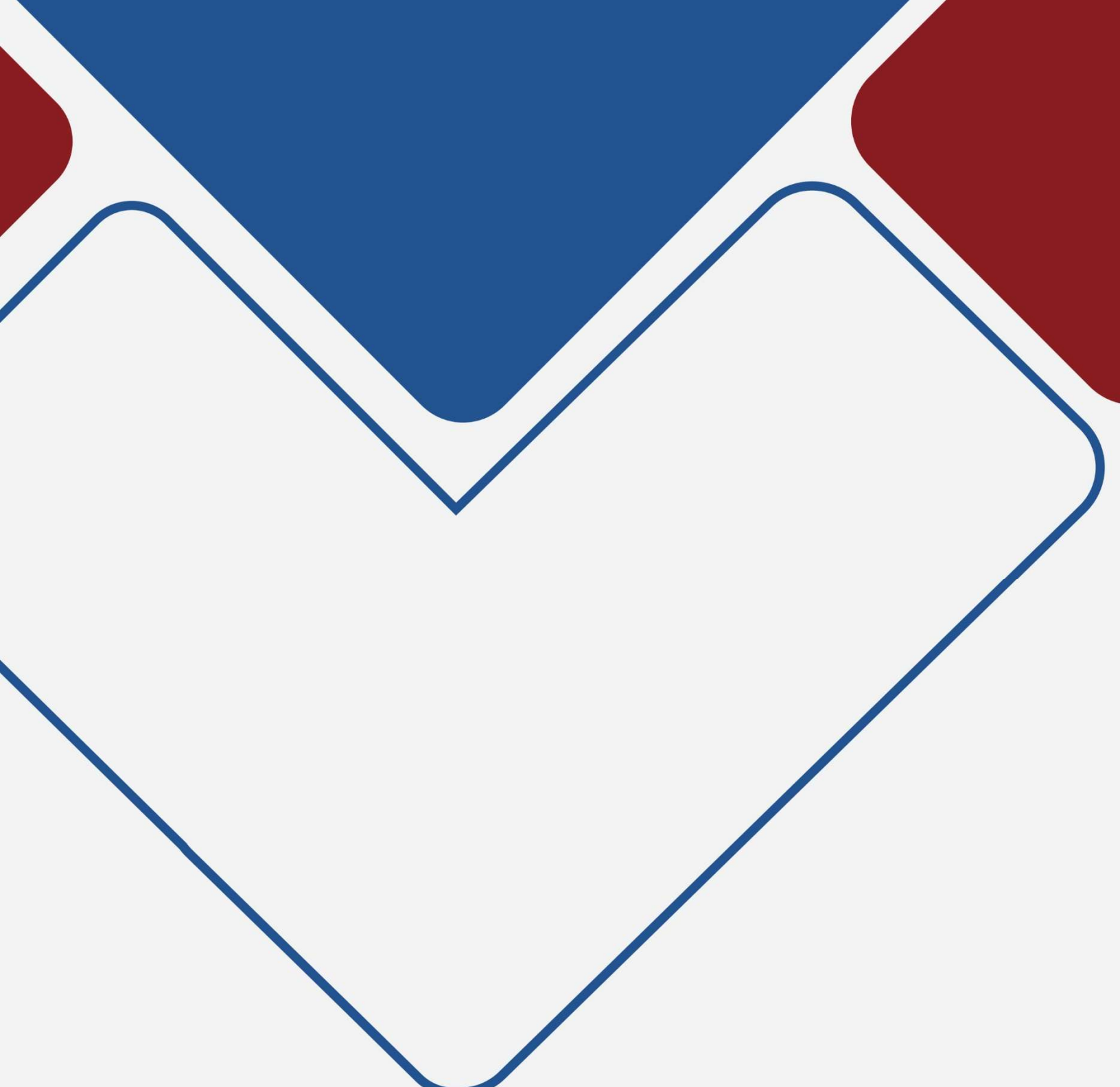
## **2.12 Grading Plan**

The Specific Plan topographic conditions consist of a sloped rise in elevation from the southeast corner to the northern edge. The site is roughly divided along Wallace Street by a 20- to 30-foot embankment with the western portion having a slightly higher elevation.

Typical grading activities will consist of clearing and grubbing, demolition of existing structures, and moving surface soils to construct building pads, driveways, and internal vehicular routes. Grading plans for each phase will be reviewed and approved by the City prior to the issuance of grading permits. All grading plans and activities will conform to the City's grading ordinance and dust and erosion control requirements.

Wherever applicable, biotreatment best management practice areas will be located throughout the Specific Plan area and will be designed to accept water from impervious surfaces. The precise size and location of water quality retention basins will be determined at the time of individual development projects.





## **Section 3**

*Land Use and Development Standards*



## 3.0 Purpose Land Use and Development Standards

This Section establishes essential zoning regulations to establish the desired physical form and identity of the built environment suitable for each land use. These regulations implement the Specific Plan Land Use Plan densities and ensure compatibility of land uses. Development standards address the physical features of each land use such as buildings and lots, parking, landscaping, walls and fencing, outdoor storage, and signs. These standards address buildings and site improvements and are essential to achieve the vision of The District at Jurupa Valley Specific Plan (“Specific Plan”).

### 3.1 General Provisions

This Section applies to any development within the Specific Plan. In reviewing individual projects requiring discretionary approval, additional conditions may be applied by the approving body to accomplish the goals and objectives of this Specific Plan.

### 3.2 Allowable Land Uses

**Table 3-1, Allowable Land Uses and Permit Requirements** shows the allowable primary land uses, activities, or facilities permitted within the Industrial, Business Park, Commercial Retail, Commercial Neighborhood, Commercial Tourist, and Residential land uses, and the types of permits required to establish the uses and activities. Permitted uses are subject to additional development standards and guidelines outlined in this section and section 4. Section 5 Implementation Plan identifies other types of entitlements, permits, procedures, and actions related to land use and development standards.

#### 3.2.1 Administrative Site Development Permit (ASDP)

Any application for a Site Development Permit shall be processed in accordance with the procedures established herein and JVMC Section 9.240.330 (Site Development Permit) that is determined to be administrative and in substantial conformance with the Specific Plan land use and development standard, inclusive of **Table 3-1** and Section 5.6.2, requiring only administrative approval by the Community Development Director.

#### 3.2.2 Site Development Permit (SDP)

Any application for a Site Development Permit as required per **Table 3-1** shall be processed in accordance with the procedures established herein and JVMC Section 9.240.330 (Site Development Permit).

#### 3.2.3 Conditionally Permit (CUP)

A land use permitted upon issuance of a Conditional Use Permit (CUP) pursuant to JVMC Section 9.240.280 (Conditional Use).

#### 3.2.4 Prohibited Land Uses (--)

A land use indicated with a “--” symbol is prohibited within the land use

#### 3.2.5 Land Uses Not Listed

Any use not listed in **Table 3-1** shall be considered prohibited land use unless an unlisted use is deemed to be similar to an allowable use as interpreted by the Planning Director or designee, requiring the following



findings: (1) is substantially the same in character and intensity as those listed under the respective land use; and (2) meets the purpose and intent of the land use.

### 3.2.6 Accessory Uses

A use that is customarily associated with, and is incidental and subordinate to, the primary use and located on the same parcel as the primary use. Certain accessory uses that serve a facility and its staff, such as daycare, gym, food court, and outdoor storage, would be approved under the entitlements required for the principal uses listed in **Table 3-1** or subsequently approved under a Modification.

### 3.2.7 Existing Legal Non-Conforming

Any existing uses, buildings, structures, parking areas, landscaping and signage located in the Commercial Retail and Business Park that become non-conforming at the time of adoption of the Specific Plan will be permitted to remain. Until such time as building permits are issued for development, the existing uses and buildings may continue to be used for residential purposes.

**Table 3-1: Allowable Land Uses and Permit Requirements**

Land Uses	Permits Required by Land Use					
	Industrial	Commercial Retail	Commercial Neighborhood	Commercial Tourist	Business Park	Residential
<b>Key to Permit Requirements</b>						
ASDP = Admin Site Development Permit						
SDP = Site Development Permit						
CUP = Conditional Use Permit						
(--) = Prohibited						
<b>Eating and Drinking Establishments</b>						
Alcoholic beverage sales and service	CUP	CUP	CUP	CUP	--	--
Sale for off-site consumption	CUP	CUP	CUP	CUP	--	--
Live entertainment w/on-site consumption	--	CUP	CUP	CUP	--	--
Special Events w/on-site consumption	CUP	CUP	CUP	CUP	--	--
Concession stand	--	ASDP	ASDP	ASDP	--	--
Food markets, Food Halls	ASDP	ASDP	ASDP	ASDP	--	--
Food prep. facilities, commercial or catering	ASDP	ASDP	ASDP	ASDP	--	--
Mobile food vending	ASDP	ASDP	ASDP	ASDP	--	--
Restaurants	--	ASDP	ASDP	ASDP	ASDP	--
Quick-Serve	ASDP	ASDP	ASDP	ASDP	ASDP	--
Quick-Serve, Drive-thru	--	CUP	CUP	CUP	CUP	--
<b>Professional Office</b>						
Government administration offices	--	ASDP	ASDP	ASDP	--	--
Medical and dental offices	--	CUP	CUP	CUP	--	--
Professional Office	--	ASDP	ASDP	ASDP	--	--
<b>Open Space and Park Facilities</b>						
Public Recreation Facilities, Outdoor	--	ASDP	ASDP	ASDP	--	ASDP
Private Recreation Facilities, Outdoor	--	ASDP	ASDP	ASDP	--	ASDP
Outdoor Entertainment (i.e., amphitheater)	--	CUP	CUP	CUP	--	CUP
<b>Residential</b>						
One Family Dwellings	--	--	--	--	--	ASDP
Multiple Family Dwellings (R-2)	--	--	--	--	--	ASDP
Multiple Family Dwellings, Limited (R-2A)	--	SDP	SDP	SDP	--	ASDP
General Residential (R-3)	--	SDP	SDP	SDP	--	ASDP
Village Tourist Residential (R-3A)	--	SDP	SDP	SDP	--	ASDP
Mobilehome Parks (R-T)	--	--	--	--	--	--
<b>Retail and Services</b>						
Animal boarding and medical care	CUP	CUP	CUP	CUP	--	--
Financial institutions	ASDP	ASDP	ASDP	ASDP	--	--
Gallery Studios, Retail & Educational	--	ASDP	ASDP	ASDP	--	--
Fitness, Personal Training studio	ASDP	ASDP	ASDP	ASDP	--	--
Instructional services	--	ASDP	ASDP	ASDP	--	--
Church/Assembly	---	CUP	CUP	---	CUP	---
Mailbox and post services	ASDP	ASDP	ASDP	ASDP	--	--
Medical clinics	--	ASDP	ASDP	ASDP	--	--





Land Uses	Permits Required by Land Use					
	Industrial	Commercial Retail	Commercial Neighborhood	Commercial Tourist	Business Park	Residential
<b>Key to Permit Requirements</b>						
ASDP = Admin Site Development Permit						
SDP = Site Development Permit						
CUP = Conditional Use Permit						
(--) = Prohibited						
Nurseries and garden stores	--	ASDP	ASDP	--	--	--
Personal Grooming Services, beauty salons	--	ASDP	ASDP	--	--	--
Product Repair Services	ASDP	ASDP	ASDP	--	--	--
Professional and Vocational Schools	--	ASDP	ASDP	--	--	--
Integrated Retail	---	ASDP	---	---	---	---
Retail Stores	--	ASDP	ASDP	ASDP	--	--
Cinema/Entertainment	---	ASDP	ASDP	CUP	---	---
Self-Storage	CUP	CUP	--	CUP	CUP	--
Shopping Center	--	CUP	CUP	CUP	--	--
Social Services Facilities	--	ASDP	ASDP	ASDP	--	--
Vehicle Fueling Stations and Service	CUP	CUP	CUP	CUP	CUP	--
<b>Limited Industrial</b>						
Apparel and industrial design	ASDP	ASDP	ASDP	--	--	--
Artisan crafts (made by hand) such as glassworks, jewelry, and pottery	ASDP	ASDP	ASDP	--	--	CUP
Beverage manufacturing – non-alcohol	ASDP	ASDP	ASDP	--	--	--
Craft brewery, distillery, and winery - alcohol	CUP	CUP	CUP	CUP	--	--
Electrical equipment, appliance, and component manufacturing	ASDP	ASDP	ASDP	--	--	--
Food manufacturing, limited (grain and bakery products, confectionery, nonalcoholic beverages, snack foods, coffee, tea, seasoning, and spices)	ASDP	--	--	--	--	--
<b>Manufacturing</b>						
Furniture and related product manufacturing	ASDP	ASDP	--	--	--	--
Machinery manufacturing	ASDP	--	--	--	--	--
Transportation equipment manufacturing	ASDP	--	--	--	CUP	--
Medical and dental equipment assembly and delivery	ASDP	--	--	--	CUP	--
Pharmaceutical and Medicine Manufacturing	ASDP	--	--	--	CUP	--
Biological Product Manufacturing	CUP	--	--	--	CUP	--
Studios, multi-media production	ASDP	--	--	--	ASDP	--
Research and development	ASDP	--	--	--	ASDP	--
Printing	--	ASDP	ASDP	--	ASDP	--
Automated garages; vehicle lifts	ASDP	--	--	ASDP	--	--
Transit stops and shelters	ASDP	ASDP	ASDP	ASDP	ASDP	--
Wireless Telecommunications per JVMC	CUP	CUP	CUP	CUP	CUP	--
<b>Trucking and Trailer Facilities</b>						
Off-site trailer storage yard, or trailer parking lots and/or structures are permitted, provided the use is affiliated with and serves a principal use.	ASDP	ASDP	--	--	--	--
<b>Warehousing</b>						
Cold storage warehouse	ASDP	ASDP	--	--	--	--
Cross-dock facilities	ASDP	ASDP	--	--	--	--
E-commerce (Internet fulfillment)	ASDP	ASDP	--	--	--	--
High-cube warehouse (see Note 1)	ASDP	ASDP	--	--	--	--
Logistics center	ASDP	--	--	--	--	--
Shipping/parcel delivery	ASDP	ASDP	--	--	--	--
<b>Warehousing and storage</b>						
Short-term storage	ASDP	ASDP	--	--	ASDP	--
Storage completely within a building	ASDP	ASDP	--	--	ASDP	--
Vehicle Storage	ASDP	ASDP	--	--	ASDP	--
Long-term storage	ASDP	ASDP	--	--	ASDP	--

Notes: (1) *High-Cube Warehouse Definition*: A building that typically has at least 200,000 gross square feet of footprint, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses.



### 3.3 Development Standards

**Table 3-3, Development Standards** apply to land uses, structures, and related improvements. Where specific development standards are not mentioned in this section, the provisions of the JVMC shall apply. The standards of this section implement buffering strategies that controls the physical dimensions and locations of structures, and site improvements including walls and landscaping that minimizes impact of developments from residential uses, as well as improve the appearance of the project as seen from surrounding roadways.

#### 3.3.1 Floor Area Ratio

Pursuant to the General Plan, non-residential land use intensity is typically measured by the amount of building floor area allowed per acre, also referred to as Floor-Area Ratio (FAR). Within the Specific Plan, the FAR for each non-residential land use shall meet the following:

**Table 3-2: Non-Residential Floor Area Ratio**

Industrial	Commercial Retail	Commercial Neighborhood	Commercial Tourist	Business Park
Up to 0.60	Up to 0.65	Up to 0.60	Individual Lots: Up to 0.80 Combined Lots: Up to 0.70 FAR.	Up to 0.60

#### 3.3.2 Density

Pursuant to the General Plan, residential land use intensity is typically measured by the number of units per acre. Within the Specific Plan, the density for Residential land use shall meet the following:

***Residential: up to 25 units per acre***

The development intensity provides a range of anticipated building intensity, allowing single family, and multi-family dwellings, including condominium and apartments. Residential designations of less density as defined in the JVGP Table 2.4 are considered compatible and in conformance with the Specific Plan Residential land use.

#### 3.3.3 Building Setback Line

No building or structure shall be constructed within the Building Setback Line. All setbacks shall be free and clear to the sky relative to building or structure placement except for the following improvements:

- Architectural features, eaves, and steps or unenclosed staircases may extend into the Building Line Setback Line by a maximum of three (3) feet.
- Support posts of patio covers, or trellis may extend into the Building Setback Line by a maximum of three (3) feet. The patio cover or beams may extend one (1) foot past the support posts toward the property lines.
- Stand-alone accessory mechanical equipment on the ground, backflow devices and transformers may be constructed at least five (5) feet from any property line.
- Walls with a maximum height of 14 feet provided that the first 4 feet of the wall is screened by landscape buffer/berm.
- Open parking areas or carports; driveways and aisles; parking lot lights.



- Landscaping and sidewalks

### **3.3.4 Setback Adjustments**

Setback adjustments may be granted to accommodate structures and other improvements pursuant to the requirements of JVMC Section 9.240.360 (Setback Adjustments and Temporary Use of Land).

### **3.3.5 Residential Open Space**

Residential open space development standards shall be provided based on Traditional Neighborhood Design (JVMC Section 9.240.550) for single family residential development having densities equal to or less than 12 units per acre. For residential developments having greater than 12 units per acre or multiple family dwelling projects, the following open space standards shall apply:

- 1) Private Open Space
  - a) Private open space is the area improved for outdoor use by the residents of the dwelling unit of which it serves, such as balconies, ground floor yards, courtyards, or patios.
  - b) Requirement: 40 Square Feet per unit
  - c) Minimum Balcony: 5-feet by 8-feet
  - d) Ground level open space shall provide 5-foot privacy fence or wall.
  
- 2) Common Open Space:
  - a) Common Open Space are on-site areas that services the development site, providing passive and active recreation for the residential development. Common Open Space can include amenities such as club rooms, gyms, pools, barbeques, and patio/seating areas.
  - b) Requirement: 100 Square Feet per unit
  - c) Minimum Dimension: 10-feet by 10-feet
  - d) Up to a maximum of 50% of Common Open Space may be provided in a building.



**Table 3-3: Development Standards**

Development	Development Standards by Land Use					
	Industrial	Commercial Retail	Commercial Neighborhood	Commercial Tourist	Business Park	Residential
Intensity (FAR)	0.60	0.65	0.60	0.70	0.60	N/A
Density (Units/AC)	N/A	N/A	N/A	N/A	N/A	25
<b>Minimum Lot Dimensions</b>						
Lot Area	20,000 SF	N/A	0.25 ac	0.25 ac	0.5 ac	4,000 sf
Minimum Lot Width, average	100 ft.	N/A	60 ft	n/a	100 ft	40 ft
Minimum Frontage	n/a	N/A	40 ft	n/a	50 ft	20 ft
<b>Building Height</b>						
Maximum Height	75 ft.	75 ft	35 ft	75 ft	50 ft	50 ft
<b>Minimum Landscape Setback (see Landscaping Requirements)</b>						
Major	n/a	n/a	25 ft	25 ft	n/a	n/a
Arterial, Modified	n/a	n/a	25 ft	25 ft	n/a	20 ft
Collector	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft
Local	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft
Interior	0 ft	0 ft	0 ft	0 ft	0 ft	5 ft
<b>Minimum Building Setbacks</b>						
Major	n/a	n/a	25 ft	25 ft	n/a	n/a
Arterial, Modified	n/a	n/a	20 ft	20 ft	n/a	15 ft
Collector	25 ft	20 ft	20 ft	n/a	20 ft	15 ft
Local	25 ft	20 ft	n/a	20 ft	20 ft	10 ft
Interior Side and Rear	10 ft	10 ft	15 ft	10 ft	10 ft	10 ft
Industrial	20 ft	20 ft	20 ft	20 ft	20 ft	500 ft <sup>1</sup>

1. Minimum Building Setback between Industrial and Residential, as measured from building to building.



### 3.4 Off-Street Parking and Loading Standards

The following regulations establish minimum requirements and design standards for off-street parking of vehicles, trucks, and bicycles. The purpose of these regulations is to provide safe and convenient access, to ensure parking areas are properly designed, and to provide enough parking spaces to service the use, reduce traffic congestion, promote business, and enhance public safety.

#### 3.4.1 Required Off-Street Parking

**Table 3-4, Required Off-Street Parking** identifies the minimum number of parking spaces for the uses listed under their respective categories in Table 3-1.

For a use with no specific parking requirement in this Table, refer to the provisions of JVMC Section 9.240.120. – (Off-street Vehicle Parking). When parking requirements for a use are not specifically stated, the parking requirement for such use shall be determined by the Planning Director based on the requirement for the most comparable listed use in this section, or a use listed in JVMC Section 9.240.120. The Planning Director may require a parking study to determine parking requirements for uses where no parking rates are available within existing regulations, or the proposed use request alternative parking standards.

**Table 3-4: Required Off-Street Parking**

Required Off-Street Parking	
Use	Require Parking Ratio
<b>Shopping Centers</b>	
Shopping Center ( <i>Less than 400,000 SF</i> )	1 space / 250 SF
Shopping Center (400,000 to 600,000 SF)	1 space / 220 SF
<b>Stand Alone Retail &amp; Restaurants Not Included in Shopping Center</b>	
Service Retail	1 space / 200 SF
Discount/Superstores	1 space / 200 SF
Furniture, Appliance Store	1 space / 750 SF of sale area or display
Home Improvement Stores/Garden	1 space / 230 SF
Supermarket/Grocery	1 space / 210 SF
Pharmacy	1 space / 300 SF
Eating and Drinking Establishments	Fine/Casual Dining: 1 space / 60 SF Fast Casual/Fast Food: 1 space / 75 SF Bar/Lounge: 1 space / 50 SF Outdoor: 1 space / 200 SF Stacking for 4 vehicles to menu board
<b>Entertainment</b>	
Auditoriums, Exhibition Halls, Cineplex, Theaters, and similar places with fixed seating	1 space / 3 seats
Outdoor Amphitheater	1 space/50 square feet of assembly area
<b>Services</b>	
Fitness, Health Club	1 space / 150 SF
Personal Training Studios and Instructional Services	1 space/ 200 SF
Beauty Salon, Barber	1 space / 150 SF
Animal Boarding and Medical Care	1 space / 300 SF
Day Care	1 space / 280 SF
Professional and Vocational Schools	1 space / employee, plus 1 space/2 students
Product repair services	1 spaces / 1.5 employees
Gallery, Artist Studios, and Similar Uses	1 space / 300 SF
Vehicle Fueling Station with Convenience Store	1 space / 200 SF



Required Off-Street Parking	
Use	Require Parking Ratio
<i>Vehicle fueling station with any retail, food service, and air and water service (Standard):</i>  <i>Reduction for EV</i>	Two parking spaces adjacent to air and water service.  A reduction of one required parking space for each electric charging (EV) or alternative fueling station provided, up to a maximum of 4 spaces.
<b>General Office and Medical Uses</b>	
Professional Office	1 space / 250 SF
Office Ancillary to Primary Use, <i>Less than 10% of gross square feet</i>	1 space / 300 SF
Bank	1 space / 250 SF Stacking for 4 vehicles for drive-up window
Medical or Dental	1 space / 200 SF
<b>Industrial</b>	
Industrial, Warehousing, Manufacturing	1 space / 1,000 SF up to 10,000 SF 1 space / 2,000 SF for the next 90,000 SF 1 space / 4,000 SF for the remaining square feet  Ancillary Office: 1 space/250 SF
Research and Development	1 space/200 SF Net Rentable Square Feet
<b>Hospitality</b>	
Hotel, Business	0.80 space / key
Hotel, Leisure	1 space / key
<b>Residential</b>	
Single Family	2 spaces per unit, Garage 1 space per unit, uncovered*  <i>Single Family parking rate is inclusive of guest parking.</i> <i>Uncovered space can be counted on-street or on the driveway with 18-feet in length</i>
Multifamily	1.25 space / Studio or 1-bedroom unit 1.75 space / 2-bedroom unit 2.2 space / 3-bedroom or more unit  <i>Residential parking rates are inclusive of guest parking.</i> <i>One space per unit to be covered either as garage parking or carport.</i>
Senior Housing	1 space / unit  <i>Senior housing parking rate is inclusive of guest parking.</i>

### 3.4.2 Off-Street Parking Standards

The following provides general parking and loading standards for the Specific Plan. **Table 3-5, Off-Street Parking Standards** establishes the design standards for off-street parking. Refer to JVMC Section 9.240.120. Off-street vehicle parking for certain standards and procedures, including accessible parking space requirements and alternative parking programs. Off-street parking shall be provided in accordance with the Municipal Code.

- a. Off-street parking shall be provided to accommodate all vehicles associated with the permitted use of each site. On-street parking is prohibited, except in designated truck parking areas.
- b. Designated spaces must be provided in convenient locations for handicap, carpool, alternate fuel vehicles, motorcycles and bicycles as required by the State of California and the City of Jurupa Valley.





- c. Parking areas for motorcycles and bicycles are to be designed for orderly, uncluttered parking. Bicycle parking areas are to be provided with racks and locking capabilities.
- d. The view of parking areas from public streets shall be softened by means of grading and/or landscaping.
- e. Parking is prohibited in any required landscape areas.
- f. Vehicle parking areas are to be landscaped to provide a shade canopy (50% coverage at maturity) and pleasant appearance. Planters must be large enough to avoid crowding of plant material and damage by vehicles.
- g. Parking lots shall comply with the accessible parking standards required by the City of Jurupa Valley.

**Table 3-5: Off-Street Parking Standards**

Off-Street Parking Standards	
Category	Requirement
Location of Off-Street Parking	Unless otherwise specified, all parking must be within three hundred (300) feet of the use served (residential or non-residential), on the same parcel as the use, or on an adjoining appropriately zoned parcel.
Markings	All parking facilities, individual stalls, drive aisles, approach lanes, and maneuvering areas shall be clearly marked to expedite traffic movement. Once a parking facility has been marked in accordance with the approved site plan, the markings shall be maintained in good condition.
Loading Activity	All loading activity including turnaround and maneuvering shall be made on-site and contained within designated areas, such as loading zone, loading space, or loading docks. Loading activities should not block designated. Drive aisles/driveways, passenger vehicle areas, pedestrian paths, and emergency vehicle access. Buildings, structures, and loading facilities shall be designed and placed on the site so that vehicles, whether rear loading or side loading, may be loaded or unloaded without extending beyond the property line. Drive aisles shall be sufficient in length so that no queuing of trucks or delivery vehicles will occur within the public right-of-way.
Safety	Pedestrian circulation in parking lot areas shall be planned to provide safety and convenience. Off-street parking areas shall incorporate walkways and striped paving in conjunction with landscaping to ensure the visibility and separation of pedestrians from vehicular paths.
<b>Parking Space Dimensions</b>	
Garage Parking	10-feet by 20-feet for single 20-feet by 20-feet for double
Carport Parking	9-feet by 18-feet long <i>Carport columns shall be placed away from car swing area</i>
Standard Parking	9-feet wide by 18-feet long
Compact Parking	8.5-feet wide by 16-feet long
End Stalls	9-feet wide by 18-feet long and provided with a 12-inch continuous curb concrete landing
Minimum Aisle width for parking angle	45 degrees: 14 feet 60 degrees: 18 feet 90 degrees: 24 feet <i>Reduced aisle widths can be permitted if approved by Fire Depart.</i>
Maximum gradient at parking space	5% measured in any direction; 2% maximum for accessible parking spaces
<b>Dock-high Loading Facilities</b>	
Loading door loading space	11-feet wide by 45-feet long with 14-foot minimum vertical clearance measured from finish service of loading dock
Truck maneuvering area	Designed to accommodate the minimum practical turning radius of a 53-foot semi-trailer and tractor combination



### 3.4.3 Site Access

Vehicular access to individual sites is limited to minimize disruption of traffic flow. All access to public streets is subject to approval by the City of Jurupa Valley.

### 3.4.4 Vehicular Circulation

On-site vehicular circulation should be clear and direct. Dead-end parking aisles should be avoided.

### 3.4.5 Truck Parking

All truck yards shall be screened from public view from adjacent streets.

### 3.4.6 Service Areas

Service, storage, maintenance, loading, refuse collection areas and similar facilities are to be located out of view of public roadways and buildings on adjacent sites or screened by architectural barriers. Service areas may not extend into required building and landscape setback zones. Service areas should be located and designed so that service vehicles have clear and convenient access and do not disrupt vehicular and pedestrian circulation. No loading or unloading is permitted from public streets.

### 3.4.7 Bicycle Parking

**Table 3-6, Required Bicycle Spaces**, establishes minimum bicycle parking spaces. Bicycle parking shall be provided in a convenient, highly visible, and well-lit area. Design of required bicycle parking facilities shall be consistent with the applicable provisions of JVMC Section 9.240.120.

**Table 3-6: Required Bicycle Spaces**

Required Bicycle Spaces		
Land Use	General Requirement	Long Term
Industrial Park	One bicycle space for every 50-automobile parking space. A minimum of 2 bicycle spaces required.	50% of required bicycle parking A minimum of 1 bicycle spaces required.
Commercial Retail Commercial Neighborhood Commercial Tourist	One bicycle space for every 100-automobile parking space. A minimum of 2 bicycle spaces required.	20% of required bicycle parking A minimum of 1 bicycle space
Business Park	One bicycle space for every 50-automobile parking space. A minimum of 2 bicycle spaces required.	50% of required bicycle parking A minimum of 1 bicycle space
Residential	0.15 space per unit	50% of required bicycle parking
Open Space, Recreation	10 spaces per acre of park area	N/A
<i>Notes:</i> 1. <i>General Requirements are for short-term bicycle parking that serves shoppers, customers, messengers, and other visitors to a site who generally stay for a short time. Bicycle parking facilities can consist of bicycle racks.</i> 2. <i>Long-term bicycle parking serves residents, employees, commuters, and others who generally stay at a site for several hours or more. Bicycle parking facilities can consist of Class 1 bike lockers and/or Class II bicycle racks.</i>		

## 3.5 Outdoor Storage Standards

**Table 3-7, Outdoor Storage Standards**, establishes the standards for outdoor storage. Outdoor storage is permitted only as an accessory use (see Section 3.3 Accessory Use) in the Industrial and Business Park land use. The screening standard can be expanded to include other materials if it meets the intent of the standard.



**Table 3-7: Outdoor Storage Standards**

Category	Requirement
Location	Outdoor storage shall be located on the same lot as its principal use. It shall not be located on steep slopes (15% or greater grade), landscaped area, required parking spaces, fire lanes, or where pedestrian or vehicle circulation may be obstructed or become unsafe. Truck courts are allowed areas for outdoor storage.
Screening	Outdoor storage shall be completely screened from public streets and right-of-way, open space areas, and commercial retail areas by decorative walls, berms, or landscaping.
Maximum Area (by Land Use)	Industrial Park Maximum of 20,000 square feet per principal use. Outdoor storage over these limits may be approved with a Conditional Use Permit.

### 3.6 Landscaping Requirements

Standards for landscaping requirements inclusive of applicable irrigation requirements are established in **Table 3-8, Landscaping Requirements**. These standards are to be used in conjunction with JVMC Section 9.238.040 Landscape Design and with JVMC Chapter 9.238.050 (Water Efficient Landscape Design Requirements). All projects shall provide and maintain landscaping and irrigation in compliance with applicable sections of this Specific Plan.

#### 3.6.1 General Requirements

Figure 4.1 Landscape Concept Plan in Section 4 illustrates the role of landscaping in defining the relationship of the project to the surrounding area, and general placement of landscaping within the site. Subsequent landscape and irrigation plans will implement the concept on individual project sites. Landscaping shall address conditions of the Specific Plan area such as controlling erosion, filtering storm water, screening of unsightly elements, creating shade, and softening the appearance of walls or structures.

Landscaping plans shall provide a plant schedule consistent with **Table 4-1, Plant Palette**, and the location of: a) all utilities b) walls, fences, and gates c) existing and proposed ground-mounted signage and d) proposed plantings.

#### 3.6.2 Landscaped Standards

Wherever a setback is required on the portion of the property adjacent to the street right-of-way line, landscaping shall be provided consistent with the minimum landscape setback dimensions identified in **Table 3-3 Development Standards**. This setback landscaping must be maintained and irrigated.

**Table 3-8: Landscaping Standards**

Landscaping Standards	
Development Standard	Requirement
A. General Requirements	<ol style="list-style-type: none"> <li>1. The landscaping plan, landscaping grading plan, irrigation plan and shading plan shall be submitted under one application consistent with the provisions of JVMC, Section 9.240.330.</li> <li>2. The quantities, sizes and locations of all trees, shrubs, and ground cover, hydroseed and wildflower mixtures, etc., shall be indicated. Trees shall be a minimum fifteen (15) gallon size. Shrubs shall be a minimum five (5) gallon size; however, the use of smaller plants may be approved for areas where growth habits make it suitable.</li> <li>3. All landscaping shall comply with water-efficient landscaping requirements.</li> </ol>





Landscaping Standards	
Development Standard	Requirement
B. Minimum Site Landscaping	<ol style="list-style-type: none"> <li>1. Minimum landscape site coverage development area:                             <ol style="list-style-type: none"> <li>a. Industrial: 10%</li> <li>b. Commercial Retail: 12%</li> <li>c. Commercial Neighborhood: 15%</li> <li>d. Commercial Tourist: 15%</li> <li>e. Residential: 15%</li> </ol> </li> <li>2. Minimum landscape site coverage can be less on a per lot basis, so long as the developable area meet the minimum site landscape requirement.</li> <li>3. Vegetated detention basins and bioswales are included to meet the minimum site landscaping requirements.</li> </ol>
C. Landscaped Area Dimension	<ol style="list-style-type: none"> <li>1. Landscaped areas shall have a minimum dimension of five feet and excepting vine pockets. This requirement does not apply to diamond tree wells.</li> </ol>
D. Irrigation Plans	<ol style="list-style-type: none"> <li>1. All landscape plantings areas shall be irrigated and compliant with City Water Conservation Ordinance AB1881. Irrigation plans shall be prepared by a licensed landscape professional. Weather-based irrigation controllers, soil moisture-based controllers, or other self-adjusting irrigation controllers, shall be provided for all irrigation systems. Weather-based smart irrigation controllers are to be used for all landscaped areas.</li> </ol>
E. Shading Plan Requirements	<ol style="list-style-type: none"> <li>1. A parking lot shading plan shall be required, which includes a shading calculation table. Within 20 years after establishment of the automobile parking area, the following percentages of the automobile parking area to be shaded by shade trees shall apply:                             <ul style="list-style-type: none"> <li>• Industrial Park: 30% minimum</li> <li>• Commercial Retail, Integrated: 30% minimum</li> <li>• Commercial Retail, General and Neighborhood: 40% minimum</li> <li>• Commercial Tourist: 40% minimum</li> <li>• Residential: 50% minimum</li> </ul> </li> <li>2. Covered parking, truck and trailer parking within truck courts, storage areas, driveways, and aisles, and loading areas are exempted from shading requirements.</li> <li>3. Trees shall be a minimum fifteen-gallon size at planting.</li> </ol>
F. Landscaping Design Standards Off-street Parking	<ol style="list-style-type: none"> <li>1. Landscaped areas shall be distributed throughout the entire off-street parking area as evenly as is appropriate in the design of the parking facility, with the exception of perimeter landscaping.</li> <li>2. Perimeter landscaping within parking areas of five (5) spaces or more shall be required to provide additional landscaped areas, providing landscape planters every 15 parking spaces.</li> <li>3. All landscaped areas shall be designed so that plant materials are protected from vehicle damage, encroachment, or overhang.</li> <li>4. All landscaping shall be within planters bounded by a curb at least six (6) inches high.</li> <li>5. A six (6) inch high curb shall be constructed along planters on end stalls adjacent to vehicle parking spaces. Shrub and low ground cover is permitted within the overhang so long as it doesn't impede parking.</li> <li>6. Parking adjacent to public roads are shall provide a 3-foot screen from view along 50% of the perimeter of the parking lot through the use of enhanced landscape, walls or berms.</li> </ol>
G. Landscape Planters	<ol style="list-style-type: none"> <li>1. Landscape planter islands shall be at least five feet in width and the length of the abutting parking space shall be placed evenly, every 20 parking spaces or less, 6ft x 6ft diamond tree wells should be used throughout the parking areas so trees can be well distributed throughout. Planter islands shall include at least one tree, appropriate shrubs and/or groundcover. Parking areas provided behind screen walls shall be subject to this provision. Parking lot trees can be removed to accommodate solar panel carports.</li> </ol>
H. Maintenance	<ol style="list-style-type: none"> <li>1. Landscape maintenance shall be performed on a regular basis to ensure the quality of landscaped areas. Plantings that require unusual maintenance shall be avoided.</li> </ol>
I. Buffer Areas: Geijera parviflora (Australian Willow), and/or Rhus lancea (African Sumac), and Canary Island Pines	<ol style="list-style-type: none"> <li>1. Installation sizes shall be a 50 percent mix of 24-inch box and 15- gallon sizes to create a natural, staggered-in-height grove effect.</li> </ol>



Landscaping Standards	
Development Standard	Requirement
J. Special Entry/Landscape Features	1. Thirty percent of the trees must be a mixture of 25% - 36" box, 15% - 48" box. The remaining 60 percent of trees must have a minimum size of 15" box. Refer to 4.1 (Landscape Concept Plan) for location of Special Entry/Landscape Feature. See also conceptual landscape treatments in Figure 4.2 to 4.5.
K. General Location (not in Special Entry/Landscape Features)	1. Trees that are not in the four identified as Entry / landscape Feature (Figure 4.1) location must have a mixture of 60% minimum sizes of 15 gallon, 35% 24" box, and 5% 36" box to create a staggered-in-height grove effect.

Note: 1. An exception to the Industrial Park landscape coverage can be approved through the Site Development Permit process for any lot that is adjacent to a public right of way or open space.

### 3.6.3 Walls, Fences, and Screening

Standards for walls, fences, and screening are established in **Table 3-9, Walls, Fencing, and Screening Requirements**. Walls and fences shall be designed to complement the architecture and design found in the Specific Plan area. Requirements of Table 3-9 may be waived or modified as part of the SDP or CUP if it is determined that the requirement is inappropriate for the proposed use, and that the waiver or modification of the requirement will not be contrary to the public health and safety.

**Table 3-9: Wall, Fences, and Screening Requirements**

Development Standard	Requirement
A. Height	<ol style="list-style-type: none"> <li>1. Screen walls shall not exceed the height necessary to screen trucks and dock doors from the public right-of-way.</li> <li>2. Pilasters and distinctive elements may exceed the maximum height. Walls or fences in the street side landscaping areas visible from the street and not intended for screening or security purposes shall be a maximum of three feet.</li> <li>3. Refuse enclosures shall be a minimum of six feet in height.</li> </ol>
B. Material	<ol style="list-style-type: none"> <li>1. Wall and fence materials shall be compatible with the overall design character of the building.</li> <li>2. Walls shall be poured-in-place concrete, concrete tilt-up, or decorative walls. Fences shall be wrought iron or tubular steel. Electric, barbed wire, wire, integrated corrugated metal, electronically charged, or plain exposed plastic vinyl fencing are prohibited.</li> <li>3. Chain-link fencing is appropriate in interior areas not visible from public streets.</li> <li>4. Anti-graffiti coating material shall be applied on screen walls at a maximum height of 10 feet when facing the public right-of-way and located outside of fenced and gates truck yards area.</li> <li>5. For non-residential uses, fences made out of coated wire or other similar materials are allowed for security purposes behind screen walls.</li> </ol>
C. Gates	<ol style="list-style-type: none"> <li>1. Gates visible from the public right-of-way shall be decorative and constructed of a durable material such as tubular steel, vertical steel pickets, or high-density perforated metal screening painted to match or complement adjacent walls.</li> </ol>
D. Landscaping	<ol style="list-style-type: none"> <li>1. Landscape treatments shall be applied to spaces between a wall or fence and pedestrian pathways.</li> </ol>
E. Loading Docks and Truck Parking Areas	<ol style="list-style-type: none"> <li>1. All loading docks and truck parking areas shall be visually screened from the public right-of-way.</li> </ol>
F. Screening Type	<ol style="list-style-type: none"> <li>1. Screening may include landscaping, decorative walls, or any other appropriate screening material or combination of materials to achieve the required screening.</li> </ol>
G. Refuse Enclosures	<ol style="list-style-type: none"> <li>1. Refuse enclosures shall be easily accessed by service vehicles but screened from public view within the building's façade or within a screened enclosure or screen wall. Planting areas for vines, shrubs, and trees shall be provided at the rear and sides of all enclosures, unless the refuse enclosure is located in a screened truck yard.</li> </ol>
H. Outdoor Storage	<ol style="list-style-type: none"> <li>1. Storage areas shall be fully screened from view from public right of- way by decorative walls or landscaping.</li> </ol>
I. Utilities	<ol style="list-style-type: none"> <li>1. Ground- or roof-mounted mechanical equipment shall be screened from public view. Ground mounted equipment shall be screened with decorative walls or landscaping or a combination thereof. Utilities such as backflow devices and transformers shall be screened to at least 75 percent of the equipment.</li> </ol>



### 3.6.4 Undergrounding Utilities

Utilities shall be installed underground except the existing electrical lines along Rubidoux Boulevard. As part of a Site Development Permit or Tentative Parcel Map application, the applicant can include an exception to the undergrounding of any existing electrical lines 12 kV or greater pursuant to JVMC Section 7.50.1010 (Electrical and Communication Facilities – Installation Requirements). Enhanced landscaping in accordance with Figure 3-1, shall be incorporated into the Site Development Permit landscaping plan for approval by the City. The final tree placement and tree selection are subject to review and approval by the Southern California Edison Company and its criteria for placement of trees within their easements.

## 3.7 Lighting Requirements

**Table 3-10, Lighting Requirements**, promote lighting standards that contribute to the building identity and provide enhanced safety and security for pedestrians and vehicles.

**Table 3-10: Lighting Requirements**

Category	Requirements
Location	Adequate lighting shall be provided for all parking areas, truck courts, vehicular and
Design	Design of the light fixtures must be compatible to the surrounding buildings' architecture and character
Pedestrian Lighting	All pedestrian walkways, building entries, and pathways shall be illuminated to provide pedestrian orientation and clearly identify a safe and secure route between parking areas and points of entry to the building.
Service Area Lighting	Service area and security lighting shall be directed to those areas within the limits of the service area. Wall-mounted, security-type, service area lighting fixtures may be used only in screened service areas and only if direct light is kept within these areas. In all other areas, wall-mounted service lighting shall consist of cut-off type fixtures.
Orientation	All exterior lighting fixtures shall be directed downward to illuminate pedestrian pathways and parking areas and avoid unnecessary glare and light pollution. However, up lighting effects to promote nighttime identity and character are allowed provided such exterior lighting features utilize indirect or hidden lighting sources for wall washing, featuring of architectural elements, landscaping, entries, and pedestrian areas.
Height	Pole-mounted, building-mounted, or tree-mounted lighting fixtures shall be no more than 30 feet in height to minimize direct glare beyond the parking lot or service area. An exception to this maximum height requirement can be approved or modified as part of the Site Development Permit if it is determined that the proposed height will not be contrary to public health and safety.
Shielding	Pole-mounted lights shall be shielded, and the light directed away from the public streets. Pole-mounted lights shall utilize cut-off fixtures and shall not be directed towards residences. Projects shall ensure zero light spill off site.
Light Fixtures	Building entries shall be lit with soffit, bollard, step, or comparable lighting.

## 3.8 Signage

Well-crafted sign regulations are integral to the economic development and aesthetic appeal of the Specific Plan area. The sign standards and design guidelines are intended to encourage the creation and maintenance of well-designed signs that complement the structures and uses to which they relate.

### 3.8.1 Comprehensive Master Sign Program

A Comprehensive Master Sign Program shall be submitted with a Site Development Permit for review and approval by the Planning Director prior to the issuance of the first building permit of the Specific Plan. The Comprehensive Master Sign Program must incorporate the sign standards and requirements of this Section and Section 4.4 Sign Design. Minor modification to an approved Master Sign Program will require approval

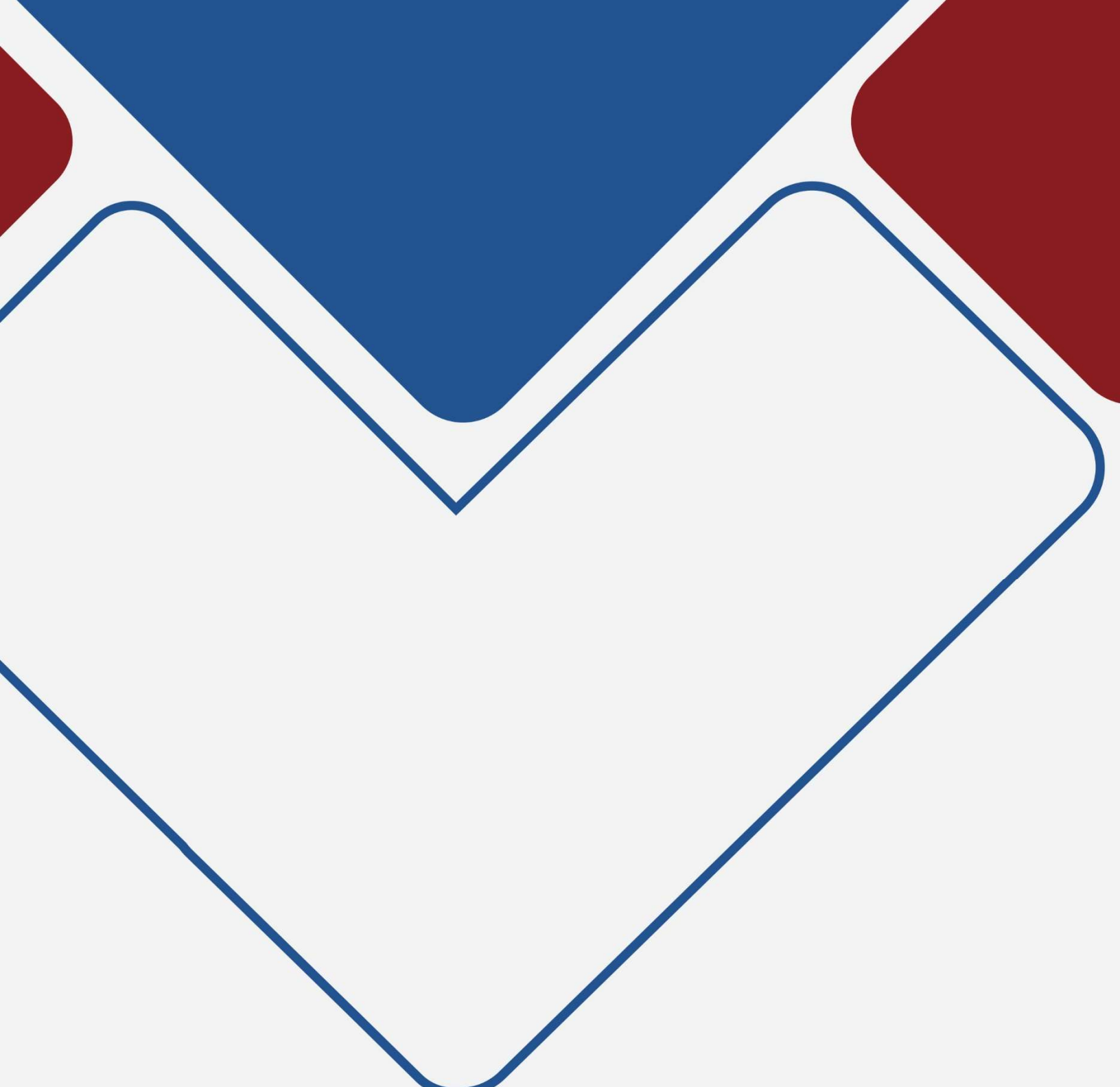




through a Substantial Conformance process and Major Modifications will require a Revised Permit. Project signs are permitted with approval of a Site Development Permit, and shall be consistent with this Section, the adopted Comprehensive Master Sign Program, and Design Guidelines in Section 4. Temporary Signs shall be subject to JVMC Section 9.248,030 (Temporary Signs). **Table 3-11, Signs**, identifies requirements for certain signs.

**Table 3-11: Signs**

Sign Types	Requirement
Cabinet Signs	Cabinet or can-type box signs with translucent backlit panel are allowed as long as they are designed in a manner that is integrated into the building's design such as mounted on a wall with a recessed façade or flush with the adjacent wall.
Prohibited Signs	Pole signs; billboards; moving signs (signs that move, rotate, or include parts or components that move), and raceway signs.



# **Section 4**

*Design Guidelines*



## 4.0 Design Guidelines

Within The District at Jurupa Valley Specific Plan (“Specific Plan”), decisions regarding building placement, architectural treatments, landscape plantings, lighting, and other design elements will shape the overall quality of the physical environment and how employees and visitors experience the places within the industrial areas, business park, retail area, and open space. The design guidelines in this section provide a framework for improvements. Design guidelines are not intended to be rigid or inflexible. The City requires that every project in the Specific Plan follow these guidelines, however, creative solutions to design are encouraged if it meets the intent of the guidelines or requirements. There can be many ways to comply with a guideline and exceptions may be granted, such as in the case of a highly original design. The following overarching objectives represent the long-term urban design and architectural direction.

- a. Maintain high-quality development in the Specific Plan that complements and integrates into the community and adds value to the City.
- b. Create a functional and sustainable place that ensures the Specific Plan is competitive regionally and is appropriate for Jurupa Valley.
- c. Illustrate through site planning the distinctive characteristics of each land use district.
- d. Establish criteria for building design and materials, landscape design, and site design that provide guidance to developers, builders, architects, landscape architects, and other professionals preparing plans for construction.
- e. Provide guidance to the public, City staff, Planning Commission, City Council, and other decision makers in the review and evaluation of development projects in the Robidoux District.
- f. Incorporate construction and landscape standards and design guidelines that promote energy and water conservation strategies.
- g. Implement the goals and policies of the Jurupa Valley General Plan.

### 4.1 Special Treatment Areas

#### 4.1.1 Gateway Features

The Specific Plan will provide enhanced streetscapes and parkways that will have incorporate prominent community and project gateway features at the following locations:

- Robidoux Boulevard and Frontage Street, and A Street
- A Street and Wallace Street Roundabout
- C Street and 34<sup>th</sup> Street
- SR-60

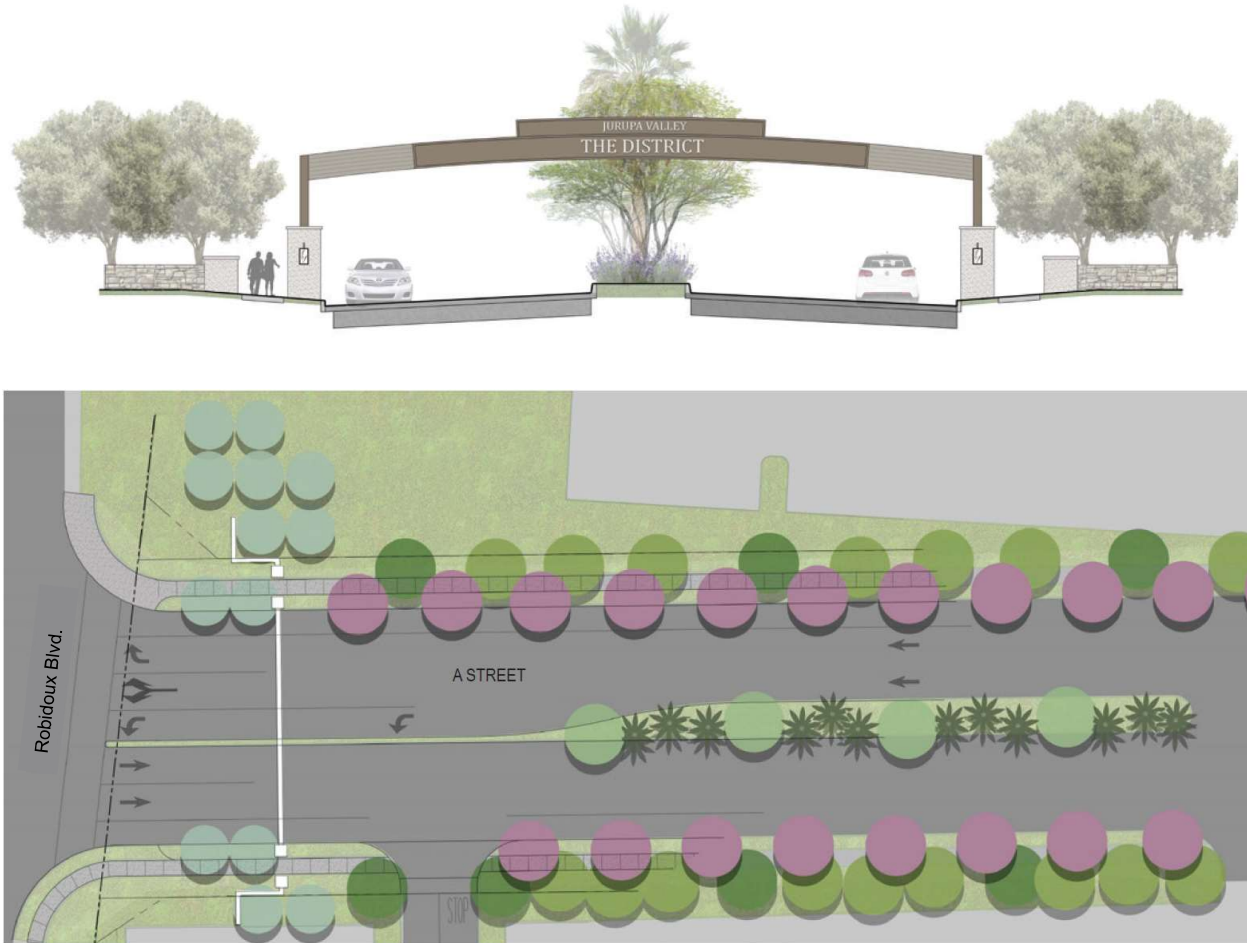
These enhanced community and entry features will include enhanced landscape areas, with monumentation or signage that reflects the level of exposure. Where A Street will be primarily the entry for the residential and commercial having pedestrian scaled improvements and signage, the area along SR-60 will have greater enhancements for regional corridor community identification and signage. The main roundabout at A Street and Wallace is planned to have project identity features, such as low walls and seating with an iconic art feature that reflects the future branding. Collectively, these enhanced entry features establish a sense of place unique to the Specific Plan area.



**Robidoux Gateway**

To develop a pleasing landscape at the major intersections of the project—Robidoux Boulevard and A Street —gateway monument feature and landscaping will be provided, as shown in **Figure 4.1**. The monument will highlight the identity of the development framed by a grove of various trees and drought-tolerant groundcover and shrubs located in a planting area.

**Figure 4-1: Robidoux Boulevard at A Street Gateway**



**4.1.2 Corridors and Public Streets**

Require all structures, including Industrial, Commercial Retail, Commercial Neighborhood and Commercial Tourist districts that face Robidoux Boulevard, 30<sup>th</sup>/Frontage Street, A Street, B Street, and Wallace Street adhere to Specific Plan’s design standards consistent with their respective land use districts. The standard for these elevations is necessarily qualitative and subjective in that they help achieve for the City outstanding and memorable gateway architecture and site design. This shall not be interpreted that low-quality designs are acceptable at any other elevations or for any other buildings, but that special focus should be given to those elevations fronting the public views.



### 4.1.3 Facing the Streets and Open Space

#### **Screen Walls**

- a. Low-profile parking lot screen walls or garden walls are permitted in street side landscape area.
- b. Screen walls shall not exceed the height necessary to screen trucks and dock doors. Pilasters and distinctive elements may exceed this maximum. Walls or fences in the street side landscaping area visible from the street and not intended for screening purposes shall be limited to a height of 3 feet.

#### **Pedestrian Access**

- a. Pedestrian and vehicular access gates visible from public areas (i.e., parking lots, streets, sidewalks, etc.) shall be constructed of a durable material, such as tubular steel.
- b. Barbed wire, wire, integrated corrugated metal, electronically charged or plain exposed plastic vinyl, concrete/PCC fences are prohibited.

## 4.2 **Industrial and Business Park**

The design guidelines apply to all new construction of and additions to retail and industrial buildings within the Business Park and Industrial Land Use. The intent is to emphasize the orientation of architecture to sidewalks and rights-of-way, inspire visually interesting buildings, and emphasize the incorporation and design of elements that provide opportunities for economic activity. These design recommendations affect building design, materials, colors, sign design, and lighting and depicted in **Figure 4-2, Industrial & Warehouse Architecture** and **Figure 4-3, Business Park Architecture**.

- a. The arrangement of multiple buildings and associated circulation and parking areas should reflect a well-organized site plan that emphasizes vehicular and pedestrian connectivity.
- b. Orient buildings to create an inviting public perimeter.
- c. Design loading areas with consideration of adjacent uses.
- d. Design private streets to minimize impact to pedestrians.
- e. Locate visitor and short-term parking areas at the front and sides of buildings to be near primary building entrances.
- f. Design parking areas to include a landscape buffer with drought tolerant screening plant materials.
- g. Plan landscaped areas, drive entrances, and/or buildings to separate parking areas and to keep the parking lot from being the dominant visual element on the site.
- h. Soften the building façades with trees and landscaping.
- i. Guide pedestrian access to the buildings from the public right-of-way, parking areas, and perimeter sidewalks with building entrances marked by signage, enhanced paving, accent trees, architectural features, and landscaping features.
- j. Exterior downspouts for commercial or retail buildings that are visible from public streets are prohibited.

**Figure 4-2: Industrial & Warehouse Architecture**







**Figure 4-3: Business Park Architecture**

**Architectural Images Forthcoming**



### 4.2.1 High-Cube Warehouse

The architectural design of high-cube warehouses is defined by its massing unique to its functions, primarily to house a variety of logistic operations within its building walls to move stored goods within the site and throughout the rest of the region, the country, and the world.

The design standards are applicable to high-cube warehouses located in the Industrial Park district. The criteria used to meet compliance with the standards should ensure the following and depicted in **Figure 4-2, Industrial Imagery**:

- a. Exterior building modulation does not interfere with floor plans geared to the efficient travel and movement of goods, persons, and automated machines within the building. Use of techniques to vary exterior elements without affecting floor plans are highly desirable, such as change of plane, rooflines, color, texture, and materials. Murals and wall-mounted signage can also have the same effect.
- b. Large areas such as the truck loading docks are for the movement and docking of trucks to receive and transport goods. Requiring placement of pedestrian and bicycling amenities to meet design standards such in these areas are prohibited.
- c. Exterior lighting, particularly light standards, within the site are high-powered, although shielded from above and tall to guarantee security and visibility as nightly operations warrant.
- d. Buildings are to be located on each site in a manner that is efficient, appropriate to site conditions, supportive of the overall architectural composition and compatible with nearby projects throughout the Specific Plan.
- e. Buildings shall be located to enhance project visibility and identity, while maintaining compatible relationships with adjacent projects and street views.
- f. Buildings shall be oriented so that loading, and service areas are screened from view from streets and public areas.
- g. Buildings shall be arranged to provide convenient access to entrances and efficient on-site circulation for vehicles and pedestrians.
- h. Buildings shall be arranged to provide landscape outdoor plazas or entries.
- i. Visitor parking shall be convenient to public building entries, as shown below.
- j. Indoor and outdoor break areas shall be provided convenient to major office areas.



#### **4.2.2 Building Form**

Buildings are characterized by simple and distinct cubic masses with interlocking volumes of wall planes, colors, materials and glazing to create visual appeal. Additionally, architectural designs may mix colors, materials, and textures to articulate facades and create visual appeal.

Building form is one of the primary elements of architecture. Numerous design aspects, including shape, mass (size), scale, proportion and articulation are elements of the building' form. Building forms are especially important for building facades that are visible from public streets and public view corridors. Buildings that orient inward to truck courts or service areas and that are not visible from the public roads or publicly accessible viewing areas, are not required to adhere to the below building form guidelines:

- a. Use simple geometric shapes as the overall building form. Rectangular forms are encouraged to promote balance and visual interest. Avoid arbitrary, complicated building forms.
- b. Long horizontal wall planes visible from a public street should include periodic changes in exterior building materials, color, decorative accents and/or articulate features.
- c. Modulation and variation of building masses between adjacent buildings visible from the public streets are encouraged.
- d. Feature the highest level of articulation on façades visible from public view corridors.
- e. Include a recognizable base in the building form. Typical base treatments include textured materials or change in materials or paint colors.
- f. Architectural design should express the character of a corporate logistic center in a manner that is progressive and enduring. Individual creativity and identity are encouraged, but care must be taken to maintain design integrity and compatibility among all projects to establish a clear and unified image.
- g. Architectural character should portray a high-quality image in a manner that is both progressive and timeless.
- h. Building design should employ clean, simple, geometric forms and coordinated massing that produce overall unity, scale, and interest.
- i. Facades should reflect a coordinated design concept, including expression of building function, structure, and scale. Buildings can be designed with consistent, uniform facade; with the center of the facade emphasized; or with the corners of the facade emphasized.
- j. Fenestration should be defined by function and structure, and should be consistent in form, pattern, and color.

#### **4.2.3 Materials and Finishes**

The choice of materials is one of the most important contributors to defining the character of a building. Materials should be of high quality and detail to provide visual interest.

- a. Ensure consistency of materials, colors, fenestration, scale, and massing with the intended architectural style or theme.
- b. Incorporate similar and complementary massing materials and details into rear and side elevations.





- c. Terminate changes in material or color around the corner of the building or element to a logical termination point in relation to the architectural features or massing to avoid a “pasted-on” look.
- d. Appropriate primary exterior building materials include concrete and similar materials, as well as concrete tilt-up panels.
- e. The primary materials should be accentuated by secondary materials including, but not limited to, metal, natural or fabricated stone, and/or fire-resistant wood siding (horizontal or vertical).
- f. Trim details may include metal finished in a consistent color, plaster or concrete elements finished consistently with the building treatment.
- g. Use of overly extraneous “themed” detailing like oversized or excessive foam cornice caps, form molding or attached roofs is discouraged.
- h. Exterior building colors should be within a range of warm and cool colors, such as beige, grey or blue tones with glass or steel materials at focal points.
- i. Unfinished exterior surfaces are not permitted on any building façade.
- j. Exterior building materials should be smooth, clean, and efficient, with an appearance that is contemporary and technical. Detailing should be clean, clear, and straightforward. Details should reinforce overall design unity, interest, and scale.

#### **4.2.4 Entries and Windows**

The patterns of the window and door opening shall correspond with a uniform design characteristic of the building and should be consistent in form, pattern, and color.

- a. Portray a quality office appearance for primary entries and tie the entry into the overall architecture of the building. Entries should be distinctive but should not appear as an “add-on” or afterthought
- b. Window styles and trims shall be consistent in form and color with the architecture of the buildings.
- c. Glass shall be clear or colored with subtle reflectiveness. Silver/Bronze reflective glass is prohibited.
- d. Provide shade and visual relief through recessed or covered entrances.



#### **4.2.5 Buffering and Screening**

Buffering and screening design features should be used to screen truck courts and loading and service areas, and to enhance the overall development.

- a. Walls and fences should be designed as an integral part of the development, be of high quality, and complement the building. Decorative block walls with cap or articulated concrete tilt-up walls are encouraged.
- b. Provide attractive, durable, and complementary wall and fencing materials consistent with the established design theme.
- c. Avoid long blank wall expanses
- d. Soften wall or fence massing with landscaping.
- e. All exterior ground-mounted equipment--including, but not limited to, mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas lines, cellular telephone facilities, and satellite dishes must be screened from on-site and off-site view. Wall-mounted equipment is not allowed.

#### **4.2.6 Roof Mounted Equipment**

All roof-mounted equipment--including, but not limited to, mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, skylights, vents, exhaust fans, smoke hatches, and ducts--must be below the top of the parapet or equipment screen. Roof access shall be through roof hatches, not exterior ladders. Roof hatches shall be located so that guardrails at parapets are not required. On a case-by-case basis, additional buildings may be required to house functions for the proper operation of the facility. The design guidelines found herein apply to all structures regardless of the time of construction, location on-site, or use they contain.

#### **4.2.7 Truck Courts**

- a. Incorporate gated/screened entrances to loading areas into the overall architectural design of the development.
- b. Design walls and fencing used to screen loading areas high enough to hide the views of parked vehicles or trailers.
- c. All truck yards shall be screened from public view from adjacent streets per the Specific Plan. Service, storage, maintenance, loading, refuse collection areas and similar facilities are to be located out of view of public roadways and buildings on adjacent sites or screened by architectural barriers.

### **4.3 Commercial**

The Commercial Retail, Commercial Neighborhood and Commercial Tourists permits a variety of retail and service uses identified in Section 3. The primary objective of these design guidelines is to facilitate economic development that serves the needs of the immediate community and the development through high quality design.



### 4.3.1 Site Design and Orientation

Basic principles of site design and orientation encourage the creation of an environment dedicated to the comfort and enjoyment of individuals, families, employees, and residents of surrounding areas. Implementation of this principle supports the “third space,” functional community gathering places that motivate people to become regular shoppers. Buildings are to be organized on each site in a manner that is efficient, appropriate to site conditions, supportive of the overall architectural composition and compatible with nearby projects throughout the Specific Plan.

- a. Create diversity by clustering buildings around courtyards and open areas where possible.
- b. Orient publicly accessible places to create vista points or focal points of interest.
- c. Attention should be paid to building at a “human scale” to perpetuate the user-friendly atmosphere of any commercial activity.
- d. Include in all site design inviting amenities such as rest and shade areas, patios, public art, landscaping, outdoor dining, and/or water features.
- e. Connect buildings, entrances, and parking areas with a seamless comfortable pedestrian pathway suitable for both abled and disabled persons to navigate.
- f. Ensure that the best practices of Crime Prevention Through Environmental Design (CPTED) are observed when designing the overall site plan and placement of buildings.
- g. Ensure that surface parking lots have adequate amounts of shading with trees, or other shading.
- h. Buildings shall be located to enhance project visibility and identity, while maintaining compatible relationships with adjacent projects and street views.
- i. Buildings shall be oriented so that loading, and service areas are screened from view from streets and public areas.
- j. Buildings shall be arranged to provide convenient access to entrances and efficient on-site circulation for vehicles and pedestrians.
- k. Buildings shall be arranged to provide landscape outdoor plazas or entries.
- l. Customer parking fields shall be convenient to building entries, as shown below.

### 4.3.2 Exterior Building Walls

- a. Avoid long, monotonous building façades. Building upper-floor setbacks, cutouts, modulation, and other techniques to reduce the building massing and bulk are encouraged. Balconies, porches, and patios in character with the retail and commercial buildings and enclosed with decorative railings should be strategically employed to fill in these modulated areas.
- b. Add visual interest and reduce monotony through the articulation of building façades, towers, reveals, and pop-outs.
- c. Rooflines should be varied to create observable diversity of rooflines on every elevation.
- d. The arrangement of exterior architectural elements such as fenestration, awnings, cornices, base, stairs, mullions, porches, roofs, eaves, and others should be in proportion to the building’s size and massing.





- e. Establish a visual link in multi-building complexes by using architectural and site design elements to unify the project.
- f. Architectural styles and details should be authentic. The design shall readily exhibit commitment to the purpose and intent of the chosen architectural style.
- g. Design of the commercial development should create an inviting place to shop readily evident from the street.
- h. Sign programs should be complementary to and be integrated into the exterior building design.

### **4.3.3 Building Form**

- a. Architectural design should express the character of a commercial center in a manner that is progressive and enduring. Individual creativity and identity are encouraged, but care must be taken to maintain design integrity and compatibility among all projects to establish a clear, unified image throughout the Specific Plan.
- b. “Agrarian” Architectural character should portray a high-quality image in a manner that is both progressive and timeless while referencing the historical agricultural heritage of the Inland Empire.
- c. Building design should employ articulated agrarian forms and coordinated massing that produce overall unity, scale, and interest.
- d. Facades should reflect coordinated agrarian design concepts, including expression of building function, structure, and scale. Buildings can be designed with a consistent, uniform facade; with the center of the facade emphasized; or with the large tenant entrances facades emphasized.
- e. Fenestration should be defined by function and structure, and should be consistent in form, pattern, and color.

**Figure 4-4: Commercial Architecture**





#### **4.3.4 Entries and Windows**

- a. Entrances should be clearly defined and inviting.
- b. Entries should be visually appealing and identifiable to users. Each commercial building shall provide a well-articulated, identifiable path of entry.
- c. Elements such as massing or color change, variation in materials, and signage can prove effective in announcing entry.
- d. Articulation of major tenant entries for pedestrian identification should be achieved through the use of enriched materials, architectural detailing, and color schemes that offset the entry from the rest of the building.
- e. Patios, porches, covered walkways, and awnings help make entryways add a sense of arrival and should be encouraged on major entryways.
- f. Install areas of decorative paving on walkways, pavement, and other pedestrian accessible pathways.
- g. Use varying entry treatments within a multi-structure multi-tenant business park or shopping center to differentiate tenant and tenant types.
- h. Door and window design should complement the entryway design.
- i. Use of transparent glass is encouraged to lend an open design and allow natural light to provide interior illumination.
- j. Discourage the use of reflective or opaque glass and reflective metal trims and mullions on doors and windows.
- k. The size and number of doors and windows should observe proportionality to the building façade's bulk and mass.
- l. Areas around doors and windows are opportunities to provide accents, trims, and recessed areas.

#### **4.3.5 Materials and Finishes**

- a. Materials and finishes that are sustainably sourced and help achieve conformity to the sustainable guidelines are highly desired.
- b. Use colors in addition to other techniques to highlight certain exterior building areas and break up monotonous colors and façades.
- c. Roof styles and materials should be architecturally and aesthetically compatible, not uniformly consistent.
- d. Materials and finishes should be appropriate to the chosen style of exterior building design and reflective of accomplished examples of contemporary or traditionally inspired architecture.
- e. Exterior building materials should be referencing a "Agrarian" architectural style references below:
  - i. Exterior building colors are to be selected from the palettes below to maintain compatibility within the Specific Plan. Colors for primary exterior walls are to be within the range of colors represented by the following list:
  - ii. Detailing should be clear and straightforward. Details should reinforce overall design unity, interest,





- iii. Exterior building materials should be smooth, clean, and efficient, with an appearance that is Agrarian in style and detail.
- iv. Exterior building colors are to be selected from the palettes below to maintain compatibility within the Specific Plan. Colors for primary exterior walls are to be within the range of colors represented by the following list:
- v. Detailing should be clean, clear, and straightforward. Details should reinforce overall Agrarian design character, interest, and scale.

#### **4.3.6 Buffering and Screening**

- a. Plan for the development of commercial areas that would allow for, and screen from view, mechanical equipment, trash enclosures, service and loading areas. Well-thought-out site design allows for passive screening and buffering using the main buildings, landscaping, and topographical features that minimize the use of screening wall as interventions.
- b. Avoid placing mechanical equipment, trash enclosures, and service and loading areas in such a concentrated manner that requires excessive screening.
- c. All screening walls should be of high-quality material, sufficiently decorative, and complementary with building façades.
- d. All exterior ground-mounted equipment--including, but not limited to, mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas lines, cellular telephone facilities, and satellite dishes must be screened from on-site and off-site view. Wall-mounted equipment is not allowed.

#### **4.3.7 Roof Mounted Equipment**

All roof-mounted equipment--including, but not limited to, mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, skylights, vents, exhaust fans, smoke hatches, and ducts--must be below the top of the parapet or equipment screen. Roof access shall be through roof hatches, not exterior ladders. Roof hatches shall be located so that guardrails at parapets are not required. On a case-by-case basis, additional buildings may be required to house functions for the proper operation of the facility. The design guidelines found herein apply to all structures regardless of the time of construction, location on-site, or use they contain.

#### **4.3.8 Loading Areas**

All loading areas shall be screened from public view from adjacent streets per the Specific Plan. Service, storage, maintenance, loading, refuse collection areas and similar facilities are to be located out of view of public roadways and buildings on adjacent sites or screened by architectural barriers.

### **4.4 Residential**

#### **4.4.1 Site Design and Orientation**

The site design and orientation of new homes and recreation will take advantage of enhanced landscape parkways, trails and river orientation while respecting the adjacent established neighborhoods and adjacent circulation patterns.



Although the design and mix of residential types may vary by neighborhood and by location, all future neighborhoods will be required to have the following common characteristics:

- a. A diversity of architectural styles.
- b. Attractive, green, walkable streets that provide a safe environment for pedestrians and bicyclists.
- c. A public amenity in near proximity to park, recreational amenities, and trails.
- d. Comfortable walking and biking access to a commercial center with basic commercial amenities such as shops, markets, and restaurants.
- e. A street network designed to provide alternative routes within the neighborhoods, which also connect to adjoining neighborhoods and corridors for walking, biking, and short car trips.
- f. Residential Buildings are to be organized within each site in a manner that is efficient, appropriate to site conditions, supportive of the overall architectural composition and compatible with nearby projects throughout the Specific Plan.
- g. Buildings shall be located to enhance resident project visibility and identity, while maintaining compatible relationships with adjacent projects and street views.
- h. Buildings shall be oriented so that parking courts are screened from view from streets and public areas to the extent possible.
- i. Buildings shall be arranged to provide convenient access to residential entrances and efficient on-site circulation for vehicles and pedestrians.
- j. Buildings shall be arranged to provide landscape outdoor park areas and/or residential amenities
- k. Visitor parking shall be convenient to leasing office entries, as shown below.

#### **4.4.2 Exterior Buffers and Walls**

The edges of the Residential Land Use will be landscaped with generous parkway buffers that are framed with trees. The sense will be that this new community is established over time. The other key feature is a network of trails highlighted with attractive landscaping that carries a clear sense of rural outdoor lifestyle and connectivity to surrounding trails and river corridor resources. Community walls and fences are generally planned adjacent to all streets and commercial uses and have the following common characteristics:

- a. Where they are visible and adjacent from the public right of way, all will be required to be a low maintenance masonry wall with a split face finish for portions facing public areas.
- b. Stone pilasters may be used at key areas such as at neighborhood entries and should match the stone on the Community Entry.
- c. The wall height shall not exceed six (6) feet, unless necessary for noise attenuation or other special circumstances.
- d. The community wood fences will be required along the property lines between single family detached lots.
- e. When residential lots are adjacent to common open space or reverse frontage areas, a Community Wall will be required.



- f. For corner lots, a solid masonry wall will be required similar to community walls along the street side of the home.
- g. The tubular fence will be located adjacent to portions of major portions of interiors and paseos.
- h. Community masonry walls, which are not visible from the public right of way, will be required between existing and future commercial uses.

#### **4.4.3 Building Facades**

Architectural design should express the character of a residential development in a manner that is progressive and enduring. Individual creativity and identity are encouraged, but care must be taken to maintain “Agrarian” architectural design integrity and compatibility among all projects to establish a clear, unified image throughout the Specific Plan.

- a. “Agrarian” Architectural character should portray a high-quality image in a manner that is both progressive and timeless while referencing the historical agricultural heritage of the Inland Empire.
- b. Building design should employ clean, simple, geometric forms and coordinated massing that produce overall unity, scale, and interest.
- c. Facades should reflect a coordinated design concept, including expression of building function, structure, and scale. Buildings can be designed with a consistent, uniform facade; with the center of the facade emphasized; or with the corners of the facade emphasized.
- d. Fenestration should be defined by function and structure, and should be consistent in form, pattern and color.

#### **4.4.4 Building Mass and Scale**

Building mass and scale are two of the primary design components used to establish appealing communities and personable neighborhoods. Controlling the mass of a building through design articulation of the building facades, rooflines, and vertical and horizontal planes effectively reduces the visual mass of a building. Mass and scale are important design considerations during the development of street friendly and pedestrian scale architecture, which will be used throughout Specific Plan. Attention to front yard setbacks, building types, and architectural styles will help to provide variation in the mass and scale of buildings. Every opportunity should be considered to improve the visual relationship between adjacent buildings.

- a. The use of multiple architectural elements within a two-story and three-story building shall be used to lessen the appearance of the building mass.
- b. Multi-family housing clusters shall also be sensitively sited in order to maximize views and respond to site opportunities and constraints.
- c. To avoid a "canyon effect" appearance, architectural articulation or a second-story setback shall be used to create visual interest between the two buildings.



**Figure 4-5: Residential Architecture - Detached**

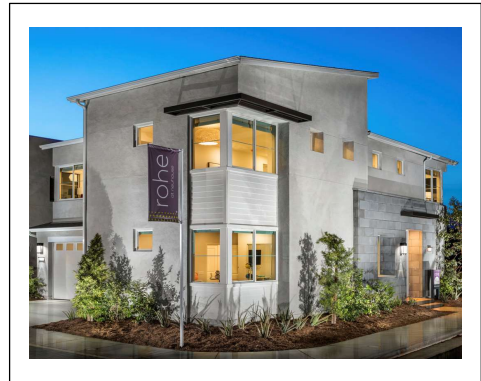
***Traditional Spanish***



***Farmhouse***



***Contemporary***





**Figure 4-6: Residential Architecture - Attached**

**Architectural Images Forthcoming**



#### **4.4.5 Materials and Finishes**

Building materials and colors play an important role enhancing each neighborhood and the community in general. While earth tones are preferred to blend into the surrounding area, a variety of color palettes are recommended in order to avoid a monotonous or continuous appearance of buildings with the same color and tones. For example, the contrasting colors add visual interest and articulate the building setbacks. The white trim adds further definition and further enhances the elevation. The stone detailing enriches the elevation and de-emphasizes the importance of the garage. The garage also recedes due to its deeper color.

- a. Colors shall be as authentic to the style as possible when compared to the traditional color palette of the selected style. Bright orange, pink or other intense colors should be avoided.
- b. Consideration shall also be given to colors available in the contemporary market. In general, acceptable materials and colors include:
  - i. Earth-toned colors.
  - ii. Colors that appear indigenous to the environment.
  - iii. Materials should also be indigenous in appearance to the environment, such as stone or stucco.
- c. Material breaks, transitions, and termination shall produce complementary and clear definitions of separation, while maintaining a prescribed color and materials theme. This is especially important in changing from stucco and/or siding to masonry veneers, Material Breaks and Transitions.
- d. On contiguous lots, structures with the same or similar colors of stucco will not be permitted. This will avoid a monotonous appearance of multiple buildings of the same colors and tones.
- e. Exterior building materials should be smooth, clean and efficient, with an appearance that is Agrarian in style and detail.
- f. Exterior building colors are to be selected from the palettes below to maintain compatibility within the Specific Plan. Colors for primary exterior walls are to be within the range of colors represented by the following list:
- g. Detailing should be clean, clear, and straightforward. Details should reinforce overall design unity, interest, and scale.





#### **4.4.6 Buffering and Screening**

All exterior ground-mounted equipment--including, but not limited to, mechanical equipment, electrical equipment, electrical conduit, gas lines, cellular telephone facilities, and satellite dishes must be screened from on-site and off-site view. Wall-mounted equipment is not allowed.

#### **4.4.7 Roof Mounted Equipment**

All roof-mounted equipment--including, but not limited to, mechanical equipment, electrical equipment, satellite dish shall be screened by parapets. Roof access shall be through roof hatches, not exterior ladders. The design guidelines found herein apply to all structures regardless of the time of construction, location on-site, or use they contain.

#### **4.4.8 Entries and Windows**

Windows details differentiate architectural styles and can provide a high level of architectural enrichment. The selection and proportion of the windows to the facade should be responsive to the architectural style of the building. Size and shape should be considered to assure a balanced relationship with the surrounding roof and walls. In general, windows should enhance rather than dominate the overall architectural character.

- a. Entrances shall be clearly defined and inviting.
- b. Window glass shall be inset from the exterior wall surface and/or provided with dimensional trim to provide a sense of depth.
- c. The placement of windows is especially important on higher-density residences, and the privacy of adjacent residences should be considered when locating windows. Windows shall be staggered on adjacent homes to create a greater sense of privacy.
- d. Window frames, mullions, awnings, and door frames are encouraged and should be color coordinated with the rest of a building. Architectural projections and recesses, such as pop-out windows and doors, shutters, and pot shelves, shall be used to achieve articulation and shadowing effects.
- e. Front entries shall be articulated through the use of roof elements, porches, columns, arches, or other architectural features.
- f. Window details create an opportunity to provide contrasting trim colors. Multi-lite windows, clerestories, paned/side-lite doors, and shutters are encouraged where appropriate to the architectural style of the home.
- g. The use of front porches with a minimum usable width of 5.0 to 6.0 feet is strongly encouraged along local and residential streets. This is an important design feature that is appropriate and shall be in proportion to the particular architectural style utilized.
- h. These elements shall be incorporated as structural and aesthetic design elements and shall be dimensioned appropriately so that a solid and durable image is conveyed.
- i. The scale and dimension of these elements will vary depending upon the architectural style and shall reflect the selected style when they are introduced in the design proposals.
- j. Garage door design shall reflect a slightly recessed door and individual bays should be provided, which are offset and separated from one another. This will eliminate visually extensive garage door facades.



- k. Three and two car garage configurations can be divided into two/one and one/one configurations to allow for entry courts and auto arrival courts.
- l. Accent colors shall be used to complement the architecture and provide visual variety along the streetscape.
- m. Where provided, garage door windows should correspond to the window forms of the house.

#### **4.4.9 Sign Design**

Signs communicate information and their design can be used to reinforce the architecture of the building and contribute to the overall character of the area. Signs should identify the center and tenants within the center, brand residential neighborhoods, direct vehicular traffic, and provide on-site wayfinding.

### **4.5 Lighting**

Lighting is intended to create a nighttime character that contributes to the identity and unity of the Specific Plan as a quality business location. To reinforce identity and unity, all exterior lighting is to be consistent in height, spacing, color and type of fixture throughout the building site. All lighting in the vicinity of the Specific Plan shall be designed to confine all direct light rays to the project site and avoid the visibility of direct light rays from adjacent freeway, residential and wildlife areas.

#### **4.5.1 On-Site Lighting**

Exterior building lighting is important for providing visibility and safety, as well as creating ambiance. Lighting can be used to enhance architectural details and landscape features, and to illuminate sidewalks, pedestrian paths, parking lots, loading dock areas, building entrances, and signage.

- a. Choose lighting fixtures that enhance Specific Plan design theme and provide consistency through clean, contemporary designs.
- b. Pedestrian walkways and building entries should be illuminated to provide pedestrian orientation and to clearly identify a secure route between parking areas and points of entry to the building.
- c. Pedestrian-scale lighting should be used along pedestrian walkways and at building entries.
- d. Install exterior lights to accent entrances, activity areas, steps, ramps, and special features.
- e. Pedestrian lighting should be subdued and warm-white in tone.
- f. Courtyards, arcades, and seating areas should be illuminated to promote pedestrian use and safety.
- g. Lighting should be used to create visual interest and special effects in coordination with the character and function of the area.
- h. On-site lighting includes lighting for parking areas, vehicular and pedestrian circulation, building exteriors, service areas, landscaping, security and special effects.
- i. All exterior on-site lighting must be shielded and confined within site boundaries. No direct rays or glare are permitted to shine onto public streets or adjacent lots.
- j. Lighting fixtures are to be of clean, contemporary design.
- k. Lighting must meet all requirements of the City of Jurupa Valley.

- l. Tilted wall fixtures (i.e., light fixtures which are not 90 degrees from vertical) are not permitted. Lights mounted to the roof parapet are not permitted.
- m. Wall-mounted light fixtures used to illuminate vehicular parking lots are not permitted.
- n. Wall-mounted utility lights that cause off-site glare are not permitted. "Shoebox" lights are preferred.

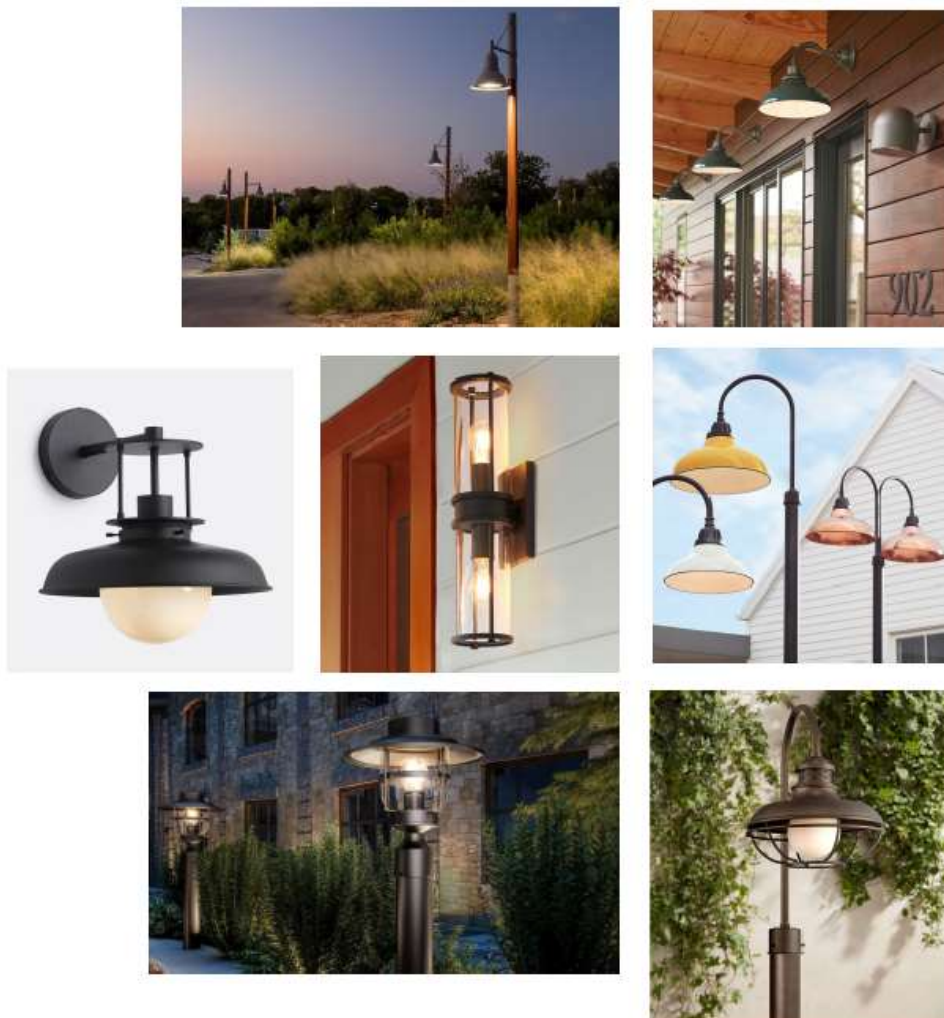
### 4.5.2 Driveway Lighting

All driveways and parking lot lighting shall utilize cut-off fixtures (i.e., the lens is not visible from an angle). Pole height for typical lots shall be 10-feet.

### 4.5.3 Accent Lighting

Unique lighting may be used to feature architectural elements, landscaping, entries, and pedestrian areas, provided it is compatible with all other lighting. Accent lighting used in landscaping and pedestrian areas shall employ light sources such as Metal Halide, Quartz, or L.E.D in order to accurately render plants, vegetation, and skin colors.

**Figure 4-7: Lighting**





**Figure 4-8: Lighting**





#### **4.5.4 Parking Areas**

- a. Pole bases in paved areas shall be above grade. They may be round or square. Pole bases in planting areas may be no higher than 6 inches above grade.
- b. Both luminaires and poles are to be white.
- c. All luminaires shall be metal halide or L.E.D.
- d. Pedestrian walkways and building entries will be illuminated to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry to the building.
- e. Walkway lighting must have cut-off fixtures mounted at a uniform height no more than eight (8) feet above the walkway.
- f. Building entries may be lit with soffit, bollard, step, or comparable lighting.
- g. Step or bollard lighting shall be used to clearly illuminate level changes and handrails for stairs and ramps.
- h. Bollards may be used to supplement and enhance other pedestrian area lighting. Bollard height shall not exceed forty-two (42) inches.
- i. Courtyards, arcades and seating areas shall be illuminated to promote pedestrian use and safety. A variety of lighting may be used to create interest and special effects in coordination with the character and function of the area.
- j. Pedestrian lighting shall be subdued warm-white Mercury or incandescent lamps.

#### **4.5.5 Circulation**

Exterior lighting is to be provided to enhance the safety and security of motorists, pedestrians, and cyclists.

### **4.6 Sustainable Design**

Developments will incorporate sustainable design strategies that integrate principles of environmental stewardship into building/site design and construction.

#### **4.6.1 Sustainable Construction and Technology Concepts**

- a. It is the intent for this development to be a model of sustainability. While this goal is measured in many ways and the elements of sustainability is constantly evolving; it remains the intent of the Specific Plan to be on the forefront of environmentally sensitive development.
- b. All new construction, building additions, and alterations must conform with the State of California's Green Building Code (CALGreen) or the Building Code in effect at the time of permit issuance.
- c. Development projects should be designed and constructed to consist of energy-efficient buildings to reduce air, water, and land pollution and the environmental impacts associated with energy production and consumption.
- d. Passive design techniques should be used to improve building energy performance through use of skylights, building orientation, landscaping, natural ventilation, natural daylighting, energy efficient light fixtures (e.g., fluorescent and LED lightings), and paint colors.



- e. Shade structures and trees that produce large canopies should be used to reduce heat island effects. In addition, roof and paving materials should be utilized that possess a high level of solar reflectivity.
- f. Recycled and other environmentally friendly building materials should be used to the maximum extent practicable.

The following are some ways individual projects can incorporate elements of sustainability:

- a. Accommodate alternate forms of transportation including, public transportation (bus), charging stations for electric cars, carpooling, and bicycles.
- b. Promote the riding of bicycles, through the provision of bike racks /storage, showers and changing rooms.
- c. Meet the most current storm water management programs, including on-site water capture methodologies.
- d. Reduce the 'heat-island' effect by incorporating lighter paving materials where possible and light roofing materials on all structures.
- e. Employ adequate shielding features to ensure zero light spill off-site.
- f. Incorporate drought tolerant plant materials throughout.
- g. Minimize water use in restrooms.
- h. Incorporate on-site renewable energy.
- i. Employ a recycling program.
- j. Divert construction waste from landfills.
- k. Incorporate recycled materials where feasible.
- l. Ensure high indoor air quality standards.
- m. Incorporate low-emitting adhesives, paints, coatings, and flooring systems.
- n. Increase the amount of daylight into the interior spaces.
- o. Increase the amount of interior space with exterior views.
- p. Incorporate the best available technologies or best management practices where feasible.
- q. Limit idling of engines to three minutes.
- r. Utilize on-site electric power sources as much as possible to minimize the use of portable, mobile power generators.

#### **4.6.2 Green Building – Sustainable Development**

Construction of the Specific Plan will be in conformance with California's "Cal-Green" building regulations, the most stringent, environmentally friendly building code in the United States. Cal-Green is a comprehensive, far-reaching set of regulations which mandate environmentally advanced building practices and regulations designed to conserve natural resources and reduce greenhouse gas emissions, energy consumption and water use.





## 4.7 *Water Quality*

Most developments are required to implement a Water Quality Management Plan (WQMP) in accordance with the NPDES Permit Board Order R8-2010-0033. The WQMP for the Santa Ana Region of Riverside County was approved by the Santa Ana Region Water Quality Control Board on October 22, 2012.

- a. Projects identified as a 'Priority Development project' are required to prepare a Project-Specific WQMP.
- b. The MS4 Permit mandates a Low Impact Development (LID) approach to stormwater treatment and management of runoff discharges.
- c. The project site should be designed to minimize imperviousness, detain runoff, and infiltrate, reuse, or evapotranspiration runoff where feasible.
- d. LID Best Management Practices (BMPs) should be used to infiltrate, evapotranspiration, harvest, and use, or treat runoff from impervious surfaces, in accordance with the Design Handbook for Low Impact Development Practices.
- e. The project should also ensure that runoff does not create a hydrologic condition of concern.
- f. The Regional Water Quality Control Board continuously updates impairments as studies are completed.
- g. The most current version of impairment data should be reviewed prior to preparation of the Preliminary and Final Project-
- h. In landscape areas, features such as bioswales should be designed and used to assist with bio-filtration and reduction of urban runoff.
- i. Native and drought-tolerant plants should be used to reduce water demand.
- j. Design irrigation systems to capture runoff and utilize the runoff to augment irrigation.
- k. Design irrigation systems to respond to changing weather conditions, address hydrozone requirement, use micro-irrigation techniques, and weather-based smart irrigation controllers.
- l. Permeable paving surfaces such as permeable concrete, concrete pavers, stabilized decomposed granite or other materials as appropriate shall be used as much as practical to reduce runoff and promote water infiltration.
- m. All landscaped areas should be watered with a permanent underground irrigation system, designed in a manner to ensure complete 100% water coverage.
- n. The combined summer elements of heat and wind should be taken into account to assure proper irrigation design and equipment selection.
- o. Irrigation controllers should have a minimum time setting of one minute and be capable of providing multiple repeat start times. All irrigation heads adjacent to walks, drives, and curbs (car overhangs) shall be of the pop-up type.
- p. Irrigation backflow prevention devices and controllers shall be located with minimum public visibility or shall be screened with appropriate plant materials.

## 4.8 Landscape Design

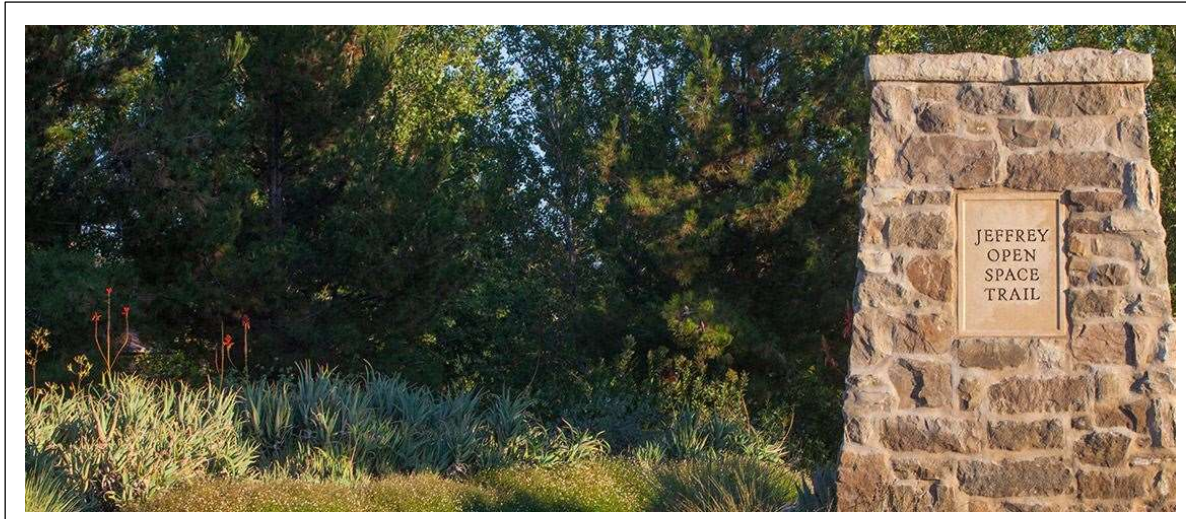
The landscape design guidelines aim to enhance the built environment with aesthetically pleasing and drought-tolerant landscaping. Landscaping will be focused along public roadways and used to promote water conservation and water retention, improve air quality, and provide a buffer to adjacent areas. Landscaping will also soften hardscapes and buildings, create continuity among individual development sites, define entryways, and create a distinct visual identity. **Figure 4-9, Landscape Concept Plan** illustrates sites for key landscape features.

**Figure 4-9: Landscape Concept Plan**



### 4.8.1 Gateway Treatment

Gateways will be marked by Olive trees, concrete rail fencing, low decorative stone walls and decorative cobble.



### 4.8.2 Park Concepts

Park concepts include public gathering areas, inclusive of tot lots, dog park, themed gardens and passive use spaces such as shaded barbeque and picnic areas.

### 4.8.3 Landscape Intersection Treatments and Buffers

Landscape treatments will be provided at key intersections through the application of design principles and will include landscaped berms (as needed for buffering as noted below), drought-tolerant ground cover, shrubs, and trees.

#### ***A Street, B Street and Wallace Street***

Enhanced landscape treatments along A Street, B Street and Wallace Street, across from existing residential development, are designed to provide a buffer from the commercial and industrial uses. Trees planned for the landscape intersection treatment areas and buffers will be planted using different tree





sizes (15-gallon, 24-inch, 36-inch, 48-inch, and 60-inch box size trees) to create a staggered-in-height grove effect, as well as add visual contrast and interest. Refer to the provisions of Section 3.8 Landscaping Requirements for tree requirements for special entry and landscape features.

### ***Robidoux Boulevard and A Street***

To develop a pleasing landscape at the major intersections of the project—Robidoux Boulevard and 30th Street/Frontage Road— commercial gateway monument feature and landscaping will be provided, as shown in Figure 4.1. The monument will highlight the identity of the development framed by a grove of various trees and drought-tolerant groundcover and shrubs located in a planting area.

### **4.8.4 Landscape Palette**

**Table 4.1, Plant Palette**, identifies the acceptable types of plantings that include a variety of groundcovers, shrubs, ornamental grasses, and evergreen and deciduous trees. The selection complements the design theme of the Industrial Park and Business Park with Retail Overlay districts and features water-efficient, drought-tolerant species native to the region. Similar plant materials which exhibit very low or low water demand may be substituted for the species listed in Table 4.1 if the alternative plants are climate appropriate and enhance the thematic setting. Requests to substitute plant material not listed in Table 4.1 shall require the approval of the Planning Director.

### ***Community Trees***

Robidoux Boulevard: *Platanus Acerifolia* (London Plane Tree) at 35' on center average, equidistant spacing. A Street: *Robinia pseudoacacia* 'Purple Robe' (Purple Robe Locust) in parkways between the curb and sidewalk at 30' on center average, equidistant spacing, with *Pinus Elderica* in informal groupings behind sidewalk adjacent to residential and service areas in the commercial site. *Rhus lancea* (African sumac) along planted median.



**Table 4-1 Plant Palette**

Tree Palette for Streetscapes	
Botanical Name	Common Name
<i>Cercis occidentalis</i>	Western Redbud
<i>Chilopsis linearis</i>	Desert willow
<i>Chitalpa tashkentensis</i> 'Pink Dawn'	Pink Dawn Chitalpa
<i>Cupressus sempervirens</i>	Italian Cypress
<i>Ebenopsis ebano</i>	Texas Ebony
<i>Lagerstroemia</i> 'Hybrids'	Crape myrtle
<i>Olea europaea</i> 'Manzanillo'	Olive Tree
<i>Parkinsonia</i> 'Desert Museum'	Desert Museum Palo Verde
<i>Phoenix dactylifera</i>	Date Palm
<i>Pinus canariensis</i>	Canary Island Pine
<i>Pinus eldarica</i>	Afghan Pine
<i>Pinus halepensis</i>	Aleppo Pine
<i>Platanus racemosa</i>	California Sycamore
<i>Prosopis chilensis</i>	Chilean Mesquite
<i>Prosopis glandulosa</i> 'Maverick'	Thornless Texas Honey Mesquite
<i>Quercus agrifolia</i>	Coast Live Oak
<i>Quercus virginiana</i>	Southern Live Oak
<i>Rhus lancea</i>	Africa Sumac
<i>Robinia pseudoacacia</i> 'Purple Robe'	Purple Robe Locust
<i>Schinus molle</i>	California Pepper
<i>Tristania conferta</i>	Brisbane box
<i>Washingtonia filifera</i>	California Fan Palm
<i>Washingtonia robusta</i>	Mexican Fan Palm



**Figure 4-1 Plant Palette (Continued)**

Shrub Palette for Streetscapes

Botanical Name	Common Name
Agave americana	Century Plant
Agave 'blue glow'	Blue Glow Agave
Agave victoria-reginae	Queen Victoria Agave
Artemisia 'Powis Castle'	Artemisia
Atriplex lentiformis	Quail Brush
Baccharis sarothroides	Desert Broom
Celtis pallida	Desert Hackberry
Cordia boissieri	Texas Olive
Dasyliion wheeleri	Desert Spoon
Elaeagnus pungens 'Fruitlandii'	Fruitland Silverberry
Eriogonum fasciculatum	Common Buckwheat
Fallugia paradoxa	Apache Plume
Festuca mairei	Atlas Fescue
Hesperaloe parviflora	Red Yucca
Juncus patens	California Rush
Leucophyllum f. 'Green Cloud'	Texas Ranger
Lomandra longifolia 'Breeze'	Dwarf Mat Rush
Muhlenbergia capillaris	Pink Muhly
Muhlenbergia rigens	Deergrass
Rhamnus californica	Coffeeberry
Rhus ovata	Sugar Bush
Rosmarinus o. 'Tuscan Blue'	Rosemary
Salvia c. 'Allen Chickering'	Allen Chickering Sage
Salvia greggii	Autumn Sage
Sesleria autumnalis	Moor Grass
Simmondsia chinensis	Jojoba
Westringia fruticosa	Coast Rosemary

Ground Cover Palette for Streetscapes

Botanical Name	Common Name
Acacia redolens 'Low Boy'	Dwarf Acacia
Lonicera j. 'Halliana'	Hall's Honeysuckle
Myoporum parvifolium	Myoporum
Salvia 'Bee's Bliss'	Bee's Bliss Sage





**Figure 4-1 Plant Palette (Continued)**

Tree Palette for Buffer Areas	
Botanical Name	Common Name
<i>Cercis occidentalis</i>	Western Redbud
<i>Chilopsis linearis</i>	Desert willow
<i>Cupressus sempervirens</i>	Italian Cypress
<i>Ebenopsis ebano</i>	Texas Ebony
<i>Olea europaea</i>	Olive Tree
<i>Parkinsonia 'Desert Museum'</i>	Desert Museum Palo Verde
<i>Pinus canariensis</i>	Canary Island Pine
<i>Pinus eldarica</i>	Afghan Pine
<i>Pinus halepensis</i>	Aleppo Pine
<i>Platanus racemosa</i>	California Sycamore
<i>Populus fremontii</i>	Cottonwood
<i>Prosopis chilensis</i>	Chilean Mesquite
<i>Prosopis glandulosa 'Maverick'</i>	Thornless Texas Honey Mesquite
<i>Quercus agrifolia</i>	Coast Live Oak
<i>Quercus virginiana</i>	Southern Live Oak
<i>Rhus lancea</i>	Africa Sumac
<i>Schinus molle</i>	California Pepper
<i>Tristania conferta</i>	Brisbane box

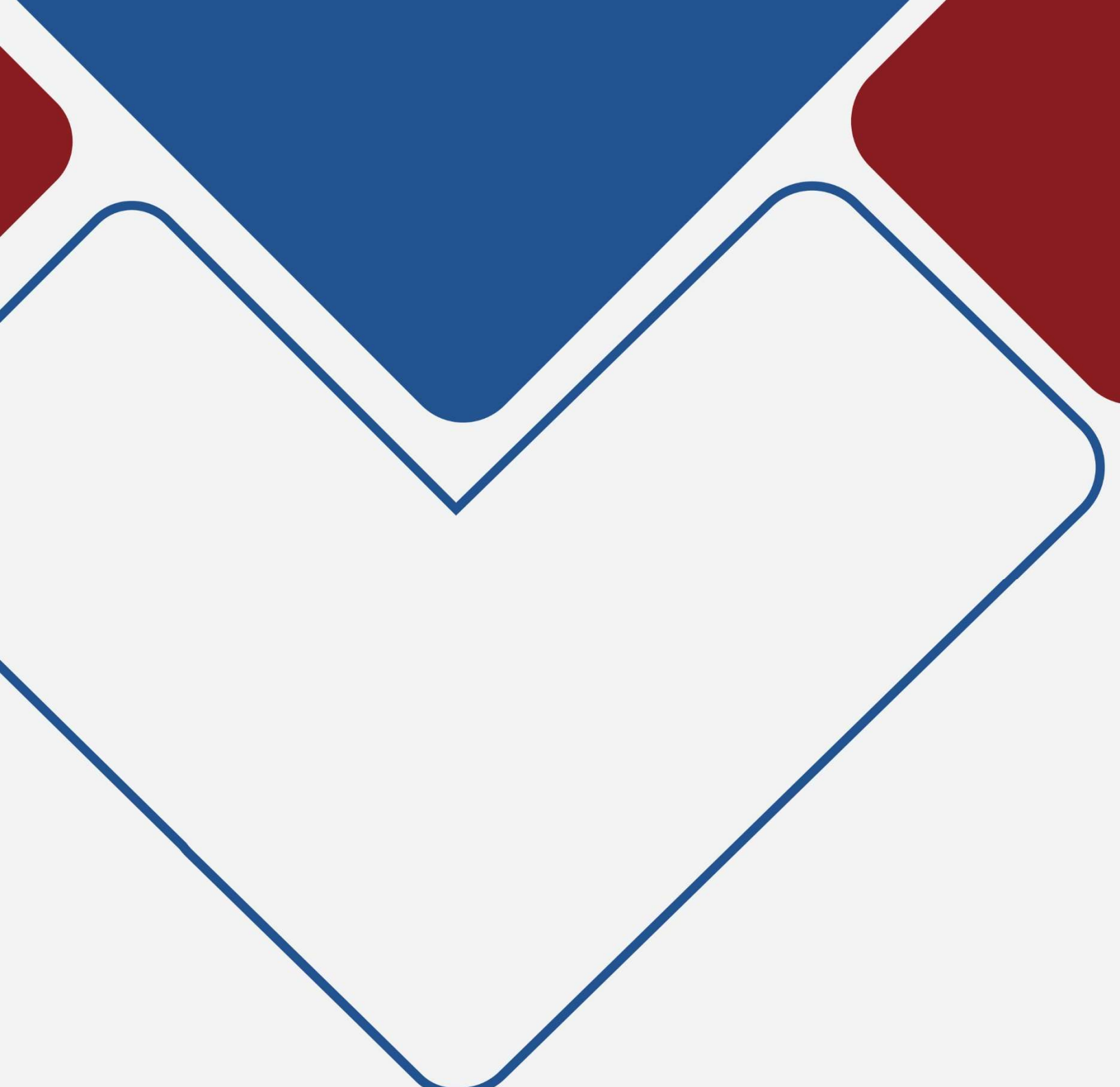
#### **4.9 Comprehensive Master Sign Program**

A Comprehensive Master Sign Program must be consistent with the requirements of section 3 and shall incorporate the guidelines of this section. The sign programs should implement the following:

- a. Provide a unifying sign theme throughout the Specific Plan.
- b. Signage should be constructed of high-quality materials such as wood, metal, stone, and plexiglass.
- c. Avoid exposed wiring, ballasts, conduits, fasteners, and similar hardware.
- d. Coordinate signage with building design, materials, color, size, and placement.
- e. Wall signs should be located in areas of the façade specifically designed to serve this function and not block architectural details or ornamental elements. Ideally, signs should align horizontally, with major architectural features, and not obscure windows or other key parts of the building. Flush-mounted signs should be mounted within architectural features.
- f. Locate signs to give direction to loading and receiving, visitor parking, and other special uses.
- g. Place identification signs perpendicular to approaching vehicular traffic. If located within a landscaped planter, care should be taken to ensure that plant materials do not block visibility or damage the signage.



- h. Careful consideration should be given to aspects of lighting design, such as the color and intensity of light, and overall visual impact of night lighting. Signs should not produce digital images or messages that would create distractions or safety concerns for motorists.
- i. Lighted signs, internally or externally illuminated, may be used.
- j. Cabinet or can-type box signs with translucent backlit panel can be allowed if they are located on a recessed panel mounted flushed with the wall.
- k. Signs with backlit or internally illuminated individual channel letters are strongly encouraged.
- l. Sign message should be simple, clear, and easily legible. Signs should have enough contrast between content and background to optimize legibility while still maintaining compatibility with building colors.
- m. Signs should be designed as an integral design element of a building's architecture, consistent in its architectural style, scale, articulation, proportions, materials, and color.
- n. To conserve energy, incorporate a standard shutoff time for illuminated signs for businesses that do not operate at night.



# **Section 5**

*Implementation and Administration*





## **5.0 Implementation and Administration**

A coordinated and systematic implementation of The District of Jurupa Valley Specific Plan (“Specific Plan”) is essential to achieve the vision. Implementation will require a collaborative effort between the public and private sectors to achieve the vision. Sections 1 through 4 identify the type of development planned for the Specific Plan area and outline the improvements needed to facilitate projects and create a distinct identity. This implementation section provides the set of tools needed realize the Specific Plan vision and goals. In addition, this section describes the administrative processes that the City will use to review proposed development projects and infrastructure improvements.

Due to constant changes in economic conditions and trends, the City may wish to periodically revisit and reprioritize the implementation steps. These tools and implementation measures are created with the understanding that market shifts and varying economic conditions require flexibility to accommodate new development and facilitate additional investment.

### **5.1 Responsibility and Enforcement**

The City of Jurupa Valley Community Development Director, or his or her designee shall be responsible for administering the Specific Plan in accordance with the provisions of this document, all governing and applicable State and federal laws, the City of Jurupa Valley General Plan, and the City of Jurupa Valley Municipal Code.

The Specific Plan serves as the implementation tool for the zoning, and establishes regulations, standards, guidelines, and processes for the proposed development. The Specific Plan shall constitute the zoning for development. The City will review all development within the Specific Plan area to ensure compliance with the provisions of the Specific Plan. The City shall enforce the provisions of the Specific Plan in the same manner that the City enforces the provisions of the General Plan, Municipal Code and Zoning Code.

### **5.2 Applicability & Interpretation**

All development within the Specific Plan area shall comply with the requirements and standards set forth in the Specific Plan document. If conflicts exist between the standards contained in the Specific Plan, Zoning Ordinance or Municipal Code, the regulations, and standards in the Specific Plan shall take precedence.

Any area of site development, administration, review procedures, landscaping requirements, and regulations not expressly addressed by the Specific Plan document shall be subject to the provisions of the Municipal and Zoning Code, using the context and objectives of the Specific Plan as a guide.

If an issue, condition, or situation occurs that is not sufficiently covered or provided for in the Specific Plan, those standards, procedures, implementation requirements that are applicable for the most similar issue, condition, or situation shall be used. Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the Community Development Director in a manner consistent with the policies, regulations, and intent established in the Specific Plan.

### **5.3 Other Uses & Interpretation**

All uses established within the Specific Plan shall be consistent with the General Plan and the Specific Plan. The Community Development Director, or his or her designee, shall be responsible for consistency determinations.



Whenever the provisions contained in the Specific Plan conflict with the Municipal Code, the provisions of the Specific Plan shall take precedence. Any ambiguity concerning the content or application of the Specific Plan shall be resolved by the Community Development Director, or their designee. Such interpretations shall consider the stated goals and intent of the Specific Plan.

## 5.4 Severability

If any section, subsection, sentence, clause, phrase, or portion of Specific Plan, or any future amendments or additions, is for any reason held to be invalid or unconstitutional by the decision of any court or competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Specific Plan or any future amendments or additions.

## 5.5 Entitlements

### 5.5.1 Adoption

Specific Plan has been prepared, submitted, and approved in a manner consistent with California Government Code Section 65451(a), as well as the City’s Zoning Code. The Specific Plan shall be adopted by resolution and shall serve as the zoning for the Specific Plan area.

**Table 5-1: Required Entitlements**

Entitlement Applications	Description
General Plan Amendment	<ol style="list-style-type: none"> <li>1. Change the project site’s existing General Plan land-use designation of commercial and residential mixed use at varying densities with a Specific Plan Zoning designation of SP 337 to:                             <ol style="list-style-type: none"> <li>a. Districts at Jurupa Valley Specific Plan</li> <li>b. Residential designations and residential/retail/commercial (Mixed Use Overlay) designation</li> <li>c. Commercial and Retail/Commercial designations (“Commercial Retail”)</li> <li>d. Industrial/Logistics designation (“Industrial”)</li> <li>e. Commercial Hospitality (“Hospitality”)</li> </ol> </li> <li>2. Change JVGP to:                             <ol style="list-style-type: none"> <li>a. Show Specific Plan boundaries on Land Use Map</li> <li>b. Make the Land Use and Housing elements and related exhibits consistent with the Specific Plan</li> <li>c. Change SP-337 to SP-21-001</li> </ol> </li> <li>3. Rubidoux Boulevard Reclassification from Major to Urban Arterial.</li> </ol>
Change of Zone	<ol style="list-style-type: none"> <li>1. Change from Emerald Meadows Ranch Specific Plan No. 337 to Districts at Jurupa Valley Specific Plan.</li> <li>2. Change zoning map to the Specific Plan zone for the properties within it.</li> <li>3. Change zoning text to refer to the adopted Specific Plan.</li> <li>4. Change zoning map for parcel outside Specific Plan, but within Emerald Meadows Ranch Specific Plan, to single family residential or corresponding zoning.</li> </ol>
Subdivision	Tentative Tract Map 38318 Large Lot subdivision, allowing for multiple final maps All proposed subdivisions shall be processed in accordance with the provisions of the State of California Subdivision Map Act and the Municipal Code.
Development Agreement	Development Agreement to vest the project and allow for the orderly development within the Specific Plan area.



## **5.6 Administration**

### **5.6.1 Minor Modifications to the Specific Plan**

Minor Modifications to the Specific Plan shall be processed pursuant to Substantial Conformance per Section 5.6.2, JVMC Sec.9.30.080 (Specific Plans) and Sec. 9.30.110 (Determination of project conformance with adopted Specific Plan).

Development plans for each planning area of the project may be adjusted or modified based on final design and engineering and the precise development plans of the planning area builder. Substantial Conformance is a mechanism to allow the approval of Administrative Site Development Permits (ASDP) and minor modifications for development under the Specific Plan. Written documentation requesting ASDP approval or minor modification to support an implementing map, site plan, or use permit must be submitted for the review and approval of the Community Development Director or his or her designee.

### **5.6.2 Substantial Conformance**

The Community Development Director or his/her designee shall have the authority to approve ASDP applications, and development applications with minor adjustments or modifications, as defined herein, which substantially conform to the Specific Plan through an administrative "Substantial Conformance" review process.

Minor modifications may be warranted to accommodate changes resulting from final design and engineering that cause adjustments in driveway alignments, location of utilities or other infrastructure, development of innovative product design, distribution of permitted uses within the Specific Plan, development of builder-level design guidelines, density transfers or other similar modifications deemed to be. Minor modifications or technical adjustments may include, but are not limited to the following:

- Inclusion of land uses not specified in Section 3, Development Regulations, but similar in intent and character subject to interpretation by the Community Development Director.
- Modifications necessary to comply with final Conditions of Approval or mitigation measures when adopted under subsequent actions
- Modifications to performance standards included in the Specific Plan provided any such modifications provide substantially equivalent protection as the original standard.
- Addition of information to the Specific Plan (including maps or text) for purposes of clarification that does not change the intent of any plan or regulation, as well as correction of any clerical or grammatical errors.
- Adjustments to the alignment, location and sizing of utilities and facilities or a change in utility and/or public service provider may be approved by the City's Engineering or Public Works Department, so long as the adjustments or changes are found to follow applicable plans and standards of the agency responsible for such utilities and facilities and do not result in significant environmental impacts.
- Change in roadway alignment, width, or improvements through the final engineering improvement plan process so long as minimum rights-of-way meet the standards outlined in the Specific Plan.
- Minor adjustments of any planning area boundary to implement a development plan (including lot line adjustments).





- Minor adjustments to any of the development standards or regulations such as modification of wall heights for noise attenuation purposes, modification of allowable encroachments into setbacks, etc. that are specifically allowed under the Development Regulations of the Specific Plan.
- Minor changes to the architectural or landscape design guidelines, which guidelines are intended to be conceptual in nature and flexible in implementation.
- Modification of any design element in the Specific Plan that improves circulation, reduces grading, improves drainage, improves infrastructure, or provides similar utility and reduces operations and maintenance costs or improves the level of sustainability.

Any modification that is deemed by the Community Development Director to be in substantial conformance with the purpose and intent of the Specific Plan shall be permitted. Adjustments to the phasing of development shall not require a minor modification to the Specific Plan.

The documentation of substantial conformance may include text and/or maps which describe the nature of all proposed modifications or adjustments to Specific Plan. This application of substantial conformance with the adopted Specific Plan shall undergo any necessary technical review by City agencies as the Community Development Director or designee deems necessary.

## **A. Action**

No public hearing shall be required for a finding of Substantial Conformance. The Community Development Director or his or her designee shall be the review and approval authority for a finding of Substantial Conformance. The Community Development Director's findings shall be provided by written notice to the Applicant approving, conditionally approving, or denying the determination of Substantial Conformance. The Community Development Director's decision shall be final, subject to the appeal procedures established by the JVMC.

## **B. Findings**

The following findings shall be required for a Substantial Conformance Determination:

- The modifications are consistent with the goals and intent of the Specific Plan;
- The physical characteristics of the site have been adequately assessed, and proposed building sites are of adequate size and shape to accommodate proposed uses and all other features of development; and
- There is infrastructure, existing or available, consistent with the requirements of the Specific Plan, to accommodate the development without significantly lowering service levels and meeting applicable health and safety standards.

### **5.6.3 Specific Plan Amendments**

Proposed changes to the Specific Plan that do not meet the criteria for a Minor Modification shall be subject to a Specific Plan Amendment application process pursuant to Chapter 9.30 (Jurupa Valley General Plan and Specific Plans) of the Jurupa Valley Municipal Code and California Government Code Section 65450, et seq.

If the proposed amendment requires supplemental environmental analysis pursuant to the California Environmental Quality Act (CEQA), the applicant will adhere to the City's adopted procedures and CEQA Guidelines.



#### **5.6.4 Subdivision Maps**

Development within the Districts at Rubidoux may include the processing of tentative parcel or tract maps and master plans. All subdivision maps and lot mergers shall be reviewed and approved pursuant to Title 7 (Subdivisions) of the Jurupa Valley Municipal Code and all other applicable City codes and regulations, California Government Code Section 66410 et seq. (Subdivision Map Act) as well as the provisions of the Specific Plan.

### **5.7 Development and Land Use Review Procedures**

Development and land use review procedures for development within the Specific Plan shall be pursuant to the Jurupa Valley Municipal Code.

#### **5.7.1 Land Use Review Procedures**

The procedures and regulatory provisions necessary to administer development review procedures for proposed development and uses located within the Specific Plan area shall be subject to the requirements as set forth herein and in accordance with Title 9 (Zoning) of the Jurupa Valley Municipal Code.

##### **A. Conditional Use Permits**

Any application for a Conditional Use Permit (CUP) within the Specific Plan area shall be processed in accordance with the procedures established herein and JVMC Section 9.240.280 (Conditional Use Permits). A CUP approved in accordance with the provisions of this section shall run with the land.

##### **B. Variances**

Any application for a Variance shall be processed in accordance with the procedures established herein and JVMC Section 9.240.270 (Variances).

##### **C. Administrative Site Development Permit**

Any application for a Site Development Permit shall be processed in accordance with the procedures established herein and JVMC Section 9.240.330 (Site Development Permit) that is determined to be administrative and in conformance with the Specific Plan land use per Table 3-1, "*Allowable Land Uses and Permit Requirements*," and found in substantial conformance with supporting findings per Section 5.6.2.c above, requiring only administrative approval by the Community Development Director.

##### **D. Site Development Permit**

Any application for a Site Development Permit as required per Table 3-1, "*Allowable Land Uses and Permit Requirements*," shall be processed in accordance with the procedures established herein and JVMC Section 9.240.330 (Site Development Permit).

##### **E. Modifications to Approved Permits**

Any application for a Modification to an Approved Permit shall be processed in accordance with the procedures established in JVMC Section 9.240.440 (Applications for Modifications to Approved Permits).

##### **F. Tenant Improvements**

Projects which constitute tenant improvements within the mall structure will follow the normal building permit process subject to review of the Specific Plan for confirmation that a use is permitted.



### **G. Signage Program**

As part of the implementation of Specific Plan, a master sign program will be required. The sign program shall be developed in conformance with the Specific Plan standards and guidelines relevant to signage and wayfinding. The signage program will be submitted to the City prior to building permits of the first development project. Future amendments to the signage program will be administrative, overseen by the Community Development Director or his or her designee.

### **H. Additional Approvals**

It is anticipated that the following subsequent approvals, among others, may be processed as part of implementation of the Specific Plan:

- Demolition, Rough Grading/Grading, and Excavation Permits
- On- and Off-Site Utilities Permits
- Final Parcel, Condominium or Subdivision Maps
- Conditional Use Permit(s)
- Building Permits
- Encroachment Permit(s)
- New and Modified Easements, and Other Related Agreements
- ALUC Review

The City of Jurupa Valley does not regulate the Flabob Airport Land Use Compatibility Plan as this is the responsibility of the Riverside County Airport Land Use Commission and its Staff. However, for properties affected by this Plan shall be consistent with criteria of the Flabob Airport Land Use Compatibility Plan, including applicable Countywide criteria as may exist at the time of project review. If the project is located in the Flabob Airport Compatibility zones, a project proponent is responsible for coordinating with Jurupa Valley City Staff and Airport Land Use Commission Staff, as appropriate.

Building envelopes and the airport compatibility zones should be indicated on the Tentative Tract Map and subsequent development plans for projects located within Zone D, as defined in the Airport Land Use Compatibility Plan. Identifying this information is intended to assure that development projects greater than 10-acres provide the Open Land areas identified in the Specific Plan and in accordance with the Airport Land Use Compatibility Plan. Zone D requires 10-percent of the gross area to qualify as Open Land as defined in the Airport Land Use Compatibility Plan, Countywide Policies, Chapter 2, Section 4.2.4. Open land requirements are intended to be applied with respect to an entire Zone D. Once the Open Land compliance is met within Zone D, no further review is required by the County of Riverside ALUC.

### **5.7.2 Transfers between Parcels**

Specific Plan and **Table 2-1, Land Use Summary**, set forth the land use designations, and total target units and square footage for each land use category. As used throughout this document, the term “Transfer” means that land uses within the Specific Plan can be transferred to another parcel within the Specific Plan. A transfer request will be reviewed by the Community Development Director, or designee, as part of the related development application. In addition to transfers of land use between planning areas, land uses may be converted to another use using a conversion factor based on daily trips. The land use conversion mechanism is outlined below.





**Table 5-2: Land Use Equivalency Conversion**

	Land Use (Unit)	Equivalency Ratios to Convert to These Land Use types			
		Residential (DU)	Retail (1,000 SF)	Business Park (1,000 SF)	Hotel (Rooms)
From These Land Use Types	Residential (DU)				
	Retail (1,000 SF)		---		
	Business Park (1,000 SF)			---	
	Hotel (Rooms)				---

Table 5-2 to be completed with Draft EIR

Land Use (Unit)	Quantity to Convert from	Land Use Equivalencies			
		Residential (DU)	Retail (1,000 SF)	Business Park (1,000 SF)	Hotel (Rooms)
Residential (DU)	100	---			
Retail (1,000 SF)	100		---		
Business Park (1,000 SF)	100			---	
Hotel (Rooms)	100				---

**5.7.3 Land Use Conversion**

The amount and type of land uses within the Specific Plan is programmatic and is intended to be flexible, responding to market demand and opportunities for unique or in-demand land uses. The mix of uses outlined in the Land Use section of this document is based upon anticipated demand for these uses at the time of writing.

Maximum intensities of land uses may be converted at any time by the project developer, based on the conversion factors outlined in **Table 5-2, Land Use Equivalency Conversion**. These conversion factors are based on trip generation, which allows a conversion program while keeping traffic generation stable. Implementation of a land use conversion will be reviewed by the Director of Community Development, or designee, as part of the related application and allowed as part of a ministerial development approval subject to substantial conformance with relevant development standards. Conversions are also subject to overall density limits, parking ratios and other requirements.

**5.8 Phasing**

Construction of the project will take place over multiple years based on market demand. The anticipated phasing of the buildout of the Specific Plan, however, multiple phases may occur concurrently, overlapping schedules, and/or in a different order than currently anticipated. Phased development will maintain the necessary parking and access to support the development.

Development within Specific Plan shall be supported by the necessary infrastructure as needed, subject to federal, state, and local codes. Subsequent subdivision approvals will include proposals for infrastructure improvements needed to support each proposed building. These improvements shall be consistent with the overall infrastructure plans serving the Specific Plan.



The project will be phased to:

- Provide for the orderly build-out of the community based upon market demand;
- Provide adequate infrastructure to service the project; and
- Phases may occur concurrently or in alternative order so long as the associated infrastructure is provided.

The project is anticipated to be built in two major phases with sub-phasing. Changes to phasing shall not require an amendment to the Specific Plan. Ultimate project design will vary as individual projects are proposed, reviewed, and constructed over a period of years.

## **5.9 Financing and Fees**

The financing of the construction, operation, and maintenance of public infrastructure improvements, facilities, and services within and in support of the Specific Plan area may be provided through a combination of mechanisms. Final determination of the scope of improvements, maintenance responsibilities, and funding sources may be identified prior to recordation of the Final Map(s).

Financing options may include, but are not limited to, the following:

- Private capital investment by the project developer, the property owner(s), or a Property Owners Association
- Private capital investment by a consortium of property owners and/or developers of the project and/or surrounding area
- Community Facilities District (CFD) established pursuant to the Mello-Roos Community Facilities District Act of 1982, or other special district, to provide funding for the construction of public facilities or the provision of public services. City Council approval is a prerequisite for use of special district financing mechanisms
- Development Impact Fee (DIF) credits to be applied for infrastructure completed by the project developer
- Enhanced Infrastructure Financing District (EIFD) to fund infrastructure development through tax increment financing pursuant to Senate Bill 628
- Community Revitalization and Investment Authorities (CRIA) to fund infrastructure development through tax increment financing pursuant to Assembly Bill 2
- Enhanced Infrastructure Financing Districts (EIFDs)
- Public-private partnerships (P3) project delivery methods
- Development and Disposition Agreements (DDAs)
- Special districts (Business Improvement Districts BIDs)
- Property Assessed Clean Energy Finance Program (PACE)
- Greenhouse Gas Reduction Funds (GGRF)
- Grants/State/Federal Funding Sources (U.S. Economic Development Administration "EDA" Grants, Community Development Block Grants "CDBG," Cap and Trade Funds)



### 5.10 Maintenance

Final determination of maintenance responsibilities for the public and private improvements constructed within the Districts at Rubidoux will be determined in future entitlement approvals and/or the Development Agreement.

Public streets (curb-to-curb) and sidewalks will be maintained by the City. If the City is responsible for maintaining medians and/or curb-separated parkways, funding of the maintenance may require a special financing district. These details are to be established with each site-specific Site Development Plan application or Tentative Map. Parkways, slopes, drainage facilities, and common areas will be maintained by the developer or through a property owners' association. It is anticipated maintenance shall be generally conducted as described in **Table 5-3, Maintenance Responsibilities**.

**Table 5-3: Maintenance Responsibilities**

Area of Responsibility <sup>1</sup>	City	Developer, Property Owners Association, or Tenant	Special Maintenance District
On-site improvements		X	X
Common area improvements		X	X
Parkways (public right-of-way)	X		X
Public streets (curb-to-curb)	X		X
Private Roads		X	X



**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org).** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Jackie Vega at (951) 955-0982.**

The Jurupa Valley Planning Department should be contacted on non-ALUC issues. For more information please contact City of Jurupa Valley Planner Thomas Gorham at (951) 332-6464.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website [www.rcaluc.org](http://www.rcaluc.org). Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to [prull@rivco.org](mailto:prull@rivco.org). Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

**PLACE OF HEARING:**                    **Riverside County Administration Center**  
    **4080 Lemon Street, 1<sup>st</sup> Floor Board Chambers**  
    **Riverside California**

**DATE OF HEARING:**                **September 8, 2022**

**TIME OF HEARING:**                **9:30 A.M.**

**CASE DESCRIPTION:**

ZAP1038FL22 – EM Ranch Owner, LLC (Representative: Kimley-Horn) – City of Jurupa Valley Case Nos. MA21269 (GPA21010 [General Plan Amendment], SP21001 [Specific Plan Amendment], CZ21014 [Change of Zone], TTM38318 [Tentative Tract Map]). A proposal to establish a new specific plan (The District at Jurupa Valley Specific Plan) on 247 acres, replacing the existing Emerald Ranch Specific Plan (SP-337), located southerly of the 60 freeway, easterly of Rubidoux Boulevard, westerly of the Santa Ana River, and northerly of 34<sup>th</sup> Street. The new specific plan would permit development of up to 1,192 residential units; 3,000,000 square feet of commercial and industrial land uses; a hotel with conference and hospitality area; 7 acres of parks and open space, and stormwater basins. Also proposed is a general plan amendment to change the underlying land use designations to accommodate the proposed multi-use project, and to establish the Agua Mansa Warehouse and Distribution Center Overlay Zone; and a change of zone to modify the existing specific plan zone from Emerald Meadows Ranch Specific Plan to the new District at Jurupa Valley Specific Plan. Also proposed is a tentative tract map to divide the project into 19 numbered lots and 12 lettered lots (Airport Compatibility Zones D and E of the Flabob Airport Influence Area).



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

### ALUC STAFF ONLY

ALUC Case Number: \_\_\_\_\_

Date Submitted: \_\_\_\_\_

AIA: \_\_\_\_\_

Zone: \_\_\_\_\_

Public Hearing \_\_\_\_\_

Staff Review \_\_\_\_\_

Applicant

Applicant

Full Name: \_\_\_\_\_

Applicant Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

### Representative/ Property Owner Contact Information

Representative: \_\_\_\_\_ Email: \_\_\_\_\_

Phone: \_\_\_\_\_

Address: \_\_\_\_\_

Property Owner: \_\_\_\_\_ Email: \_\_\_\_\_

Phone: \_\_\_\_\_

Address: \_\_\_\_\_

### Local Jurisdiction Agency

Agency Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Staff Contact: \_\_\_\_\_ Email: \_\_\_\_\_

Address: \_\_\_\_\_

Local Agency

Case No.: \_\_\_\_\_

### Project Location

Street Address: \_\_\_\_\_ Gross Parcel Size: \_\_\_\_\_

Assessor's Parcel No.: \_\_\_\_\_

### Solar

Is the project proposing solar Panels? Yes

No

If yes, please provide solar glare study.  
(Only for zone C or higher.)

## Data

Site Elevation:(above  
mean sea level) \_\_\_\_\_

Height of Building or  
structures: \_\_\_\_\_

What type of drainage basins are  
being proposed and the square  
footage: \_\_\_\_\_

## Notice

**A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

**B. REVIEW TIME:** Estimated time for “staff level review” is approximately 30 days from date of submittal. Estimated time for “commission level review” is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

### C. SUBMISSION PACKAGE:

**Please submit all application items DIGITALLY via USB or CD:**

- Completed ALUC Application Form (**Attachment 1**)
- Plans Package: site plans, floor plans, building elevations, grading plans, subdivision maps (**Attachment 2, TTM 38318 and Grading Plan**)
- Exhibits of change of zone, general plan amendment, specific plan amendment (**Attachment 3, General Plan Exhibit; Attachment 4, Zoning Plan Exhibit; Attachment 5, District @ Jurupa Valley Specific Plan**)
- Project description of current and proposed use (**Attachment 6**)

**Additionally, please provide:**

- ALUC fee payment (Checks made out to Riverside County ALUC) - **Mailed separately.**
- Gummed address labels of all surrounding property owners within a 300-foot radius of project site. (Only required if the project is scheduled for a public hearing) - **Attachment 7**



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 3.5

**HEARING DATE:** September 8, 2022

**CASE NUMBER:** ZAP1066RG22 – County of Riverside (Representative: Manny Baeza)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** GPA1207 (General Plan Amendment: Winchester Community Plan)

**LAND USE PLAN:** 2017 Hemet-Ryan Airport Land Use Compatibility Plan, 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011

**Airport Influence Area:** Hemet-Ryan Airport, March Air Reserve Base, French Valley Airport

**Land Use Policy:** Zones C, D, and E (Hemet-Ryan), Zone E (March), French Valley (no zones impacted)

**Noise Levels:** Portions within the 55 – 60 CNEL, and portions below the 55 CNEL from aircraft noise (Hemet-Ryan)  
Below 60 CNEL from aircraft noise (March)  
Below 55 CNEL from aircraft noise (French Valley)

**MAJOR ISSUES:** None

**RECOMMENDATIONS:** Staff recommends that the proposed General Plan Amendment: Winchester Community Plan be found **CONSISTENT** with the 2017 Hemet-Ryan Airport Land Use Compatibility Plan, the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011.

**PROJECT DESCRIPTION:** A County-initiated proposal amending its General Plan: Winchester Community Plan by: 1) expanding the existing Winchester Policy Area from approximately 287 acres to approximately 23,153 acres of land within the General Plan's Harvest Valley/Winchester Area Plan, 2) amending the boundaries of the General Plan's Harvest Valley/Winchester, Sun City/Menifee, and Southwest Area Plans so that the expanded Winchester Policy Area falls within the limits of the Harvest Valley/Winchester Area Plan only, 3) revising land use designations within the expanded Winchester PA, including Foundation Component amendments, 4) amending the General Plan's Harvest Valley/Winchester Area Plan, Southwest Area Plan, San Jacinto Valley Area Plan, and Sun City/Menifee Valley Area Plan to revise the existing Highway 79 Policy Area

language by removing the 9% reduction in density for residential projects, and 5) the creation of new Design Guidelines for the Winchester Policy Area.

**PROJECT LOCATION:** All land subject to the land use jurisdiction of the County of Riverside within the Airport Influence Areas of Hemet-Ryan Airport, March Air Reserve Base/Inland Port Airport, and French Valley Airport, as delineated in each of the individual ALUCPs.

Although the project boundary intersects with the French Valley AIA, no land use changes are proposed in the French Valley AIA (Scott Road is the southernmost extent of the proposed project land use changes). Therefore, no impact to airport land use compatibility would occur within the French Valley AIA.

#### **AIRPORT LAND USE COMPATIBILITY REFERENCES IN GENERAL PLAN UPDATE:**

The proposed Winchester Community Plan will change the land use designations of multiple parcels within the following airport influence areas (AIA):

- Zone E of the March AIA,
- Zones C, D and E of the Hemet-Ryan AIA, and
- Although the project is technically located within the French Valley AIA, no land use designation changes are proposed within the AIA.

Since Zone E of March AIA does not restrict and density or intensity (and there are no changes proposed in French Valley AIA), staff's analysis was primarily focused on the land use changes proposed within Zones C and D of Hemet-Ryan AIA (as Zone E of Hemet-Ryan AIA also does not restrict density or intensity).

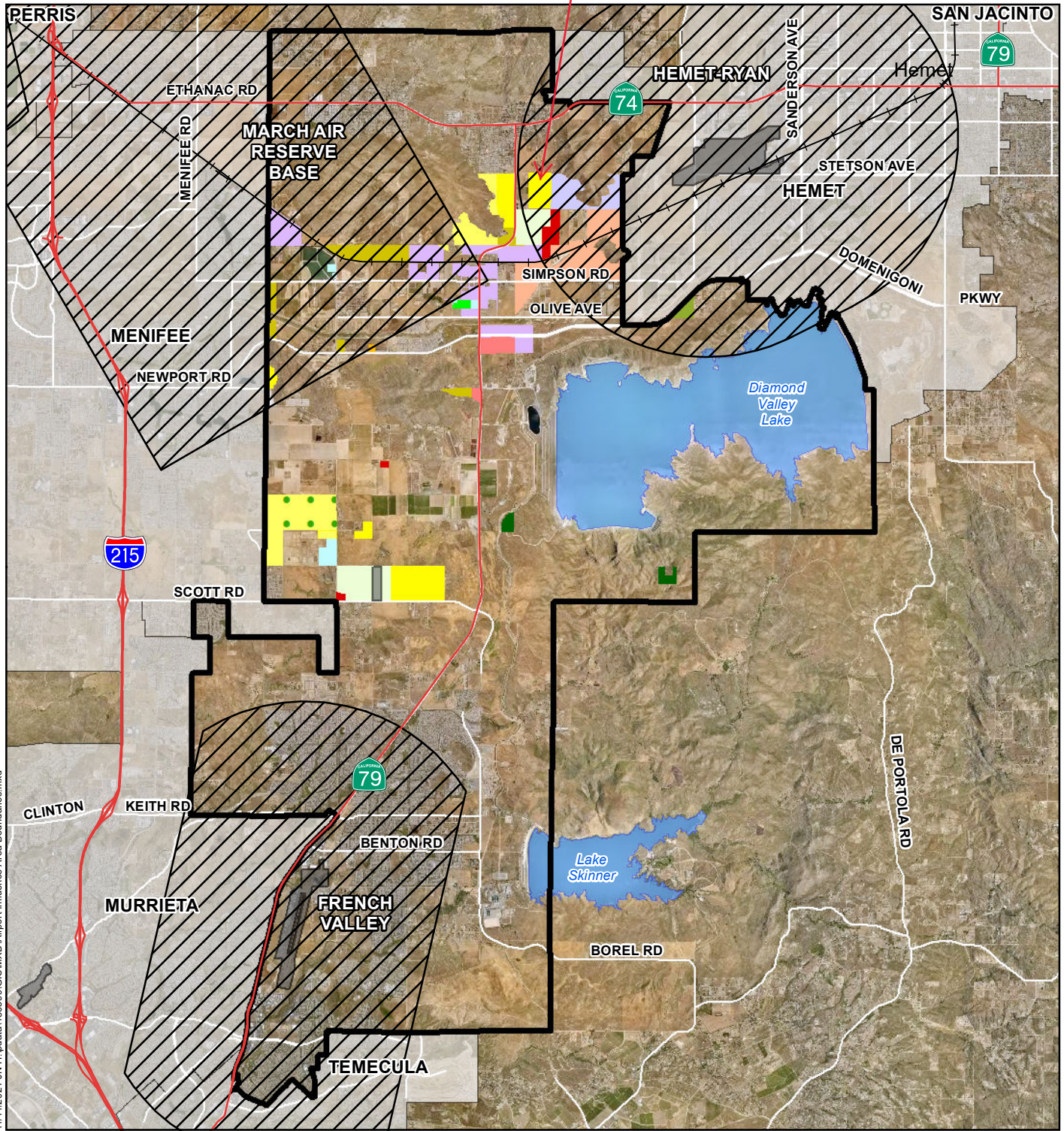
As proposed, the Winchester Community Plan seeks to re-redesignate the following parcels in the Hemet-Ryan AIA to:

- Zone C: Light Industrial, Business Park.
- Zone D: Light Industrial, Business Park, Commercial Retail, Mixed-Use, Rural Residential.
- Zone E: Light Industrial, Rural Residential.

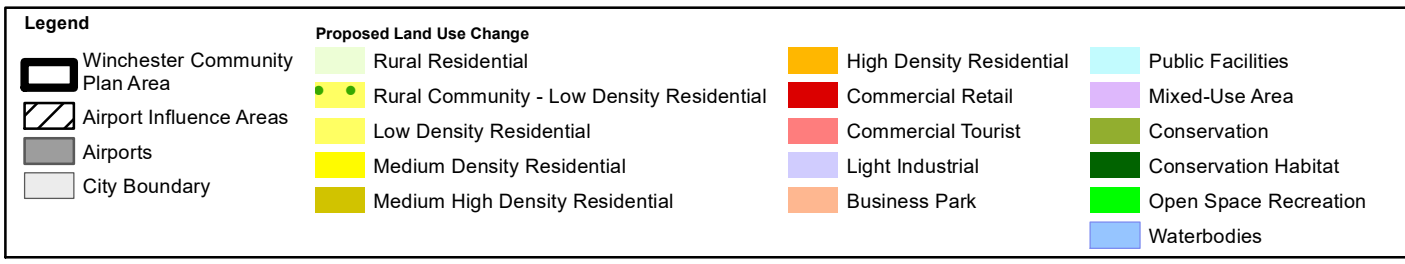
The proposed non-residential land uses (i.e. Light Industrial, Business Park, Commercial Retail, Mixed-Use) are permissible in Zones C, D and E, as long as they are consistent with the Hemet-Ryan intensity criteria. The proposed Winchester Community Plan contains Policy HVWAP 1.1 stipulating that projects shall comply with the Hemet-Ryan ALUCP.

The plan proposes for Rural Residential land use designation in Zones D and E. Rural Residential allows for single-family residences with a minimum lot size of 5 acres (density 0.2 dwelling units per acre), which is consistent with Zone D residential density criteria of either below 0.4 dwelling units per acre or above 3.0 dwelling units per acre. Zone E density is not restricted.





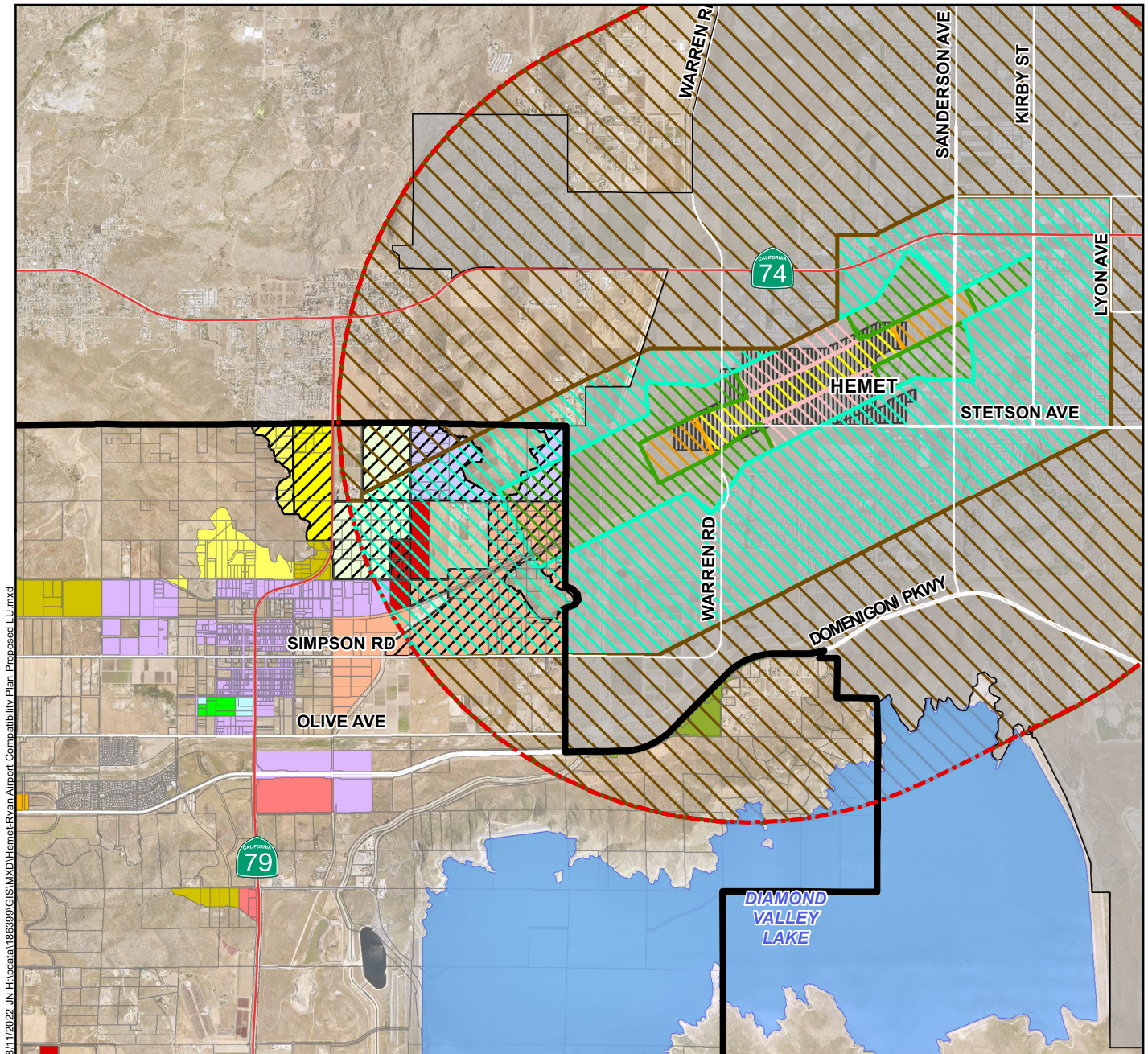
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Source: County of Riverside, ESRI

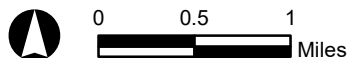
WINCHESTER COMMUNITY PLAN  
 ENVIRONMENTAL IMPACT REPORT  
**Airport Influence Area Boundaries**





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Legend		Proposed Land Use Change	
Winchester Policy Area	Airport	Rural Residential	Commercial Retail
Foundation Component	Airport Influence Areas	Rural Community - Low Density Residential	Commercial Office
Parcels	<b>Compatibility Zones</b>	Estate Density Residential	Light Industrial
City Boundary	Zone A	Very Low Density Residential	Heavy Industrial
Waterbodies	Zone B1	Low Density Residential	Business Park
	Zone B2	Medium Density Residential	Public Facilities
	Zone C	Medium High Density Residential	Community Center
	Zone D	High Density Residential	Mixed-Use Area
	Zone E	Very High Density Residential	Conservation
		Highest Density Residential	Conservation Habitat
			Open Space Recreation

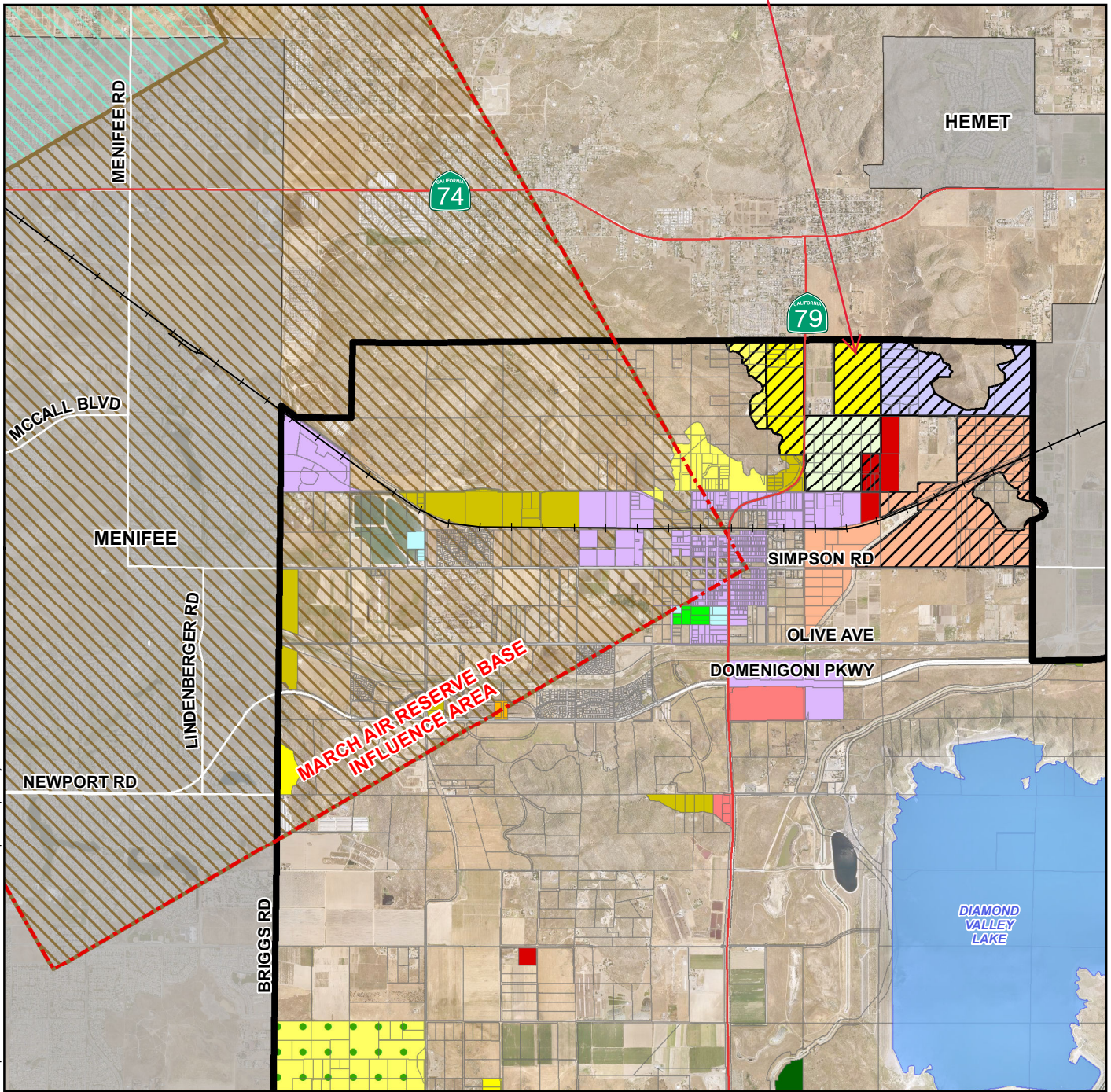


Source: County of Riverside, ESRI

WINCHESTER COMMUNITY PLAN  
 ENVIRONMENTAL IMPACT REPORT  
**Hemet-Ryan Airport Compatibility Plan**



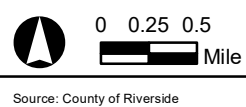
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**Legend**

Winchester Policy Area	Rural Residential	Light Industrial
Foundation Component	Rural Community - Low Density Residential	Business Park
Parcels	Low Density Residential	Public Facilities
City Boundary	Medium Density Residential	Mixed-Use Area
Waterbodies	Medium High Density Residential	Conservation
Airport Influence Areas	High Density Residential	Conservation Habitat
<b>Compatibility Zones</b>	Commercial Retail	Open Space Recreation
Zone D	Commercial Tourist	
Zone E		



WINCHESTER COMMUNITY PLAN  
ENVIRONMENTAL IMPACT REPORT  
**March Air Reserve Airport Compatibility Plan**





# Harvest Valley/ Winchester Area Plan



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## General Plan Amendments adopted since 12/31/09

- GPA No. 727, BOS RSLN 2010-138, 05/25/10;
- GPA No. 1110, BOS RSLN 2013-279, 12/17/13;
- GPA No. 1128, BOS RSLN 2015-214, 09/22/15;
- GPA Nos. 943, 973; BOS RSLN 2016-098, 03/29/16;
- GPA No. 1146, BOS RSLN 2019-050, 04/16/19;
- GPA No. 1075, BOS RSLN 2011-156, 10/18/11;
- GPA No. 1120, BOS RSLN 2014-222, 12/24/14;
- GPA No. 960, BOS RSLN 2015-260, 12/08/15;
- GPA No. 1122, BOS RSLN 2016-234, 12/06/16;
- GPA No. 190006, BOS RSLN 2021-183; 09/28/21



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# Harvest Valley/Winchester Area Plan

## Vision Summary

The County of Riverside General Plan and Area Plans have been shaped by the RCIP Vision. Following is a summary of the Vision Statement that includes many of the salient points brought forth by the residents of the Harvest Valley/Winchester Area Plan as well as the rest of the County of Riverside. The RCIP Vision reflects the County of Riverside in the year 2020. So, fast forward yourself to 2020 and here is what it will be like.

*“Riverside County is a family of special communities in a remarkable environmental setting.”*

It is now the year 2020. This year (incidentally, also a common reference to clear vision), is an appropriate time to check our community vision. Twenty years have passed since we took an entirely new look at how the County of Riverside was evolving. Based on what we saw, we set bold new directions for the future. As we now look around and move through the County of Riverside, the results are notable. They could happen only in response to universal values strongly held by the people. Some of those values are:

- Real dedication to a sense of community;
- Appreciation for the diversity of our people and places within this expansive landscape;
- Belief in the value of participation by our people in shaping their communities;
- Confidence in the future and faith that our long term commitments will pay off;
- Willingness to innovate and learn from our experience;
- Dedication to the preservation of the environmental features that frame our communities;
- Respect for our differences and willingness to work toward their resolution;
- Commitment to quality development in partnership with those who help build our communities;
- The value of collaboration by our elected officials in conducting public business.

Those values and the plans they inspired have brought us a long way. True, much remains to be done. But our energies and resources are being invested in a unified direction, based on the common ground we have affirmed many times during the last 20 years. Perhaps our achievements will help you understand why we believe we are on the right path.

## Population Growth

The almost doubling of our population in only 20 years has been a challenge, but we have met it by focusing that growth in areas that are well served by public facilities and services or where they can readily be provided. Major transportation corridors serve our communities and nearby open space preserves help define them. Our growth focus is on quality, not quantity. That allows the numbers to work for us and not against us. We enjoy an unprecedented clarity regarding what areas must not be developed and which ones should be developed. The resulting pattern of growth concentrates development in key areas rather than spreading it uniformly throughout Riverside County. Land is used more efficiently, communities operate at more of a human scale, and transit systems to supplement the automobile are more feasible. In fact, the customized Oasis transit system now operates quite successfully in several cities and communities.

## Our Communities and Neighborhoods

Our choices in the kind of community and neighborhood we prefer is almost unlimited here. From sophisticated urban villages to quality suburban neighborhoods to spacious rural enclaves, we have them all. If you are like most of us, you appreciate the quality schools and their programs that are the centerpiece of many of our neighborhoods. Not only have our older communities matured gracefully, but we boast several new communities as well. They prove that quality of life comes in many different forms.

## Housing

We challenge you to seek a form of housing or a range in price that does not exist here. Our housing choices, from rural retreat to suburban neighborhood to exclusive custom estate are as broad as the demand for housing requires. Choices include entry level housing for first time buyers, apartments serving those not now in the buying market, seniors' housing, and world class golf communities. You will also find smart housing with the latest in built-in technology as well as refurbished historic units. The County of Riverside continues to draw people who are looking for a blend of quality and value.

## Transportation

It is no secret that the distances in the vast County of Riverside can be a bit daunting. Yet, our transportation system has kept pace amazingly well with the growth in population, employment and tourism and their demands for mobility. We are perhaps proudest of the new and expanded transportation corridors that connect growth centers throughout the County of Riverside. They do more than provide a way for people and goods to get where they need to be. Several major corridors have built-in expansion capability to accommodate varied forms of transit. These same corridors are designed with a high regard for the environment in mind, including providing for critical wildlife crossings so that our open spaces can sustain their habitat value.

## Conservation and Open Space Resources

The often-impassioned conflicts regarding what lands to permanently preserve as open space are virtually resolved. The effort to consider our environmental resources, recreation needs, habitat systems, and visual heritage as one comprehensive, multi-purpose open space system has resulted in an unprecedented commitment to their preservation. In addition, these spaces help to form distinctive edges to many of our communities or clusters of communities. What is equally satisfying is that they were acquired in a variety of creative and equitable ways.



## Air Quality

It may be hard to believe, but our air quality has actually improved slightly despite the phenomenal growth that has occurred in the region. Most of that growth, of course, has been in adjacent counties and we continue to import their pollutants. We are on the verge of a breakthrough in technical advances to reduce smog from cars and trucks. Not only that, but our expanded supply of jobs reduces the need for people here to commute as far as in the past.

## Jobs and Economy

In proportion to population, our job growth is spectacular. Not only is our supply of jobs beyond any previously projected level, it has become quite diversified. Clusters of new industries have brought with them an array of jobs that attract skilled labor and executives alike. We are particularly enthusiastic about the linkages between our diversified business community and our educational system. Extensive vocational training programs, coordinated with businesses, are a constant source of opportunities for youth and those in our labor force who seek further improvement.

## Agricultural Lands

Long a major foundation of our economy and our culture, agriculture remains a thriving part of the County of Riverside. While we have lost some agriculture to other forms of development, other lands have been brought into agricultural production. We are still a major agricultural force in California and compete successfully in the global agricultural market.

## Educational System

Quality education, from pre-school through graduate programs, marks the County of Riverside as a place where educational priorities are firmly established. A myriad of partnerships involving private enterprise and cooperative programs between local governments and school districts are in place, making the educational system an integral part of our communities.

## Plan Integration

The coordinated planning for multi-purpose open space systems, community based land use patterns, and a diversified transportation system has paid off handsomely. Integration of these major components of community building has resulted in a degree of certainty and clarity of direction not commonly achieved in the face of such dynamic change.

## Financial Realities

From the very beginning, our vision included the practical consideration of how we would pay for the qualities our expectations demanded. Creative, yet practical financing programs provide the necessary leverage to achieve a high percentage of our aspirations expressed in the updated RCIP.

## Intergovernmental Cooperation

As a result of the necessary coordination between the County of Riverside, the cities and other governmental agencies brought about through the RCIP, a high degree of intergovernmental cooperation and even partnership is

now commonplace. This way of doing public business has become a tradition and the County of Riverside is renowned for its many model intergovernmental programs.

## Introduction

Throughout the Area Plan, special features have been included to enhance the readability and practicality of the information provided. Look for these elements:



**Quotes:** quotations from the RCIP Vision or individuals involved or concerned with Riverside County.



**Factoids:** interesting information about Riverside County that is related to the element



**References:** contacts and resources that can be consulted for additional information



**Definitions:** clarification of terms and vocabulary used in certain policies or text.

The Harvest Valley/Winchester planning area is at a crossroads for two significant reasons. First, the Harvest Valley/Winchester planning area contains the east-west running State Route 74 and the north-south running State Route 79, both of which are major transportation corridors that will emerge as powerful regional influences. Second, the Harvest Valley/Winchester planning area contains the largest fresh water lake in Southern California: The Diamond Valley Lake. The Diamond Valley Lake will be the major factor in attracting growth and influencing the change in character of the area from rural to urban.

The Harvest Valley/Winchester Area Plan guides the evolving character of this place. The Harvest Valley/Winchester Area Plan is not a stand-alone document, but rather an extension of the County of Riverside General Plan and Vision. The County of Riverside Vision Statement details the physical, environmental, and economic characteristics that the County of Riverside aspires to achieve by the year 2020. Using that Vision Statement as the primary foundation, the County of Riverside General Plan establishes policies for development and conservation within the entire unincorporated Riverside County territory. The Harvest Valley/Winchester Area Plan, on the other hand, provides customized direction specifically for this planning area.

This area plan doesn't just provide a description of the location, physical characteristics, and special features here. It contains a Land Use Plan, statistical summaries, policies, and accompanying exhibits that allow anyone interested in the continued prosperity of this distinctive area to understand the physical, environmental, and regulatory characteristics that make this such a unique area. Background information also provides insights that help in understanding the issues that require special focus here and the reasons for the more localized policy direction found in this document.

Each section of the Area Plan addresses critical issues facing the planning area. Perhaps a description of these sections will help in understanding the organization of the Area Plan as well as appreciating the comprehensive nature of the planning process that led to it. The Location section explains where the Area Plan fits with what is around it and how it relates to the cities that impact it. Physical features are described in a section that highlights the planning area's communities, surrounding environment and natural resources. This leads

naturally to the Land Use Plan section, which describes the land use system guiding development at both the countywide and area plan levels.

While a number of these designations reflect the unique features found only in the Harvest Valley/Winchester planning area, certain special policies are still necessary to address unique situations. The Policy Areas section

presents these policies. Land use related issues are addressed in the Land Use section. Land use isn't the only key factor in developing and conserving land here. The Plan also describes relevant transportation issues, routes, and modes of transportation in the Circulation section. The key to understanding the valued open space network is described in the Multipurpose Open Space section. There are also natural and manmade hazards to consider, and they are spelled out in the Hazards section.

Data in this area plan is current as of April 16, 2019. Any general plan amendments approved subsequent to that date are not reflected in this area plan and must be supported by their own environmental documentation. A process for incorporating any applicable portion of these amendments into this area plan is part of the General Plan Implementation Program.

### *A Special Note on Implementing the Vision*

The preface to this area plan is a summary version of the Riverside County Vision. That summary is, in turn, simply an overview of a much more extensive and detailed Vision of Riverside County two decades or more into the future. This area plan, as part of the Riverside County General Plan, is one of the major devices for making the Vision a reality.

No two area plans are the same. Each represents a unique portion of the incredibly diverse place known as Riverside County. While many share certain common features, each of the plans reflect the special characteristics that define its area's unique identity. These features include not only physical qualities, but also the particular boundaries used to define them, the stage of development they have reached, the dynamics of change expected to affect them, and the numerous decisions that shape development and conservation in each locale. That is why the Vision cannot and should not be reflected uniformly.

Policies at the General Plan and Area Plan levels implement the Riverside County Vision in a range of subject areas as diverse as the scope of the Vision itself. The land use pattern contained in this area plan is a further expression of the Vision as it is shaped to fit the terrain and the conditions in the Harvest Valley/Winchester planning area.

To illustrate how the Vision has shaped this area plan, the following highlights reflect certain strategies that link the Vision to the land. This is not a comprehensive enumeration; rather, it emphasizes a few of the most powerful and physically tangible examples.

**Community Centers.** This method of concentrating development to achieve community focal points, stimulate a mix of activities, promote economic development, achieve more efficient use of land, create a transit friendly and walkable environment, and offer a broader mix of housing choices is a major device for implementing the Vision. Two community center overlays are included in the Harvest Valley/Winchester planning area. A significant Community Center Overlay designation is located in Winchester. The theme envisioned for this transit-oriented Village Center has a Western influence, capitalizing on the unique identity for the Winchester area. An additional Community Center Overlays located along Winchester Road would serve both residents of surrounding Community Development residential areas and visitors to the Diamond Valley Lake. These centers could take advantage of the regional recreational draw that the lake presents.

**Diamond Valley Recreation Area.** Fishing on the lake is just one of the many amenities offered by the Diamond Valley Recreation Area. The open lake and surrounding land will serve regional tourist, recreation, and camping



Unincorporated land is all land within the County that is not within an incorporated city or an Indian Nation. Generally, it is subject to policy direction and under the land use authority of the Board of Supervisors.



activities. The presence and success of these activities also bolsters the local economy. This winning combination of an economic stimulator and regional attraction also serves as an impetus for future growth in the immediate area.

**Preserved Open Space Character.** The vast amount of conserved open space surrounding the Diamond Valley Lake and Double Butte help maintain the natural character of the area and act as major regional and recreational attractions for Riverside County. These lands also serve as habitat for endangered species and as passive open space to be enjoyed by the local communities. The combination of activities that these preserved spaces serve are integral to the success of these lands in the future.

## Location

The pivotal location of this area is clearly evident in Figure 1, Location. The Harvest Valley/Winchester planning area is contiguous with five other planning areas, which together constitute a major portion of the vast development potential in western Riverside County. Starting to the south and moving clockwise, we find the adjacent Southwest Area Plan, and the Sun City/Menifee, Mead Valley, Lakeview/Nuevo, and San Jacinto Valley Area Plans. The planning area encompasses only unincorporated territory, but the cities of Perris and Hemet frame this sprawling 32,000-acre valley on the west and east, respectively. The massive Diamond Valley Lake dominates the southeastern portion of the Harvest Valley/Winchester area.

## Features

The Riverside County Vision builds heavily on the value of its remarkable environmental setting. That applies here as well. While not as close to the surrounding mountains as some other areas, the central location of the Harvest Valley/Winchester planning area affords an ample view of the mountain vistas that dominate the remarkable setting of western Riverside County. We find here a wide variety of physical features: flat valley floors, gently rolling foothills, abrupt buttes and hillsides, and the ever-present rock outcroppings. Watercourses meandering through the Harvest Valley/Winchester planning area include Warm Springs Creek and Salt Creek. This section describes the setting, features, and functions that are unique to the Harvest Valley/Winchester planning area. These defining characteristics are shown on Figure 2, Physical Features.

## Setting

The Harvest Valley/Winchester area is actually part of a system of broad, sweeping valleys and is framed by the Menifee Valley to the west and the Domenigoni Valley to the south. Situated within this valley, the Double Butte, Dawson and Lakeview Mountains, and Diamond Valley Lake are the major physical features defining the Harvest Valley/Winchester planning area. The Lakeview Mountains to the north and the Dawson Mountains in the southeast, though mainly located in adjacent planning areas, create a strong visual backdrop. Salt Creek generally separates the Harvest Valley/Winchester planning area into northern and southern halves, and the San Diego Aqueduct bisects the land into east-west segments. Warm Springs Creek, which ultimately flows into the Santa Margarita River, is piped underground to approximately Scott Road where it then flows southwest out of the planning area.

## Unique Features

### *Double Butte*

Double Butte is a steep, dual peaked mountain centrally located between Winchester and Homeland. Much of this feature was the site of a Riverside County landfill, which has since been closed. The intent is to establish recreational uses once clean-up and mitigation measures have been completed.

### *Diamond Valley Lake*

Diamond Valley Lake is an 800,000-acre-foot (260 billion gallon) lake that provides critical water storage for much of Southern California. The lake nearly doubles the surface water storage for most of Southern California, and it secures emergency water storage for six months. This massive new landmark is not just a startling presence on the landscape; it performs the critical role in this arid climate of reducing the threat of water shortages during droughts and peak summer needs. The Diamond Valley Lake was created by a set of three dams and was approved for water storage in 2000. Most of the water for this facility is delivered through the Colorado River Aqueduct and the California State Water Project. The 13,000-acre Dr. Roy E. Shipley Reserve stretches between the Diamond Valley Lake and Lake Skinner, which is located in the Southwest Area Plan to the south. Potential recreational opportunities available at the Diamond Valley facility include bicycle, hiking and equestrian trails, camping, fishing, boating, golfing, and picnicking.



An acre-foot of water is nearly 326,000 gallons, enough to meet the annual water needs of two typical southland families.

### *Lakeview Mountains*

The Lakeview Mountains, which lie north of Harvest Valley, define the northern portion of the Harvest Valley/Winchester planning area. They nevertheless create a valuable scenic backdrop, especially for the communities of Homeland and Green Acres located directly to the south. Large rock outcroppings and boulders accent the slopes. These mountains are home to the Buck Jewel flower, an indicator of Coastal Sage Scrub habitat. These species also document the relatively dry, arid micro climate that prevails here.

### *Dawson Mountains*

The Dawson Mountains create the southern wall of the Diamond Valley Lake. This range also creates a striking backdrop for communities on the valley floor like Winchester. The range is a series of rugged mountains providing an exceptional environment for hiking trails, equestrian uses, bicycling, and places for camping. These mountains also serve as a corridor between the habitats that are found in and around Diamond Valley and the Shipley Reserve to the south.

### *Vernal Pools*

Vernal pools are seasonally flooded depressions found on ancient soils with an impermeable layer such as hardpan, claypan, or volcanic basalt. The impermeable layer allows the pools to retain water much longer than the surrounding lands; nonetheless, the pools are shallow enough to dry up each season. Vernal pools often fill and

empty several times during the rainy season. Only plants and animals that are adapted to this cycle of wetting and drying can survive in vernal pools over time. In this case, the vernal pools are located in the northeast portion of the planning area. Vernal pools serve as habitat for endangered wildlife species and are often associated with areas characterized by rare plant species.

### *San Diego Canal/Aqueduct*

Running from north to south and intersecting the western end of Diamond Valley Lake is the San Diego Canal/Aqueduct. Its function is to transport State Project water as well as Colorado River water to Lake Skinner, where the canal ends. From that point, deliveries are made to MWD's member agencies in southern Riverside County and San Diego County via a system of pipelines.

### *Unique Communities*

#### *Harvest Valley*

Harvest Valley is an umbrella name that is applied to the communities of Romoland, Homeland, and Green Acres. These three communities are connected by State Route 74 and are generally located between the Lakeview Mountains and Double Butte. Each of these three communities has a distinct character, which is described in more detail below.

#### *Romoland*

Romoland is located in the northwest portion of the Harvest Valley/Winchester planning area, adjacent to the City of Perris. Romoland is historically centered on a 160-acre urban grid bisected by State Route 74 and the rail line. North of State Route 74 is a small residential community comprised of single family residences and mobile homes, with a few commercial uses stretching along the highway. Farther to the north, the area is characterized by 1-acre lots and horse ranches. Industrial areas are located south of Highway 74. As this area grows, urbanization will extend eastward in accordance with the adopted Menifee North Specific Plan. A mixed use planning area that lies between Romoland and Homeland could capitalize on the growth of the two communities and act as the focus to bring these two communities together.

#### *Homeland*

Homeland is located east of Romoland, bounded by the Lakeview Mountains to the north and the Double Buttes to the south. Homeland is currently characterized by a mixture of single family and mobile homes with a strip of commercial uses along State Route 74. Similar to Romoland, but with less industrial uses, this community includes a mixture of small, urban lots and larger lots where animal-keeping is an important feature.

#### *Green Acres*

Connected by State Route 74 but physically separated from Homeland by a finger of the Lakeview Mountains that extends southerly to Highway 74, is the community of Green Acres. Nestled in the foothills of the Lakeview Mountains, this small residential community is located at the current intersection of State Routes 74 and 79. Animal-keeping is an important element of the local lifestyle here.



## Winchester

Near the geographic center of the Harvest Valley/Winchester planning area is the community of Winchester. Consistent with its central location, Winchester is framed by several major features: Salt Creek, the rail line, State Route 79, and the Domenigoni Parkway. Currently, the community of Winchester is characterized by a small Western-themed commercial core at the intersection of Winchester Road (State Route 79) and Simpson Road. Surrounding the community core are small homes on large parcels and agricultural uses. Winchester could build upon the Western theme and be transformed into a unique, mixed-use Town Center that capitalizes on a transit station and proximity to the Diamond Valley Lake. Medium density residential uses will surround the new Village Center.

## Land Use Plan

The Land Use Plan focuses on preserving the unique features in the Harvest Valley/Winchester planning area and, at the same time, guides the accommodation of future growth. To accomplish this, more detailed land use designations are applied than for the countywide General Plan.

The Harvest Valley/Winchester Land Use Plan, Figure 3, depicts the geographic distribution of land uses within this planning area. The Plan is organized around 24 area plan land use designations. These area plan land uses derive from, and provide more detailed direction than, the five General Plan Foundation Component land uses: Open Space, Agriculture, Rural, Rural Community, and Community Development. Table 1, Land Use Designations Summary, outlines the development intensity, density, typical allowable land uses, and general characteristics for each of the area plan land use designations within each Foundation Component. The General Plan Land Use Element contains more detailed descriptions and policies for the Foundation Components and each of the area plan land use designations.

Many factors led to the designation of land use patterns. Among the most influential were the Riverside County Vision and Planning Principles, both of which focused, in part, on preferred patterns of development within the County of Riverside; the Community Environmental Transportation Acceptability Process (CETAP) that focused on major transportation corridors; the Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) that focused on opportunities and strategies for significant open space and habitat preservation; established patterns of existing uses and parcel configurations; current zoning; and the oral and written testimony of Riverside County residents, property owners, and representatives of cities and organizations at the many Planning Commission and Board of Supervisors hearings. The result of these considerations is shown in Figure 3, Land Use Plan, which portrays the location and extent of proposed land uses. Table 2, Statistical Summary of the Harvest Valley/Winchester Area Plan, provides a summary of the projected development capacity of the plan if all uses are built as proposed. This table includes dwelling unit, population, and employment capacities.

## Land Use Concept

The Land Use Plan reflects a significant shift from the existing rural character to a more urban/suburban/rural mix focused around unique cores. The impetus for this shift is the Diamond Valley Lake and the recreational opportunities it presents. In addition, the transit opportunities presented by the rail line, State Route 74, and State Route 79 create natural crossroads to expand upon.



For more information on Community Center types, please refer to the Land Use Policies within this area plan and the Land Use Designations section of the General Plan Land Use Element.

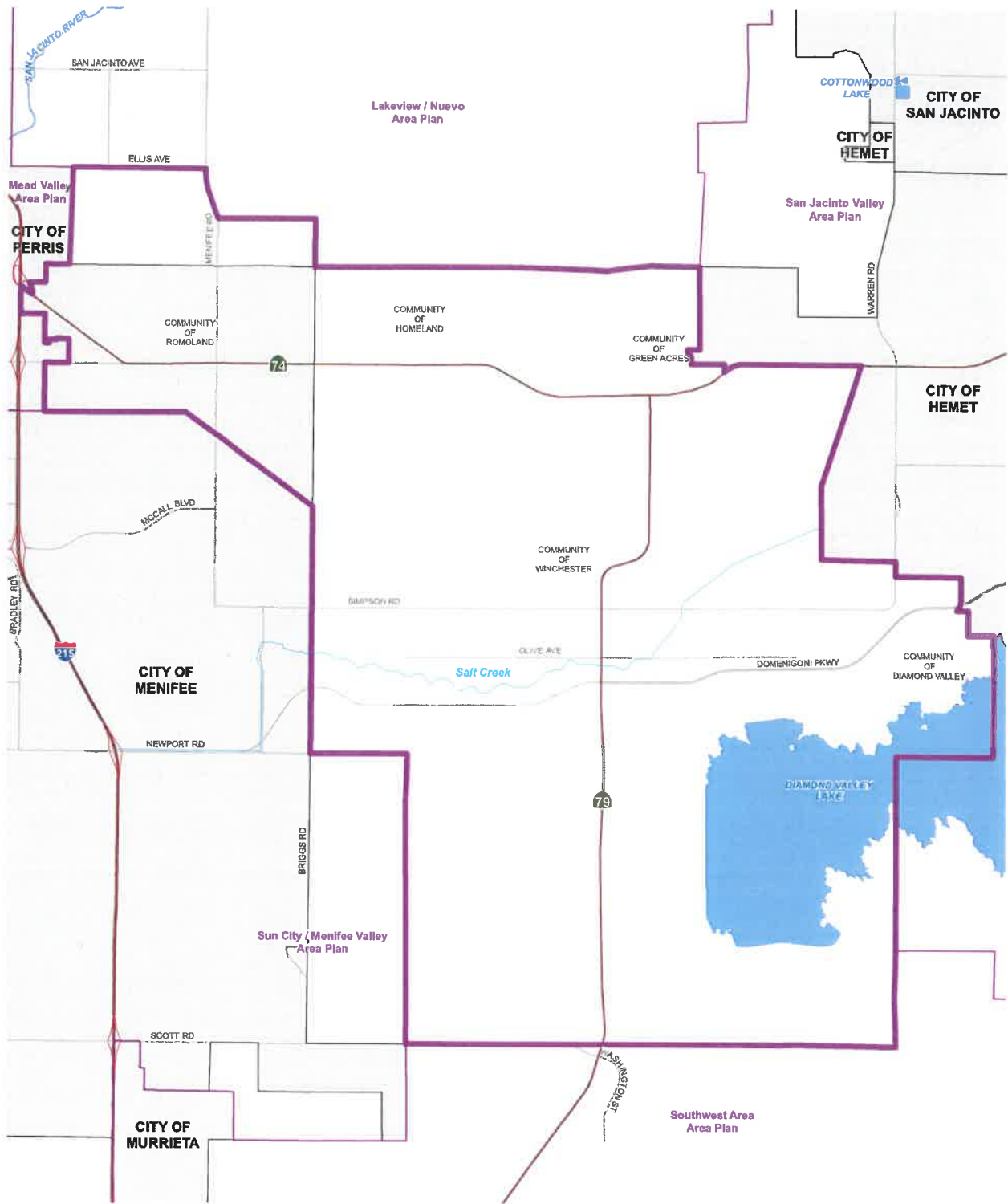
The communities of Romoland, Homeland, and Green Acres, together called Harvest Valley, make up the northern portion of the Harvest Valley/Winchester planning area. They contain dispersed commercial, business, and residential uses along State Route 74. A Mixed Use Planning Area is planned to be located along the south side of State Route 74, easterly of Briggs Road, to act as a focus for the communities of Homeland and Romoland. The Mixed Use Planning Area could become an additional focal point at the heart of Harvest Valley along State Route 74 to serve as a local gathering spot for area residents. Medium Density Residential designations surround the more intense uses along the highway.

The community of Green Acres, located in the eastern portion of the planning area, is a Low Density Residential community that is buffered from the City of Hemet by rural and mountainous terrain. To the southeast of this community, proximity to the Hemet Ryan Airport necessitates ~~Estate Density~~ Residential or lower intensity land use. Green Acres also includes a policy area that allows for continued equestrian and animal keeping uses.

Western Riverside County has a special visual quality created by the numerous landforms at varying scales that pop up from the valley floors. Such is the case with Double Butte. The Public Facility designation here (resulting from the closed landfill) is surrounded by mountainous terrain a quality that characterizes much of the visual character within the Harvest Valley/Winchester area. Double Butte is also a separator between Harvest Valley to the north and Winchester to the south.

The community of Winchester is located immediately south of Double Butte and north of Salt Creek. Winchester is ideally situated to become the gateway to the Diamond Valley and accommodate significant intensification of land usage. Winchester has the potential to serve as an important tourist and transit hub for the region due to its proximity to the Diamond Valley Lake as well as the presence of the rail line, State Route 79, and the Domenigoni Parkway. Moreover, local homeowners share a vision of greater prominence for this community.

To most effectively take advantage of these opportunities, future development in Winchester should reflect a distinct character and identity. Typical strip commercial uses will diminish the community's potential significantly. Instead, a compact downtown core designed in an Old West Theme is envisioned. To help make this vision become a reality, the Community Center Overlay and Town Center including a Highest Density Residential (HHDR) neighborhood and eight Mixed-Use Area (MUA) neighborhoods designated to contain some HHDR development allows a mixture of commercial, office, and residential uses to be developed and provides guidance for future community design. Contrary to typical zoning that separates uses, the Community Center Overlay and Town Center concept allow a mixture of commercial, office, and residential uses within the same project.



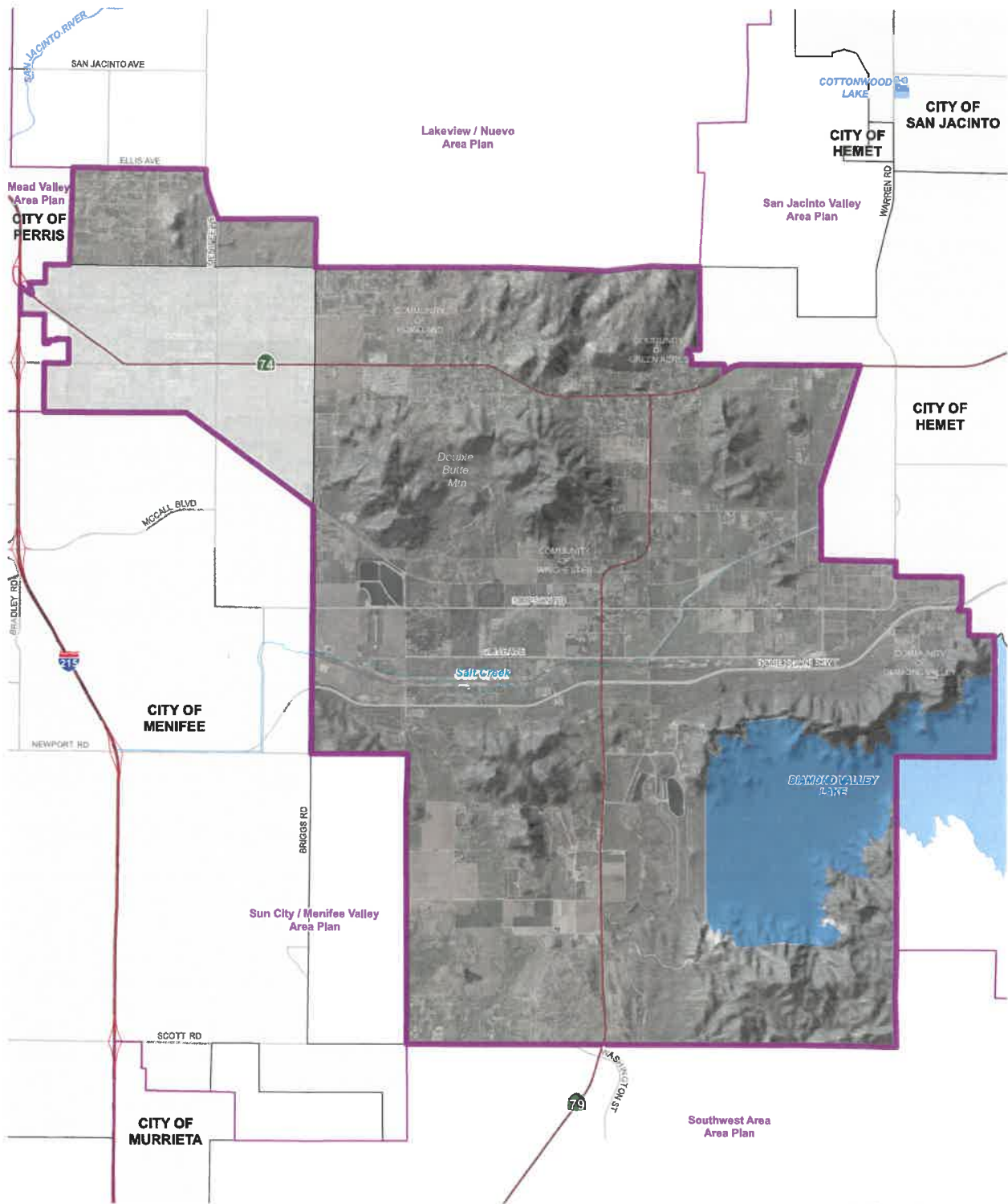
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Figure 1



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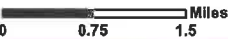


Data Source: Riverside County

-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

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Figure 2

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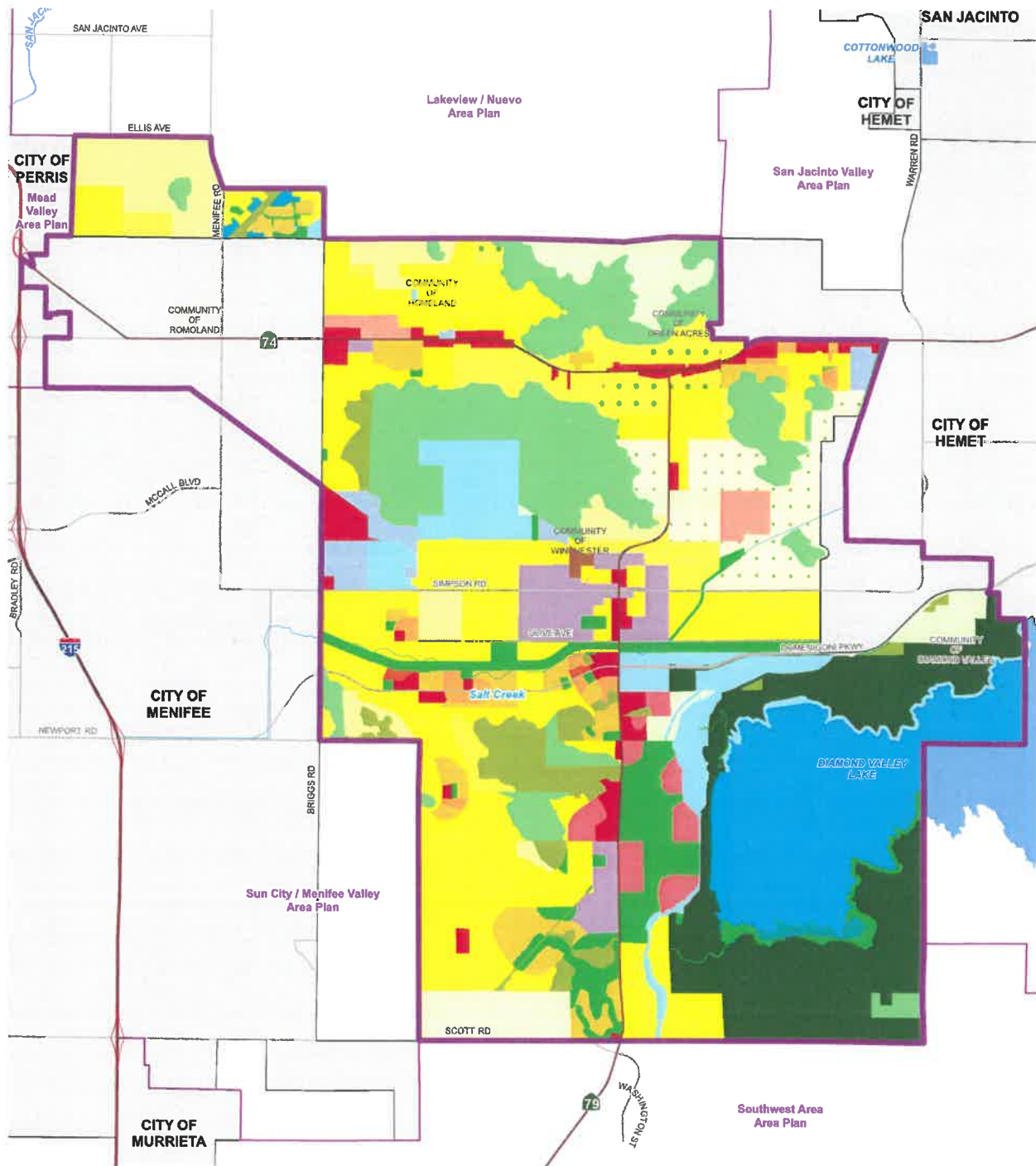
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**HARVEST VALLEY/  
 WINCHESTER AREA PLAN  
 PHYSICAL FEATURES**

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**COMMUNITY DEVELOPMENT**

- Estate Density Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Highest Density Residential
- Commercial Retail

**RURAL COMMUNITY**

- Rural Community - Estate Density Residential
- Rural Community - Very Low Density Residential
- Rural Community - Low Density Residential

**RURAL**

- Rural Residential
- Rural Mountainous

**AGRICULTURE**

- Agriculture

**OPEN SPACE**

- Conservation
- Conservation Habitat
- Open Space Recreation
- Mineral Resources
- Water

Data Source: Riverside County Planning

- Highways
- Area Plan Boundary
- Waterbodies
- City Boundary

Figure 3

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**Table 1: Land Use Designations Summary**

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) 1, 2,3,4	Notes
Agriculture	Agriculture (AG)	10 ac min.	<ul style="list-style-type: none"> <li>Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses.</li> <li>One single-family residence allowed per 10 acres except as otherwise specified by a policy or an overlay.</li> </ul>
	Rural Residential (RR)	5 ac min.	<ul style="list-style-type: none"> <li>Single-family residences with a minimum lot size of 5 acres.</li> <li>Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses and governmental uses.</li> </ul>
	Rural Mountainous (RM)	10 ac min.	<ul style="list-style-type: none"> <li>Single-family residential uses with a minimum lot size of 10 acres.</li> <li>Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater.</li> <li>Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a SMP) and associated uses and governmental uses.</li> </ul>
Rural	Rural Desert (RD)	10 ac min.	<ul style="list-style-type: none"> <li>Single-family residential uses with a minimum lot size of 10 acres.</li> <li>Allows limited animal keeping, agriculture, recreational, renewable energy uses including solar, geothermal and wind energy uses, as well as associated uses required to develop and operate these renewable energy sources, compatible resource development (which may include the commercial extraction of mineral resources with approval of SMP), and governmental and utility uses.</li> </ul>
	Estate Density Residential (RC-EDR)	2 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 2 to 5 acres.</li> <li>Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.</li> </ul>
	Very Low Density Residential (RC-VLDR)	1 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 1 to 2 acres.</li> <li>Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.</li> </ul>
Rural Community	Low Density Residential (RC-LDR)	0.5 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 0.5 to 1 acre.</li> <li>Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.</li> </ul>
Open Space	Conservation (C)	N/A	<ul style="list-style-type: none"> <li>The protection of open space for natural hazard protection, cultural preservation, and natural and scenic resource preservation. Existing agriculture is permitted.</li> </ul>
	Conservation Habitat (CH)	N/A	<ul style="list-style-type: none"> <li>Applies to public and private lands conserved and managed in accordance with adopted Multi Species Habitat and other Conservation Plans and in accordance with related Riverside County policies.</li> </ul>
	Water (W)	N/A	<ul style="list-style-type: none"> <li>Includes bodies of water and natural or artificial drainage corridors.</li> <li>Extraction of mineral resources subject to SMP may be permissible provided that flooding hazards are addressed and long term habitat and riparian values are maintained.</li> </ul>
	Recreation (R)	N/A	<ul style="list-style-type: none"> <li>Recreational uses including parks, trails, athletic fields, and golf courses.</li> <li>Neighborhood parks are permitted within residential land uses.</li> </ul>
	Rural (RUR)	20 ac min.	<ul style="list-style-type: none"> <li>One single-family residence allowed per 20 acres.</li> <li>Extraction of mineral resources subject to SMP may be permissible provided that scenic resources and views are protected.</li> </ul>
	Mineral Resources (MR)	N/A	<ul style="list-style-type: none"> <li>Mineral extraction and processing facilities.</li> <li>Areas held in reserve for future mineral extraction and processing.</li> </ul>



**Table 1, continued**

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) <sup>1, 2, 3, 4</sup>	Notes
<b>Community Development</b>	Estate Density Residential (EDR)	2 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 2 to 5 acres.</li> <li>Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.</li> </ul>
	Very Low Density Residential (VHDR)	1 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 1 to 2 acres.</li> <li>Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.</li> </ul>
	Low Density Residential (LDR)	0.5 ac min.	<ul style="list-style-type: none"> <li>Single-family detached residences on large parcels of 0.5 to 1 acre.</li> <li>Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.</li> </ul>
	Medium Density Residential (MDR)	2 - 5 du/ac	<ul style="list-style-type: none"> <li>Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre.</li> <li>Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.</li> <li>Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed.</li> </ul>
	Medium High Density Residential (MHDR)	5 - 8 du/ac	<ul style="list-style-type: none"> <li>Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre.</li> <li>Lot sizes range from 4,000 to 6,500 sq. ft.</li> </ul>
	High Density Residential (HDR)	8 - 14 du/ac	<ul style="list-style-type: none"> <li>Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes.</li> </ul>
	Very High Density Residential (VHDR)	14 - 20 du/ac	<ul style="list-style-type: none"> <li>Single-family attached residences and multi-family dwellings.</li> </ul>
	Highest Density Residential (HHDR)	14 - 40 du/ac	<ul style="list-style-type: none"> <li>Multi-family dwellings, includes apartments and condominium.</li> <li>Multi-storied (3+) structures are allowed.</li> </ul>
	Commercial Retail (CR)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> <li>Local and regional serving retail and service uses. The amount of land designated for Commercial Retail exceeds that amount anticipated to be necessary to serve Riverside County's population at build out. Once build out of Commercial Retail reaches the 40% level within any Area Plan, additional studies will be required before CR development beyond the 40 % will be permitted.</li> </ul>
	Commercial Tourist (CT)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> <li>Tourist related commercial including hotels, golf courses, and recreation/amusement activities.</li> </ul>
	Commercial Office (CO)	0.35 - 1.0 FAR	<ul style="list-style-type: none"> <li>Variety of office related uses including financial, legal, insurance and other office services.</li> </ul>
	Light Industrial (LI)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> <li>Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses.</li> </ul>
	Heavy Industrial (HI)	0.15 - 0.50 FAR	<ul style="list-style-type: none"> <li>More intense industrial activities that generate greater effects such as excessive noise, dust, and other nuisances.</li> </ul>
	Business Park (BP)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> <li>Employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses.</li> </ul>
	Public Facilities (PF)	≤ 0.60 FAR	<ul style="list-style-type: none"> <li>Civic uses such as County of Riverside administrative buildings and schools.</li> </ul>
	Community Center (CC)	5 - 40 du/ac 0.10 - 0.3 FAR	<ul style="list-style-type: none"> <li>Includes combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. This also includes Community Centers in adopted specific plans.</li> </ul>
Mixed-Use Area		<ul style="list-style-type: none"> <li>This designation is applied to areas outside of Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned.</li> </ul>	

**Table 1, continued**

**Overlays and Policy Areas**

Overlays and Policy Areas are not considered a Foundation Component. Overlays and Policy Areas address local conditions and can be applied in any Foundation Component. The specific details and development characteristics of each Policy Area and Overlay are contained in the appropriate Area Plan.

Community Development Overlay (CDO)	<ul style="list-style-type: none"> <li>Allows Community Development land use designations to be applied through General Plan Amendments within specified areas within Rural, Rural Community, Agriculture, or Open Space Foundation Component areas. Specific policies related to each Community Development Overlay are contained in the appropriate Area Plan.</li> </ul>
Community Center Overlay (CCO)	<ul style="list-style-type: none"> <li>Allows for either a Community Center or the underlying designated land use to be developed.</li> </ul>
Rural Village Overlay (RVO) and Rural Village Overlay Study Area (RVOSA)	<ul style="list-style-type: none"> <li>The Rural Village Overlay allows a concentration of residential and local-serving commercial uses within areas of rural character.</li> <li>The Rural Village Overlay allows the uses and maximum densities/intensities of the Medium Density Residential and Medium High Density Residential and Commercial Retail land use designations.</li> <li>In some rural village areas, identified as Rural Village Overlay Study Areas, the final boundaries will be determined at a later date during the consistency zoning program. (The consistency zoning program is the process of bringing current zoning into consistency with the adopted general plan.)</li> </ul>
Historic District Overlay (HDO)	<ul style="list-style-type: none"> <li>This overlay allows for specific protections, land uses, the application of the Historic Building Code, and consideration for contributing elements to the District.</li> </ul>
Specific Community Development Designation Overlay	<ul style="list-style-type: none"> <li>Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.</li> </ul>
Policy Areas	<ul style="list-style-type: none"> <li>Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. At the Area Plan level, Policy Areas accommodate several locally specific designations, such as the Cherry Valley Policy Area (The Pass Area Plan), or the Highway 79 Policy Area (Sun City/Menifee Valley Area Plan). Consult the applicable Area Plan text for details.</li> </ul>

**NOTES:**

1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

2 The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.

3 Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than 0.5 acre. This 0.5-acre minimum lot size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum lots are allowed. The clustered areas would be a mix of 10,000-square-foot and 0.5-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.

4 The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is 0.5 acre per structure.

HHDR was updated to 14 - 40 du/ac to be consistent with Housing Element 2021-2029 (09/28/21)

**Table 2: Statistical Summary of Harvest Valley/Winchester Area Plan**

LAND USE	AREA		STATISTICAL CALCULATIONS <sup>1</sup>	
	ACREAGE <sup>7</sup>	D.U.	POP.	EMPLOY.
<b>LAND USE ASSUMPTIONS AND CALCULATIONS<sup>8</sup></b>				
<b>LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>AGRICULTURE FOUNDATION COMPONENT</b>				
Agriculture (AG)	0	0	0	0
<i>Agriculture Foundation Sub-Total:</i>	0	0	0	0
<b>RURAL FOUNDATION COMPONENT</b>				
Rural Residential (RR)	1,372	190	525	NA
Rural Mountainous (RM)	3,382	154	426	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Sub-Total:</i>	4,754	344	951	0
<b>RURAL COMMUNITY FOUNDATION COMPONENT</b>				
Estate Density Residential (RC-EDR)	1,039	331	915	NA
Very Low Density Residential (RC-VLDR)	0	0	0	NA
Low Density Residential (RC-LDR)	380	518	1,432	NA
<i>Rural Community Foundation Sub-Total:</i>	1,419	849	2,347	0
<b>OPEN SPACE FOUNDATION COMPONENT</b>				
Open Space-Conservation (OS-C)	1,088	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	3,001	NA	NA	NA
Open Space-Water (OS-W)	2,748	NA	NA	NA
Open Space-Recreation (OS-R)	1,640	NA	NA	246
Open Space-Rural (OS-RUR)	0	0	0	NA
Open Space-Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Sub-Total:</i>	8,477	0	0	246
<b>COMMUNITY DEVELOPMENT FOUNDATION COMPONENT</b>				
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR)	1,162	837	2,314	NA
Low Density Residential (LDR)	1,149	1,583	4,376	NA
Medium Density Residential (MDR)	6,295	21,854	60,415	NA
Medium-High Density Residential (MHDR)	714	4,269	11,802	NA
High Density Residential (HDR)	223	2,234	6,176	NA
Very High Density Residential (VHDR)	46	715	1,977	NA
Highest Density Residential (HHDR)	41	1,118	3,091	NA
Commercial Retail <sup>2</sup> (CR)	323	NA	NA	5,072
Commercial Tourist (CT)	400	NA	NA	6,538
Commercial Office (CO)	66	NA	NA	10,725
Light Industrial (LI)	357	NA	NA	4,594
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	252	NA	NA	4,119
Public Facilities (PF)	1,646	NA	NA	1,646
Community Center (CC) <sup>3</sup>	0	0	0	0
Mixed-Use Area (MUA)	768	5,863	16,208	2,119
<i>Community Development Foundation Sub-Total:</i>	13,442	38,473	106,359	34,813
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:</b>	<b>28,092</b>	<b>39,666</b>	<b>109,657</b>	<b>35,059</b>
<b>NON-COUNTY JURISDICTION LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	4,089	---	---	---
Indian Lands	0	---	---	---
Freeways	0	---	---	---
<i>Other Lands Sub-Total:</i>	4,089	---	---	---
<b>TOTAL FOR ALL LANDS:</b>	<b>32,181</b>	<b>39,666</b>	<b>109,657</b>	<b>35,059</b>



# Harvest Valley/Winchester Area Plan

**Table 2, continued**

LAND USE	AREA	STATISTICAL CALCULATIONS <sup>1</sup>		
	ACREAGE <sup>7</sup>	D.U.	POP.	EMPLOY.
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
<b>OVERLAYS AND POLICY AREA</b>				
<b>OVERLAYS<sup>4, 5</sup></b>				
Community Center Overlay	335	1,376	3,804	16,464
<i>Total Area Subject to Overlays:<sup>4, 5</sup></i>	335	1,376	3,804	16,464
<b>POLICY AREAS<sup>6</sup></b>				
Green Acres	754	---	---	---
Highway 79	29,403	---	---	---
Winchester	287	---	---	---
Winchester/Newport Road	38	---	---	---
Diamond Valley Lake	7,911	---	---	---
Hemet-Ryan Airport Influence Area	3,702	---	---	---
March Joint Air Reserve Base Influence Area	7,601	---	---	---
<i>Total Area Within Policy Areas:<sup>6</sup></i>	49,696			
<b>TOTAL AREA WITHIN SUPPLEMENTALS:<sup>7</sup></b>	<b>50,031</b>			

**FOOTNOTES:**

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
  - 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
  - 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
  - 4 Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
  - 5 Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
  - 6 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
  - 7 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.
  - 8 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.
- \* Table was updated to include GPA Nos. 943, 973 and 1122; as well as city incorporations, adopted after December 08, 2015; Modified on 04/16/19 to reflect SP293A5S7.
- \* Table was updated to change the Mixed-Use Planning Area to Mixed-Use Area, to be consistent with GPA No. 1122 Land Use Element

Like a Western town, Winchester should be developed around a series of walkable blocks with buildings oriented to the street. Western-themed building facades with detailed touches, such as covered and wooden sidewalks, could further enhance the theme experience. A core of retail, shopping, office, and residential uses should stretch along Winchester Road from the rail line to Olive Avenue. The overlay also allows for the siting of higher density residential uses within and around the core area, in order to provide convenient pedestrian access to services, shopping, and employment uses.

A transit station on the rail line should be incorporated into the fabric of Winchester and act as the northern anchor for the community. This transit station would act as the regional connection to the Diamond Valley Lake and its surrounding entertainment and recreational uses, as well as Temecula further to the south.

The Diamond Valley Lake and surrounding recreation area provides a major tourist attraction and is the key to future growth in the area. The land uses that surround the Diamond Valley Lake are intended to preserve this facility's long-term outdoor recreational opportunities and to attract visitors by providing a quality experience for them.

To the south of the Diamond Valley Lake, the Open Space-Conservation Habitat and Open Space-Recreation land use designations preserve the natural habitat of the Dawson Mountains and Shipley Reserve as well as providing areas for permanent outdoor recreation. To the west of the lake, the Open Space- Recreation land use designation

accommodates the intensive water-oriented recreation plans of the Metropolitan Water District, which include water sports and camping.

The Community Center Overlay immediately west of Winchester Road and south of Holland Road would serve as a downtown area for future developments to the west or could accommodate an Entertainment Center that is intended to capitalize on the proximity of the lake and its intensive recreational opportunities. This Community Center is envisioned as a unified and themed pedestrian oriented village. The center should be designed to accommodate pedestrian movement and as such, the presence of the automobile should be minimized by reducing street widths, locating parking behind buildings, and/or combining parking in structures. Sidewalks should be wide with ample street furniture and shade trees to create a pleasant pedestrian environment.

A transit station should be incorporated into this Community Center. This transit station can be connected to the Winchester Transit Station through a transit system such as the Oasis Concept, which is described in the Circulation Element of the General Plan. The transit line would then follow Winchester Avenue south into the Temecula Valley, providing a convenient tourism connection for the major attractions of the region.

## Policy Areas

A policy area is a portion of a planning area that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries for the Policy Areas are shown on Figure 4, Overlays and Policy Areas, and are described in detail below.

### Policy Areas

Seven policy areas have been designated within the Harvest Valley/Winchester planning area. They are important locales that have special significance to the residents of this part of Riverside County. Many of these policies derive from citizen involvement over a period of years in planning for the future of this area. In some ways, these policies are even more critical to the sustained character of the Harvest Valley/Winchester planning area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. These boundaries, other than the boundaries of the Airport Influence Areas, are only approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed development project.

### Hemet-Ryan Airport Influence Area

Hemet-Ryan Airport is an active airport located just outside of the Harvest Valley/Winchester planning area in the City of Hemet. The northeastern section of the Harvest Valley/Winchester planning area is within this airport's Airport Influence Area. The boundary of the Hemet-Ryan Airport Influence Area is shown in Figure 4 Overlays and Policy Areas. ~~There are a number of Compatibility Zones associated with the Airport Influence Area. Compatibility Zones are shown in~~ Figure 5, ~~identifies the~~ Hemet-Ryan Airport Influence Area. Properties within ~~these zones~~ Influence Area are subject to regulations governing such issues as land use, development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in ~~the Hemet-Ryan Airport Land Use Compatibility Plan, Appendix L-1 and are summarized in Table 4, Airport Land Use Compatibility Criteria for Riverside County (Applicable to Hemet-Ryan Airport).~~ For more information on these zones and

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additional airport policies, refer to [the Compatibility Plan Appendix L-1](#) and the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan.

## Policy:

HVWAP 1.1 To provide for the orderly development of Hemet-Ryan Airport and the surrounding areas, ~~compliance~~ with the ~~Hemet-Ryan Airport Land Use Compatibility Plan Airport Land Use Compatibility Plan for Hemet Ryan Airport as fully set forth in Appendix L-1 and as summarized in Table 4,~~ as well as any applicable policies related to airports in the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan: is required.



## March Joint Air Reserve Base Airport Influence Area

March Joint Air Reserve Base is located northwest of the Harvest Valley/Winchester planning area. The former Air Force Base was established in 1918 and was continually used until 1993. In 1996, the land was converted from an Air Force Base to an Active Duty Reserve Base. A four-party Joint Powers Authority (JPA), comprised of the County of Riverside and the cities of Moreno Valley, Perris, and Riverside, now governs the facility. The JPA plans to transform a portion of the base into a highly active inland port, known as the March Inland Port. The JPA's land use jurisdiction and March Joint Air Reserve Base encompass 6,500 acres of land, including the active cargo and military airport. ~~There are three Compatibility Zones associated with the Airport Influence Area. These zones are shown in Figure 6, identifies the March Joint Air Reserve Base Airport Influence Area. Properties within these zones are subject to regulations governing such issues as land use development intensity, density, height of structures and noise. These land use restrictions are fully set forth in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. Appendix L-1 and are summarized in Table 5, Airport Land Use Compatibility Criteria for Riverside County (Applicable to March Joint Air Reserve Base).~~ For more information on these zones and additional airport policies, refer to [the Compatibility Plan Appendix L-1](#) and the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan.

## Policy:

HVWAP 2.1 To provide for the orderly development of March Joint Air Reserve Base and the surrounding areas, ~~compliance~~ with the ~~March Air Reserve Base/Inland Port Land Use Compatibility Plan 1984 Riverside County Airport Land Use Plan as fully set forth in Appendix L-1 and as summarized in Table 5,~~ as well as any applicable policies related to airports in the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan: is required.

## Winchester

The Winchester Policy Area centers on that community and coincides with the Winchester Community Center Overlay. The intent of this policy area is to help in creating a sense of place as well as an entrance to the Diamond Valley Recreation Area. This policy area has been created to capitalize on the proximity to Diamond Valley Lake by providing for uses that reinforce and support recreation activities. Potential transportation connections through implementation of the Transit Oasis Concept (defined in the Circulation Element) have been incorporated to link the Winchester area with other tourist attractions within Riverside County. The policy area is also intended to enhance opportunities for selective redevelopment where that can achieve the Area Plan's intent.



Building upon the existing community character, the Winchester Policy Area is envisioned as a Western-themed village with the core of the activity centered around Winchester and Simpson Roads. The Community Center Overlay accommodates commercial uses, dining, entertainment, lodging, higher intensity residential uses, and offices. The core of the policy area will be relatively dense, with a mixture of commercial and employment uses. The Community Center Overlay encourages a mixture of uses in the area, contrary to typical zoning.

## **Policies:**

- HVWAP 3.1 Encourage mixed land uses within the Winchester Policy area that promote the surrounding recreation, employment, and transit opportunities.
- HVWAP 3.2 Recognize the community desire for future development projects within the Winchester Policy Area to reflect a Western design theme.
- HVWAP 3.3 Prepare a master plan or a specific plan to guide the pattern and form of new development. The master plan or specific plan shall cover the development of the entire Community Center Overlay land use designation and address the Western design theme, development standards, street scene, access, the relationship to surrounding properties, signage, and parking.
- HVWAP 3.4 Permit development to conform to the underlying land use designations as specified on Figure 3, Land Use Plan, until such time as the master plan or specific plan is adopted. Require a plot plan or use permit prior to new improvements not specifically permitted by right to guide the pattern and form of new development.

## **Green Acres**

Green Acres is a rural community located at the junction of State Route 74 and 79. The intent of this policy area is to preserve the historic rural and agricultural character of this community, and preserve the residents' ability to keep animals on appropriately sized lots.

## **Policy:**

- HVWAP 4.1 Allow for lot sizes within the residential land use designation that accommodate limited animal keeping per the Riverside County Zoning Ordinance.

## **Diamond Valley Lake Policy Area**

Diamond Valley Lake (DVL) is a recently built, approximately 800,000 acre-foot capacity reservoir owned and operated by the Metropolitan Water District (MWD), which provides domestic water supplies to much of Southern California. Diamond Valley Lake is strategically located, with ample adjacent land, to also provide for a wide variety of recreational opportunities for the residents of Riverside County and Southern California, and beyond. Potential recreational opportunities include, but are not limited to, fishing, boating, camping, golfing, picnicking, bicycling, horseback riding, and hiking. In support of recreational facilities, other tourist-oriented facilities including hotels, restaurants, and commercial services are anticipated to be developed in the future. The County of Riverside will continue to cooperate with MWD and Diamond Valley Lake's other neighboring jurisdiction, the City of Hemet, to encourage development of the lake's recreational opportunities and supporting commercial services.

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It is envisioned that Diamond Valley Lake's recreational and tourist-oriented facilities will be developed pursuant to one or more specific plans contained within the policy area. The Harvest Valley/Winchester, Southwest, and San Jacinto Valley Area Plans illustrate MWD's concept, at the time of the adoption of the Riverside County General Plan, for the potential future development of the DVL lands. Following are the policies for development in the Diamond Valley Lake Policy Area (DVLPA):

### **Policies:**

- HVWAP 5.1 Continue cooperating with the Metropolitan Water District and the City of Hemet to encourage the development of a comprehensive program for recreational and support commercial facilities at Diamond Valley Lake.
- HVWAP 5.2 All development shall occur through specific plans. Any specific plans adopted in the Diamond Valley Lake Policy Area shall be classified as Community Development Specific Plans.
- HVWAP 5.3 The Diamond Valley Lake Policy Area, in its entirety, is included in the Highway 79 Policy Area (Circulation Element Policies C 2.6 and C 2.7).
- HVWAP 5.4 Provided that total development intensity for the entire Diamond Valley Lake Policy Area is not increased beyond the level of development intensity established for this area at the time of the adoption of the General Plan, no general plan amendments shall be required to be filed and approved in order to authorize changes in mapped general plan designations, provided that any such changes are approved through specific plan applications (specific plans, specific plan amendments, substantial conformances, as appropriate). The approved specific plan applications will constitute the General Plan Element mapped land use designations for the areas so affected. In the event that total development intensity for the entire DVLPA would be exceeded due to any development proposal within the area, the application must be accompanied by, and approved through, a general plan amendment (GPA) application. No such GPA shall be subject to the General Plan Certainty System's eight-year amendment cycle and other procedural requirements applicable to Foundation Component amendments. Any such amendment shall be deemed an Entitlement/Policy amendment and be subject to the procedural requirements applicable to that category of amendments.

### **Winchester Road/Newport Road Policy Area**

The Winchester Road/Newport Road Policy Area consists of the southwest one-quarter of the southwest one-quarter of Section 34, Township 5 South, Range 2 West. This area is designated Commercial Retail and Commercial Tourist; however, portions of the area are subject to topographic constraints. The intent of this Policy Area is to direct most types of commercial use to the low-lying area, provided that development can coexist with the proximity of the Diamond Valley Reservoir West Dam. However, it is recognized that the hilltop area may present an opportunity for development of a destination site (lodging, dining establishment, retreat center, etc.). This upper area, if developed, must be designed with particular sensitivity toward maintaining the scenic values of this hill as seen by travelers on Winchester Road.

### **Policies:**

- HVWAP 6.1 Development of the hilltop area shall be designed to maintain the scenic value of the hill, avoiding slope scarring.

- HVWAP 6.2 No structures for human occupancy shall be sited on lands in excess of 25% slope, excluding existing building pads, if any, unless site-specific investigation indicates that no adverse impacts or increased hazard would result, and that visual impacts can be mitigated.
- HVWAP 6.3 Up to two access roads or driveways to the hilltop area may traverse areas in excess of 25% natural slope, provided that the roads or driveways are designed to minimize the visual impact on the hill while accommodating the requirements of emergency vehicles.

## Highway 79 Policy Area

The purpose of the Highway 79 Policy Area is to address transportation infrastructure capacity within the policy area. Applicable policies are also located in the Circulation Element of the General Plan.

### Policies:

- HVWAP 7.1 Accelerate the construction of transportation infrastructure in the Highway 79 corridor between Temecula, Hemet, San Jacinto and Banning Policy Area. The County of Riverside shall require that all new development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth. The County of Riverside shall coordinate with cities in the Highway 79 corridor to accelerate the usable revenue flow of existing funding programs, thus expediting the development of the transportation.
- HVWAP 7.2 Maintain program in the Highway 79 Policy Area to ensure that overall trip generation does not exceed system capacity and that the system operation continues to meet Level of Service standards. In general, the program would establish guidelines to be incorporated into individual Traffic Impact Analysis that would monitor overall trip generation from residential development to ensure that overall within the Highway 79 Policy Area development projects produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. Individually, projects could exceed the General Plan traffic model trip generation level, provided it can be demonstrated that sufficient reductions have occurred on other projects in order to meet Level of Service standards.
- HVWAP 7.3 To ensure that Riverside County’s traffic volume range breaks for the various facility types used to determine LOS stay current, review and update the thresholds periodically.

## Specific Plans



The authority for preparation of specific plans is found in the California Government Code, Sections 65450 through 65457.

Specific plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development. These tools are a means of addressing detailed concerns that conventional zoning cannot do.

Specific Plans are identified in this section as Policy Areas because detailed development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department.



# Harvest Valley/Winchester Area Plan

The six specific plans located in the Harvest Valley/Winchester planning area are listed in Table 3, Adopted Specific Plans in the Harvest Valley/Winchester Area Plan. Each of these specific plans is determined to be a Community Development Specific Plan.

**Table 3: Adopted Specific Plans in the Harvest Valley/Winchester Area Plan**

Specific Plan	Specific Plan #
Menifee North	260
The Crossroads in Winchester	288
Winchester Hills	293
BSA Properties	322
Trailmark	344
Domenigoni/Barton Properties <sup>1</sup>	310

Source: County of Riverside Planning Department.

<sup>1</sup> Portions of this specific plan extend into a neighboring Area Plan or City

**Table 4: Airport Land Use Compatibility Criteria for Riverside County  
(Applicable to Hemet-Ryan Airport)<sup>1, 2, 3</sup>**

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	Residential with a 2 1/2 acre minimum lot size, but only at distances more than one mile from runway threshold.	Not Applicable	The following uses are permitted: agriculture and open space. No high risk land uses including: hazardous material facilities; institutional uses; places of assembly; critical facilities; and residential uses within one mile of the runway threshold. Discretionary review is required: commercial; industrial; and residential uses larger than 2 1/2 acre minimum lot size
Area II	Residential with a 2 1/2 acre minimum lot size.	Not Applicable	The following uses are permitted: industrial, agriculture and residential uses with 2 1/2 acre or greater lot sizes. Discretionary review is required: commercial uses. No public or private schools. No institutional uses. No places of assembly. No hazardous material facilities
Transition Area <sup>3</sup>	20 dwelling units/acre	Not Applicable	The following uses are permitted: commercial; industrial; manufacturing; and agricultural uses. Discretionary review is required: residential dwelling units/multiple family dwelling units; institutional uses; places of assembly; public and private schools; and hazardous material facilities or activities involving hazardous materials. All structures shall be limited to 35 feet in height, or two stories, whichever is less.
Area III	Not Applicable	Not Applicable	A wide range of uses is permitted. Discretionary uses include: structures over 35 feet or two stories whichever is greater; institutional uses; places of assembly; hazardous materials; public and private schools

<sup>1</sup>—The following uses shall be prohibited in all airport safety zones:

- a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
- b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
- c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
- d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

2—Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.

3—The Transition Area is located between Area II and Area III. It is 330 feet inside the Area II boundary and 660 feet outside the Area II boundary. If 50% or more of the project site is in the Transition Area, it is considered part of the Transition Area. The Transition Area does not extend beyond the outer boundary of Area III or extend into Area I.

Source: Extracted from Hemet-Ryan Airport Comprehensive Airport Land Use Plan

**Table 5: Airport Land Use Compatibility Criteria for Riverside County  
(Applicable to March Joint Air Reserve Base)<sup>1,2</sup>**

Safety Zone	Maximum Population Density	Land Use
Area I	No Residential <sup>3</sup>	<p>No high-risk land uses. High risk land uses have one or more of the following characteristics: a high concentration of people; critical facility status; or use of flammable or explosive materials. The following are examples of uses which have these higher risk characteristics. This list is not complete and each land use application shall be evaluated for its appropriateness given airport flight activities.</p> <ul style="list-style-type: none"> <li>◆ Places of Assembly, such as churches, schools, and auditoriums.</li> <li>◆ Large Retail Outlets, such as shopping centers, department stores, "big box" discount stores, supermarkets, and drug stores.</li> <li>◆ High Patronage Services, such as restaurants, theaters, banks, and bowling alleys.</li> <li>◆ Overnight Occupancy Uses, such as hospitals, nursing homes, community care facilities, hotels, and motels.</li> <li>◆ Communication Facilities for use by emergency response and public information activities.</li> <li>◆ Flammable or Explosive Materials, such as service stations (gasoline and liquid petroleum), bulk fuel storage, plastics manufacturing, feed and flour mills, and breweries.</li> </ul>
Area II	Residential: 2.5 acre minimum lots	
Area III	Not Applicable	

1—The following uses shall be prohibited in all airport safety zones:

- a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA approved navigational signal light or visual approach slope indicator.
- b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
- c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
- d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

2—Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.

3—Except at densities less than 0.4 DU/acre within specified areas as designated by the Airport Land Use Commission.

Source: Extracted from Riverside County Airport Land Use Plan

## Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in the Harvest Valley/Winchester planning area, additional policy guidance is often necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. The Local Land Use section provides a host of policies to address these issues. These policies may



Community Center Guidelines have been prepared to aid in the physical development of vibrant community centers in Riverside County. These guidelines are intended to be illustrative in nature, establishing a general framework for design while allowing great flexibility and innovation in their application. Their purpose is to ensure that community centers develop into the diverse and dynamic urban places they are intended to be. These guidelines will serve as the basis for the creation of specified community center implementation tools such as zoning classifications and specific plan design guidelines.

The Community Center Guidelines are located in Appendix J of the General Plan.

reinforce Riverside County regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities. The intent is to enhance and/or preserve the identity and character of this unique area.

## Local Land Use Policies

### *Community Centers and Mixed Use Areas/ Highest Density Residential Development Town Center*

#### Community Centers

The Harvest Valley/Winchester Area Plan Land Use Plan identifies two Community Center Overlays within its planning area as shown in Figure 4, Overlays and Policy Areas. The Community Center Overlay land use designations allow a unique mix of employment, commercial, public, and residential uses. In order to promote a compact mixing of these uses, voluntary incentives may be necessary. The Community Center Overlay also allows development to meet the standards of the underlying land use designation.

The first of the two Community Center Overlay land use designations is located in the community of Winchester. Given the transportation opportunities and the presence of the nearby Diamond Valley Lake, this Community Center Overlay land use designation, together with the partially overlapping and adjoining nine neighborhoods (one Highest Density Residential (HHDR) neighborhood and eight Mixed-Use Area (MUA) neighborhoods) of Winchester Town Center, land use designation allows the flexibility for this community to create a special place in western Riverside County. The Community Center Overlay includes the portions of Winchester located between Longfellow and Whittier Avenues, and between Olive Avenue and 9<sup>th</sup> Street, that are not included in the Winchester Town Center neighborhoods.

The other Community Center Overlay designation is located westerly of Winchester Road. This area is provided with the Community Center Overlay to allow the flexibility to create a village core that would serve the adjacent



residences and become the focal point for the surrounding community. Alternatively, this area could be developed as an Entertainment Center to take advantage of the recreational and tourism opportunities presented by Diamond Valley Lake.

**Policies:**

- HVWAP 8.1 Prepare a master plan or a specific plan to guide the pattern and form of new development. The master plan or specific plan shall cover the development of the entire Community Center Overlay land use designation and address the development standards, street scene, access, the relationship to surrounding properties, signage, and parking.
- HVWAP 8.2 Provide incentives, such as density bonuses and regulatory concessions, to property owners and developers to facilitate the development of community centers as designated on the Harvest Valley/Winchester Area Plan Land Use Plan, Figure 3.
- HVWAP 8.3 Ensure that community centers development adheres to those policies listed in the Community Centers Area Plan Land Use Designation section of the General Plan Land Use Element.
- HVWAP 8.4 Encourage community centers located in adopted specific plans to adhere to those policies listed in the Community Centers Area Plan Land Use Designation section of the General Plan Land Use Element.
- HVWAP 8.5 Encourage areas within Community Center Overlays to develop to land use standards for Community Centers as detailed in the Community Centers Area Plan Land Use Designation section of the General Plan Land Use Element, and within the Community Centers Guidelines.
- HVWAP 8.6 Allow the land uses within a Community Center Overlay to develop to the standards and uses of the underlying land use designation.
- HVWAP 8.7 Ensure sufficient pedestrian linkages to the Salt Creek corridor from the adjacent Winchester Community Center Overlay area.
- HVWAP 8.8 Encourage future development within the Winchester Community Center Overlay area to develop in a Western theme and incorporate a transit station along the railroad line.

**Winchester Town Center**

**Winchester Town Center** (see Figure 3A) is located in the heart of the community of Winchester – it covers more than half of the roughly one square mile area of the community’s core. It includes eight planned Mixed-Use Area (MUA) designated neighborhoods and one Highest Density Residential (HHDR) designated neighborhood, together covering a total of about 364 gross acres. Most of Winchester’s existing single-family residences and businesses are concentrated in blocks or portions of blocks located along or near Winchester Road, generally between Longfellow and Whittier Avenues, and are not included in Winchester Town Center’s nine planned MUA and HHDR designated neighborhoods described herein. The nine Winchester Town Center neighborhoods contain many vacant and mostly vacant parcels. These neighborhoods generally also contain a few small clusters of single-family residences, scattered single family residences, and a few businesses (the latter of which are primarily located along Winchester Road). The policies below would ensure that compatible uses – whether one- or two-story buildings, parks and trails, or local streets are provided as transitional land uses where more intense HHDR and MUA developments would adjoin existing low-profile (usually one story) single family residential neighborhoods.

The Winchester core retains a traditional “grid-like” street pattern. This will enable the future development of a vibrant, well-interconnected community having frequent pedestrian, bicycle, automobile, bus, and, potentially in the future, train access shuttle routes both inside the core and connecting the core to adjacent community areas that will reduce travel times, enhance convenient access to community facilities and services for both local residents and visitors, and enhance the core’s potential as an even more prominent local and sub-regional activity center.

Winchester Town Center is planned along both the east and west sides of Winchester Road (California Highway 79), which is the community’s main business street. It lies along the north side of Salt Creek, between Rice Road on the west and Patterson Avenue on the east, and extends northward to 9<sup>th</sup> Street, near Double Butte. Highway 79 is proposed for relocation to the eastern side of Winchester, as part of a major project to provide a new, upgraded highway route connecting Winchester with I-15 to the south in Temecula and I-10 to the north in Beaumont. Simpson Road is the community core’s primary east-west street and is located in the center of the community. In the future, Grand Avenue, which is located along the northern edge of the community’s core, and is designated as an Urban Arterial, will be one of the community’s major east-west transportation routes, joining existing Domenigoni Parkway, which lies to the south of Salt Creek, in providing the Winchester community core’s connections with Menifee and I-215 on the west and Hemet on the east. Riverside Transit Agency currently provides local bus service, primarily along Winchester Road and Domenigoni Parkway, connecting Winchester to Menifee, Hemet, Murrieta, and Temecula. Currently unused, a BNSF Railway route, oriented in an east-west fashion, is located in the northerly part of Winchester’s core between Asbury and 9<sup>th</sup> Streets. This route may provide the potential location for future Metrolink commuter train service from the terminus of the new Perris Valley Line, in Perris, through Winchester, to Hemet.

Salt Creek is a fairly wide, channelized soft-bottom riverine open space area, and is the location for a new 16 mile-long Class 1 Bike Path that will eventually connect Winchester with Lake Elsinore to the west, and Hemet to the east. Diamond Valley Lake, a major regional reservoir and recreational area for boating, fishing, and trail activities, is located nearby to the southeast. Double Butte provides an imposing mountainous backdrop to the community on its northwestern side.

Existing community facilities in Winchester’s community core area include Winchester Elementary School, Winchester Park, which contains outdoor recreational facilities including ballfields, an indoor gymnasium and community meeting facilities, and a Riverside County Fire Station.

Winchester Town Center and its nine neighborhoods will benefit from reduced distances between housing, workplaces, retail businesses, and other services, amenities, and destinations. In addition, a walkable, bicycle-friendly environment with increased accessibility via bus and potentially train transit will result in more transportation options and reduced transportation costs for the community’s residents and employees.

Winchester Town Center’s nine neighborhoods and the policies that apply to them are described in detail below. The neighborhood descriptions and policies are presented as follows: the sole HHDR-designated neighborhood contained in Winchester Town Center is described first; then, Winchester Town Center’s eight MUA-designated neighborhoods are described. The presentation of the policies is organized as follows: first, the policy or policies pertaining solely to each neighborhood are listed directly under that neighborhood’s description; then, the policies pertaining to all neighborhoods, whether they are designated HHDR or MUA, are presented.

### Highest Density Residential Area (HHDR) Neighborhood Description and Policy:

Following is a description of the only neighborhood in Winchester Town Center designated for 100% HHDR development, and the policy specific to the neighborhood:

**Double Butte View Neighborhood [Neighborhood 1]** contains about 33 gross acres (about 31 net acres) and is currently vacant. Visually imposing Double Butte is located nearby to the north. This neighborhood is located directly west of the Winchester Transit Center Neighborhood, and is planned to contain, at a 100% level, HHDR units to accommodate residents desiring convenient, walkable access to nearby local community commercial services and facilities and services, and potentially in the future to regional jobs and other destinations via passenger rail transportation. The neighborhood should contain local park and recreation facilities, and potentially, community facilities.

**Policy:**

HVWAP 8.9 The entire Double Butte View Neighborhood shall be developed in accordance with the HHDR land use designation.

**Mixed-Use Area (MUA) Neighborhoods Descriptions and Policies:**

Following is a description of each of the eight MUA neighborhoods in Winchester Town Center, and the policy or policies specific to each of these neighborhoods:

**Winchester Transit Center Neighborhood [Neighborhood 2]** contains about 28 gross acres (about 25 net acres). Existing land usage consists of several single-family homes. This neighborhood is envisioned as a potential location for a future commuter transit station, if and when Metrolink service is extended from Perris, its current terminus at the end of the Perris Valley Line, to Winchester, and beyond to Hemet. This neighborhood is designated as a MUA, with a required 50% HHDR component. The remainder of the neighborhood would consist of the train station, including parking and shuttle accommodations, and retail commercial, office, and other land use types that would benefit from this strategic transit-centered location. This neighborhood will benefit from reduced distances between housing, workplaces, retail businesses, and other amenities and destinations. In addition, a walkable, bicycle-friendly environment with increased accessibility via transit will result in reduced transportation costs. This neighborhood, even more so than the others in Winchester Town Center, should contain very frequent pedestrian, bicycle, automobile, and transit shuttle passages, both internal within the neighborhood as well as leading to the neighborhood's edges, to ensure both a high degree of interaction between uses within the neighborhood plus frequent, easy, and inviting access facilities to the transit service and commercial services from surrounding community neighborhoods.

**Policy:**

HVWAP 8.10 Fifty percent of the Winchester Transit Center Neighborhood shall be developed in accordance with the HHDR land use designation.

**Winchester Northeast Neighborhood [Neighborhood 3]** contains about 22 gross acres (about 19 net acres). Existing land usage consists of several existing single-family homes. The neighborhood is located in the northeastern part of Winchester Town Center, between Winchester Road and Whittier Avenue, and between 9<sup>th</sup> Street and Asbury Street and the BNSF Railway route. This neighborhood will be developed as a MUA, with a 50% required HHDR component. The remaining neighborhood uses will include job-creating retail commercial facilities, offices, and other land use types supporting the overall viability and interactivity of the neighborhood.

**Policy:**

HVWAP 8.11 Fifty percent of the Winchester Northeast Neighborhood shall be developed in accordance with the HHDR land use designation.



**Patterson Avenue North Neighborhood [Neighborhood 4]** contains about 41 gross acres (about 36 net acres). This neighborhood contains several single family residential homes. It is located between Whittier and Patterson Avenues, and between Simpson Road and the BNSF Railway route. This neighborhood is designated as a MUA, with a required 25% HHDR component. The other neighborhood uses may include residential uses at lower densities than HHDR, parks and recreation facilities, and civic uses, and should include job-creating retail commercial, office, and other commercial uses. Generally, the commercial uses should be located along and near Simpson Road, and to a lesser degree, Patterson Avenue.

**Policy:**

HVWAP 8.12 Twenty-five percent of the Patterson Avenue North Neighborhood shall be developed in accordance with the HHDR land use designation.

**Simpson Road West Neighborhood [Neighborhood 5]** contains about 85 gross acres (about 68 net acres), and existing land usage consists of a several scattered single family residential homes, and businesses and a U.S. Post Office located along Winchester Road. This neighborhood is situated very close – just to the north - of Winchester Elementary School and Valley-Wide Recreation Center/Winchester Park. Specifically, it covers an irregularly shaped area very generally located between Rice Road and Garfield Avenue, and between Taylor Street and Haddock Street. This neighborhood is designated as a MUA, with a required 35% HHDR component. In particular, it has residential neighborhood locational advantages, including close-at-hand access to Winchester Elementary School, Winchester Park recreational facilities, and Salt Creek, with its planned Class 1 Bike Path. Appropriate uses here, in addition to HHDR, will include primarily residential uses of lower densities than HHDR. Also, job-producing retail commercial, office, and other commercial services will be appropriately located along and near Winchester and Simpson Roads.

**Policy:**

HVWAP 8.13 Thirty-five percent of the Simpson Road West Neighborhood shall be developed in accordance with the HHDR land use designation.

**Simpson Road East Neighborhood [Neighborhood 6]** contains about 13 gross acres (about 9 net acres) and several scattered businesses and single family residences. This neighborhood is located primarily along Simpson Road, between Winchester Road and Whittier Avenue, and north of Gough Street. Fifty percent of this neighborhood will be developed as HHDR, primarily to accommodate residents desiring very convenient access to commercial services in the heart of the community. This neighborhood will particularly benefit from reduced distances between housing, workplaces, retail business, and other amenities and destinations. Job-producing retail, office, and other commercial uses should be located primarily along Winchester and Simpson Roads.

**Policy:**

HVWAP 8.14 Fifty percent of the Simpson Road East Neighborhood shall be developed in accordance with the HHDR land use designation.

**Salt Creek West Neighborhood [Neighborhood 7]** contains about 31 gross acres (about 28 net acres), and is currently vacant. This neighborhood is conveniently located immediately to the southwest of Winchester Elementary School and Valley-Wide Recreation Center at the southwestern corner of Winchester Town Center. Fifty percent of this neighborhood will be developed as HHDR, which will be very conveniently located near community educational and recreational services. Other uses in this MUA should include primarily lower density (lower than HHDR) residential uses and recreational uses. Small-scale retail and office commercial uses may be

located along Rice Road and Olive Avenue. This neighborhood is strategically located adjacent to the planned 16 mile-long Salt Creek Class 1 Bike Path, providing convenient pedestrian and bicycle recreation adjacent to the neighborhood. Multiple trailheads should be provided from this neighborhood to the Salt Creek Trail, and numerous conveniently located pedestrian and bicycle connections should also be provided to the west, north, and east, thereby facilitating pedestrian and bicycle access between this neighborhood and Winchester Elementary School and Winchester Park's recreational and civic facilities, and between Salt Creek and the rest of the Winchester community.

**Policies:**

- HVWAP 8.15 Fifty percent of the Salt Creek West Neighborhood shall be developed in accordance with the HHDR land use designation.
- HVWAP 8.16 Development in the Salt Creek West Neighborhood should be designed to provide for frequent, convenient, and enticing access for pedestrians and bicyclists to the Salt Creek Class 1 Bike Path, and for convenient access to other community areas located to the west, north, and east of this neighborhood.

**Patterson Avenue South Neighborhood [Neighborhood 8]** contains about 70 gross acres (about 63 net acres) and some existing development. Except for the southwestern part of this neighborhood, the neighborhood is primarily located between Whittier and Patterson Avenues. It extends from Simpson Road on the north to south of Haddock Street. Thirty-five percent of this neighborhood will be developed as HHDR. Other neighborhood uses may include residential uses of lower densities than HHDR, parks and recreational facilities, and job-producing retail commercial, offices, and other commercial uses located along Simpson Road, and to a lesser degree, Patterson Avenue.

**Policy:**

- HVWAP 8.17 Thirty-five percent of the Patterson Avenue South Neighborhood shall be developed in accordance with the HHDR land use designation.

**Salt Creek East Neighborhood [Neighborhood 9]** contains about 41 gross acres (about 37 net acres) and is mostly vacant. It is located along the north side of Olive Avenue, between Winchester Road and Patterson Avenue. This neighborhood has about a one-half mile frontage along the proposed Salt Creek Class 1 bike Path, providing opportunities for both local and regional recreational access (with eventual connections to the Lake Elsinore and Hemet communities). Fifty percent of this neighborhood will be developed for HHDR, with the remainder mostly developed for lower density (lower than HHDR) residential uses, and park and recreational uses. A limited amount of job-producing retail and other commercial uses may be sited along Patterson and Olive Avenues. This neighborhood should feature frequent points of access to the Salt Creek Trail, and pedestrian and bicycle passages through the neighborhood to ensure convenient and inviting access to the trail for residents of both this neighborhood and surrounding community areas to the west, north, and east.

**Policies:**

- HVWAP 8.18 Fifty percent of the Salt Creek East Neighborhood shall be developed in accordance with the HHDR land use designation.
- HVWAP 8.19 Development in the Salt Creek East Neighborhood should be designed to provide for frequent, convenient, and enticing access for pedestrians and bicyclists to the Salt Creek Regional Trail, and

# Harvest Valley/Winchester Area Plan

for convenient access to other community areas located to the west, north, and east of this neighborhood.

## Policies applying to all Neighborhoods of Winchester Town Center, whether they are designated Highest Density Residential (HHDR) or Mixed-Use Area (MUA):

The following policies apply to all of the neighborhoods in Winchester Town Center, whether they are designated HHDR or MUA:

- HVWAP 8.20 Design and locate development to provide for walkable connections between on-site uses, and convenient pedestrian and bicycle connections, and as feasible and appropriate, bus and train shuttle connections (if passenger train service becomes locally available) to adjacent and nearby communities, businesses, parks and open space areas, and transit access opportunities.
- HVWAP 8.21 Utilize development design to facilitate convenient bus transit access to each neighborhood, and to provide for well-designed and convenient pedestrian, bicycle, and potential transit shuttle access to potential regional transit facilities. In addition, the Winchester Transit Center Neighborhood should be designed to accommodate frequent and convenient access for pedestrian, bicycle, bus and transit shuttle, and automobile access from surrounding neighborhoods to a potential on-site regional transit station located within the Winchester Transit Center Neighborhood.
- HVWAP 8.22 Development in Mixed-Use Areas should include either or both, side-by-side and vertical mixed uses.
- HVWAP 8.23 Where necessary to ensure compatible transitions between land use types, development adjoining existing single family residential uses should use a combination of low-profile (usually one- or two-story) buildings, trails, parks and recreation areas, and other compatible, low profile uses to ensure appropriate transitions and buffering between differing land use types.
- HVWAP 8.24 Include local neighborhood parks and as feasible, community parks and recreation facilities, and convenient pedestrian, bicycle, bus transit, and automobile access to them from surrounding neighborhoods and community areas.
- HVWAP 8.25 Locate and design all businesses and other land uses that attract high traffic volumes away from the sites of existing and planned elementary, middle, and high schools.
- HVWAP 8.26 Non-HHDR development within MUA-designated neighborhoods should utilize mutually supportive mixes of retail, commercial, office, industrial, civic, park and recreational, and other types of uses that result in vibrant neighborhoods with internal compatibility.
- HVWAP 8.27 Uses approved and operating under an existing valid entitlement may remain or be converted into another land use in accordance with Riverside County Ordinance No. 348 and consistent with these policies.

## **Winchester Community - Western Area (Mixed-Use Area)**

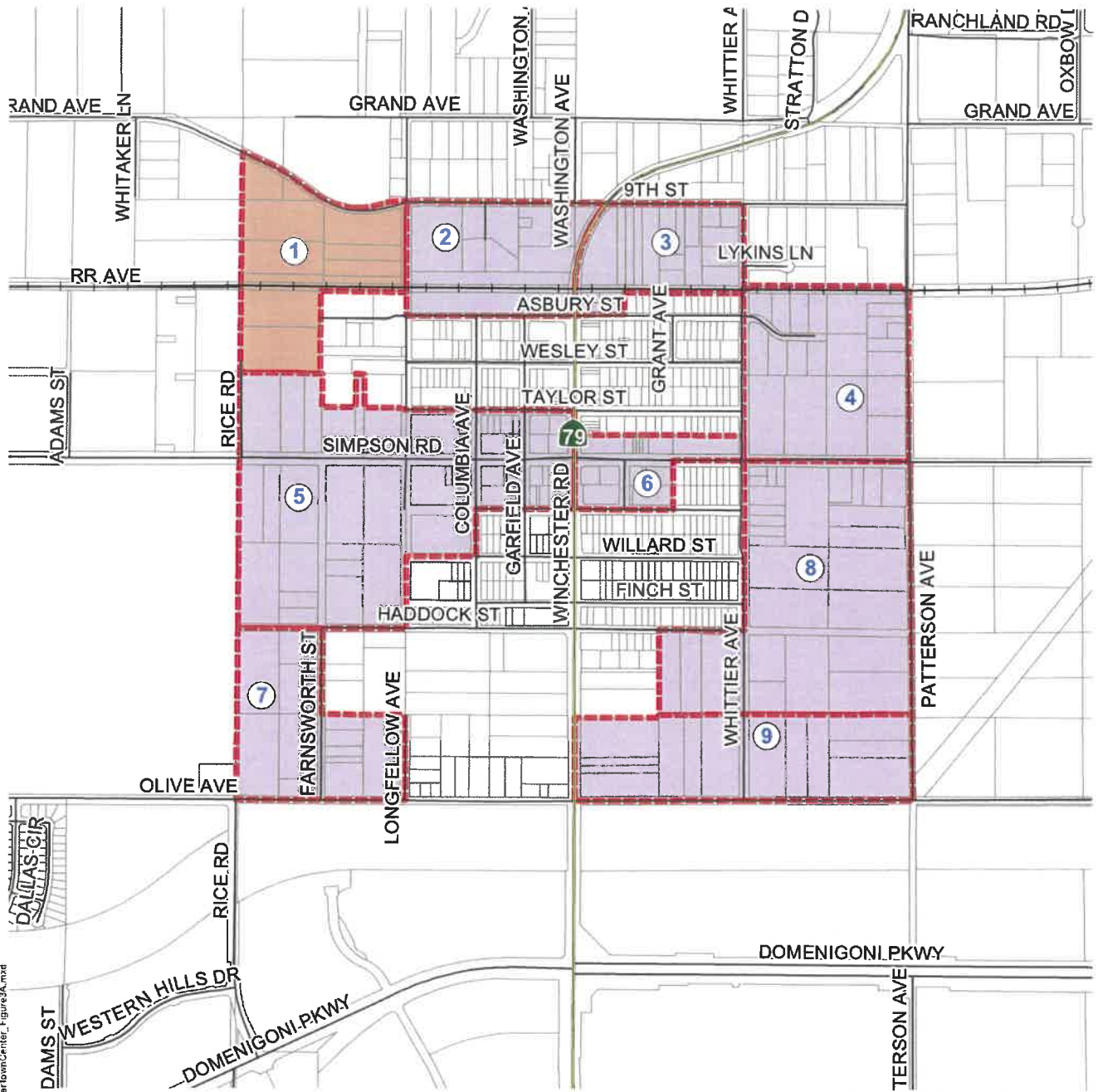
**Winchester Community – Western Area** (see Figure 3B) contains one neighborhood, the West Winchester Neighborhood [Neighborhood 1]. It contains about 244 gross acres (about 232 net acres), and is planned as a Mixed-Use Area (MUA) containing 25% Highest Density Residential (HHDR) development. Other neighborhood



uses will include residential uses at lower densities than HHDR, community facilities including park and recreation and trail facilities, and, potentially, schools and other community facilities. A limited amount of job-producing retail commercial and office commercial uses may be appropriate along Rice Road. This neighborhood is conveniently located less than one-half mile west of Winchester Elementary School and Valley-Wide Recreation Center's Winchester Park, with its outdoor park and ballfields, and gym and public meeting facilities. Although not located directly adjacent to Salt Creek, it is located very close to the planned 16 mile-long Salt Creek Class 1 Bike Path. This neighborhood is planned to contain a mixture of pedestrian and bicycle linkages both internal to the neighborhood and to surrounding community parks, schools, and commercial areas.

Following are the policies applying to the West Winchester Neighborhood:

- HVWAP 8.28 Twenty-five of the West Winchester Neighborhood [Neighborhood 1] shall be developed in accordance with the HHDR land use designation. The remainder of the neighborhood may be developed in a mixture of lower residential densities (lower than HHDR), park and recreation and trail facilities, schools and community facilities, and very limited commercial services, all of which are supportive of the primary residential nature of this neighborhood and the surrounding community.
- HVWAP 8.29 Design and locate all development in such a manner as to provide for frequent and convenient pedestrian and bicycle connections between the various sections of the neighborhood, and as feasible and appropriate, bus and train shuttle connections (if passenger train service becomes locally available) to adjacent and nearby communities, businesses, parks and open space areas, and transit access opportunities.
- HVWAP 8.30 Design development to facilitate convenient bus transit access to the site, and to provide for well-designed and convenient pedestrian, bicycle, and potential transit shuttle access to potential regional transit facilities.
- HVWAP 8.31 Utilize both side-by-side and vertical mixed uses in this Mixed-Use Area neighborhood.
- HVWAP 8.32 Include, as appropriate, local neighborhood parks, community park and recreation facilities, convenient pedestrian, bicycle, and as appropriate, bus transit and automobile access to them from surrounding neighborhood and community areas.
- HVWAP 8.33 Uses approved and operating under an existing valid entitlement may remain, or be converted into another land use in accordance with Riverside County Ordinance No. 348 and consistent with these policies.



Source: Riverside County

**COMMUNITY DEVELOPMENT  
LAND USE DESIGNATIONS:**

-  Highest Density Residential
-  Mixed-Use Area
-  Railroads

**HHDR / MUA NEIGHBORHOODS:**

- |                              |                           |
|------------------------------|---------------------------|
| 1- Double Butte View         | 6- Simpson Road East      |
| 2- Winchester Transit Center | 7- Salt Creek West        |
| 3- Winchester Northeast      | 8- Patterson Avenue South |
| 4- Patterson Avenue North    | 9- Salt Creek East        |
| 5- Simpson Road West         |                           |

**Figure 3A**

Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

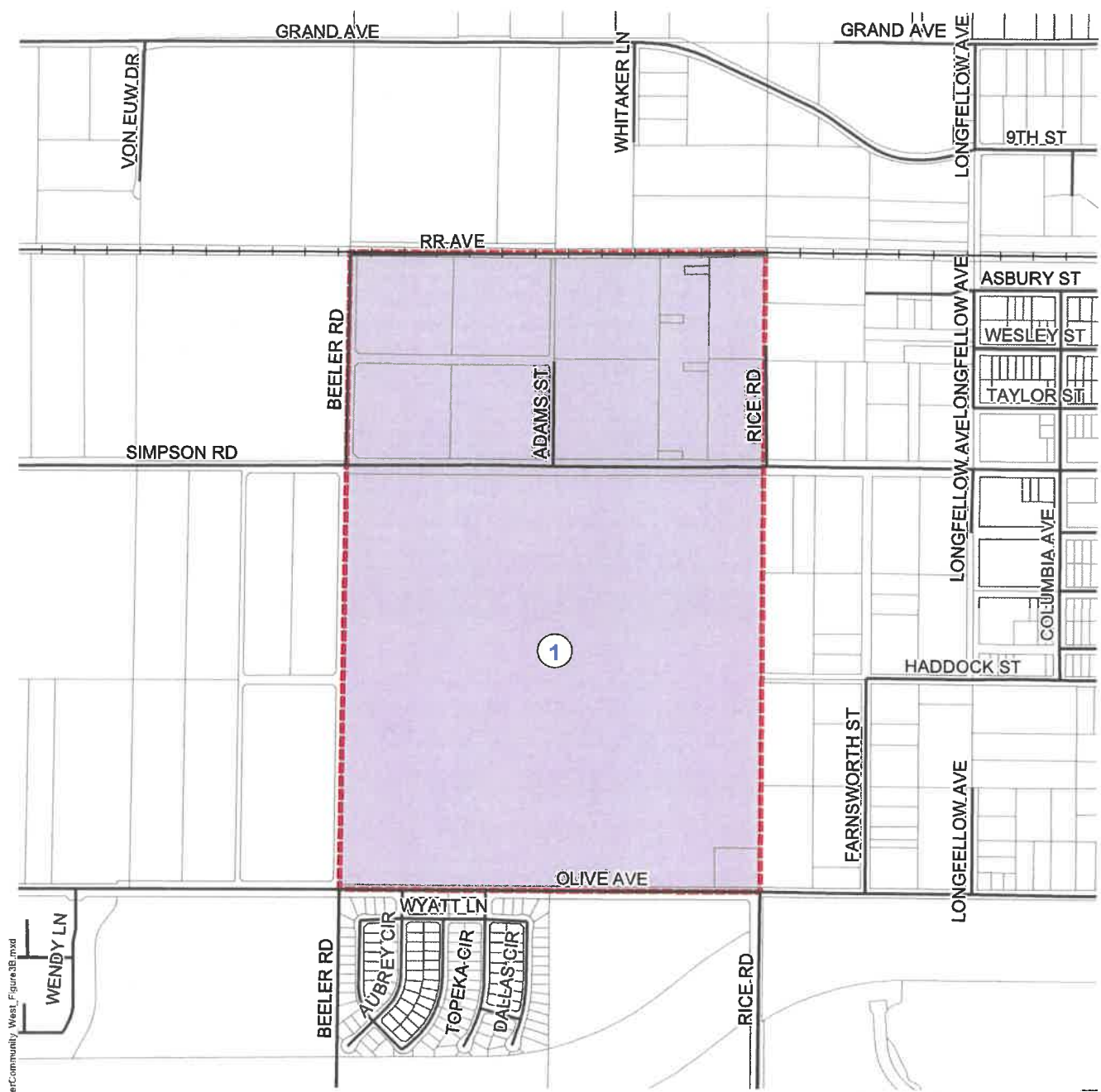
**HARVEST VALLEY / WINCHESTER  
AREA PLAN  
WINCHESTER TOWN CENTER  
NEIGHBORHOODS**



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Source: Riverside County

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**COMMUNITY DEVELOPMENT  
LAND USE DESIGNATIONS:**

-  Mixed-Use Area
-  Railroads

**MUA NEIGHBORHOOD:  
1- West Winchester**

**Figure 3B**

**HARVEST VALLEY / WINCHESTER  
AREA PLAN  
WINCHESTER COMMUNITY:  
(WESTERN AREA)  
NEIGHBORHOODS**

Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



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## Mount Palomar Nighttime Lighting

The Mount Palomar Observatory, located in San Diego County, requires unique nighttime lighting standards so that the night sky can be viewed clearly. The following policies are intended to limit light leakage and spillage that may obstruct or hinder the Observatory's view. Please see Figure 7, Mt. Palomar Nighttime Lighting Policy, for areas that may be impacted by these standards.

### Policy:

HVWAP 9.1 Adhere to the lighting requirements specified in Riverside County Ordinance No. 655 for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Mount Palomar Observatory.



Light pollution occurs when too much artificial illumination enters the night sky and reflects off of airborne water droplets and dust particles causing a condition known as skyglow. It occurs when glare from improperly aimed and unshielded light fixtures cause uninvited illumination to cross property lines.

## Third and Fifth Supervisorial District Design Standards and Guidelines

In July 2001, the County of Riverside adopted a set of design guidelines applicable to new development within the Third and Fifth Supervisorial Districts. The Design Standards and Guidelines for the Third and Fifth Supervisorial Districts are for use by property owners and design professionals submitting development applications to the Riverside County Planning Department. The guidelines have been adopted to advance several specific development goals of the Third and Fifth Districts. These goals include: ensuring that the building of new homes is interesting and varied in appearance; utilizing building materials that promote a look of quality development now and in the future; encouraging efficient land use while promoting high quality communities; incorporating conveniently located parks, trails, and open space into designs; and encouraging commercial and industrial developers to utilize designs and materials that evoke a sense of quality and permanence.

### Policy:

HVWAP 9.1 Require development to adhere to standards detailed in the Design Standards and Guidelines for Development in the Third and Fifth Supervisorial Districts.



*Innovative designs allow for increased density in key locations, such as near transit stations, with associated benefits. In these and other neighborhoods as well, walking, bicycling, and transit systems are attractive alternatives to driving for many residents.*



- RCIP Vision

## Circulation

The circulation system is vital to the prosperity of a community. It provides for the movement of goods and people within and outside of the community and includes motorized and non-motorized travel modes such as bicycles, trains, aircraft, automobiles, and trucks. In Riverside County, the circulation system is also intended to accommodate a pattern of concentrated growth, providing both a regional and local linkage system between unique communities. This system is multi-modal, which means that it provides numerous alternatives to the automobile, such as transit, pedestrian systems, and bicycle facilities so that Riverside County citizens and visitors can access the region by a number of transportation options.



As stated in the Vision and the Land Use Element, the County of Riverside is moving away from a growth pattern of random sprawl toward a pattern of concentrated growth and increased job creation. The intent of the new growth patterns and the new mobility systems is to accommodate the transportation demands created by future growth and to provide mobility options that help reduce the need to utilize the automobile. The circulation system is designed to fit into the fabric of the land use patterns and accommodate the open space systems.

While the following section describes the circulation system as it relates to the Harvest Valley/Winchester planning area, it is important to note that the programs and policies are supplemental to, and coordinated with, the policies of the General Plan Circulation Element. In other words, the circulation system of the Harvest Valley/Winchester Area Plan is tied to the countywide system and its long range direction. As such, successful implementation of the policies in the Harvest Valley/Winchester Area Plan will help to create an interconnected and efficient circulation system for the entire County of Riverside.

## Local Circulation Policies

### *Vehicular Circulation System*

The vehicular circulation system that supports the Land Use Plan for the Harvest Valley/Winchester planning area is shown on Figure 8, Circulation. The vehicular circulation system in the Harvest Valley/Winchester planning area is anchored by State Routes 74 and 79, which run east-west and north-south respectively. At the time of the adoption of this area plan, there were three proposed alignments for State Route 79, as described in detail in subsequent sections. Interstate 215 runs north-south and is adjacent to a portion of the Harvest Valley/Winchester planning area, west of Romoland. A system of arterials and collector roads branch off from these major roadways and serve local uses. Chief among these are Newport Road and Domenigoni Parkway, which provide east-west access, and Briggs and Meniffee Roads, which provide north-south access.

#### **Policies:**

- HVVWAP 11.1 Design and develop the vehicular roadway system per Figure 8, Circulation, and in accordance with the System Design, Construction and Maintenance section of the General Plan Circulation Element.
- HVVWAP 11.2 Maintain Riverside County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

### *Rail Transit*

The Burlington Northern/Santa Fe rail line physically bisects the planning area and divides it into northern and southern halves. The railroad is currently being used for freight and cargo hauling, but has the potential to be used for passenger service. This route would connect the City of Hemet with the March Joint Air Reserve Base and the City of Riverside. Expanded regional access available from a new transit opportunity would reinforce the development of new homes, business, and recreational opportunities here.

#### **Policies:**

- HVVWAP 12.1 Maintain and enhance existing railroad facilities in accordance with the Freight Rail section of the General Plan Circulation Element.

HVWAP 12.2 Work with railroad companies to create a transit stop in the Winchester Community Center Overlay that serves both regional and local transit traffic and is integrated with the Transit Oasis Concept.

## Trails and Bikeway System

The County of Riverside contains multi-purpose trails that traverse urban, rural, and natural areas. These multi-use trails accommodate hikers, bicyclists, equestrian users and others as an integral part of Riverside County's circulation system. These multi-use trails serve both as a means of connecting the unique communities and activity centers throughout the County of Riverside and as an effective alternate mode of transportation. In addition to transportation, the trail system also serves as a community amenity by providing recreation and leisure opportunities as well as separators or edges between communities.

As shown on Figure 9, Trails and Bikeway System, the Harvest Valley/Winchester planning area supports an extensive system of existing and proposed trails and bikeways. An example is the Salt Creek recreational trail, which runs east-west along Salt Creek, connecting Hemet to Sun City. A few proposed trails and bikeways serve residential, commercial, and mixed uses, increasing the accessibility to these uses by pedestrians, cyclists, and equestrian enthusiasts.

### Policy:

HVWAP 13.1 Maintain and improve the trails and bikeways system, as shown on Figure 9, and as it is discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.

## Scenic Highways

Scenic Highways provide the motorist with views of distinctive natural characteristics that are not typical of other areas in Riverside County. The intent of these policies is to conserve significant scenic resources along scenic highways for future generations and to manage development along scenic highways and corridors so that it will not detract from the area's natural characteristics.

As shown on Figure 10, Scenic Highways, there is one County Eligible and one State Eligible Scenic Highway in the planning area. State Route 74 from the Orange County border to the western edge of the San Bernardino National Forest has been designated as an Eligible State Scenic Highway. State Route 74 passes through Homeland, Romoland, and Green Acres. State Route 74 continues east out of the Harvest Valley/Winchester planning area to the Palms to Pines Highway, an official State Scenic Highway. Menifee Road is a County Eligible Scenic Highway that runs from State Route 74 south out of the planning area eventually connecting with Interstate 215. From these two roadways, views of the Lakeview and Dawson Mountains and Double Butte are provided.



The purpose of the California Scenic Highways program, which was established in 1963, is to "Preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways."

**Policy:**

HVWAP 14.1 Protect the scenic highways in the Harvest Valley/Winchester planning area from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors sections of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.

**Transit Oasis**



*Investment in and expansion of the existing freeway and arterial street networks continue to be a critical part of our comprehensive transportation system development.*



- RCIP Vision

The Transit Oasis is a concept to improve transportation options in Riverside County by providing an integrated system of local serving, rubber-tired transit that is linked with a regional transportation system, such as MetroLink or express buses. In the Transit Oasis concept, rubber-tired transit vehicles operate on a single prioritized or dedicated lane in a one-way, continuous loop. The Transit Oasis is designed to fit into community centers, which provide the types of densities and concentrated development patterns that can allow this concept to become a reality.

In the Harvest Valley/Winchester planning area, the Transit Oasis concept may be accommodated in the Community Center Overlays. The Transit Oasis would provide local serving transit to the residents and businesses in and adjacent to the community centers as well as convenient access to regional circulation systems. Due to their strategic locations, these Transit Oasis systems could potentially connect with regional transit systems that may be provided within the East-West CETAP Corridor.

**Policy:**

HVWAP 15.1 Support the development and implementation of a Transit Oasis system in the Community Center System Overlays in accordance with the Public Transportation System section of the General Plan Circulation Element.



Please see the General Plan Circulation Element for more Transit Corridor policies.

**State Route 79 Corridor**

Currently, State Route 79 (Winchester Road) runs north-south through the center of the community of Winchester. The State Route 79 (SR 79) Project will re-align the existing State Route 79 between Lamb Canyon Road on the north and Newport Road on the south causing the highway to bypass the Winchester Policy Area. The SR 79 Project will provide a greater traffic capacity to meet increasing traffic demands within Riverside County. While the precise alignment of this relocation has not been set, all current alignments show the roadway veering east of Winchester. The existing State Route 79 will remain as a secondary arterial highway. This re-alignment is a separate effort from the Community Environmental Transportation Acceptability Process (CETAP) portion of the RCIP.

The implementation of a transit station, which would serve the Transit Oasis and regional rail transit concepts, would reinforce the unique community core and help bring visitors to Winchester. In that context, existing State Route 79 remains an important future transit link. The Harvest Valley/Winchester Area Plan provides an opportunity to complete a transit connection between Winchester and Temecula along State Route 79 through the acquisition of right-of-way that would accommodate future transit use. Transit improvements could include additional road lanes, a dedicated transit lane, or other transportation improvements.



## **Policy:**

HVWAP 16.1 Require the dedication of right-of-way along existing State Route 79 (Winchester Road) in accordance with Ordinance No. 461, which will accommodate future transportation/transit improvements.

## ***Community Environmental Transportation Acceptability Process (CETAP) Corridors***

The population and employment of Riverside County are expected to significantly increase over the next twenty years. The Community Environmental Transportation Acceptability Process (CETAP) was established to evaluate the need and the opportunities for the development of new or expanded transportation corridors in western Riverside County to accommodate increased growth and preserve quality of life. These transportation corridors include a range of transportation options such as highways or transit, and are developed with careful consideration for potential impacts to habitat requirements, land use plans, and public infrastructure. CETAP has identified four priority corridors for the movement of people and goods: Winchester to Temecula Corridor, East-West CETAP Corridor, Moreno Valley to San Bernardino Corridor, and Riverside County - Orange County Corridor.

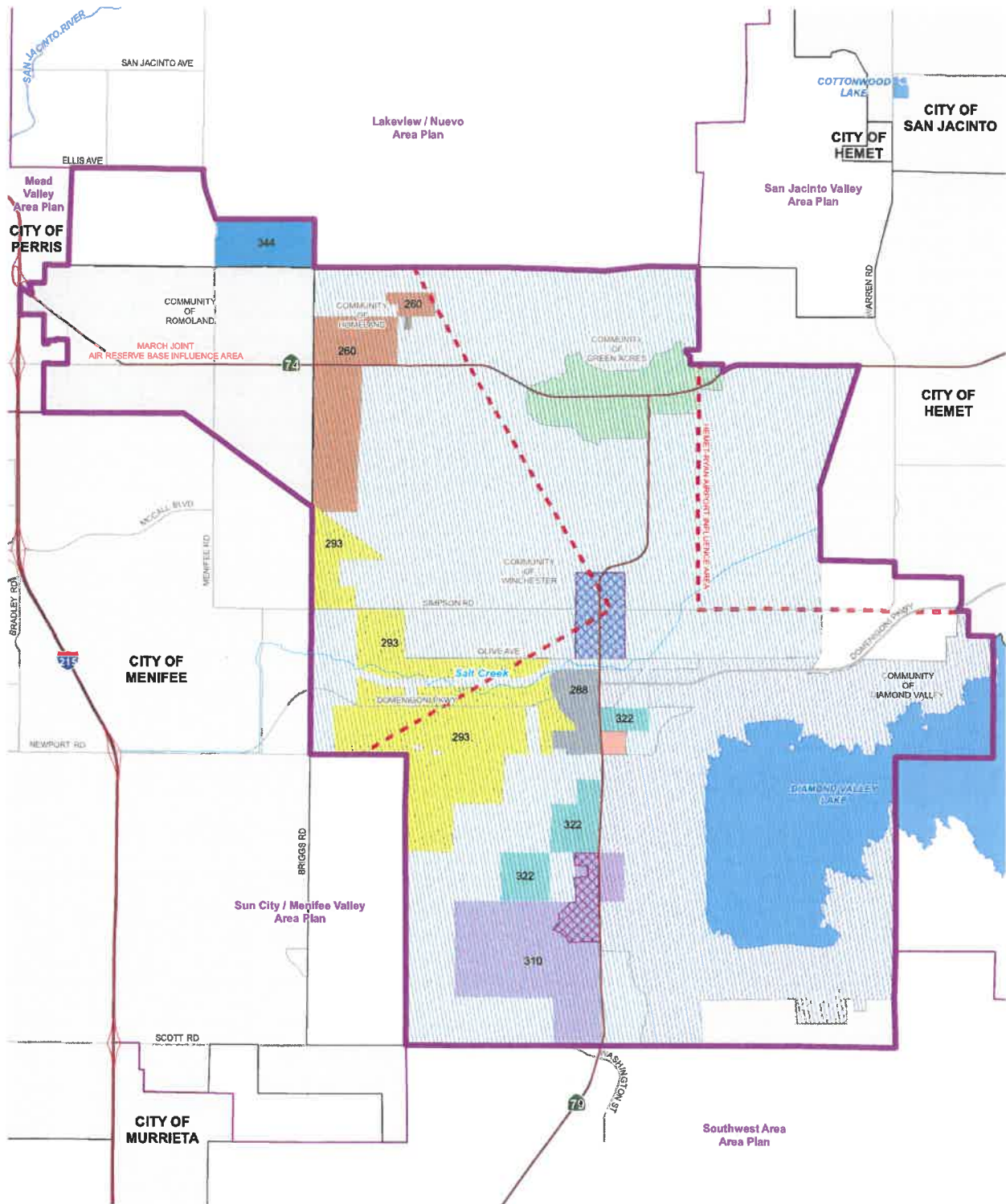
In the Harvest Valley/Winchester planning area, the East-West CETAP Corridor passes east to west and connects Interstate 215 State Route 79. These corridors could accommodate a number of transportation options, including vehicular traffic and high occupancy vehicle lanes.

## **Policies:**

HVWAP 17.1 Accommodate the East-West CETAP Corridor in accordance with the Community Environmental Transportation Acceptability Process section of the General Plan Circulation Element.

HVWAP 17.2 Accommodate the realignment of State Route 79 within the planning area.

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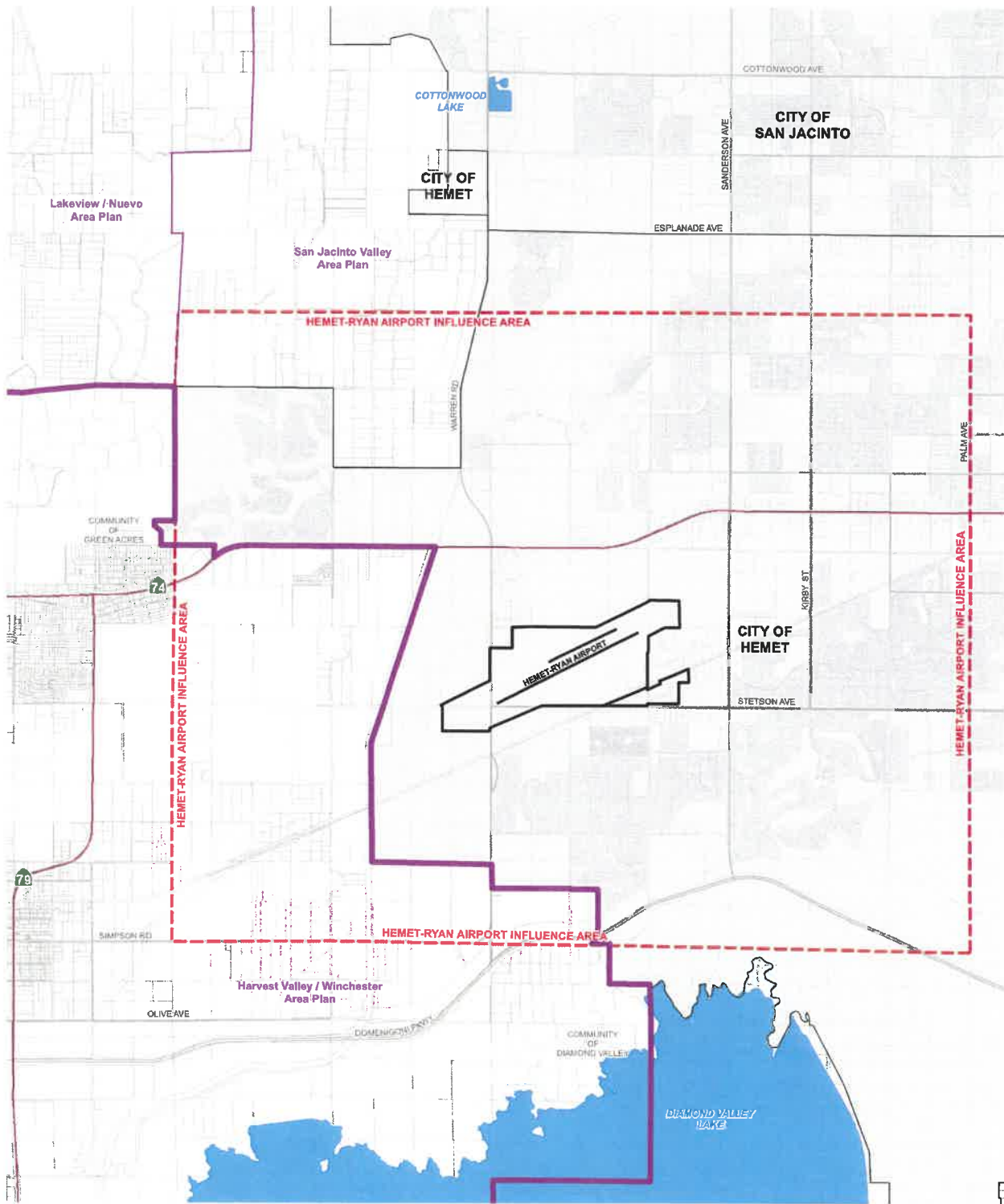
Data Source: Riverside County Planning

- Community Center Overlay
- Highway 79 Policy Area
- Diamond Valley Lake Policy Area
- Green Acres Policy Area
- Winchester Policy Area
- Winchester Rd/Newport Rd Policy Area
- Closed Landfill Policy Area
- Airport Influence Areas
- Specific Plans
- Area Plan Boundary
- City Boundary
- Waterbodies
- Highways

Figure 4



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Data Source: Riverside County ALUC (2010)

**Airport falls within city limits, please contact the City of Hemet and/or Riverside County Airport Land Use Commission for more info.**

- Airport Influence Area
- Airport Runways
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

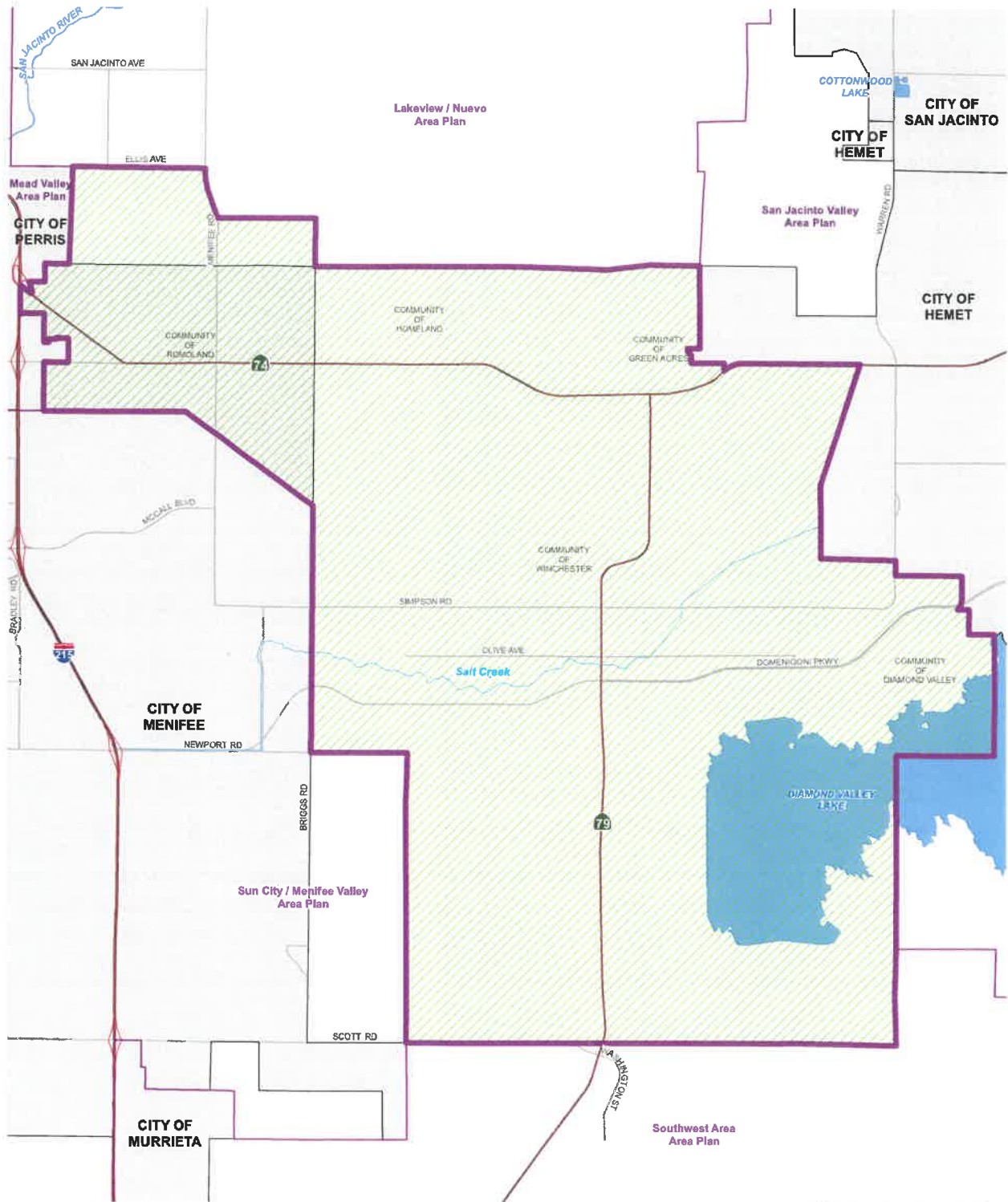
**Figure 5**

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Data Source: Riverside County (2010)

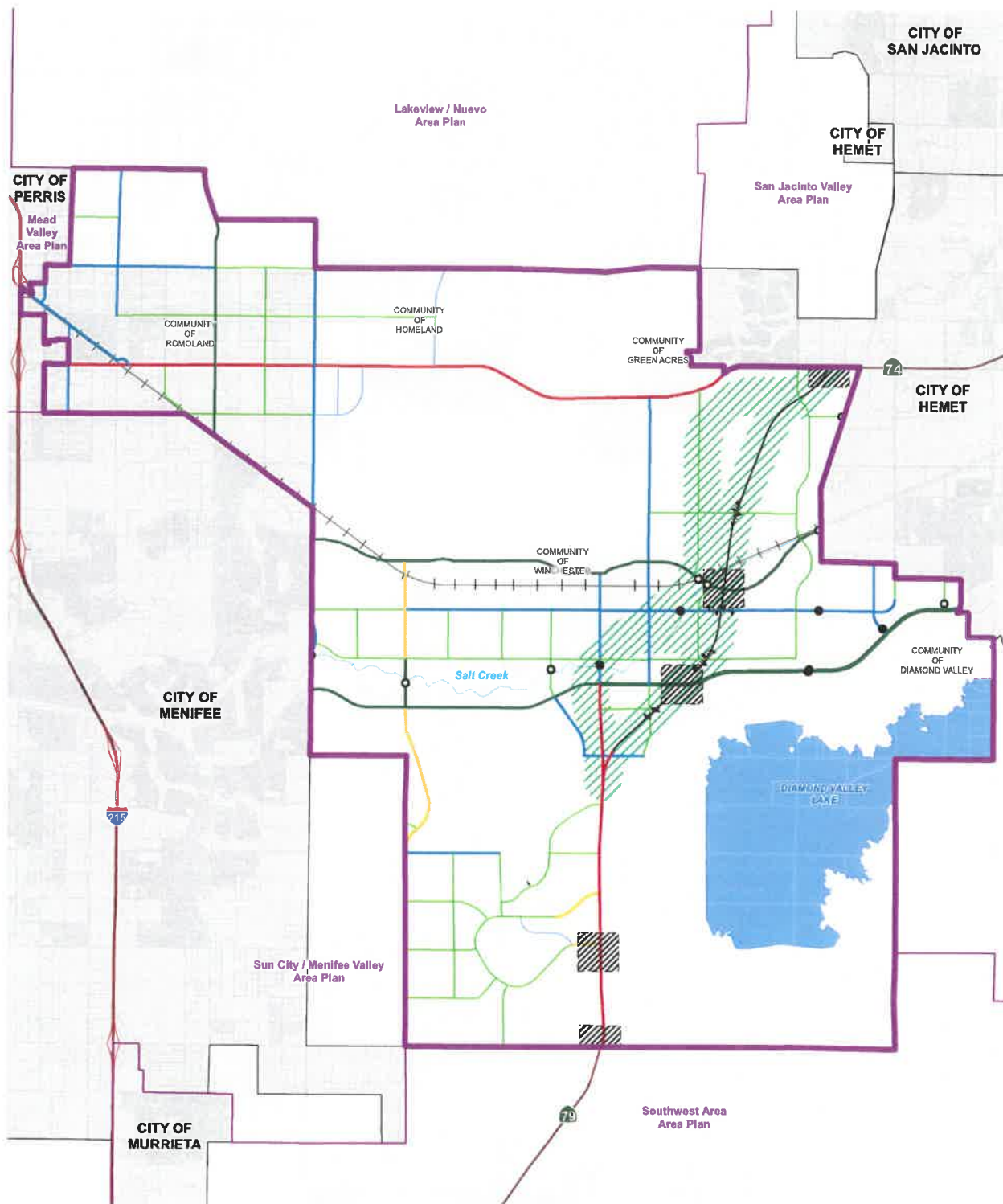
- Zone B
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 7

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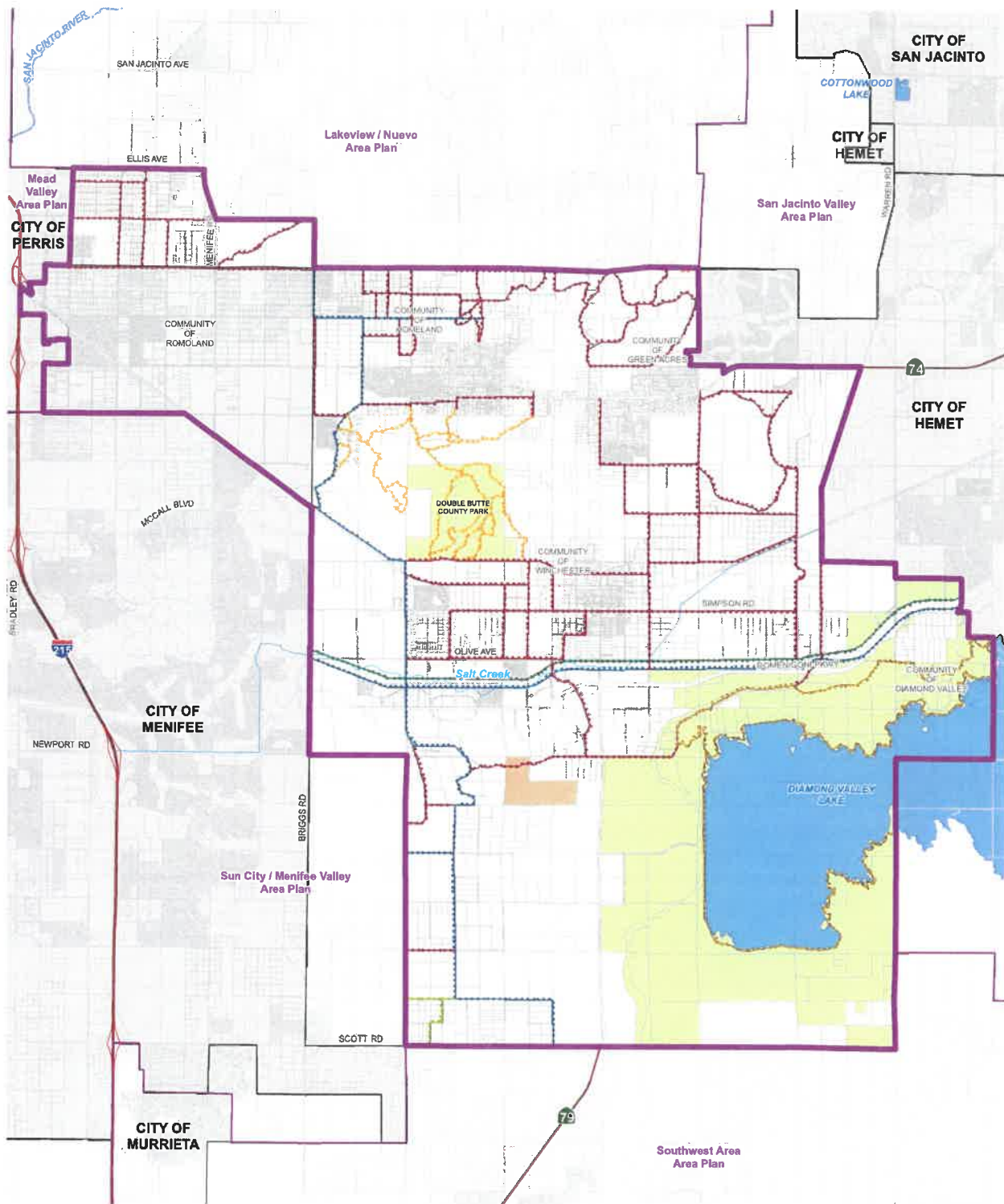
Data Source: Riverside County Transportation

- |                               |                             |                               |                    |
|-------------------------------|-----------------------------|-------------------------------|--------------------|
| Freeway (Variable ROW)        | Proposed Interchange        | Existing Bridge               | Highways           |
| Expressway (128' to 220' ROW) | Proposed Overpass/Underpass | Proposed Bridge               | Area Plan Boundary |
| Urban Arterial (152' ROW)     | Railroads Amended           | SR-79 Re-alignment Study Area | City Boundary      |
| Arterial (128' ROW)           |                             |                               | Waterbodies        |
| Major (118' ROW)              |                             |                               |                    |
| Secondary (100' ROW)          |                             |                               |                    |
| Collector (74' ROW)           |                             |                               |                    |

Figure 8

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Data Source: Riverside County Parks

- Regional Trail: Urban/Suburban
- Community Trail
- Combination Trail (Regional Trail / Class I Bike Path)
- Class I Bike Path
- Regional Trail: Open Space
- Non-County Trail (Public and Quasi-Public Lands)

- Miscellaneous Public Lands
- Bureau of Land Management (BLM) Lands

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Note: Trails shown here are county jurisdiction for informational/coordination purposes only.

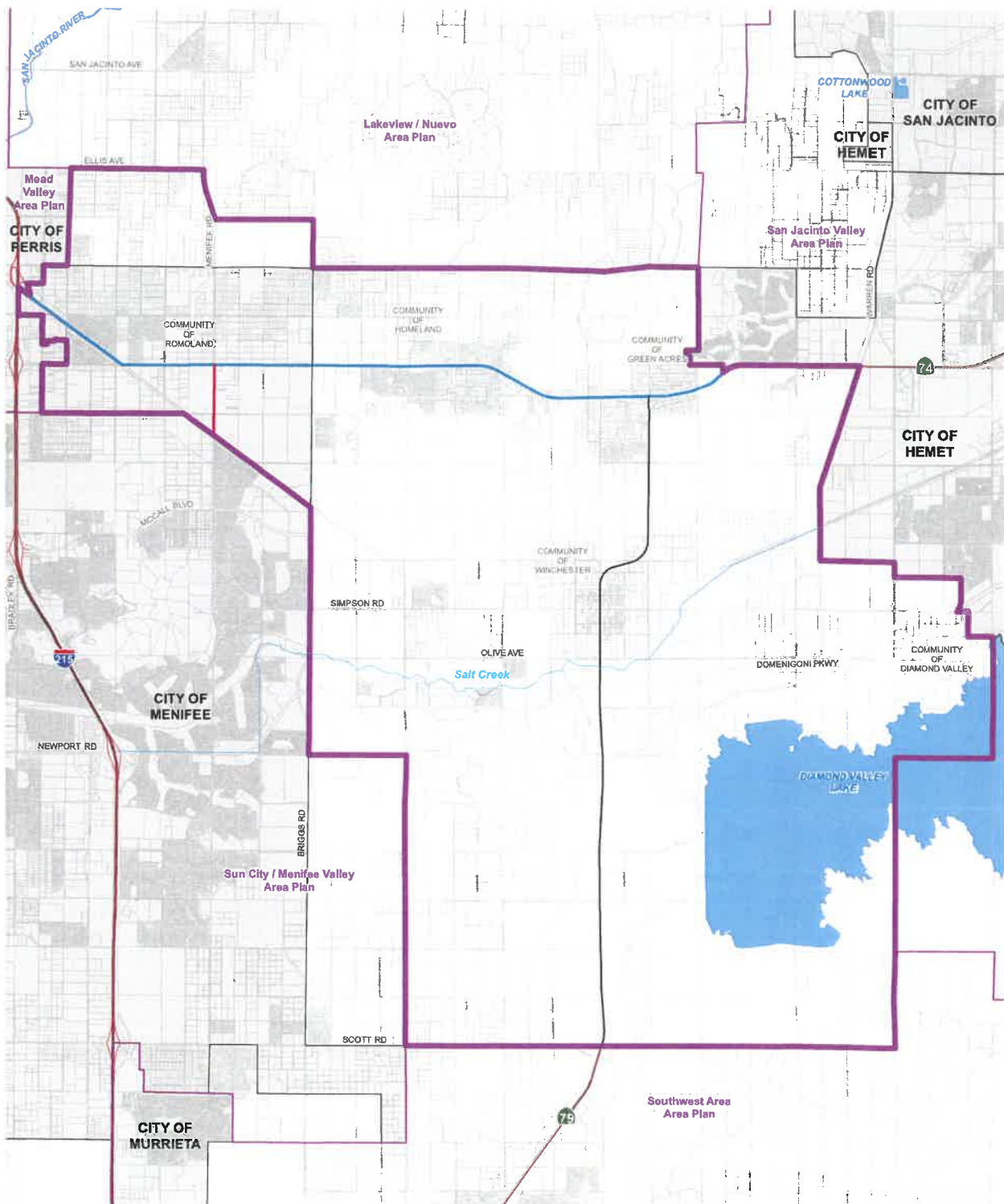
Data Source: Riverside County Regional Park and Open Space District, with assistance from Riverside County Transportation and Planning Department, Riverside County Economic Development Agency, and other local, state, and federal recreational agencies.

Note: Trails and Bikeway maps are a graphic representation identifying the general location and identification of existing proposed trails and bikeways in the incorporated area of the County. All questions regarding precise alignment or improvement standards should be referred to the Riverside County Regional Park and Open Space District.

Note: Except for major regional trails, trails and bikeways systems located within cities are generally not shown. Urban trails and bikeways within or adjacent to the unincorporated area of the County are shown. The map is intended to show the approximate location of the proposed trails and bikeways system. This map should not be the appropriate way for all information about that city's existing or planned trails and bikeways systems.

Figure 9


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Data Source: Riverside County (2013) / Cal Trans (2013)

-  County Eligible
-  State Eligible
-  Not Designated
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 10

 December 8, 2015

 Miles

Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content, the source is often third party, accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



**HARVEST VALLEY/  
WINCHESTER AREA PLAN  
SCENIC HIGHWAYS**



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## Multipurpose Open Space

The Harvest Valley/Winchester open space system contains a variety of open spaces that serve a multitude of functions, hence the label of multi-purpose. The point is that open space is really a part of the public infrastructure and should have the capability of serving a variety of needs and diversity of users. Some of the Harvest Valley/Winchester planning area natural open space resources are quite special. This means that each existing resource requires thoughtful preservation and, in some cases (as with Double Butte), restoration. This Multipurpose Open Space section is a critical component of the character of the County of Riverside and of the Harvest Valley/Winchester planning area. Preserving the scenic background and natural resources of this extensive valley system gives meaning to the remarkable environmental setting portion of the overall Riverside County Vision. Not only that: these open spaces also help define the edges of and separation between communities, which is another important aspect of the Vision.

In this planning area, the natural characteristics offer design opportunities for quality development and, in some cases (as with the Diamond Valley Lake) the opportunities are exceptional. Habitat preservation opportunities are likewise important here. Achieving a desirable end state of valued local open space to benefit residents and visitors will require sensitive design attention in laying out development proposals.

The impressive open space inventory here includes features such as Double Butte, the Lakeview and Dawson mountain ranges, Sal Creek and Warm Springs Creek. Each of these natural features offer open spaces, habitat, and recreation opportunities, enhanced by the scenic vistas associated with the varied topography that defines this area. These features encompass a variety of habitats, including riparian corridors, vernal pools, oak woodlands, and chaparral habitats. There are also a number of parks and recreation areas where many of these resources can be enjoyed.

The Harvest Valley/Winchester planning area has experienced relatively little growth over the past 20 years, but that is expected to change dramatically. That is why these policies are needed to achieve a balance between growth, natural resource conservation, and preservation of community character.

### Local Open Space Policies

#### *Watersheds, Floodplains, and Watercourses*

The northern portion of the Harvest Valley/Winchester planning area is part of the Santa Ana River Watershed, and the southern portion is part of the San Diego Basin Watershed. Warm Springs Creek feeds the Santa Margarita River, while Salt Creek is a tributary of the San Jacinto River. These two watersheds, and their included watercourses, provide natural habitat, open space linkages, and recreation potential. The following policies preserve and protect these important areas.

“

*The open space system and the methods for its acquisition, maintenance, and operation are calibrated to its many functions: visual relief, natural resources protection, habitat preservation, passive and active recreation, protection from natural hazards, and various combinations of these purposes. This is what is meant by a multipurpose open space system.*

”

- RCIP Vision



A watershed is the entire region drained by a waterway that drains into a lake or reservoir. It is the total area above a given point on a stream that contributes water to the flow at that point, and the topographic dividing line from which surface streams flow in two different directions. Clearly, watersheds are not just water. A single watershed may include combinations of forests, glaciers, deserts, and/or grasslands.

**Policy:**

HVWAP 18.1 Protect the Santa Ana and San Diego Basin Watersheds and habitats, and provide opportunities for flood protection through adherence to Open Space, Habitat, and Natural Resources section of the General Plan Land Use Element and the Floodplain and Riparian Area Management, Multiple Species Habitat Conservation Plans, and Environmentally Sensitive Lands sections of the General Plan Multipurpose Open Space Element.



For further information on the MSHCP please see the Multipurpose Open Space Element of the General Plan.



The Wildlife Agencies include The United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW)



The following sensitive, threatened and endangered species may be found within this Area Plan.

- spreading navarretia
- Munz's onion
- ferruginous hawk
- burrowing owl
- bobcat
- Stephen's kangaroo rat
- granite spiny lizard
- San Diego black-tailed jackrabbit
- California gnatcatcher
- Los Angeles pocket mouse
- Riverside fairy shrimp
- Parry's spineflower

## Proposed Multiple Species Habitat Conservation Plan

Regional resource planning to protect individual species such as the Stephens Kangaroo Rat has occurred in Riverside County for many years. Privately owned reserves and publicly owned land have served as habitat for many different species. This method of land and wildlife preservation proved to be piecemeal and disjointed, resulting in islands of reserve land without corridors for species migration and access. To address these issues of wildlife health and habitat sustainability, the WRC MSHCP was developed by the County of Riverside and adopted by the County of Riverside and other plan participants in 2003. Permits were issued by the Wildlife Agencies in 2004. The WRC MSHCP comprises a reserve system that encompasses core habitats, habitat linkages, and wildlife corridors outside of existing reserve areas and existing private and public reserve lands into a single comprehensive plan that can accommodate the needs of species and habitat in the present and future.

### MSHCP Program Description

The Endangered Species Act prohibits the “taking” of endangered species. Taking is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect” listed species. The Wildlife Agencies have authority to regulate this “take” of threatened and endangered species. The intent of the WRC MSHCP is for the Wildlife Agencies to grant a take authorization for otherwise lawful actions that may incidentally take or harm species outside of reserve areas, in exchange for supporting assembly of a coordinated reserve system. Therefore, the WRC MSHCP allows the County of Riverside to take plant and animal species within identified areas through the local land use planning process. In addition to the conservation and management duties assigned to the County of Riverside, a property-owner-initiated habitat evaluation and acquisition negotiation process has also been developed. This process is intended to apply to property that may be needed for inclusion in the WRC MSHCP Reserve or subjected to other WRC MSHCP criteria.

### Key Biological Issues

The habitat requirements of the sensitive and listed species, combined with sound habitat management practices, have shaped the following policies. These policies provide general conservation direction.



### Policies:

- HVWAP 19.1 Conserve existing intact areas of upland scrub to provide good foraging habitat for raptors and open grassland areas for the burrowing owl.
- HVWAP 19.2 Conserve Domino-Traver-Willow soils within the vernal pool habitat areas. Maintain the existing hydrologic regime in order to preserve the habitat for the Riverside fairy shrimp.
- HVWAP 19.3 Conserve existing populations of the California gnatcatcher and Bell's sage sparrow in the Harvest Valley/Winchester planning area, including locations in the North Domenigoni Hills. Conservation should focus on coastal sage scrub and grassland patches in addition to riparian habitats associated with upper Warm Springs Creek.
- HVWAP 19.4 Maintain a habitat connection between the North Domenigoni Hills and Warm Springs Creek to facilitate the genetic and physical migration of species.
- HVWAP 19.5 Maintain habitat connectivity between coastal sage scrub, grasslands, and riparian vegetation in order to provide a contiguous linkage from Diamond Valley Lake to the French Valley area.
- HVWAP 19.6 Conserve Auld soils in order to preserve local populations of Munz's onion, in coordination with future development in the Specific Plan Required area.
- HVWAP 19.7 Conserve and maintain vernal pool complexes and hydrology that supports Riverside fairy shrimp and other rare, threatened and endangered species known to exist within the Harvest Valley/Winchester planning area to promote genetic diversity through wildlife movement.
- HVWAP 19.8 Improve wildlife crossing routes in conjunction with the improvement and widening plans for State Route 79.
- HVWAP 19.9 Maintain intact habitat surrounding the closed Double Butte landfill site.
- HVWAP 19.10 Protect sensitive biological resources in the Harvest Valley/Winchester Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.

## Hazards

Hazards are natural and man-made conditions that must be respected if life and property are to be protected as growth and development occur. As the ravages of wildland fires, floods, dam failures, earthquakes and other disasters become clearer through the news, public awareness and sound public policy combine to require serious attention to these conditions.

Portions of the Harvest Valley/Winchester planning area may be subjected to hazards such as flooding, dam inundation, seismic occurrences, and wildland fire. These hazards are depicted on the hazards maps, Figure 11 to Figure 15. These hazards are located throughout the Harvest Valley/Winchester planning area at varying degrees of risk and danger. Some hazards must be avoided entirely while the potential impacts of others can be mitigated by special building techniques. The following policies provide additional direction for relevant issues specific to the Harvest Valley/Winchester planning area.

### Local Hazard Policies

#### Flooding and Dam Inundation



Since 1965, eleven Gubernatorial and Presidential flood disaster declarations have been declared for Riverside County. State law generally makes local government agencies responsible for flood control in California.

The failure of the Diamond Valley Lake dams could pose a significant flood hazard to residents of this planning area if this 800,000-acre-foot facility were to fail. According to the Federal Emergency Management Agency (FEMA), failure of this dam could result in flooding as far away as the Antelope/French Valleys.

In addition to hazards posed by dam failures, hazards to life and property could result from a significant flood event along Salt Creek and the San Jacinto River. Winchester and Romoland are within the 100-year floodplains, as shown on Figure 11, Flood Hazard Zone. The floodplains follow existing creeks and most significantly affect lowland areas. The floodplains may also contain rare and significant ecosystems such as riparian habitats or vernal pools that are also subject to serious loss.

Many techniques may be used to address the danger of flooding, such as avoiding development in floodplains, altering the water channels, applying specialized building techniques, elevating structures that are in floodplains, and enforcing setbacks. The following policies address the hazards associated with flooding and dam inundation.

#### Policies:

- HVWAP 20.1 Protect life and property from the hazards of flood events through adherence to the policies identified in the Flood and Inundation Hazards Abatement section of the General Plan Safety Element.
- HVWAP 20.2 Adhere to the flood proofing and flood protection requirements of Riverside County Ordinance No. 458.
- HVWAP 20.3 Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential, or sheet flow be submitted to the Riverside County Flood Control and Water Conservation District for review.

## Wildland Fire Hazard

Due to its rural and mountainous nature, portions of the Harvest Valley/Winchester planning area are subject to a high risk of fire hazards. These risks are greater in rural areas and along urban edges. The fire hazards within this planning area are concentrated in the areas designated as Open Space-Conservation Habitat and Open Space-Recreation, such as in the Dawson Mountains; Rural Mountainous designations, such as in the Lakeview Mountains; and at Double Butte, which is designated Public Facilities. The Open Space Foundation Component designations limit the density and type of structures that could be exposed to wildland fires. Methods to address this hazard include such techniques as creating setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, establishing low fuel landscaping, utilizing fire resistant building techniques, and avoidance of building in high-risk areas. In still other cases, safety-oriented organizations such as the Fire Safe Council can provide assistance in educating the public and promoting practices that contribute to improved public safety. Refer to Figure 12, Fire Hazard Severity Zone, to see the locations of the wildfire zones within the Harvest Valley/Winchester planning area.

### Policy:

HVWAP 21.1 All proposed development located within High or Very High Fire Hazard Severity Zones shall protect life and property from wildfire hazards through adherence to policies identified in the Fire Hazards (Building Code and Performance Standards), Wind-Related Hazards and General and Long-Range Fire Safety Planning sections of the General Plan Safety Element.

## Seismic

There are no seismic faults located within the Harvest Valley/Winchester planning area. There are, however, faults outside the area, such as the San Jacinto and San Andreas faults, that pose significant seismic threat to the life and property of Harvest Valley/Winchester residents. Threats from seismic events include groundshaking, fault rupture, liquefaction, and landslides. The area directly south of Double Butte, including the community of Winchester, has a high susceptibility to liquefaction. There are areas of very susceptible shallow groundwater sediments along Salt Creek. The use of specialized building techniques, enforcement of setbacks, and other measures as specified in site-specific liquefaction hazard reports will help to mitigate the potentially dangerous circumstances. Refer to Figure 14, Seismic Hazards, for the location of liquefaction areas within the Harvest Valley/ Winchester planning area.

### Policy:

HVWAP 22.1 Protect life and property from seismic-related incidents through adherence to the policies in the Seismic Hazards and Geologic Hazards section of the General Plan Safety Element.



### Fire Fact:

Santa Ana winds create a special hazard. Named by the early settlers at Santa Ana, these hot, dry winds enhance the fire danger throughout Southern California.



Liquefaction occurs primarily in saturated, loose, fine to medium-grained soils in areas where the groundwater table is within about 50 feet of the surface. Shaking causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks and a water-soil slurry bubbles onto the ground surface. The resulting features are known as "sand boils, sand blows" or "sand volcanoes." Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping.

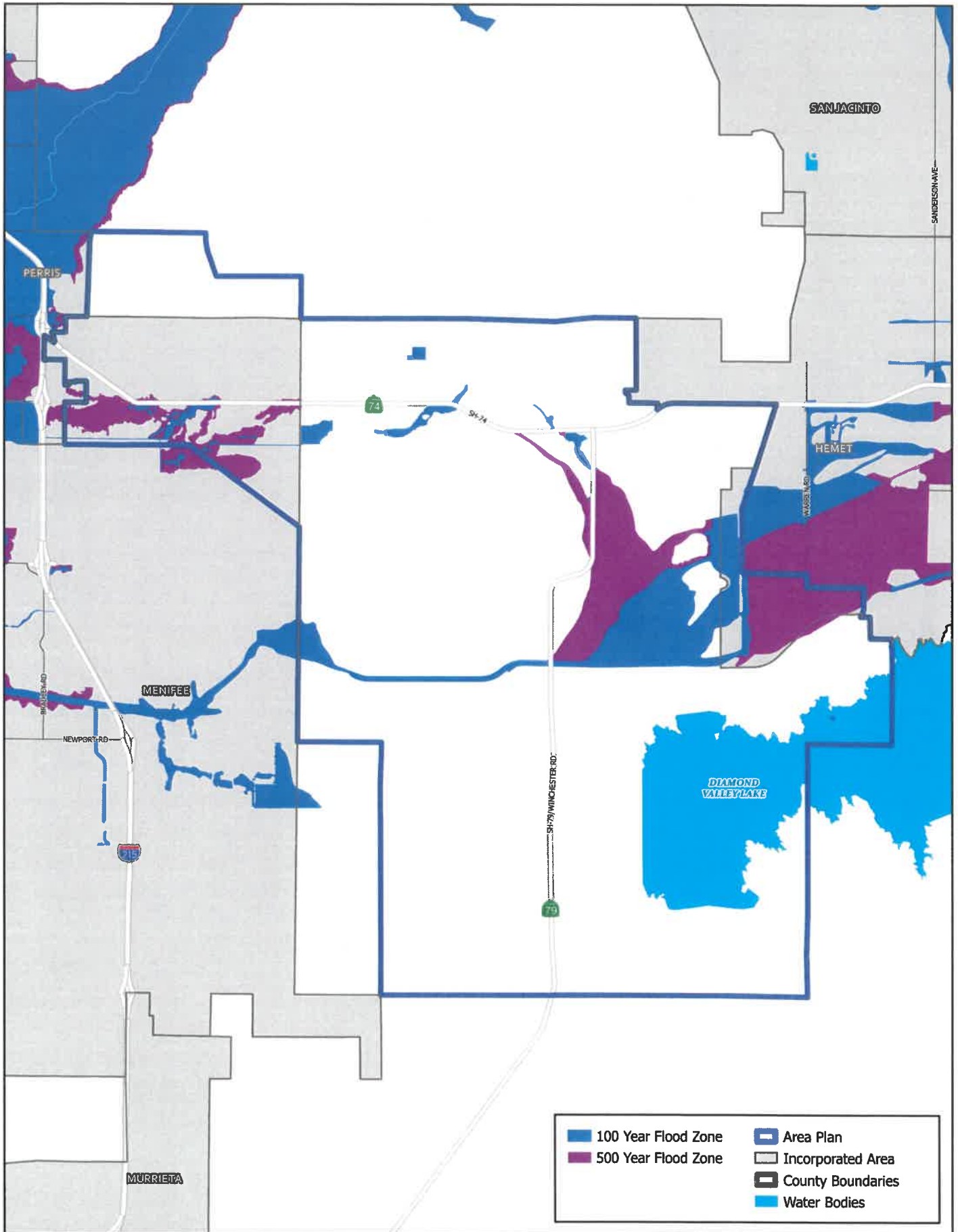
## Slope

The Harvest Valley/Winchester planning area is home to several mountain ranges and hillsides that have extremely steep slopes. While they contribute significantly to the character of this area, the mountains and hills are quite susceptible to damage from excessive grading. Many of these areas require special development standards and care to prevent erosion and landslides, preserve significant views, and minimize grading and scarring. The following policies are intended to ensure the health, safety, and welfare while protecting these important character-enhancing resources. Figure 15, Steep Slope, depicts the areas of slope for the Harvest Valley/Winchester area. Also refer to Figure 16, Slope Instability, for areas of possible landslide.

### Policies:

- HVWAP 23.1 Identify ridgelines that provide a significant visual resource for the Harvest Valley/Winchester planning area through adherence to policies within the Hillside Development and Slope section of the General Plan Land Use Element and the Scenic Resources section of the General Plan Multipurpose Open Space Element.
- HVWAP 23.2 Protect life and property through adherence to the Slope and Soil Instability Hazards section of the General Plan Safety Element and policies within the Rural Mountainous and Open Space Land Use Designations of the Land Use Element.





3/2/2022



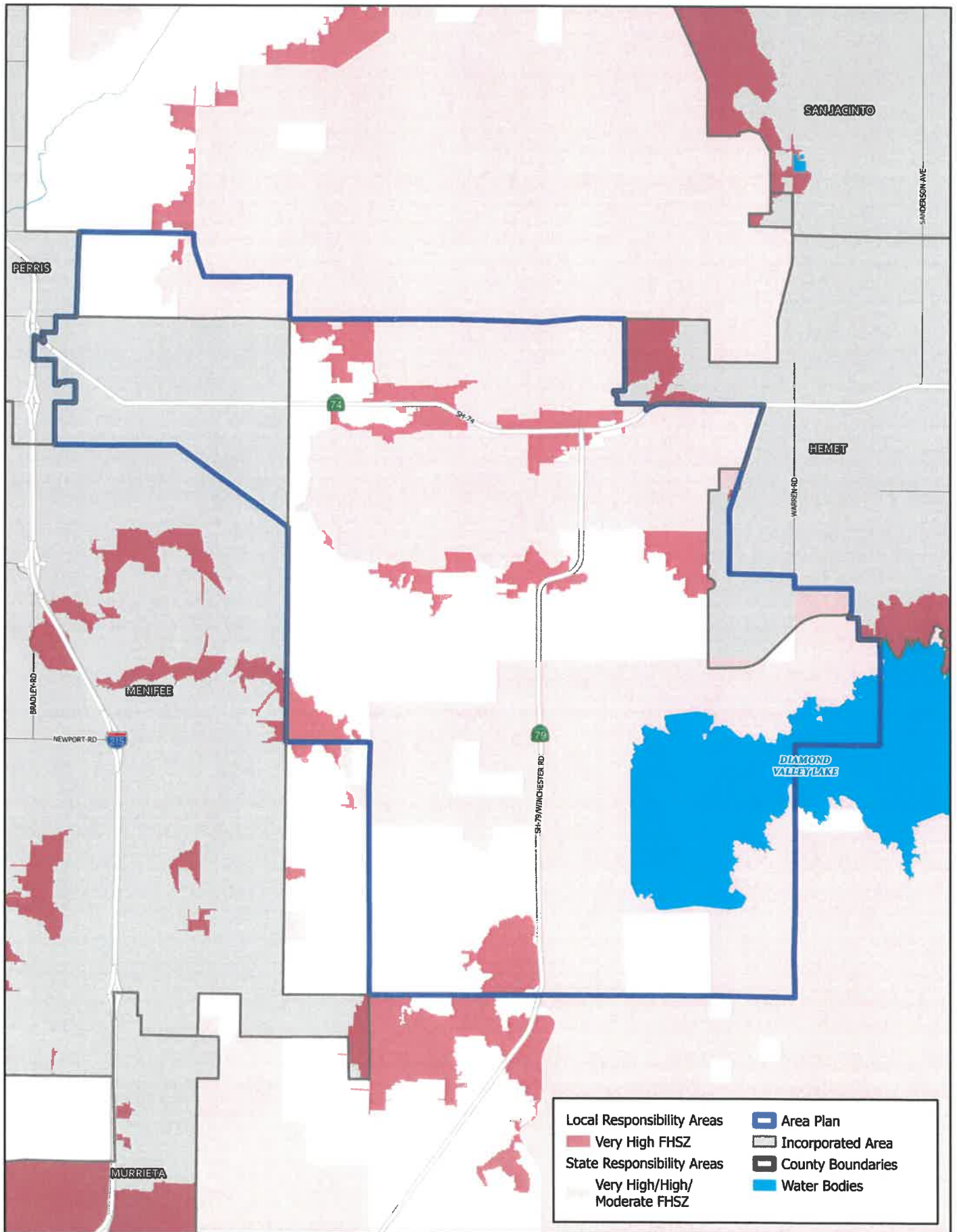
0 0.5 1 Miles

Harvest Valley/Winchester Area Plan Special Flood Hazard Areas Map

Source: ESRI, Riverside County, FEMA

Figure 11

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3/3/2022



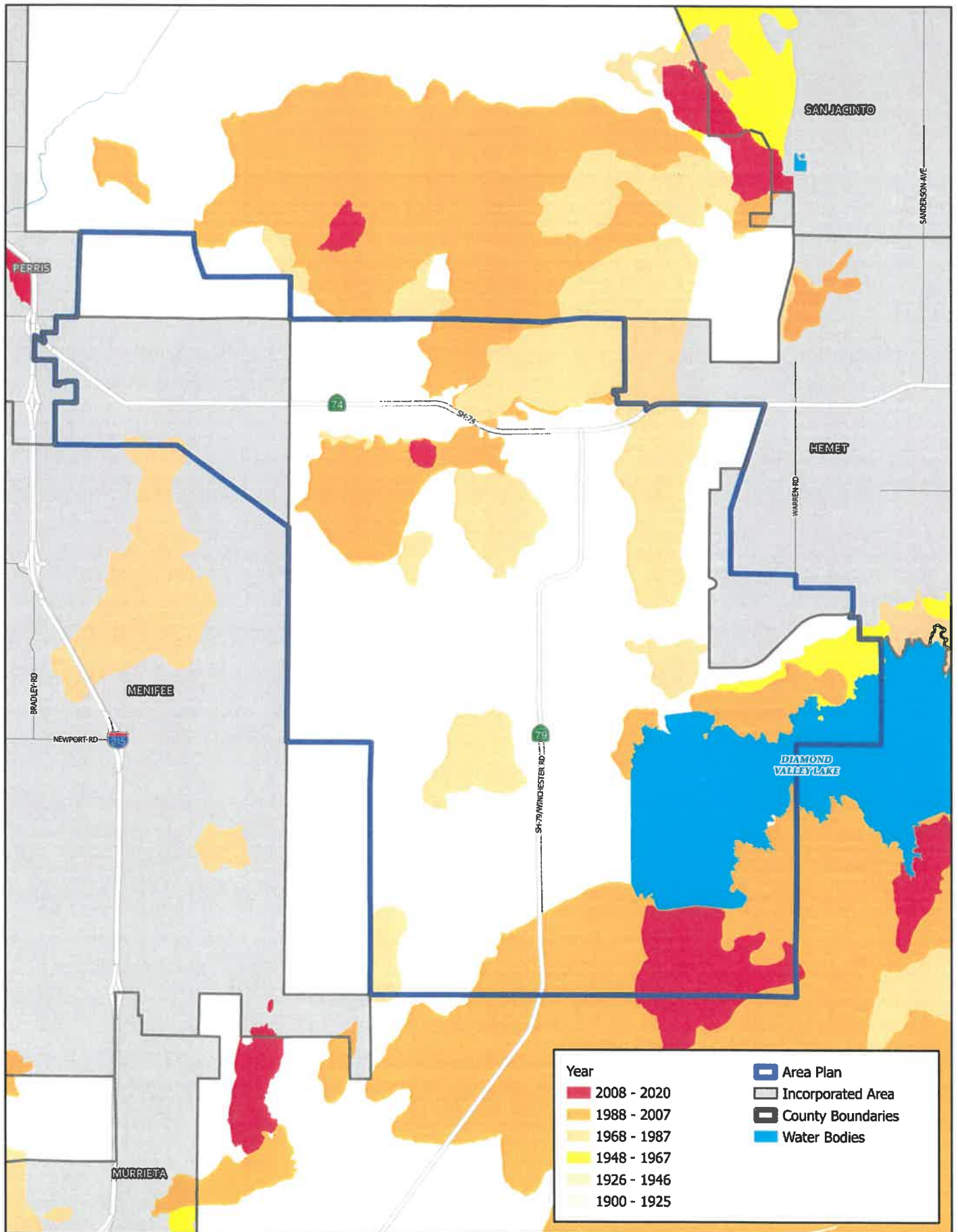
Source: ESRI, Riverside County, FRAP

Harvest Valley/Winchester Area Plan Wildfire Susceptibility Map

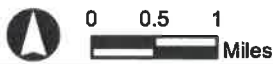
Figure 12

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3/3/2022

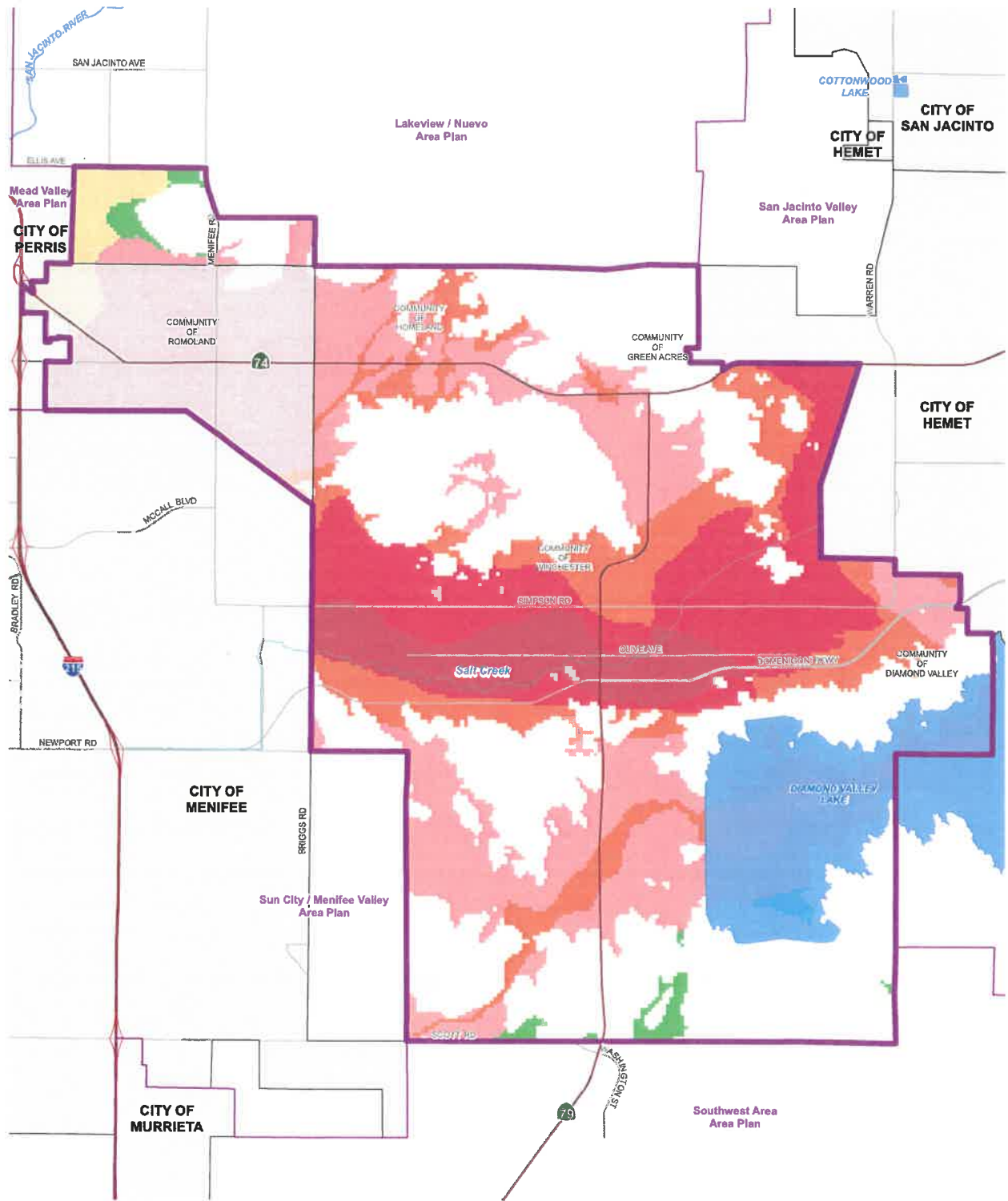


Source: ESRI, Riverside County, FRAP

Harvest Valley/Winchester Area Plan Historic Wildfire Areas

Figure 13

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Data Source: Riverside County Geology (2013) / California Geological Survey (2008)

**Liquefaction Susceptibility**

<p><b>Shallow Groundwater</b></p> <p>Susceptible Sediments</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #8B0000; border: 1px solid black; margin-right: 5px;"></span> Very High</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #D9534F; border: 1px solid black; margin-right: 5px;"></span> High</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #F4A460; border: 1px solid black; margin-right: 5px;"></span> Moderate</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #F08080; border: 1px solid black; margin-right: 5px;"></span> Low</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFC0CB; border: 1px solid black; margin-right: 5px;"></span> Very Low</li> </ul>	<p><b>Deep Groundwater</b></p> <p>Susceptible Sediments</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFD700; border: 1px solid black; margin-right: 5px;"></span> Moderate</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFFACD; border: 1px solid black; margin-right: 5px;"></span> Low</li> </ul>	<p><b>No Groundwater Data</b></p> <p>Susceptible Sediments</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #3CB371; border: 1px solid black; margin-right: 5px;"></span> Moderate</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #3CB371; border: 1px solid black; margin-right: 5px;"></span> Low</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Very Low</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; border-bottom: 2px solid black; margin-right: 5px;"></span> Highways</li> <li><span style="display: inline-block; border: 2px solid black; border-radius: 50%; width: 15px; height: 15px; margin-right: 5px;"></span> Area Plan Boundary</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> City Boundary</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #ADD8E6; border: 1px solid black; margin-right: 5px;"></span> Waterbodies</li> </ul>
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Figure 14

December 8, 2015

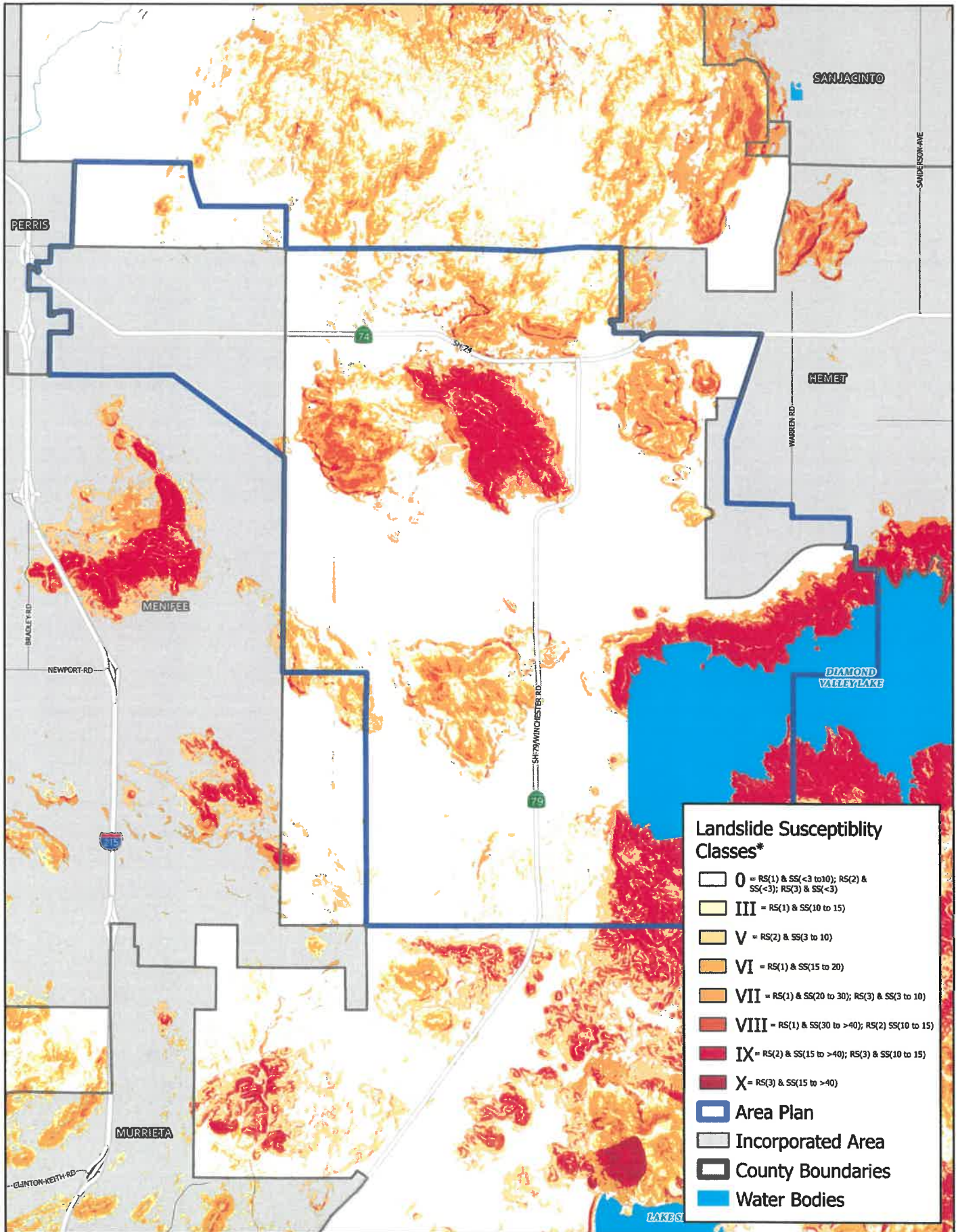
Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



**HARVEST VALLEY/ WINCHESTER AREA PLAN SEISMIC HAZARDS**

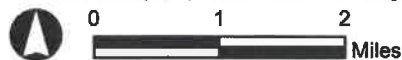
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\*The landslide susceptibility matrix based on rock strength (RS) and slope steepness (SS) in degrees.

3/4/2022



Harvest Valley/Winchester Area Plan Steep Slope Map

Source: ESRI, Riverside County, DOC/CGS

Figure 15

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**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org).** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893.**

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Manny Baeza at (951) 955-9294.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website [www.rcaluc.org](http://www.rcaluc.org). Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to [prull@rivco.org](mailto:prull@rivco.org). Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

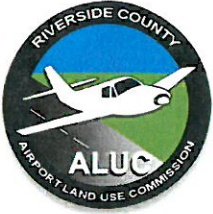
**PLACE OF HEARING:**                    **Riverside County Administration Center  
4080 Lemon Street, 1<sup>st</sup> Floor Board Chambers  
Riverside California**

**DATE OF HEARING:**                    **September 8, 2022**

**TIME OF HEARING:**                    **9:30 A.M.**

**CASE DESCRIPTION:**

ZAP1066RG22 – County of Riverside (Representative: Manny Baeza) – County of Riverside Case No. GPA1207 (General Plan Amendment: Winchester Community Plan). A County-initiated proposal amending its General Plan: Winchester Community Plan by: 1) expanding the existing Winchester Policy Area from approximately 287 acres to approximately 23,153 acres of land within the General Plan’s Harvest Valley/Winchester Area Plan, 2) amending the boundaries of the General Plan’s Harvest Valley/Winchester, Sun City/Menifee, and Southwest Area Plans so that the expanded Winchester Policy Area falls within the limits of the Harvest Valley/Winchester Area Plan only, 3) revising land use designations within the expanded Winchester PA, including Foundation Component amendments, 4) amending the General Plan’s Harvest Valley/Winchester Area Plan, Southwest Area Plan, San Jacinto Valley Area Plan, and Sun City/Menifee Valley Area Plan to revise the existing Highway 79 Policy Area language by removing the 9% reduction in density for residential projects, and 5) the creation of new Design Guidelines for the Winchester Policy Area (Zones C, D and E of the Hemet-Ryan Airport Influence Area, Zone E of the March Air Reserve Base/Inland Port Airport Influence Area, French Valley Airport Influence Area [no zones impacted]).



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

**ALUC STAFF ONLY**

ALUC Case Number: ZAP10000R Gaa Date Submitted: 7/14/22  
 AIA: Airport March/Hemet Zone: Zone Multiple Public Hearing  Staff Review

**Applicant**

Applicant Full Name: Riverside County TLMA - Planning Department  
 Applicant Address: 4080 Lemon Street, 12th Floor, Riverside, CA 92502  
 Phone: (951) 955-3200 Email: \_\_\_\_\_

**Representative/ Property Owner Contact Information**

Representative: Paul Swancott Email: pswancott@rivco.org  
 Phone: 951.955.3103  
 Address: \_\_\_\_\_  
 Property Owner: \_\_\_\_\_ Email: \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 Address: \_\_\_\_\_

**Local Jurisdiction Agency**

Agency Name: Riverside County TLMA Planning Department Phone: 951.955.9294  
 Staff Contact: Manuel Baeza Email: mbaeza@rivco.org  
 Address: 4080 Lemon Street, 12th Floor, Riverside, CA 92502  
 Local Agency Case No.: GPA 1207 - Winchester Community Plan

**Project Location**

Street Address: Winchester CA Gross Parcel Size.: Approx - 50,000  
 Assessor's Parcel No.: \_\_\_\_\_

**Solar**

Is the project proposing solar Panels? Yes  No  If yes, please provide solar glare study. (only if in Zone C or higher)

## Data

Site Elevation:(above  
mean sea level) \_\_\_\_\_

Height of Building or  
structures: \_\_\_\_\_

What type of drainage basins are  
being proposed and the square  
footage: \_\_\_\_\_

## Notice

**A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

**B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

### **C. SUBMISSION PACKAGE:**

#### **Please submit all application items DIGITALLY via USB or CD:**

- Completed ALUC Application Form
- Plans Package: site plans, floor plans, building elevations, grading plans, subdivision maps
- Exhibits of change of zone, general plan amendment, specific plan amendment
- Project description of existing and proposed use

#### **Additionally, please provide:**

- ALUC fee payment (Checks made out to Riverside County ALUC)
- Gummed address labels of all surrounding property owners within a 300-foot radius of project site. (Only required if the project is scheduled for a public hearing).

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

### ADMINISTRATIVE ITEMS

#### 5.1 Director's Approvals

- A. During the period of July 16, 2022, through August 15, 2022, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Paul Rull reviewed three non-legislative cases within the March Air Reserve Base/Inland Port Airport Influence Area.

ZAP1519MA22 (Zone D Perris, Zone E March) pertains to City of Perris Case No. CUP22-05189 (Conditional Use Permit), a proposal to construct an 18,347 square foot hydrogen fueling building with four fueling on 2.78 acres, located northerly of Mapes Road, and westerly of Goetz Road. The site is located within Compatibility Zones D of the Perris Valley Airport Influence Area, where Zone D restricts non-residential average intensity to 100 people per acre and 300 people per single acre. The project is also within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict non-residential intensity. The project proposes a 18,347 square foot hydrogen building and four fueling spaces, accommodating an occupancy of 98 people, resulting in an average intensity of 35 people per acre, and a single acre intensity of 98 people, both of which are consistent with Zone D average acre criterion of 100 people per acre, and single acre criterion of 300 people. The elevation of Perris Valley Airport's Runway 15-33 at its southerly terminus is 1,413 feet above mean sea level (AMSL). At a distance of approximately 3,556 feet from the runway to the site, Federal Aviation Administration (FAA OES) review would be required for any structures with top of roof exceeding 1,449 feet AMSL. The project site elevation is 1,424 feet AMSL, and proposed building height of 29 feet, the top point elevation would be 1,453 feet AMSL. Therefore, review of the structures by the FAA Obstruction Evaluation Service (FAA OES) was required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2022-AWP-11857-OE to this project. The aeronautical studies revealed that the proposed structures would not exceed obstruction standards and would not be a hazard to air navigation, provided conditions are met. Therefore, FAA OES issued a "Determination of No Hazard to Air Navigation" letter on July 22, 2022. The FAA OES conditions have been incorporated into ALUC's conditions listed below. Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 3,556 feet from the runway, and therefore would be subject to the above requirement. The project utilizes vegetative swales which are permitted in Zone D. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such basins are suitable for use on airports and within the airport influence area. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

ALUC Director Paul Rull issued a determination of consistency for this project on July 28, 2022.

\*\*\*\*\*



ZAP1532MA22 (Zone E March) pertains to County of Riverside Case No. CUP210129 (Conditional Use Permit), a proposal to establish a retail cannabis facility within an existing 1,218 square foot building, and to construct an additional 2,820 square foot building for further cannabis retail use, located northerly of McWade Avenue, southerly of Highway 74, easterly of Homeland Avenue, and westerly of Guthridge Lane. The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted. Although the project is located within the March Air Reserve Base/Inland Port Airport Influence Area, the nearest runway is actually Runway 15-33 at Perris Valley Airport. The elevation of Runway 15-33 at Perris Valley Airport is approximately 1,413 feet above mean sea level (AMSL) at its southerly terminus. At a distance of 32,448 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,737 feet AMSL. The site elevation is 1,610 feet AMSL, and the proposed building height is 15 feet, resulting in a top point elevation of 1,625 feet AMSL. Therefore, FAA OES review for height/elevation was not required.

ALUC Director Paul Rull issued a determination of consistency for this project on August 9, 2022.

\*\*\*\*\*

ZAP1065TH22 (Zone C JCRA) pertains to County of Riverside Case No. BRS2201896 (Building Permit), a proposal to construct a 451.5 square foot rooftop solar panel system on a proposed residence located at 86744 Roger Way within the Thermal Motorclub. The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to 0.2 dwelling units per acre. The proposed rooftop solar panels will not generate any density. The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is -137.5 feet below mean sea level (MSL). At a distance of 4,832 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding -90 feet below MSL. The site's elevation is -148.5 feet MSL and the proposed building height (with rooftop solar panels) is 43 feet, resulting in a top point elevation of -105.5 feet AMSL. Therefore, review by the FAA OES was not required. Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers. The project proposes 451.5 square feet of solar panels on a proposed residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 180 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower. All times are in standard time. The analysis concluded that no glare would occur within the 2 mile approach to runway 12-30 and runway 17-35. The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site. Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

ALUC Director Paul Rull issued a determination of consistency for this project on July 29, 2022.

- B. Additionally, as authorized pursuant to ALUC Resolution No. 2015-01, as extended by Resolution Nos. 2016-02 and 2018-02, ALUC Director Paul Rull reviewed two legislative cases within Air Reserve Base/Inland Port Airport Influence Area and issued a determination of consistency.

ZAP1533MA22 (March AIA) pertains to a County of Riverside Case No. SP00293S08 (Eighth Substantial Conformance to Specific Plan No. 00293), a proposal to modify the allocation of dwelling units within 49.7 acres for planning areas 38A, 38B, 39, and 40. The re-allocation of dwelling units would redistribute 27 dwelling units within the respective Planning Areas and would maintain the same maximum number of dwelling units within the Specific Plan, located northerly of Salt Creek Road, southerly of Domenigoni Parkway, westerly of Blalock Place, and easterly of Beeler Road. The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA), which does not restrict residential density or non-residential intensity.

ALUC Director Paul Rull issued a determination of consistency for this project on August 2, 2022.

\*\*\*\*\*

ZAP1534MA22 (March AIA) pertains to a County of Riverside Case No. GPA1162 (General Plan Amendment), CZ7897 (Change of Zone), SP293 (Specific Plan Amendment), a proposal to incorporate an additional 211.2 acres into the Specific Plan boundaries and modify the land use designations of this additional 211.2 acre area, located northerly of Grand Avenue, southerly of Case Road, and easterly of Briggs Road(planning area 1), and northerly of Olive Avenue, southerly of Simpson Road, easterly of Beller Road, and westerly of Longfellow Avenue(planning area 2). The applicant also proposes to change the zoning classification of 211.2-acre area from Mixed Use (MU) to Specific Plan zone (SP293) and modify the permitted uses and development standards for the Planning Areas located within the boundaries of Specific Plan 293. Lastly, the applicant proposes to amend Specific Plan to add approximately 211.2 acres to the Specific Plan located south of Simpson Road, east of Beeler Road, north of Olive Avenue, and west of Longfellow Avenue, specifically add 77.1 acres of Medium High Density Residential (MHDR), 32.6 acres of Highest Density Residential (HHDR), 29.0 acres of Mixed Use (MU), 1 acre of Commercial Retail (CR), 19.8 acres of open space, and 19.2 acres of open space (Paseos). The Specific Plan Amendment also proposes to modify planning areas 1, 2, 4A, and 4B of the Winchester Hills Specific Plan No. 293 by designation them for 36.3 acres of Commercial Retail (Cr), 39.77 acres of Highest Density Residential (HHDR), and 17.1 acres of Open Space. The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity and residential density are not restricted.

ALUC Director Paul Rull issued a determination of consistency for this project on August 9, 2022.

- 5.2** Update March Air Reserve Base Compatibility Use Study (CUS)  
Presentation by Project Director Simon Housman or his designee.

- 5.3** ALUC Public Hearing Schedule Change for December  
Presentation by ALUC Director Paul Rull or his designee.

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



July 28, 2022

Ryan Griffiths, Project Planner  
City of Perris Planning Department  
101 N. D Street  
Perris CA 92570

**CHAIR**  
Steve Manos  
Lake Elsinore

**VICE CHAIR**  
Russell Betts  
Desert Hot Springs

**COMMISSIONERS**  
  
Vacant  
  
John Lyon  
Riverside

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Moreno Valley

Steven Stewart  
Palm Springs

Michael Geller  
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**STAFF**

**Director**  
Paul Rull

Simon Housman  
Jackie Vega  
Barbara Santos

County Administrative Center  
4080 Lemon St., 14th Floor.  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION**

File No.: ZAP1519MA22  
Related File No.: CUP22-05189 (Conditional Use Permit)  
APN: 330-080-012  
Airport Zone: Zone D (Perris Valley); Zone E (March)

Dear Mr. Griffiths:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Perris Case No. CUP22-05189 (Conditional Use Permit), a proposal to construct an 18,347 square foot hydrogen fueling building with four fueling on 2.78 acres, located northerly of Mapes Road, and westerly of Goetz Road.

The site is located within Compatibility Zones D of the Perris Valley Airport Influence Area, where Zone D restricts non-residential average intensity to 100 people per acre and 300 people per single acre. The project is also within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict non-residential intensity. The project proposes a 18,347 square foot hydrogen building and four fueling spaces, accommodating an occupancy of 98 people, resulting in an average intensity of 35 people per acre, and a single acre intensity of 98 people, both of which are consistent with Zone D average acre criterion of 100 people per acre, and single acre criterion of 300 people.

The elevation of Perris Valley Airport’s Runway 15-33 at its southerly terminus is 1,413 feet above mean sea level (AMSL). At a distance of approximately 3,556 feet from the runway to the site, Federal Aviation Administration (FAA OES) review would be required for any structures with top of roof exceeding 1,449 feet AMSL. The project site elevation is 1,424 feet AMSL, and proposed building height of 29 feet, the top point elevation would be 1,453 feet AMSL. Therefore, review of the structures by the FAA Obstruction Evaluation Service (FAA OES) was required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2022-AWP-11857-OE to this project. The aeronautical studies revealed that the proposed structures would not exceed obstruction standards and would not be a hazard to air navigation, provided conditions are met. Therefore, FAA OES issued a “Determination of No Hazard to Air Navigation” letter on July 22, 2022. The FAA OES conditions have been incorporated into ALUC’s conditions listed below.

Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA

recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 3,556 feet from the runway, and therefore would be subject to the above requirement.

The project utilizes vegetative swales which are permitted in Zone D. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such basins are suitable for use on airports and within the airport influence area. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

As ALUC Director, I hereby find the above-referenced project **CONSISTENT**, with the 2011 Perris Valley Airport Land Use Compatibility Plan and the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

**CONDITIONS:**

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Highly noise-sensitive outdoor nonresidential uses.
  - (f) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property and be recorded as a deed notice.



4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the stormwater basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the stormwater basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
6. The project has been evaluated for a 18,347 square foot hydrogen compound building with 4 fueling spaces. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP criteria, at the discretion of the ALUC Director.
7. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission.
8. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (2022-AWP-118757-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project.
9. The proposed buildings shall not exceed a height of 29 feet above ground level and a maximum elevation at top point of 1,453 feet above mean sea level.
10. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
11. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 29 feet in height and a maximum elevation of 1,453 feet above mean

sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

12. Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure(s).

If you have any questions, please contact me at (951) 955-6893.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



---

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity  
Aeronautical Study Number

cc: OPAL Fuels (applicant)  
BayoTech Inc. (representative)  
Ruby Family Holdings, LLC (property owner)  
Pat Conatser, Airport Manager, Perris Valley Airport  
Gary Gosliga, March Inland Port Airport Authority  
Major. David Shaw, Base Civil Engineer, March Air Reserve Base

ALUC Case File

X:\AIRPORT CASE FILES\March\ZAP1519MA22\ZAP1519MA22.LTR.doc

# NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

# NOTICE

**THERE IS AN AIRPORT NEARBY.  
THIS STORM WATER BASIN IS DESIGNED TO HOLD  
STORM WATER FOR ONLY 48 HOURS AND  
NOT TO ATTRACT BIRDS**

**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2022-AWP-11857-OE

Issued Date: 07/22/2022

Ruby James  
 OPAL Fules  
 10225 Philadelphia Ct.  
 Rancho Cucamonga, CA 91730

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Hydrogen Fueling Facility  
 Location: Riverside, CA  
 Latitude: 33-45-29.50N NAD 83  
 Longitude: 117-13-45.10W  
 Heights: 1424 feet site elevation (SE)  
 29 feet above ground level (AGL)  
 1453 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 01/22/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

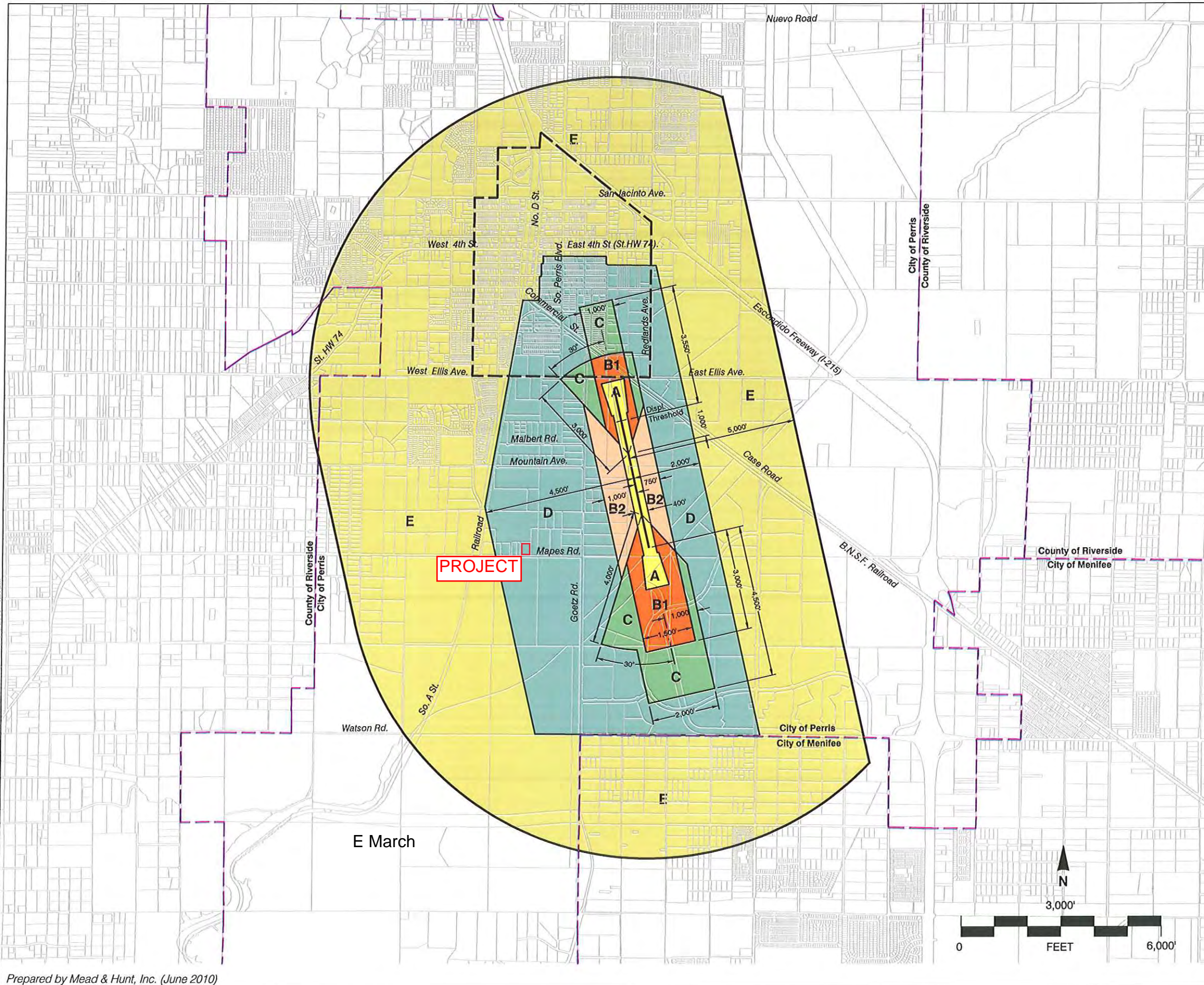
If we can be of further assistance, please contact our office at (206) 231-2877, or [Nicholas.Sanders@faa.gov](mailto:Nicholas.Sanders@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-11857-OE.

**Signature Control No: 536039928-544537127**

Nicholas Sanders  
Technician

( DNE )





**Legend**

**Compatibility Zones**

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

**Boundary Lines**

- Airport Property Line
- City Limits
- Downtown Specific Plan

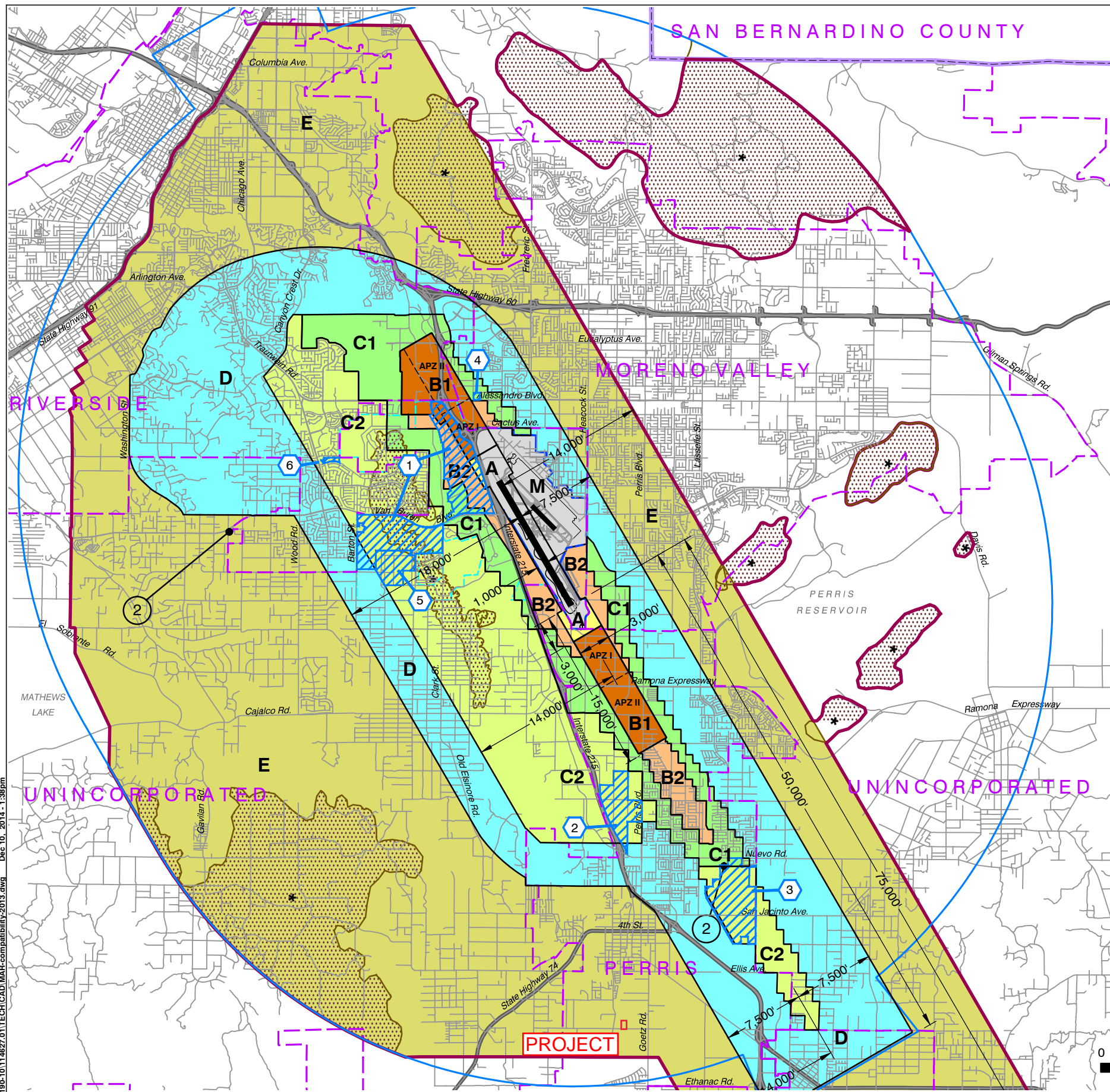
Riverside County  
 Airport Land Use Commission  
**Riverside County  
 Airport Land Use Compatibility Plan  
 Policy Document**  
 (July 2010 Draft)

Map PV-1

**Compatibility Map**  
 Perris Valley Airport

C:\Users\j27\m\p\perris\perris\_valley\compatibility\2010.dwg Jul 01, 2010, 1:57pm  
 Prepared by Mead & Hunt, Inc. (June 2010)





**LEGEND**

**Compatibility Zones**

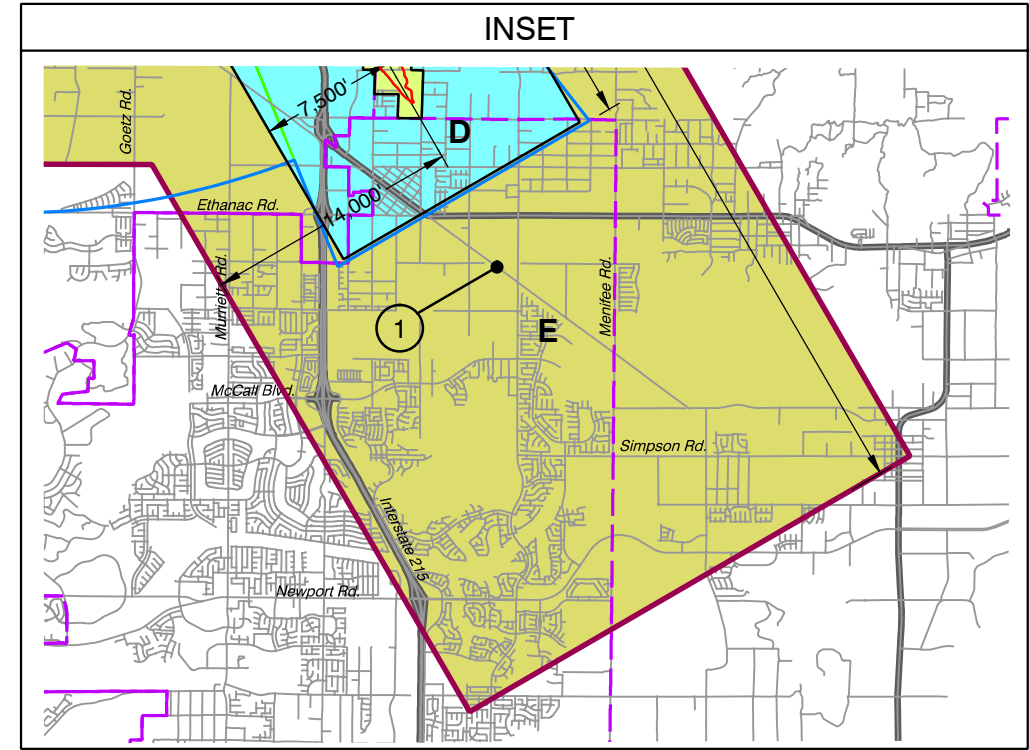
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

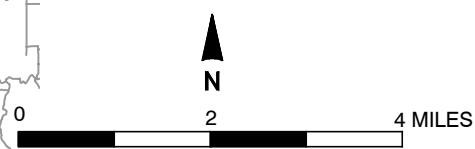
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(Adopted November 13, 2014)**

Note:  
All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

X:\18190-10\114627\01\TECH\CAD\MAR-compatibility\2013.dwg Dec 10, 2014 - 1:38pm

Prepared by Mead & Hunt, Inc. (June 2013)

**PROJECT**

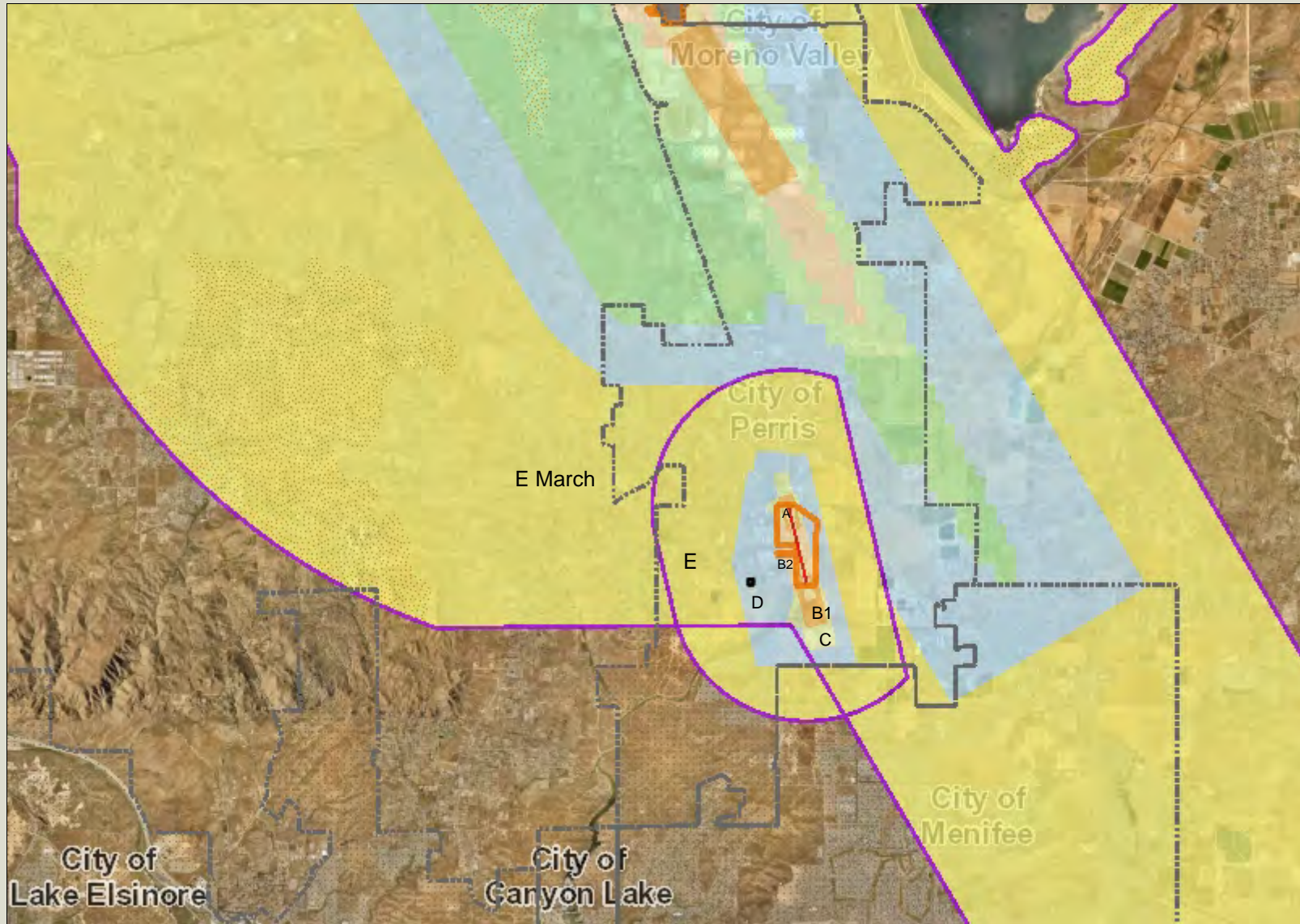
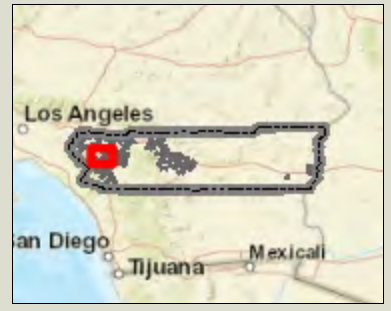
SEE INSET AT RIGHT

Map MA-1

**Compatibility Map  
March Air Reserve Base / Inland Port Airport**



# Map My County Map



### Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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REPORT PRINTED ON... 5/17/2022 11:08:52 AM

© Riverside County GIS

### Notes

# Map My County Map



## Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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0 385 770 Feet

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## Notes



# Map My County Map



## Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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0 385 770 Feet

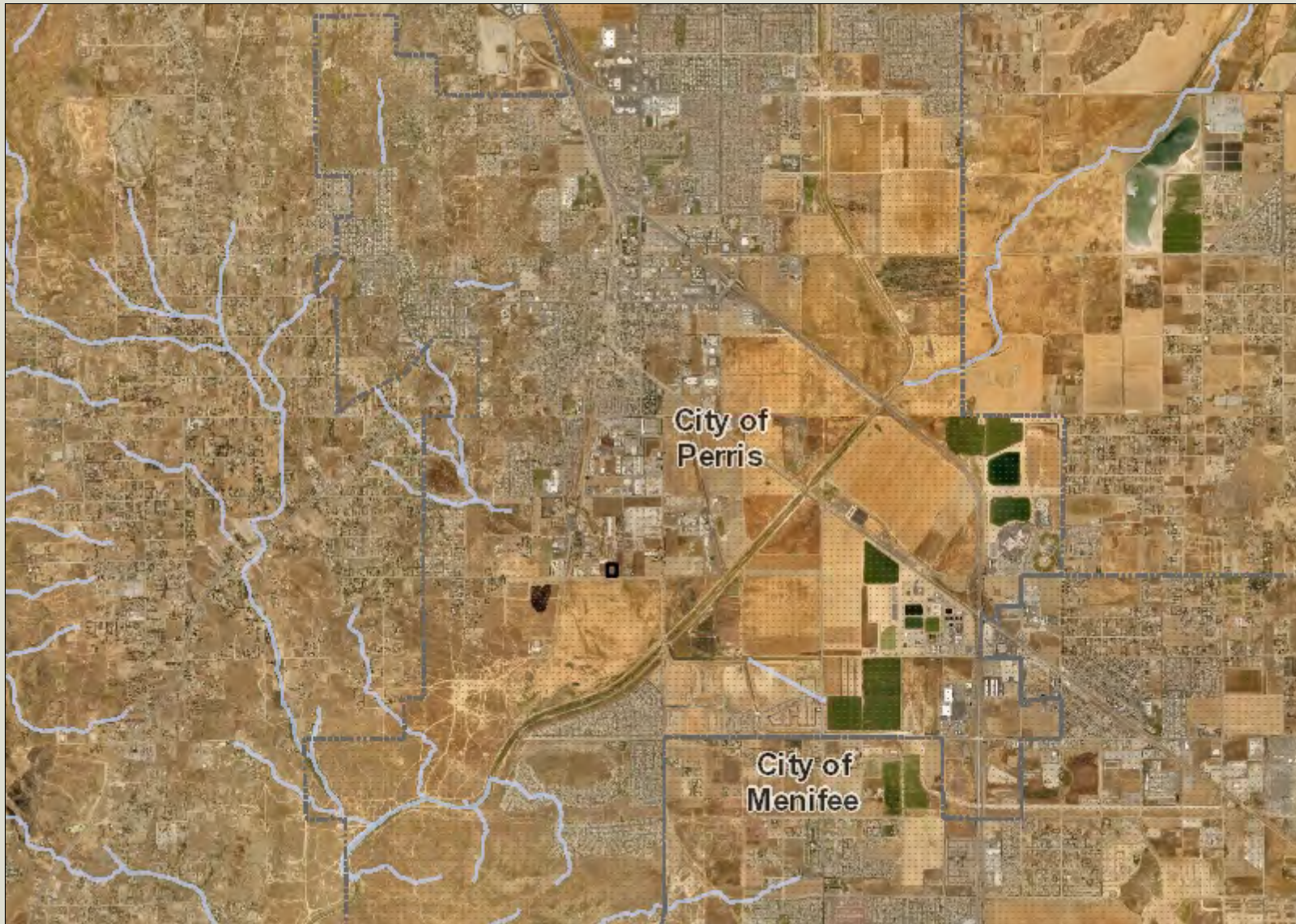
REPORT PRINTED ON... 5/17/2022 11:11:08 AM

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## Notes



# Map My County Map



## Legend

- Blueline Streams
- ⋯ City Areas
- World Street Map



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## Notes



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# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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## Notes



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# Map My County Map



## Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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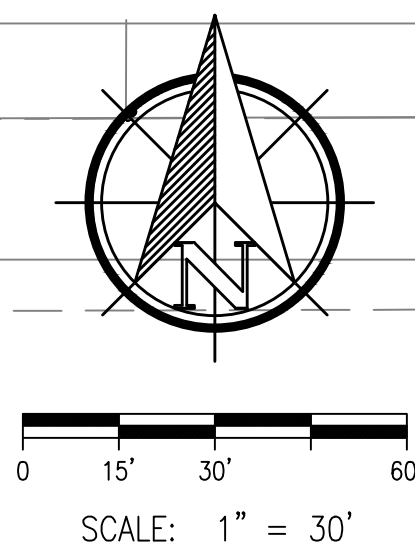
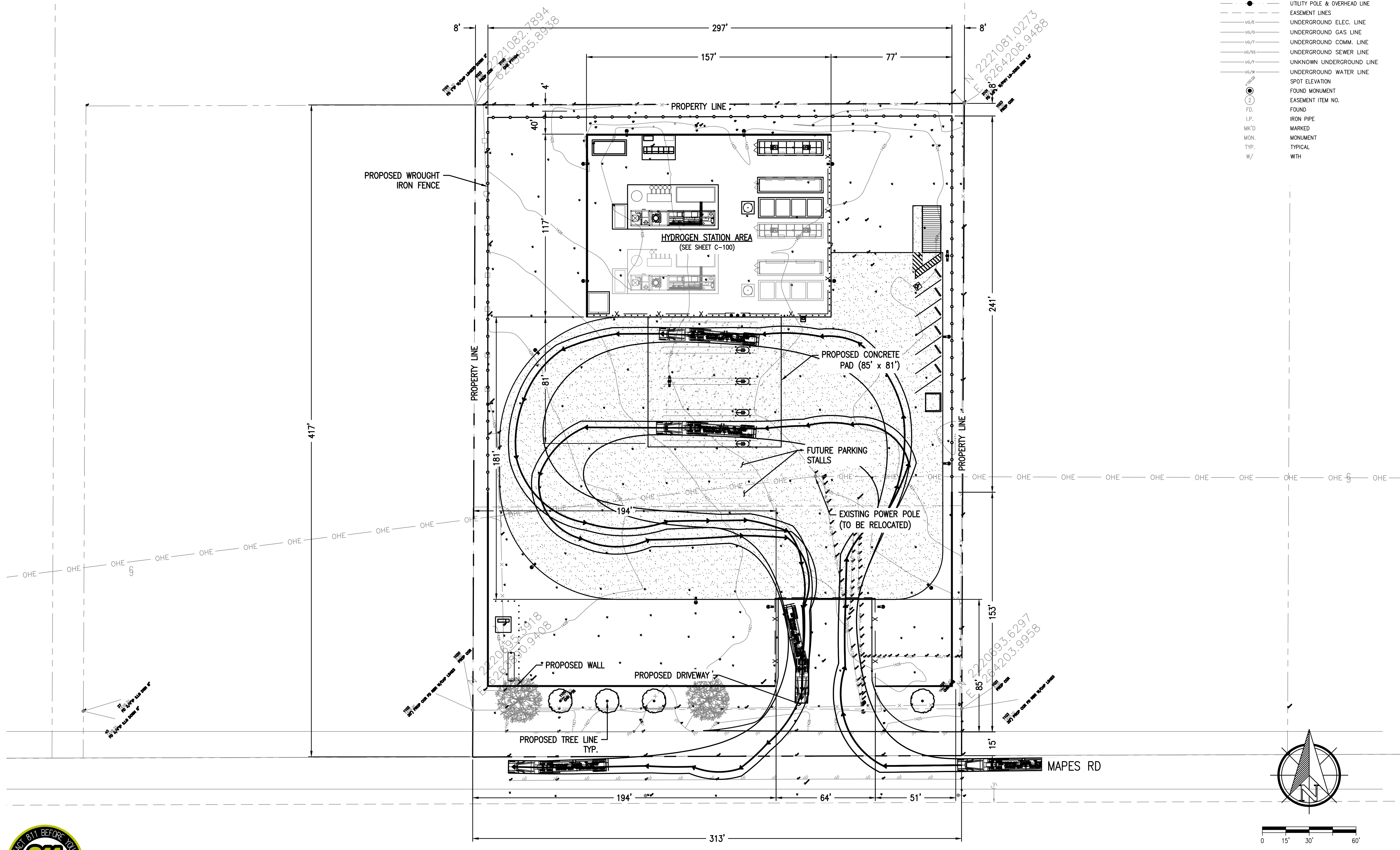
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## Notes



LEGEND:

- PROJECT BOUNDARY
- PROPERTY LINE
- PARCEL LINES
- CENTERLINE
- FENCE LINE
- BLOCK WALL
- UTILITY POLE & OVERHEAD LINE
- EASEMENT LINES
- UNDERGROUND ELEC. LINE
- UNDERGROUND GAS LINE
- UNDERGROUND COMM. LINE
- UNDERGROUND SEWER LINE
- UNKNOWN UNDERGROUND LINE
- UNDERGROUND WATER LINE
- SPOT ELEVATION
- FOUND MONUMENT
- EASEMENT ITEM NO.
- FOUND
- I.P. IRON PIPE
- M.K'D MARKED MONUMENT
- TYP. TYPICAL
- W/ WITH



**OWNER:**  
**BAYOTECH**  
 CONTACT: MARIA CORTES  
 8601 PASEO ALAMEDA, NE STE B  
 ALBUQUERQUE, NM 87113  
 909-775-7782

**GENERAL CONTRACTOR:**  
**OPAL FUELS**  
 JEFF LUCERO (CA LIC # 1063659)  
 10225 PHILADELPHIA CT.  
 RANCHO CUCAMONGA, CA 91730  
 (909) 793-3700

**BAYOTECH**  
**BB0005 MAPES RD**  
 240 MAPES RD,  
 PERRIS, CA 92570  
**HYDROGEN FUELING FACILITY**



REVISIONS	No.	DATE	BY	REMARK

**GENERAL - SITE PLAN**

DRAWN: KAT  
 CHECKED: MF  
 DATE: 11/24/21  
 SCALE: AS SHOWN  
 JOB NO: 21-029

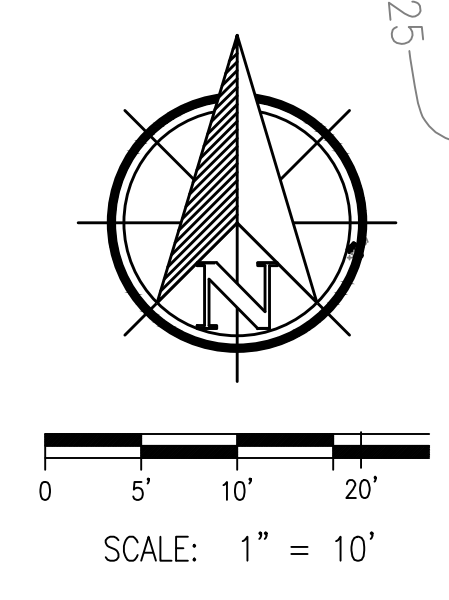
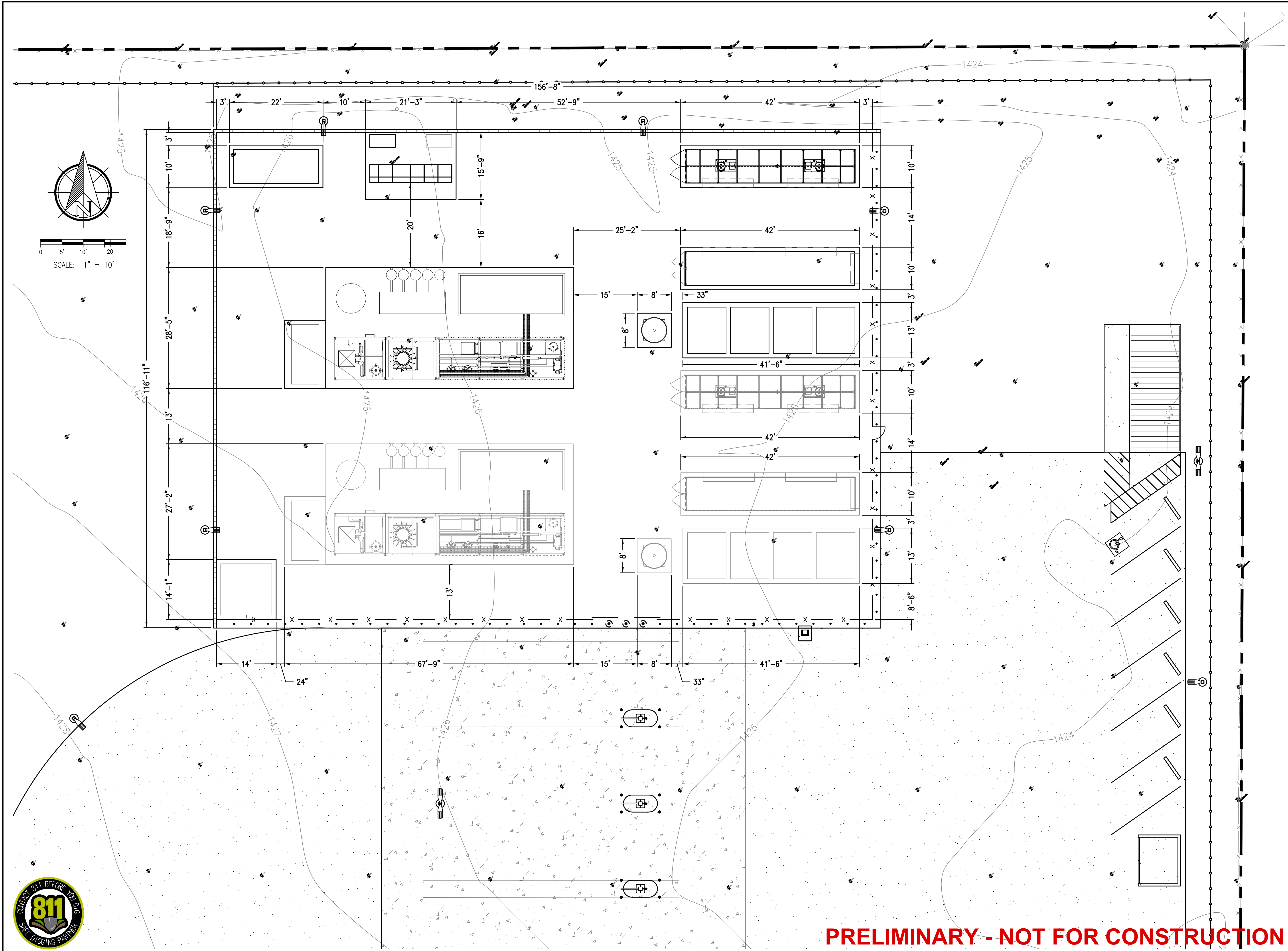
G-200



**PRELIMINARY - NOT FOR CONSTRUCTION**

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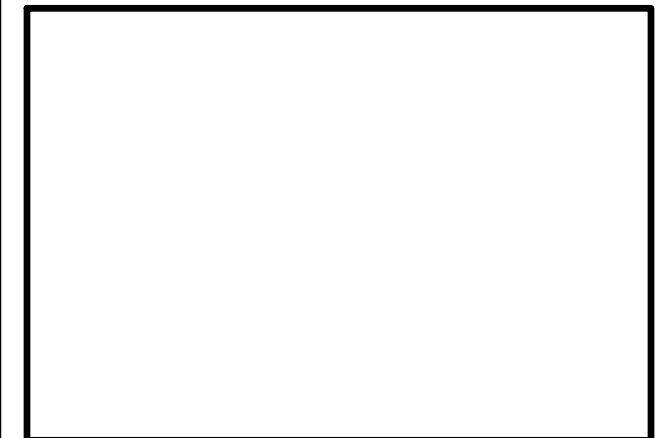
**PRELIMINARY - NOT FOR CONSTRUCTION**

OWNER:  
 BAYOTECH  
 CONTACT: MARIA CORTES  
 8601 PASEO ALAMEDA NE STE B  
 ALBUQUERQUE, NM 87113  
 909-775-7782

GENERAL CONTRACTOR:  
 OPAL FUELS  
 JEFF LUCERO (CA LIC # 1063659)  
 10225 PHILADELPHIA CT.  
 RANCHO CUCAMONGA, CA 91730  
 (909) 793-3700



**BAYOTECH**  
 BB0005 MAPES RD  
 240 MAPES RD,  
 PERRIS, CA 92570  
 HYDROGEN FUELING FACILITY



3553 CAMINO MIRA COSTA, SUITE E  
 SAN GLENN, CA 92672

REVISIONS	No.	DATE	BY	REMARK

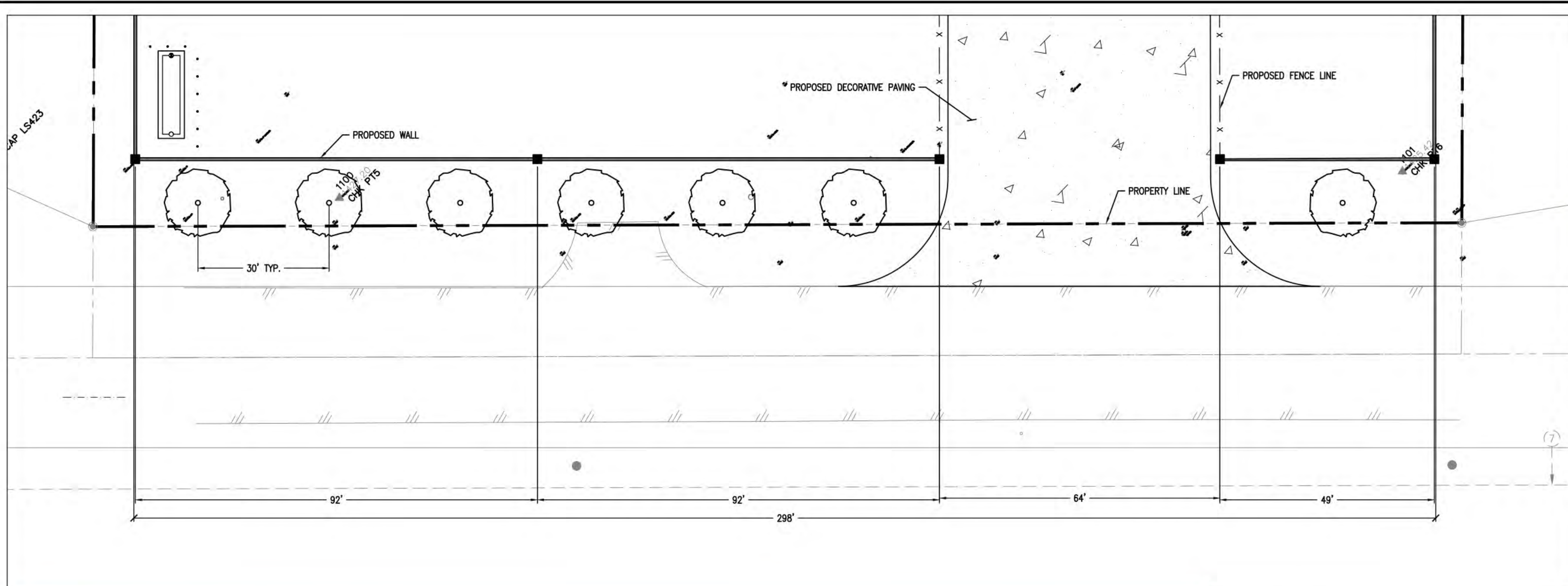
CIVIL - EQUIPMENT AREA  
 HORIZONTAL CONTROL

DRAWN: KAT  
 CHECKED: MF  
 DATE: 11/24/21  
 SCALE: AS SHOWN  
 JOB NO: 21-029

C-101

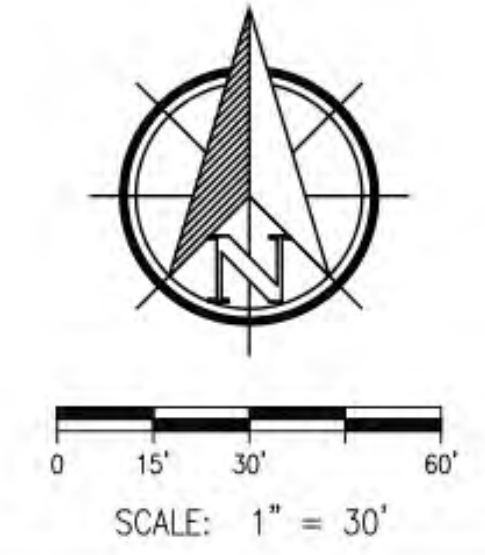
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**FINISH SCHEDULE:**

1. DECORATIVE - STONE	
2. CMU - SPLIT-FACE	



**OWNER:**  
**BAYOTECH**  
 CONTACT: MARIA CORTES  
 8601 PASEO ALAMEDA NE STE B  
 ALBUQUERQUE, NM 87113  
 505-775-7782

**GENERAL CONTRACTOR:**  
**OPAL FUELS**  
 JEFF LUCERO (CA LIC # 1063659)  
 10225 PHILADELPHIA CT.  
 RANCHO CUCAMONGA, CA 91730  
 (909) 793-3700



**BAYOTECH**  
**BB0005 MAPES RD**  
 240 MAPES RD,  
 PERRIS, CA 92570  
**HYDROGEN FUELING FACILITY**



REVISIONS	No.	DATE	BY	REMARK

**ELEVATION PLAN**

**DRAWN:** RNG  
**CHECKED:** MF  
**DATE:** 03/16/22  
**SCALE:** AS SHOWN  
**JOB NO:** 21-029

**EP-100**

C:\Users\g08ra\OneDrive\Documents\NEW PERSPECTIVE\Temp in Progress\211217 - Bayotech - Perris, CA\CAD\UPDATED MAPES - FROM MIKE\002.0 G-200 - GENERAL - ELEVATION PLAN.dwg 03/22/22 1:15pm



# Existing Property - 240 Mapes Rd - Perris, CA.



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



August 9, 2022

Deborah Bradford, Project Planner  
County of Riverside Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501

**CHAIR**  
Steve Manos  
Lake Elsinore

**VICE CHAIR**  
Russell Betts  
Desert Hot Springs

**COMMISSIONERS**  
Vacant

John Lyon  
Riverside

Steven Stewart  
Palm Springs

Richard Stewart  
Moreno Valley

Michael Geller  
Riverside

**STAFF**

**Director**  
Paul Rull

Simon A. Housman  
Jaqueline Vega  
Barbara Santos

County Administrative Center  
4080 Lemon St., 14<sup>th</sup> Floor.  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION**

File No.: ZAP1532MA22  
Related File No.: CUP210129 (Conditional Use Permit)  
Airport Zone: Compatibility Zone E

Dear Ms. Bradford:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Resolution No. 1.5.2 (d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed CUP210129 (Conditional Use Permit), a proposal to establish a retail cannabis facility within an existing 1,218 square foot building, and to construct an additional 2,820 square foot building for further cannabis retail use, located northerly of McWade Avenue, southerly of Highway74, easterly of Homeland Avenue, and westerly of Guthridge Lane.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

Although the project is located within the March Air Reserve Base/Inland Port Airport Influence Area, the nearest runway is actually Runway 15-33 at Perris Valley Airport. The elevation of Runway 15-33 at Perris Valley Airport is approximately 1,413 feet above mean sea level (AMSL) at its southerly terminus. At a distance of 32,448 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,737 feet AMSL. The site elevation is 1,610 feet AMSL, and the proposed building height is 15 feet, resulting in a top point elevation of 1,625 feet AMSL. Therefore, FAA OES review for height/elevation was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

**CONDITIONS:**

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:



- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Other Hazards to flight.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.
4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the stormwater basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the stormwater basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin

If you have any questions, please contact me at (951) 955-6893.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A handwritten signature in blue ink that reads "Paul Rull". The signature is fluid and cursive, with the first name "Paul" being larger and more prominent than the last name "Rull".

---

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: JBIA Homeland LLC (applicant/property owner)  
High Standard Consultants (representative)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Major David Shaw, Base Civil Engineer, March Air Reserve Base  
ALUC Case File

X:\AIRPORT CASE FILES\March\ZAP1532MA22\ZAP1532MA22 LTR.doc

# NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



# NOTICE

**THERE IS AN AIRPORT NEARBY.  
THIS STORM WATER BASIN IS DESIGNED TO HOLD  
STORM WATER FOR ONLY 48 HOURS AND  
NOT TO ATTRACT BIRDS**

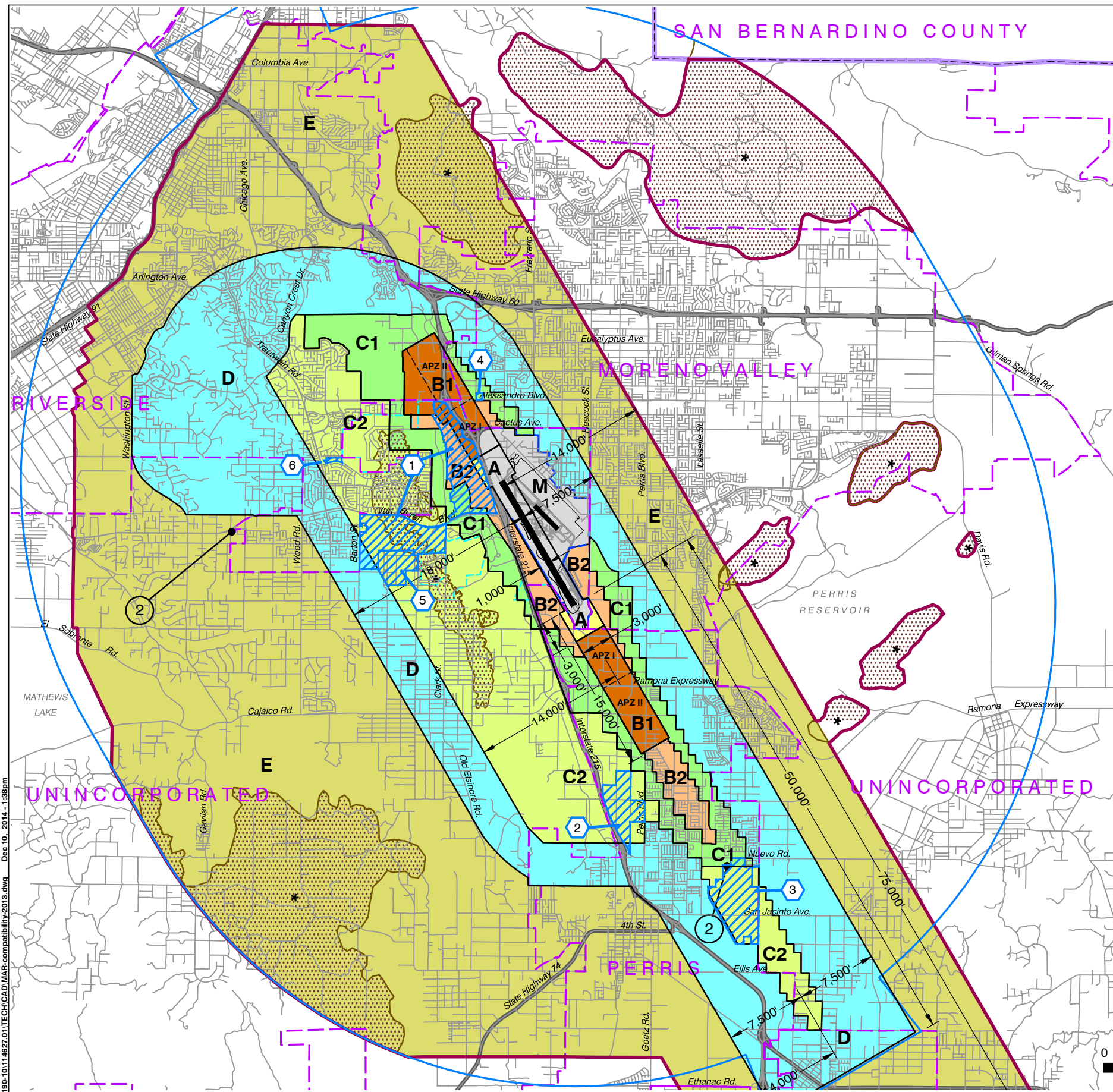
**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_



**LEGEND**

**Compatibility Zones**

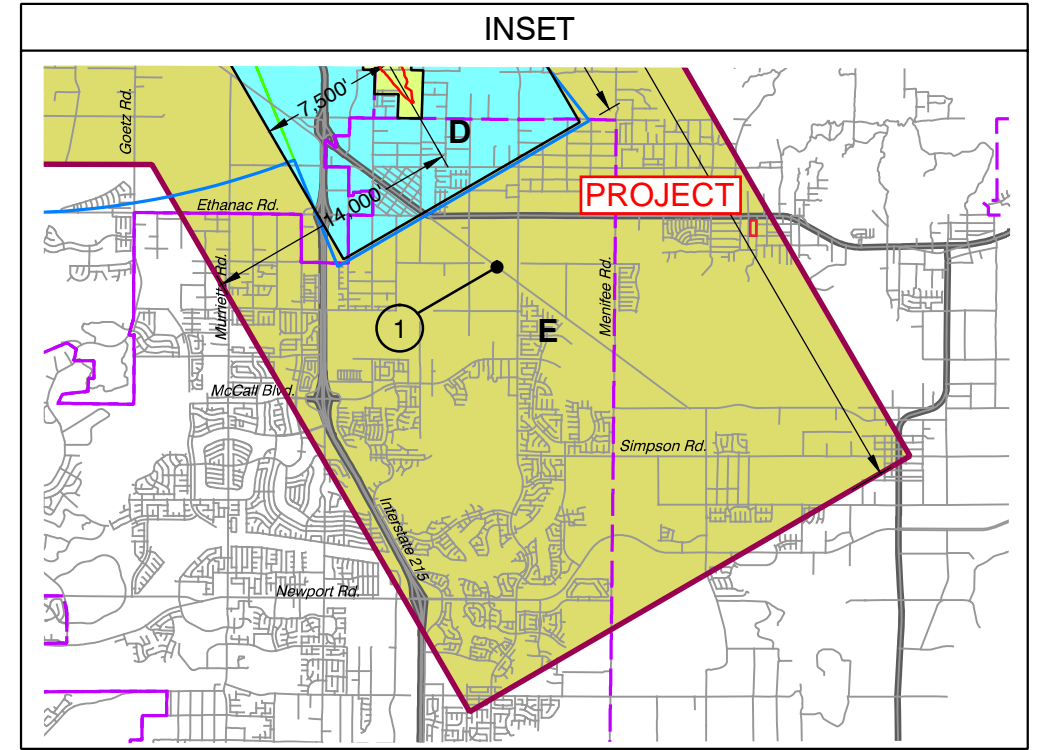
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

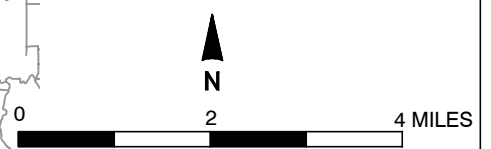
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(Adopted November 13, 2014)**

Note:  
All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

X:\18190-10\114627\01\TECH\CAD\MAR-compatibility\2013.dwg Dec 10, 2014 - 1:38pm

Prepared by Mead & Hunt, Inc. (June 2013)

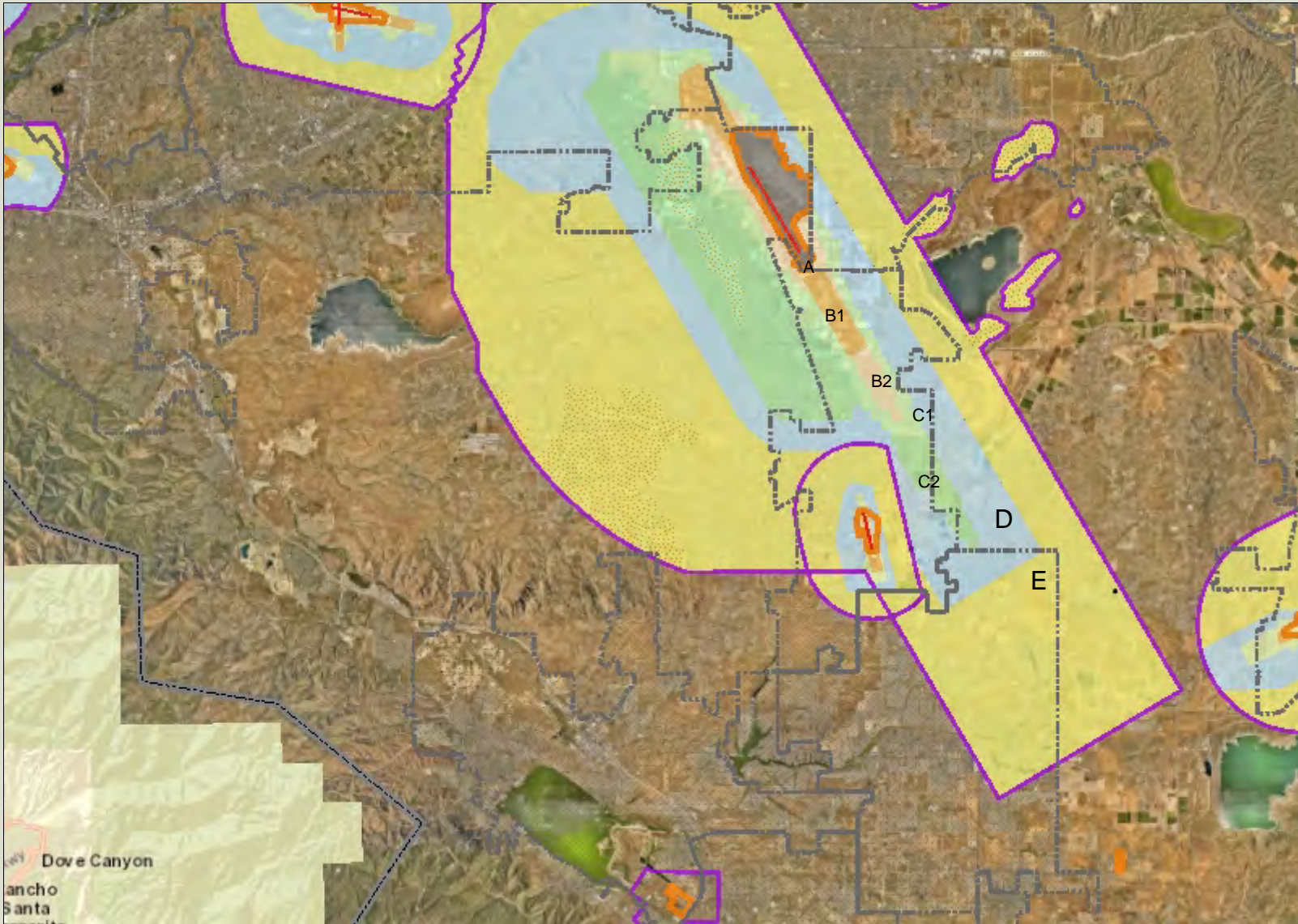
SEE INSET AT RIGHT

Map MA-1

**Compatibility Map  
March Air Reserve Base / Inland Port Airport**



# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



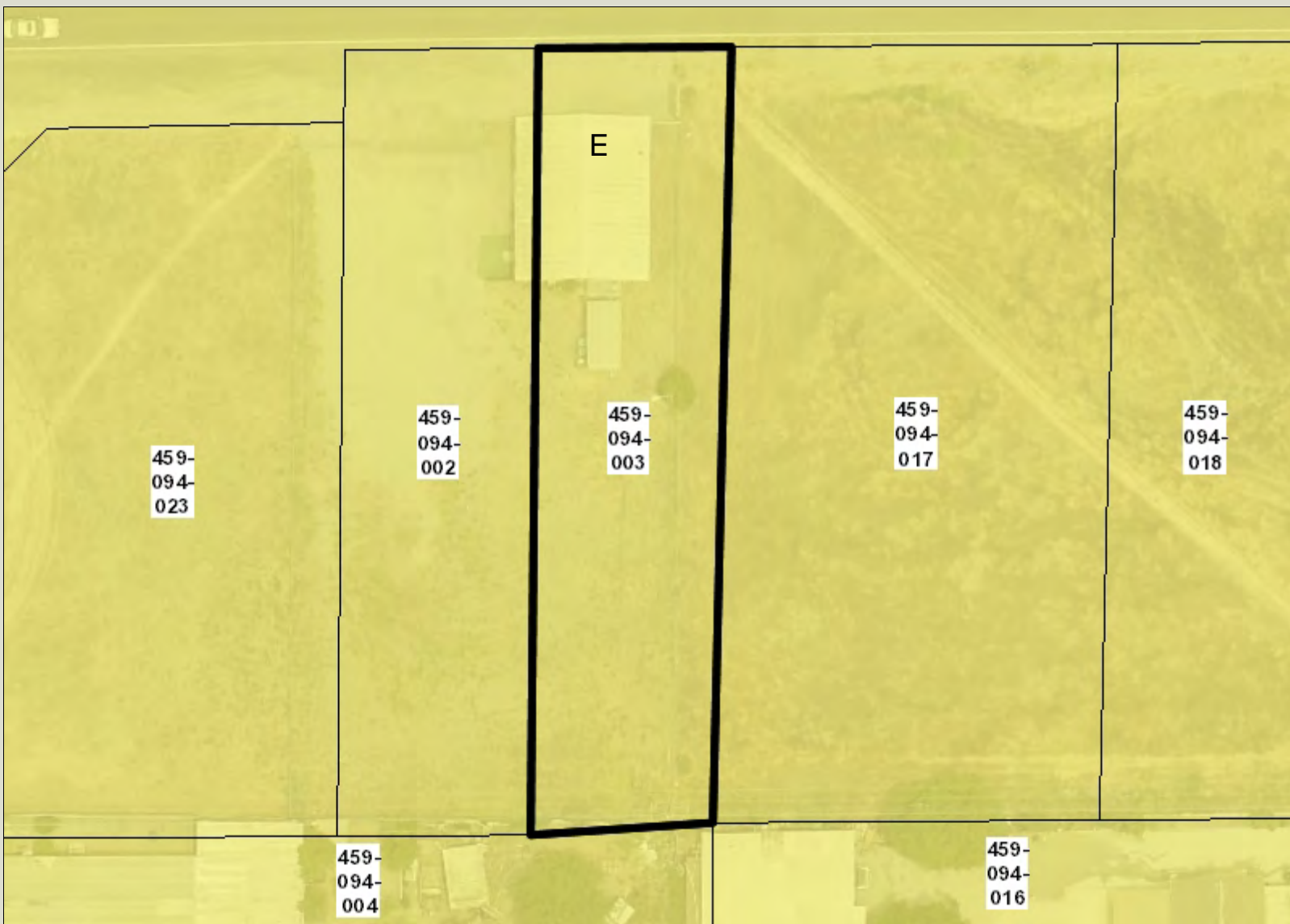
REPORT PRINTED ON... 8/5/2022 1:37:16 PM

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## Notes



# Map My County Map



## Legend

- Parcel APNs
- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY ZONE
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

0 48 96 Feet

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## Notes

# Map My County Map



## Legend

- Parcel APNs
- Parcels
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

0 48 96 Feet

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## Notes



# Map My County Map



- Legend**
- Parcels
  - County Centerline Names
  - County Centerlines
  - Blueline Streams
  - City Areas
  - World Street Map



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

**Notes**





# Map My County Map



## Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

0 385 770 Feet

REPORT PRINTED ON... 8/5/2022 1:40:26 PM

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## Notes

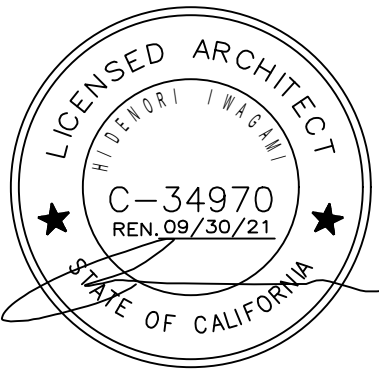
### KEYNOTES

- 1 EXISTING PROPERTY LINE
- 2 EXISTING ADJOINING PROPERTY LINE
- 3 EXISTING CHAINLINK FENCE TO REMAIN
- 4 EXISTING WOOD FENCE TO BE REMOVED
- 5 EXISTING CONCRETE PAD TO REMAIN
- 6 EXISTING BACK FLOW PREVENTOR TO REMAIN
- 7 EXISTING SIGNAGE TO REMAIN
- 8 EXISTING RAMP AND RAILING TO BE REMOVED
- 9 EXISTING BACK PORCH TO BE REMOVED
- 10 EXISTING ELECTRIC METER TO REMAIN
- 11 EXISTING WATER HEATER TO BE REMOVED
- 12 EXISTING SHED TO BE REMOVED
- 13 EXISTING AC UNIT TO BE REMOVED



555 ANTON BLVD. SUITE 150  
COSTA MESA, CA. 92626

Seat

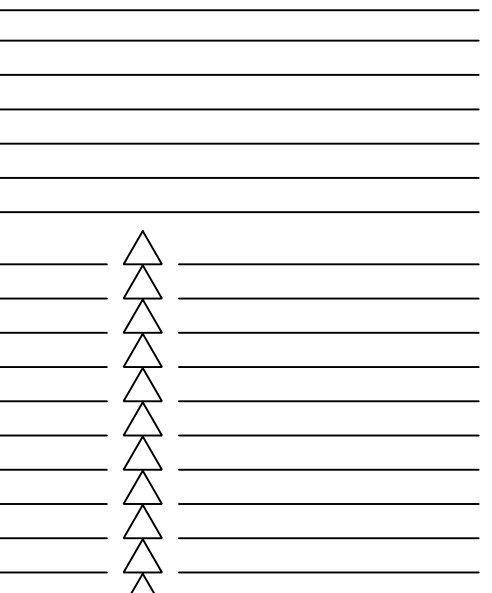


Consultant

31431 CA-74,  
Homeland, CA 92548

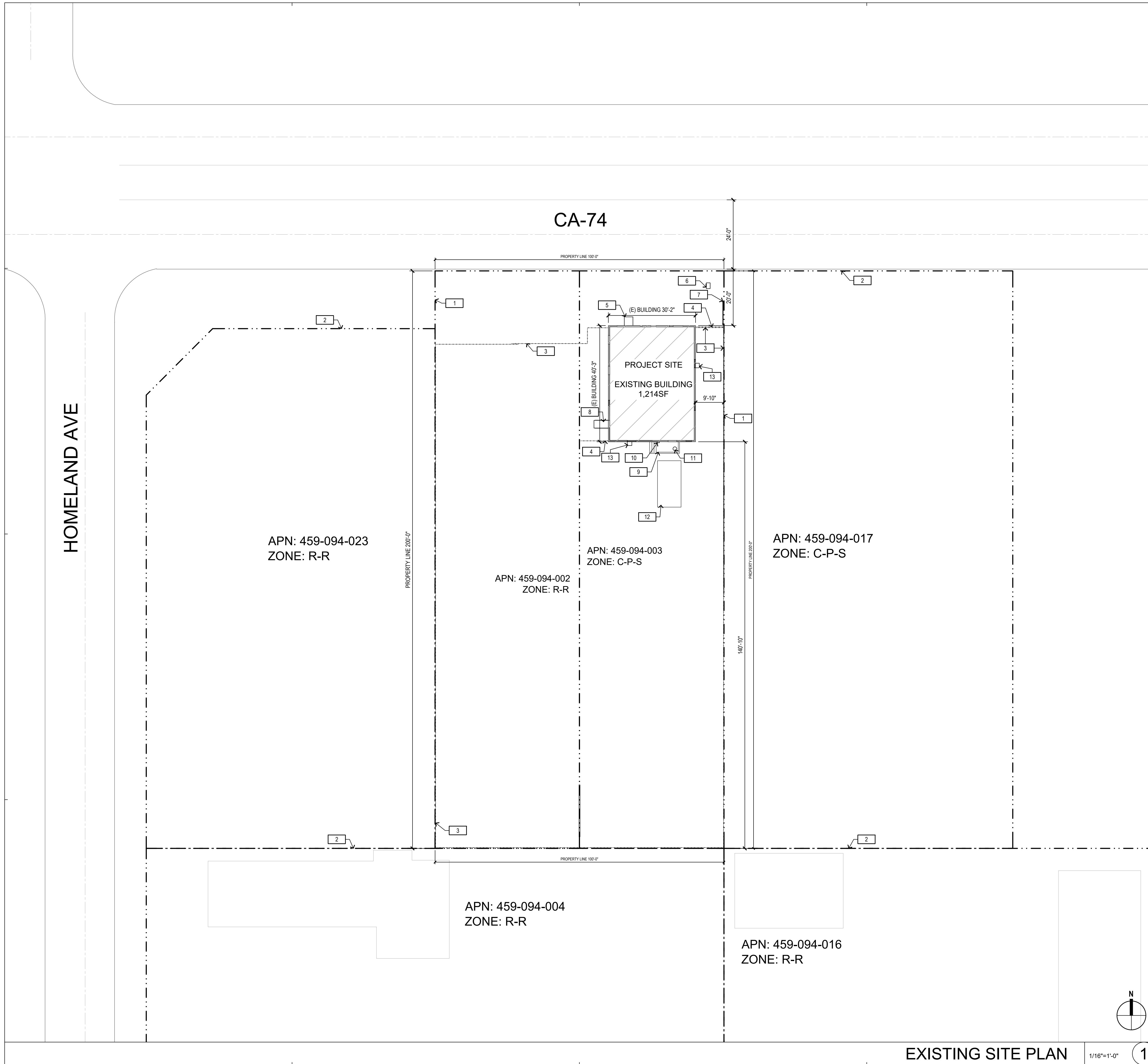
### EXISTING SITE PLAN

CUP NUMBER:  
Plan Check Number:



S H E E T

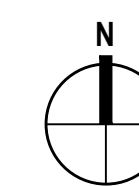
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### EXISTING SITE PLAN

1/16"=1'-0"

1



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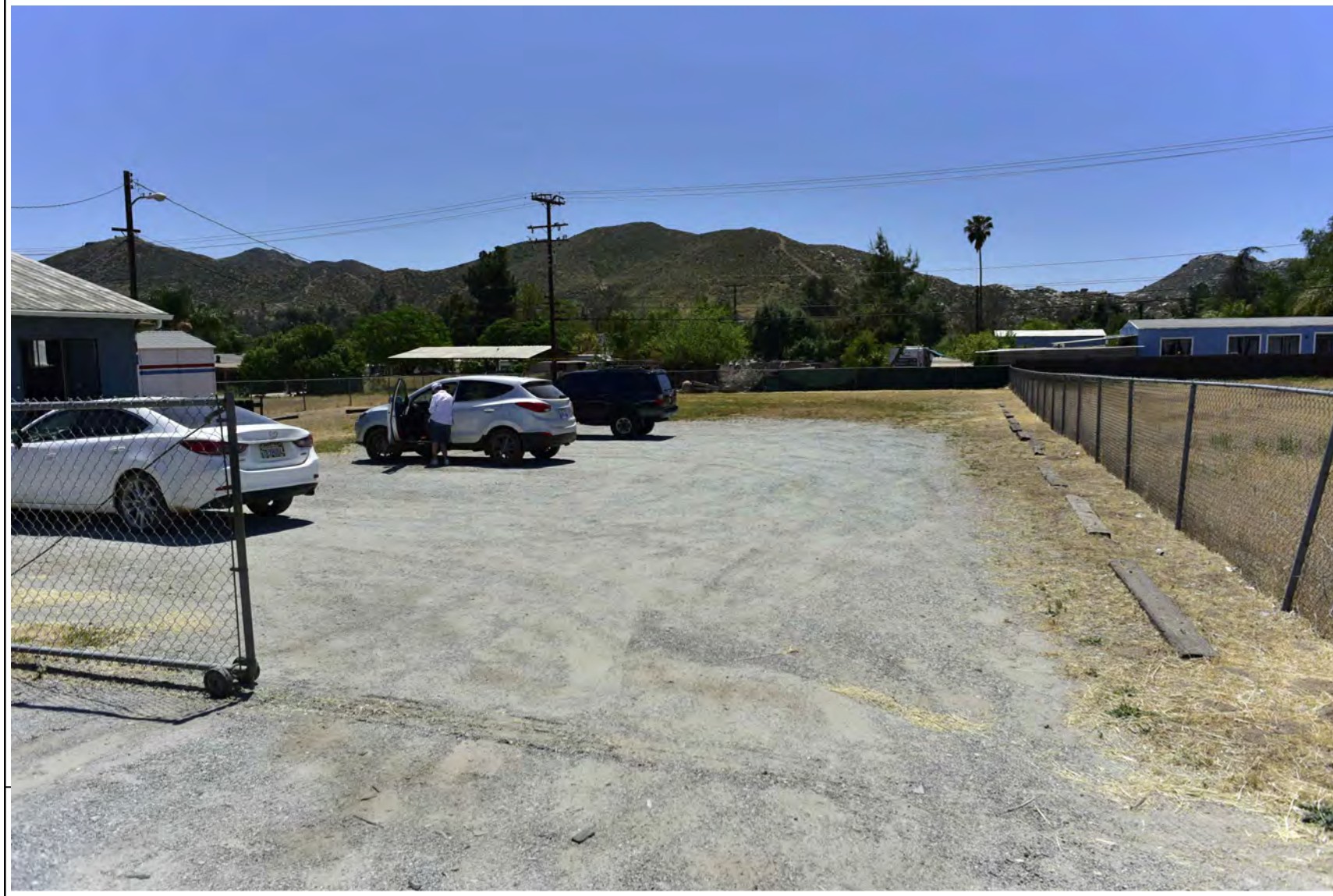


PHOTO 6



PHOTO 3



PHOTO 5



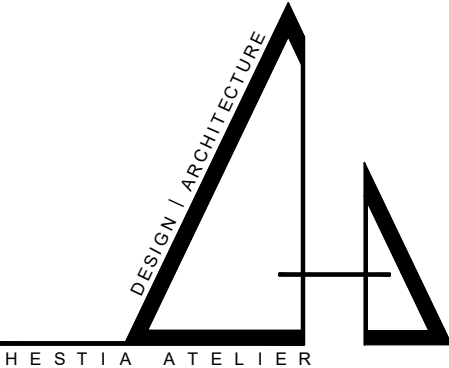
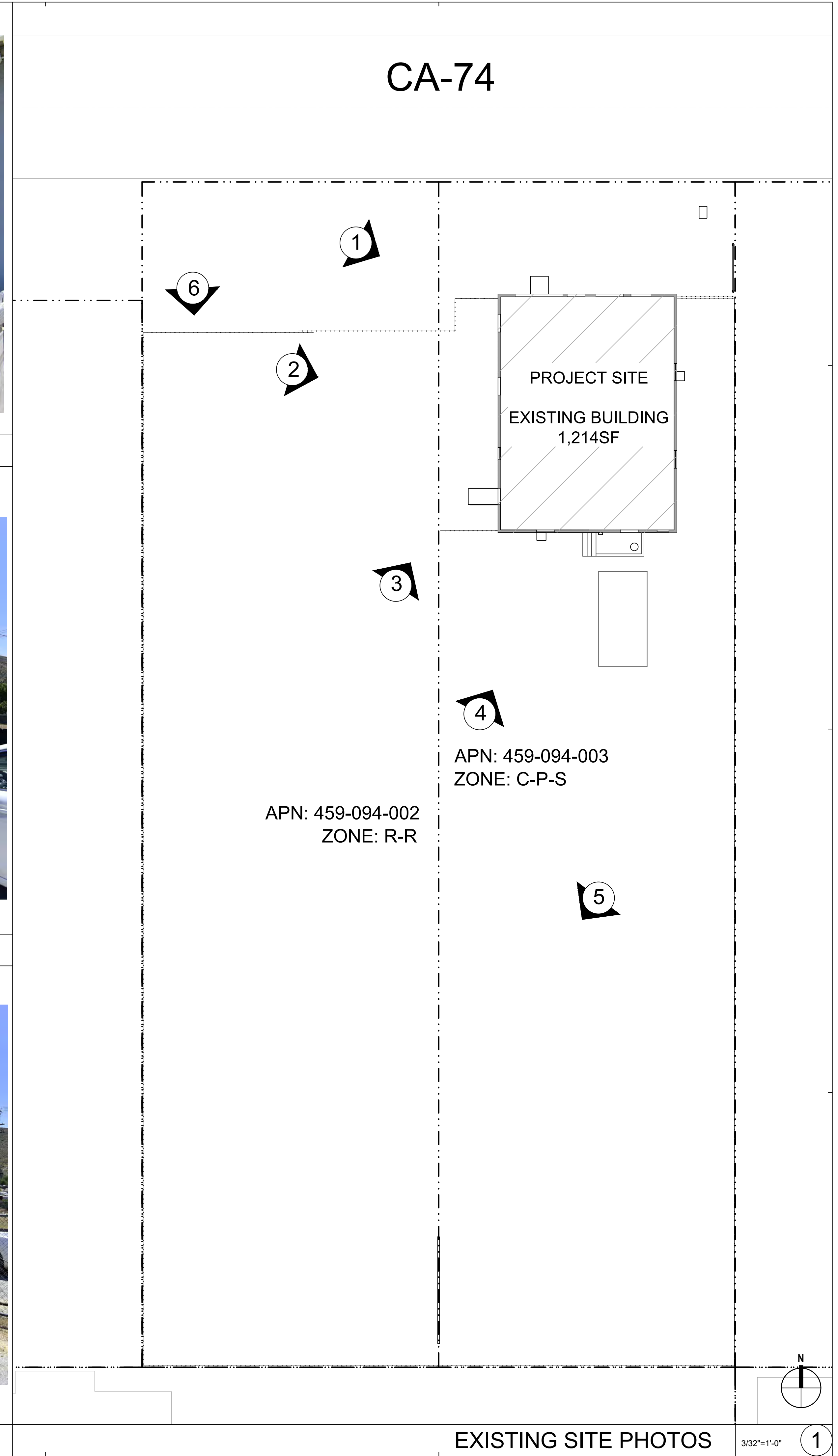
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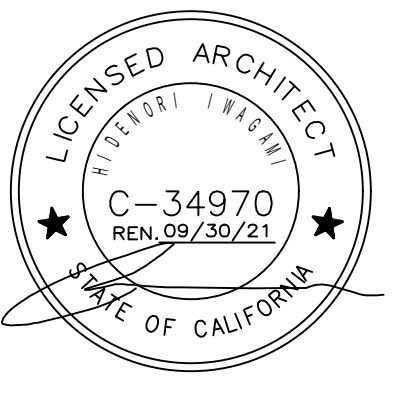
PHOTO 4



PHOTO 1



555 ANTON BLVD. SUITE 150  
COSTA MESA, CA. 92626

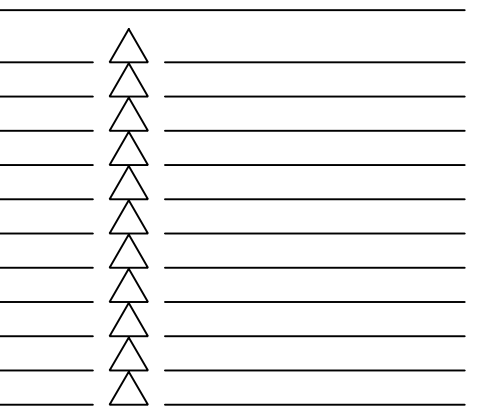


Consultant

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Homeland, CA 92548

**EXISTING SITE PHOTOS**

CUP NUMBER:  
Plan Check Number:



SHEET

**A1.1**

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**KEYNOTES**

- 1 EXISTING PROPERTY LINE
- 2 EXISTING ADJOINING PROPERTY LINE
- 3 EXISTING CHAIN LINK FENCE
- 4 EXISTING CONCRETE PAD
- 5 EXISTING BACKFLOW PREVENTER
- 6 EXISTING SIGNAGE
- 7 EXISTING CONCRETE PAD
- 8 EXISTING ELECTRIC METER
- 9 NEW ASPHALT
- 10 NEW LANDSCAPING
- 11 NEW DRIVE AISLE
- 12 NEW PARKING STALLS
- 13 NEW ACCESSIBLE PARKING
- 14 NEW BIKE RACK
- 15 NEW TRASH ENCLOSURE
- 16 NEW 6 INCH CURB
- 17 NEW ACCESSIBLE WALKWAY
- 18 NEW ACCESSIBLE CURB RAMP



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COSTA MESA, CA. 92626



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Homeland, CA 92548

**PROPOSED SITE PLAN**

CUP NUMBER: \_\_\_\_\_  
Plan Check Number: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

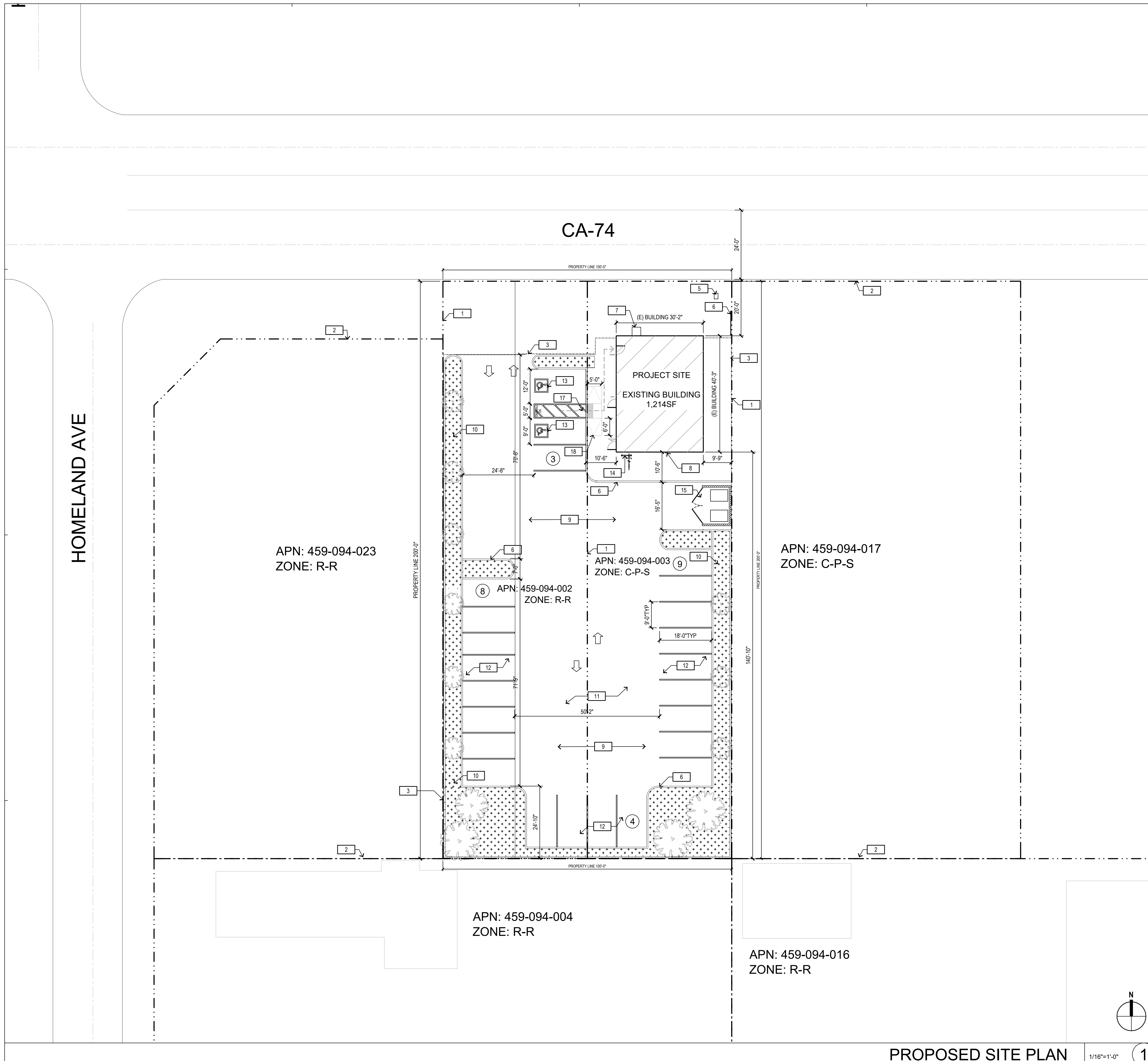
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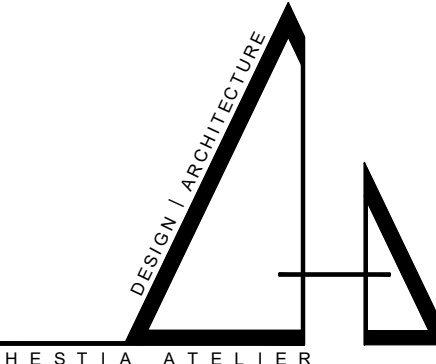
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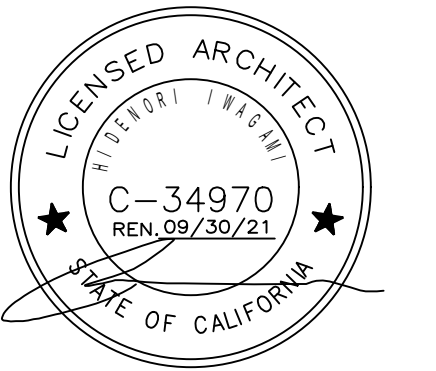
SHEET  
**A1.2**





555 ANTON BLVD. SUITE 150  
COSTA MESA, CA. 92626

Seal



Consultant

31431 CA-74,  
Homeland, CA 92548

PROPOSED FLOOR PLAN

CUP NUMBER:  
Plan Check Number:  
\_\_\_\_\_

SHEET

A2.0

LEGEND

- EXISTING EXTERIOR WALL TO REMAIN
- PROPOSED INFILLED WALL
- PROPOSED INTERIOR NON-BEARING WALL

WALL TYPE SCHEDULE

WALL LEGEND	
W1	EXISTING EXTERIOR WALL TO REMAIN
W2	NEW INTERIOR NON-BEARING STUD WALL

KEYNOTES

- EXISTING EXTERIOR WINDOW TO REMAIN
- PROPOSED NEW DOOR
- CAN-FAN Q MAX 6: 400 CFM MAX SET TO 271 CFM (SPEED 3)
- CAN-FAN Q MAX 6: 400 CFM MAX SET TO 400 CFM (SPEED 1)
- CAN-FAN LITE FILTER MINI 6"X 16" 420 CFM
- OPEN GRILL (TITUS 50F OR EQUAL)

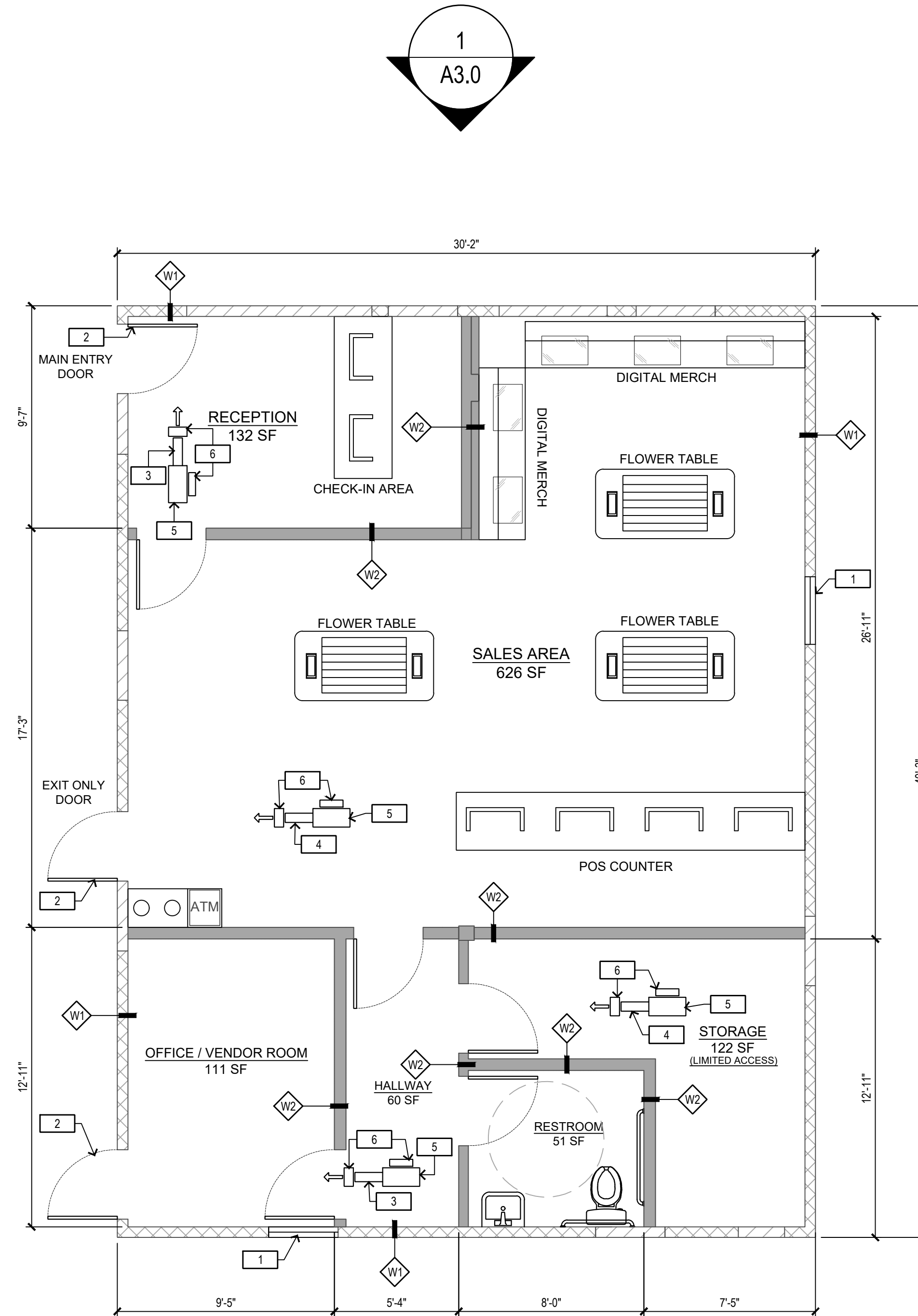
ORDER CONTROL CALCULATOR

Air Changes Customer Sales Floor			
Room Area	542 FT2		
Height	8.4 FT	CFM Proposed	400 CFM
Room Volume	4552.8 FT3	Complete Room Change Over Every:	11.4 Minutes

Air Changes Hallway			
Room Area	76 FT2		
Height	8.3 FT	CFM Proposed	271 CFM
Room Volume	630.8 FT3	Complete Room Change Over Every:	2.3 Minutes

Air Changes Reception			
Room Area	157 FT2		
Height	8.4 FT	CFM Proposed	271 CFM
Room Volume	1318.8 FT3	Complete Room Change Over Every:	4.9 Minutes

Air Changes Storage Floor			
Room Area	124 FT2		
Height	8.3 FT	CFM Proposed	400 CFM
Room Volume	1029.2 FT3	Complete Room Change Over Every:	2.6 Minutes

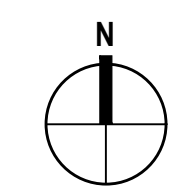


4  
A4.0

1  
A3.0

3  
A4.0

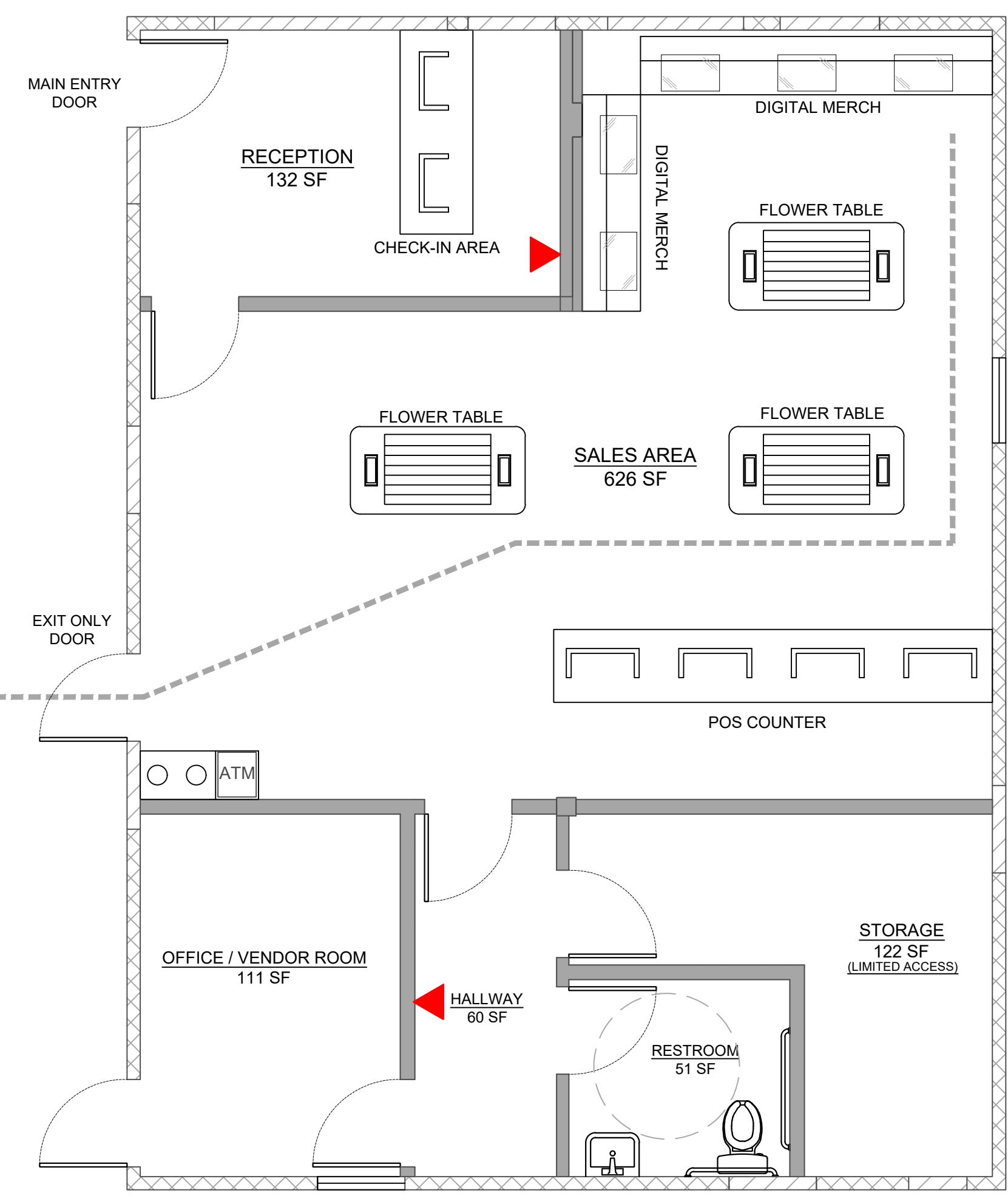
2  
A4.0



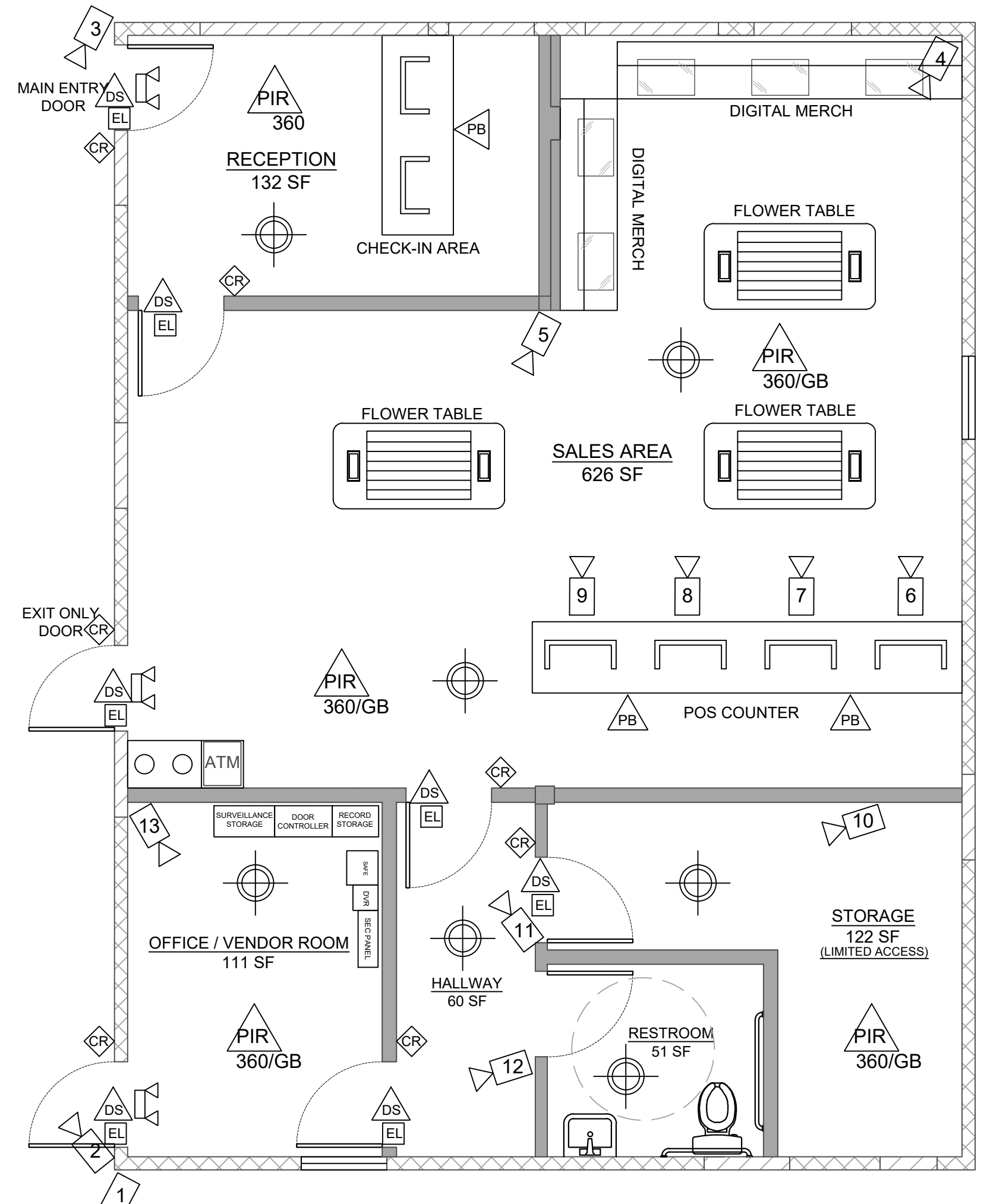
PROPOSED FLOOR PLAN

1/4"=1'-0"

1

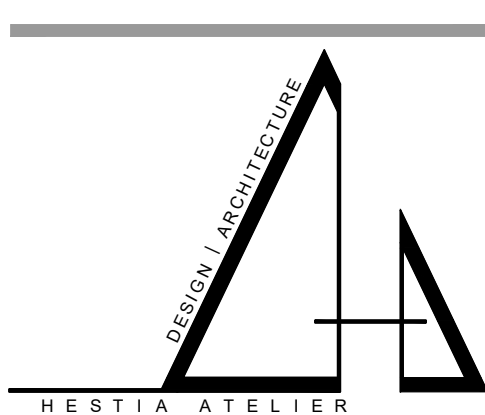


PROPOSED EGRESS PLAN 1/4"=1'-0" 1

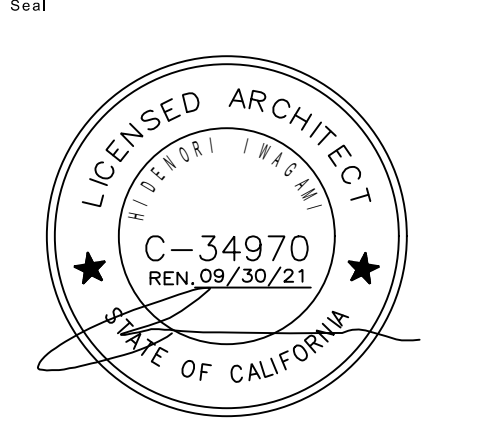


PROPOSED SECURITY PLAN 1/4"=1'-0" 1

- ### LEGEND
- EXISTING EXTERIOR WALL TO REMAIN
  - PROPOSED INFILLED WALL
  - PROPOSED INTERIOR NON-BEARING WALL
  - PATH OF EGRESS
  - SECURITY CAMERA ( 13 TOTAL)
  - CEILING MOUNT PIR MOTION DETECTOR W/ BUILT IN GLASS BREAK DETECTOR
  - CEILING MOUNT PIR MOTION DETECTOR
  - FIRE EXTINGUISHER
  - EMERGENCY LIGHT
  - ILLUMINATED SIGN W/ EMERGENCY LIGHT
  - PROXIMITY CARD READER
  - ELECTRONIC LOCKING DEVICE
  - PANIC/HOLD-UP BUTTON
  - DOOR CONTACT/SENSOR



555 ANTON BLVD. SUITE 150  
COSTA MESA, CA. 92626

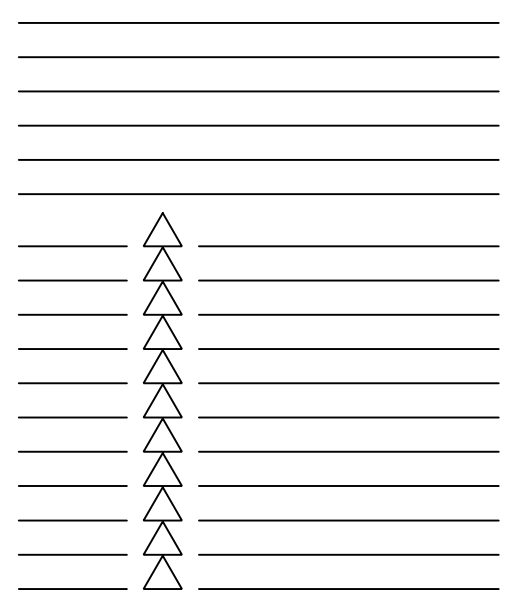


Consultant

31431 CA-74,  
Homeland, CA 92548

PROPOSED SECURITY &  
EGRESS PLAN

CUP NUMBER:  
Plan Check Number:



S H E E T

# A2.1

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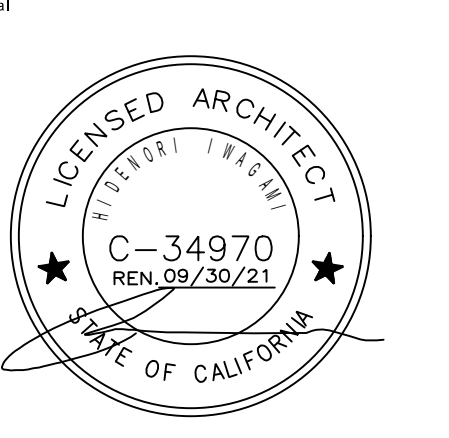


**KEYNOTES**

- 1 EXISTING ROOF TO REMAIN. POWER WASH IS SUGGESTED
- 2 EXISTING EYE TO REMAIN
- 3 EXISTING STONE VENEER TO REMAIN
- 4 EXISTING ELECTRIC METER TO REMAIN
- 5 EXISTING SECURITY LIGHT FIXTURE TO REMAIN
- 6 EXISTING RAIN GUTTER TO REMAIN
- 7 EXISTING ROOF DRAIN TO REMAIN
- 8 EXISTING DOOR TO BE INFILLED AND STUCCO TO MATCH ADJACENT
- 9 EXISTING WINDOW TO BE INFILLED AND STUCCO TO MATCH ADJACENT
- 10 EXISTING WINDOW TO REMAIN
- 11 TO BE INFILL AND STUCCO TO MATCH ADJACENT
- 12 NEW EXTERIOR WALL PAINT COLOR: SHERWIN WILLIAMS THRESHOLD TAUPE
- 13 NEW DOOR TO BE INSTALLED



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COSTA MESA, CA. 92626

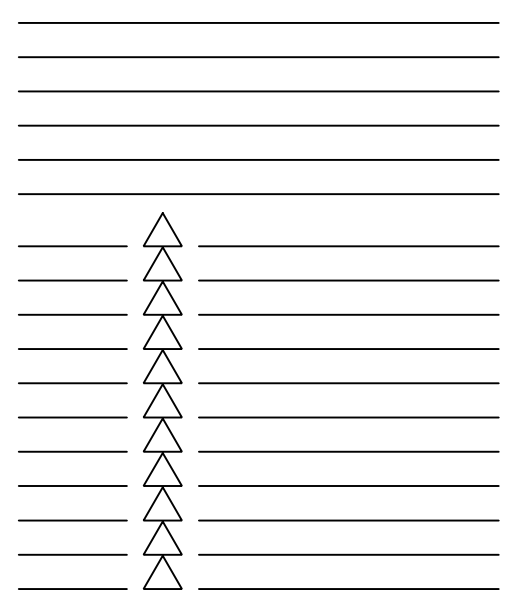


Consultant

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Homeland, CA 92548

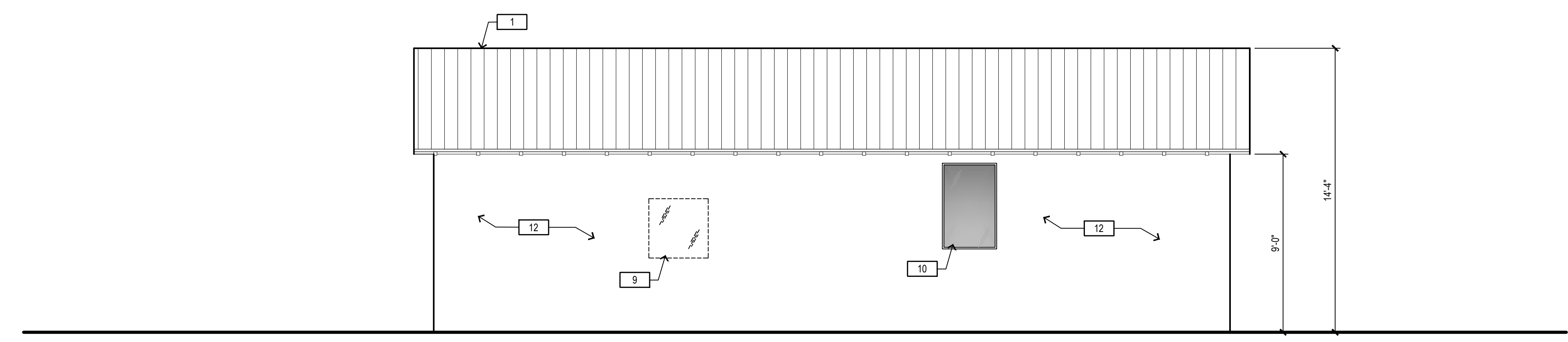
**PROPOSED EXTERIOR  
ELEVATIONS**

CUP NUMBER:  
Plan Check Number:

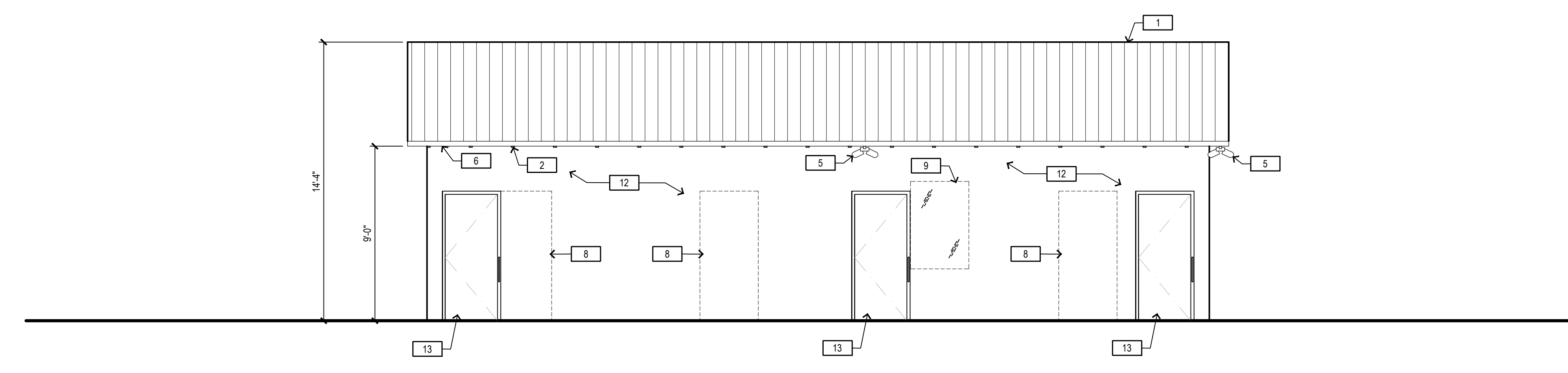


S H E E T

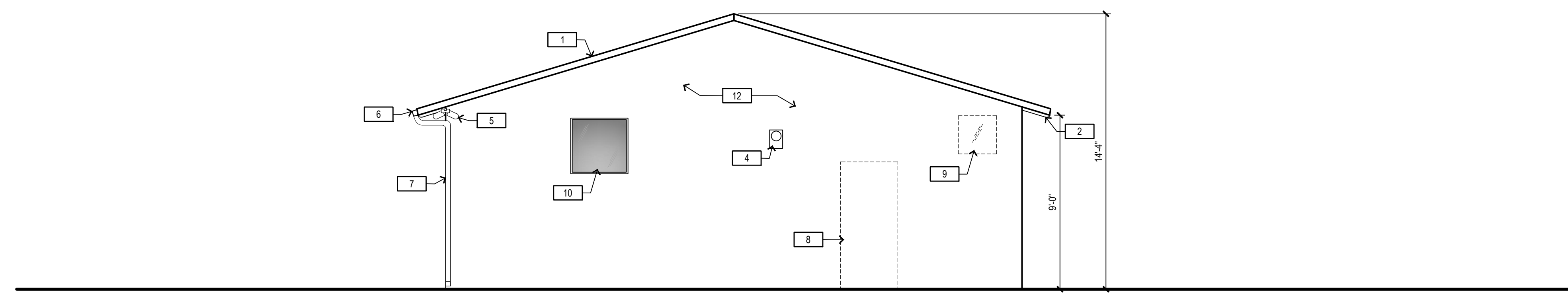
A3.0



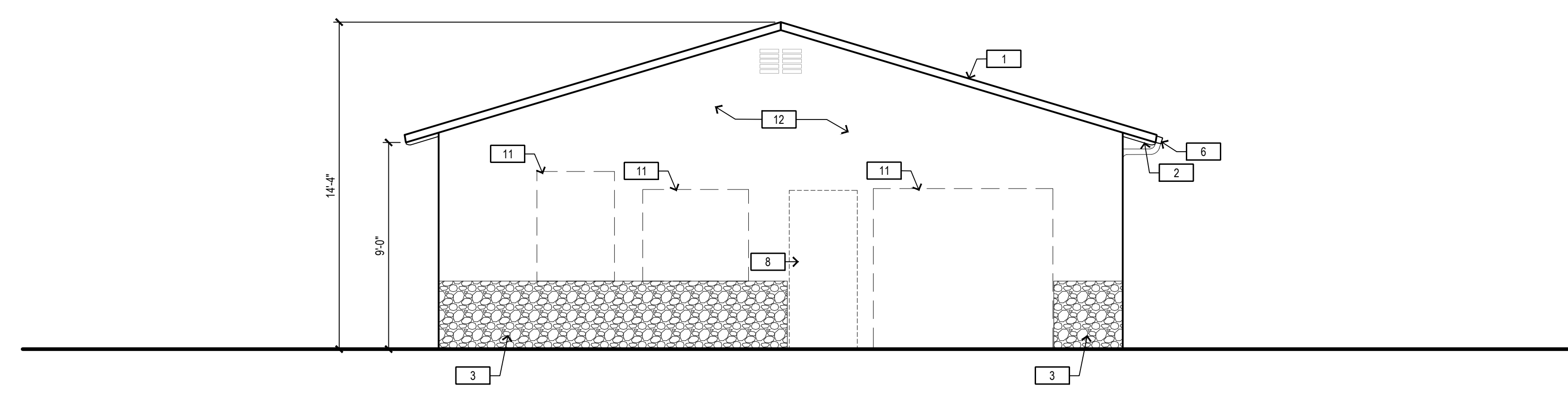
WEST ELEVATION 1/4" = 1'-0" 4



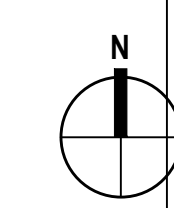
EAST ELEVATION 1/4" = 1'-0" 3



SOUTH ELEVATION 1/4" = 1'-0" 2



NORTH ELEVATION 1/4" = 1'-0" 1



Jul/22/2021 5:00 PM by: Raquel Hernandez  
 saved as: 31431 CA-74 - exterior elevations.dwg  
 drawing file name: 31431 CA-74 - exterior elevations.dwg



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

July 29, 2022

**CHAIR**  
Steve Manos  
Lake Elsinore

**VICE CHAIR**  
Russell Betts  
Desert Hot Springs

**COMMISSIONERS**

Vacant

John Lyon  
Riverside

Steven Stewart  
Palm Springs

Richard Stewart  
Moreno Valley

Michael Geller  
Riverside

**STAFF**

**Director**  
Paul Rull

Simon A. Housman  
Jackie Vega  
Barbara Santos

County Administrative Center  
4080 Lemon St., 14th Floor.  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

Sam Shahrouri, Deputy Director TLMA/Building Official  
County of Riverside Building and Safety Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION**

File No.: ZAP1065TH22  
Related File No.: BRS2201896 (Building Permit)  
APN: 759-200-014

Dear Mr. Shahrouri:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed Riverside County Building and Safety Case No. BRS2201896 (Building Permit), a proposal to construct a 451.5 square foot rooftop solar panel system on a proposed residence located at 86744 Roger Way within the Thermal Motorclub.

The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to 0.2 dwelling units per acre. The proposed rooftop solar panels will not generate any density.

The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is -137.5 feet below mean sea level (MSL). At a distance of 4,832 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding -90 feet below MSL. The site’s elevation is -148.5 feet MSL and the proposed building height (with rooftop solar panels) is 43 feet, resulting in a top point elevation of -105.5 feet AMSL. Therefore, review by the FAA OES was not required.

Based on the Federal Aviation Administration’s Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image (“green” level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image (“yellow” level) and potential for permanent eye damage (“red” level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes 451.5 square feet of solar panels on a proposed residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 180 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower. All times are in standard time.

The analysis concluded that no glare would occur within the 2 mile approach to runway 12-30 and runway 17-35.

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site.

**Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.**

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006, provided that the County of Riverside applies the following recommended conditions:

1. The following uses shall be prohibited:
  - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use or activity which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
2. All solar arrays installed on the project site shall consist of smooth glass with anti-reflective coating, a fixed tilt of 5 degrees and orientation of 135 degrees. Solar panels shall be limited to a total of 451.5 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in tilt or orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require review by the Airport Land Use Commission.
3. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the



airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

4. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



---

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Fullerton Architects, P.C. (applicant/representative)  
JTM Land Co. (property owner)  
Angela Jamison, County Airports Manager  
ALUC Case File

X:\AIRPORT CASE FILES\JCRA\ZAP1065TH22\ZAP1065TH22.LTR.doc

# NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

# NOTICE

**THERE IS AN AIRPORT NEARBY.  
THIS STORM WATER BASIN IS DESIGNED TO HOLD  
STORM WATER FOR ONLY 48 HOURS AND  
NOT TO ATTRACT BIRDS**

**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**

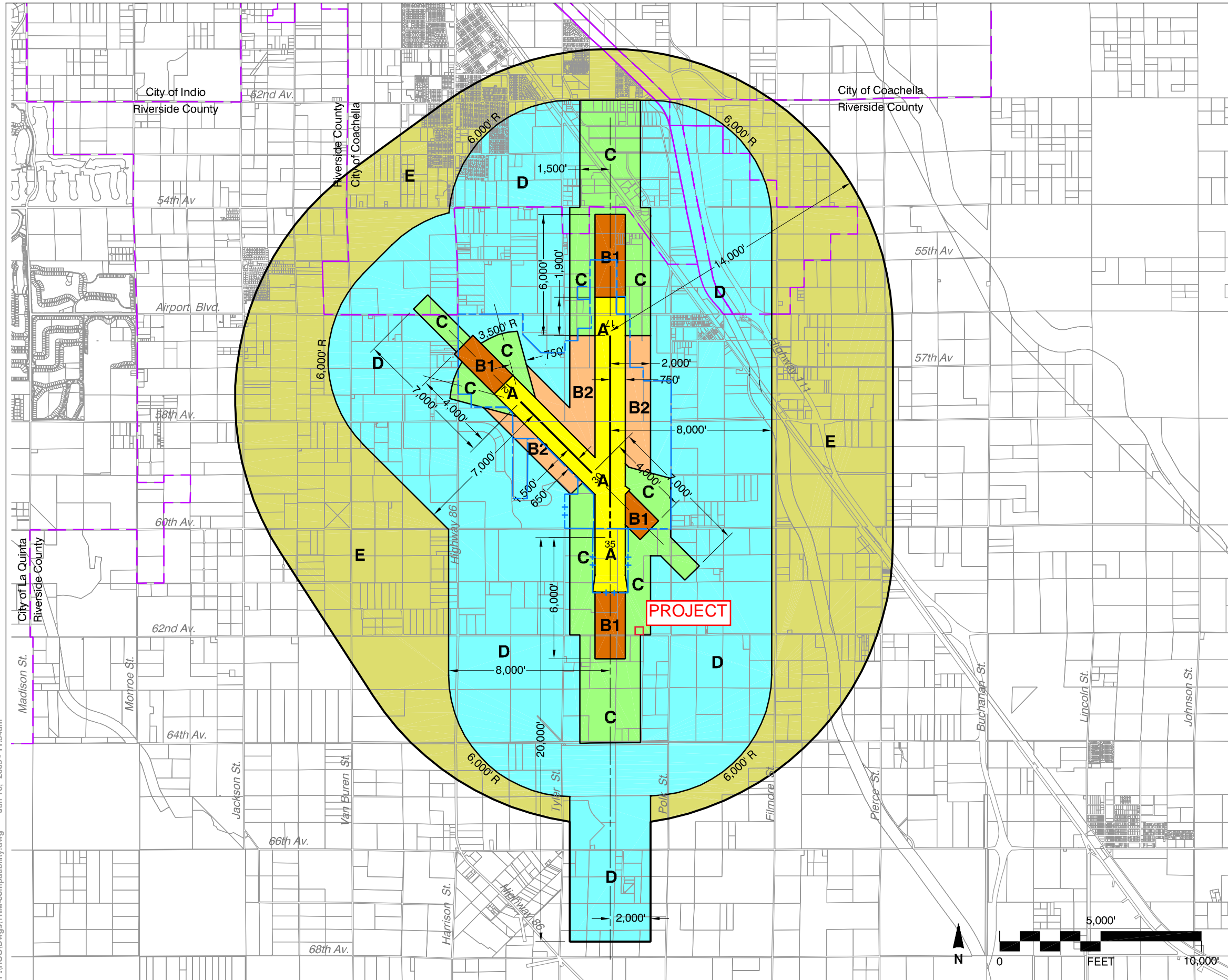


**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_





**Legend**

**Compatibility Zones**

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

**Boundary Lines**

- Airport Property Line - Existing
- Airport Property Line - Planned
- City Limits

**Note**

Except for southern extension, Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map.

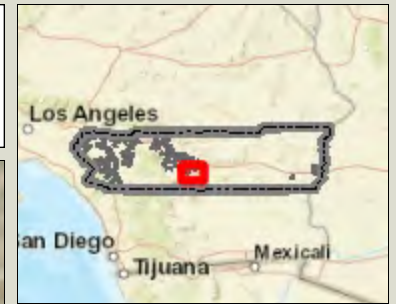
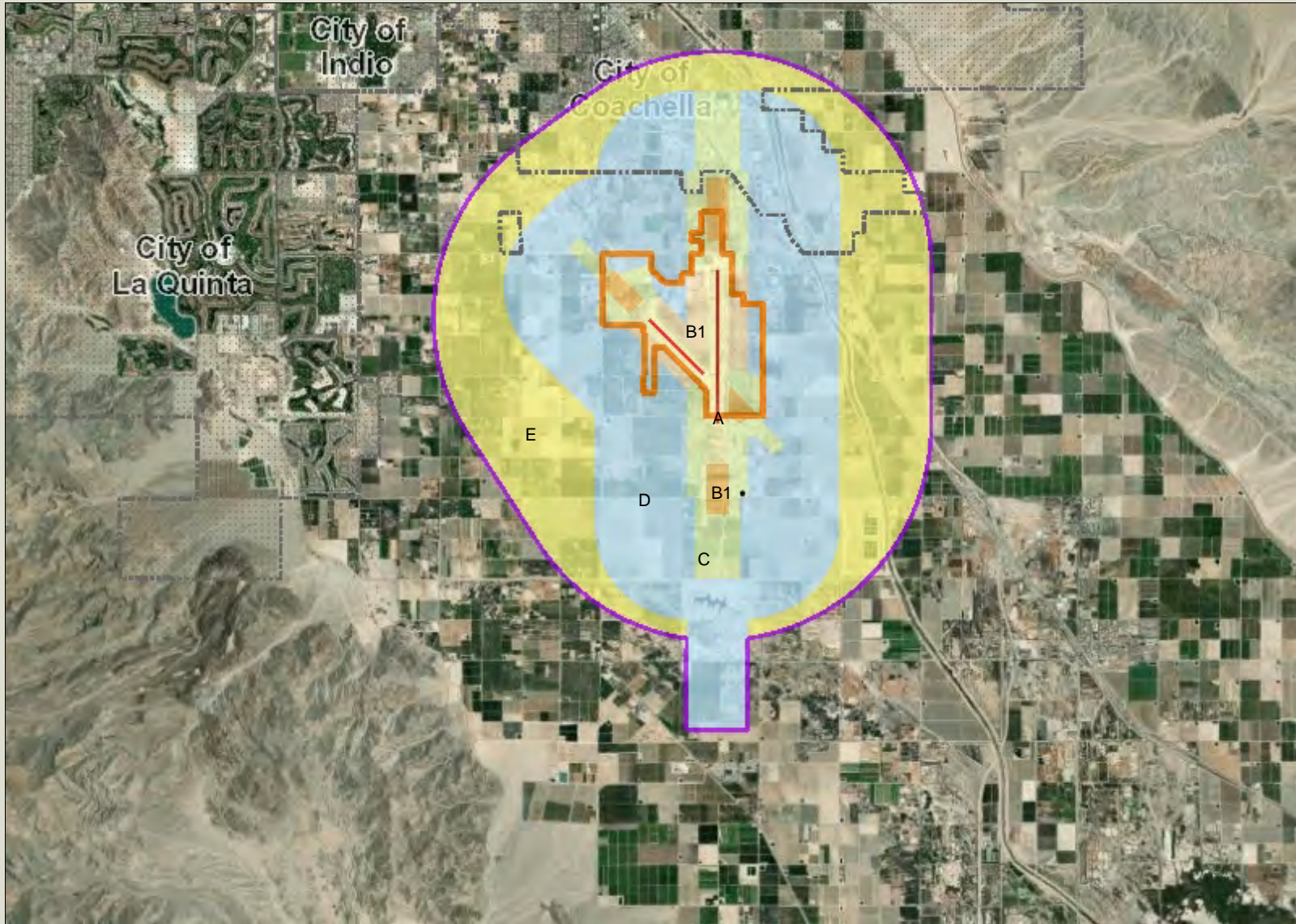
**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**Policy Document**  
*(Adopted June 2005)*

Map JC-1

**Compatibility Map**  
**Jacquellne Cochran Regional Airport**



# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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## Notes

# Map My County Map



## Legend

- Parcel APNs
- Parcels
- Runways
- ▭ Airports
- ▭ Airport Influence Areas
- Airport Compatibility Zones
- ▨ OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3

## Notes

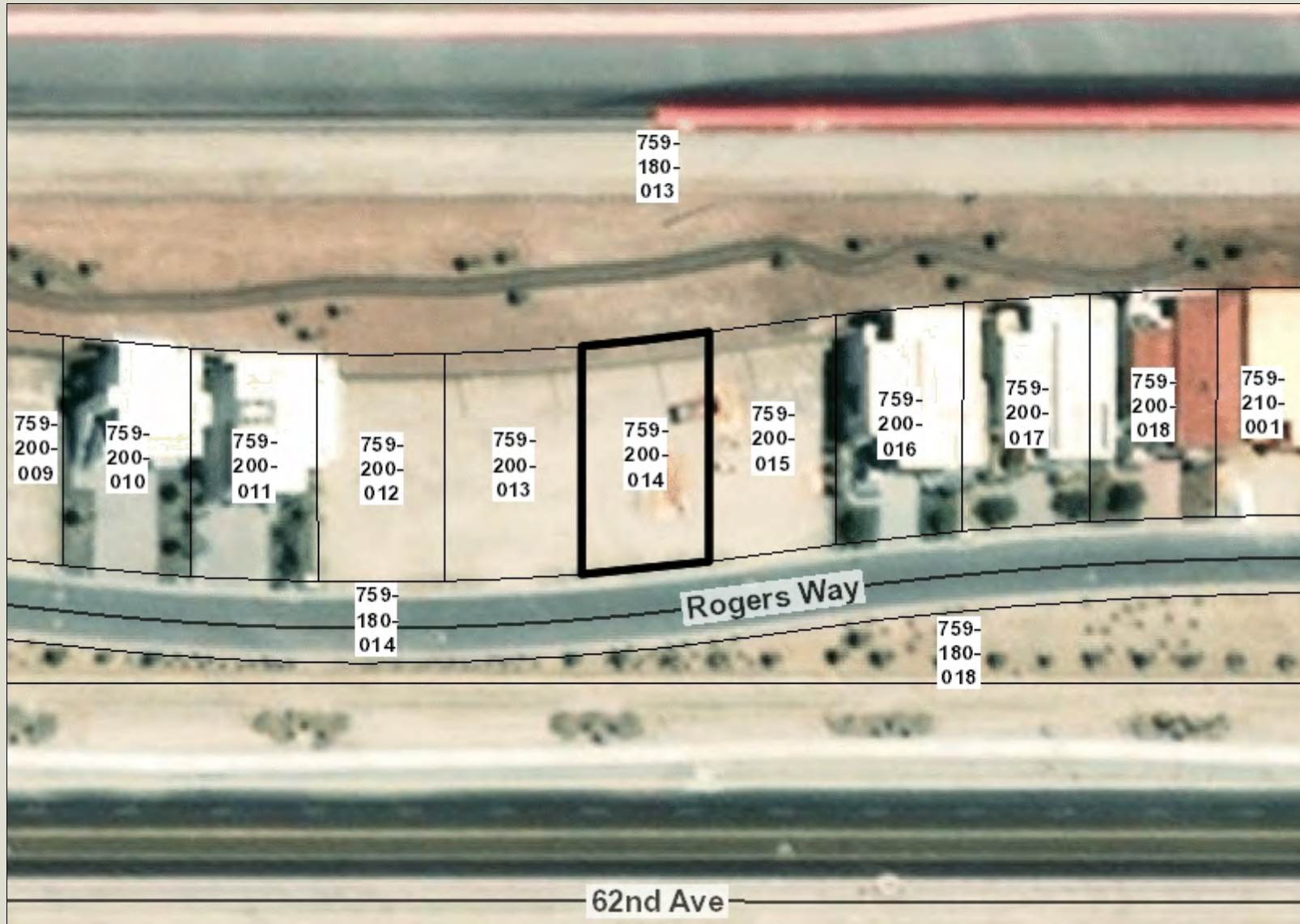


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# Map My County Map



## Legend

- Parcel APNs
- Parcels
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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## Notes



# Map My County Map



## Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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## Notes



# Map My County Map



## Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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## Notes



# Map My County Map



## Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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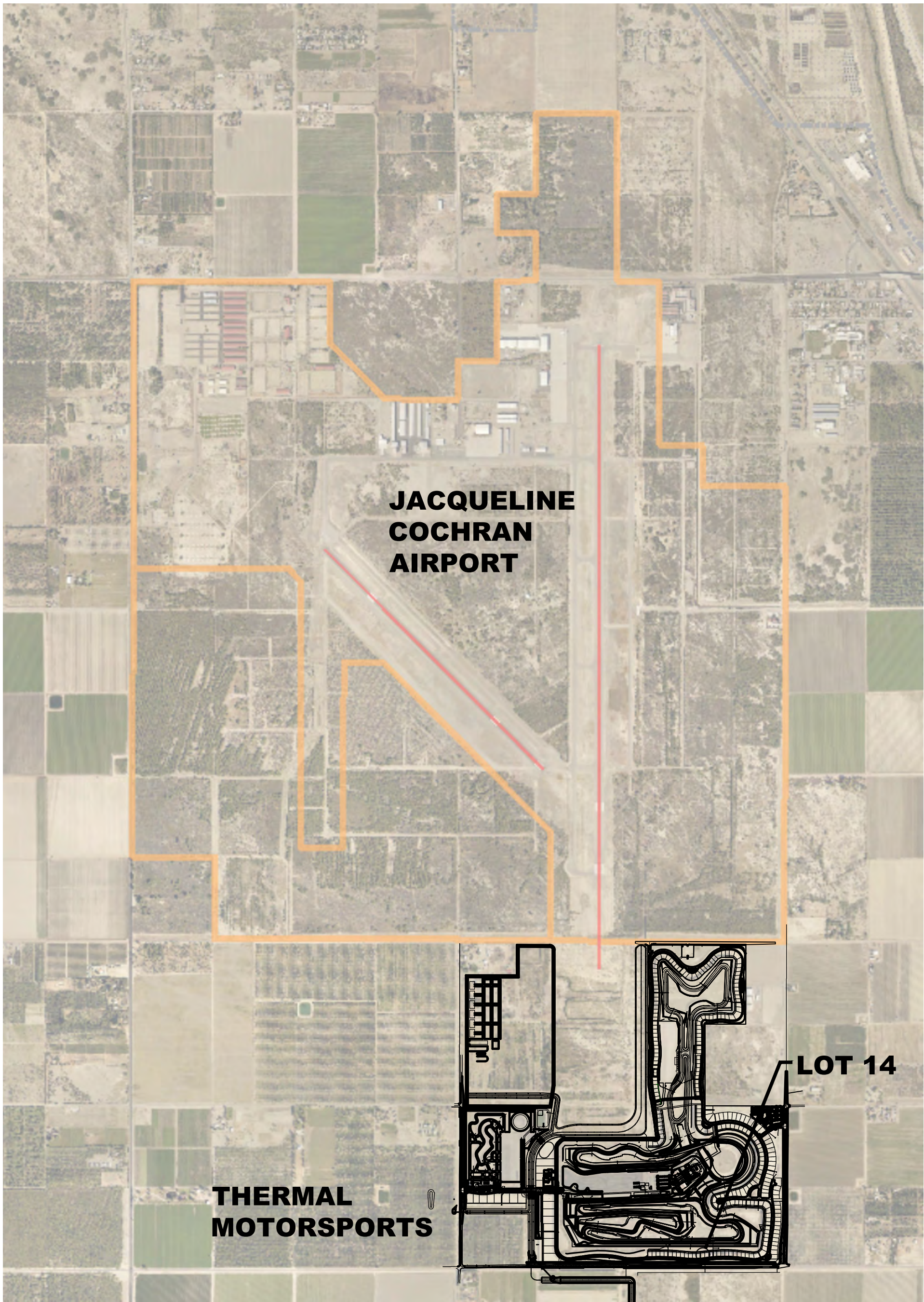
## Notes

0 762 1,524 Feet

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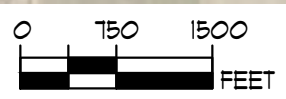




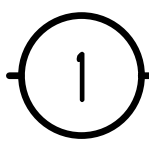
**JACQUELINE  
COCHRAN  
AIRPORT**

**THERMAL  
MOTORSPORTS**

**LOT 14**



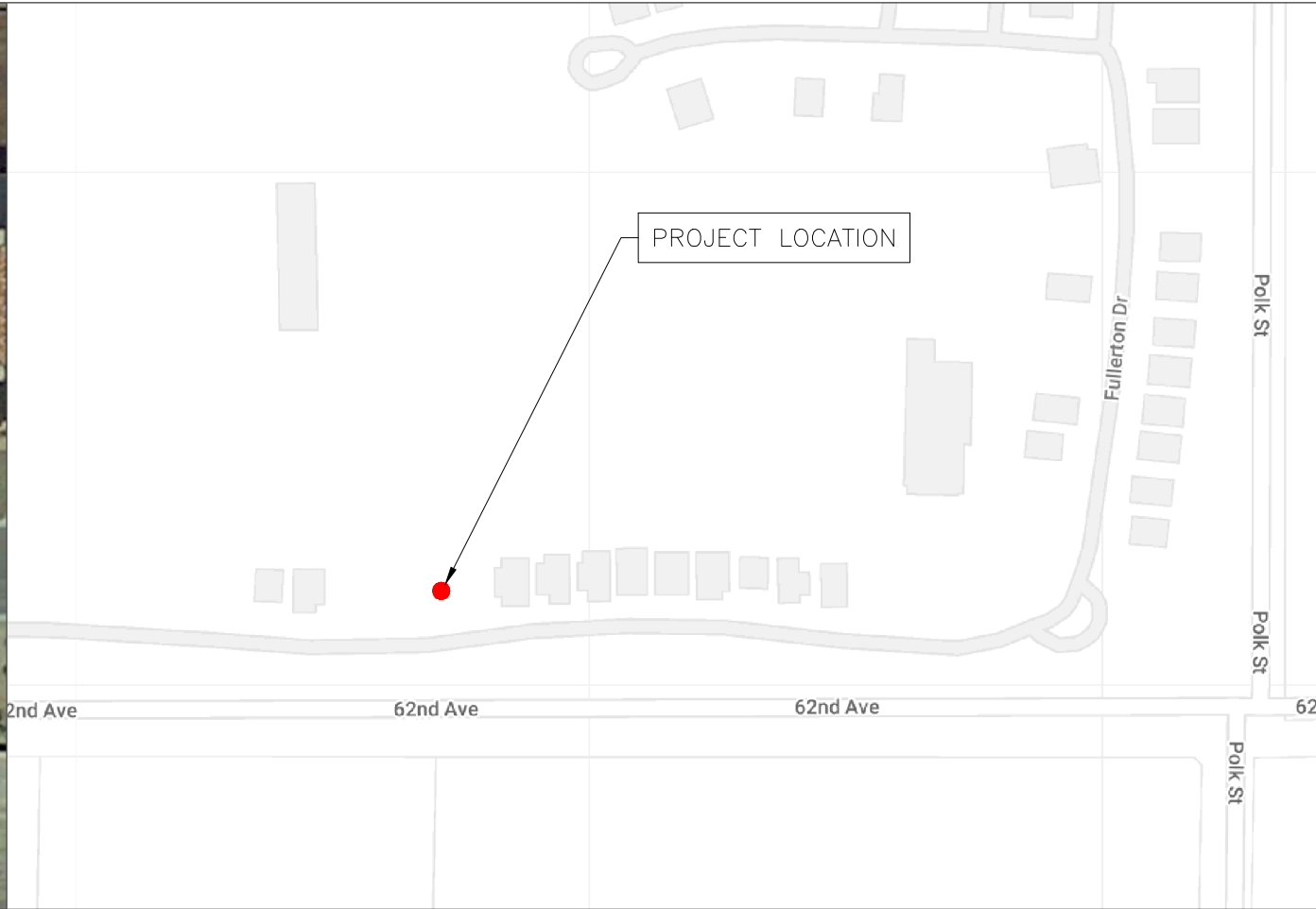
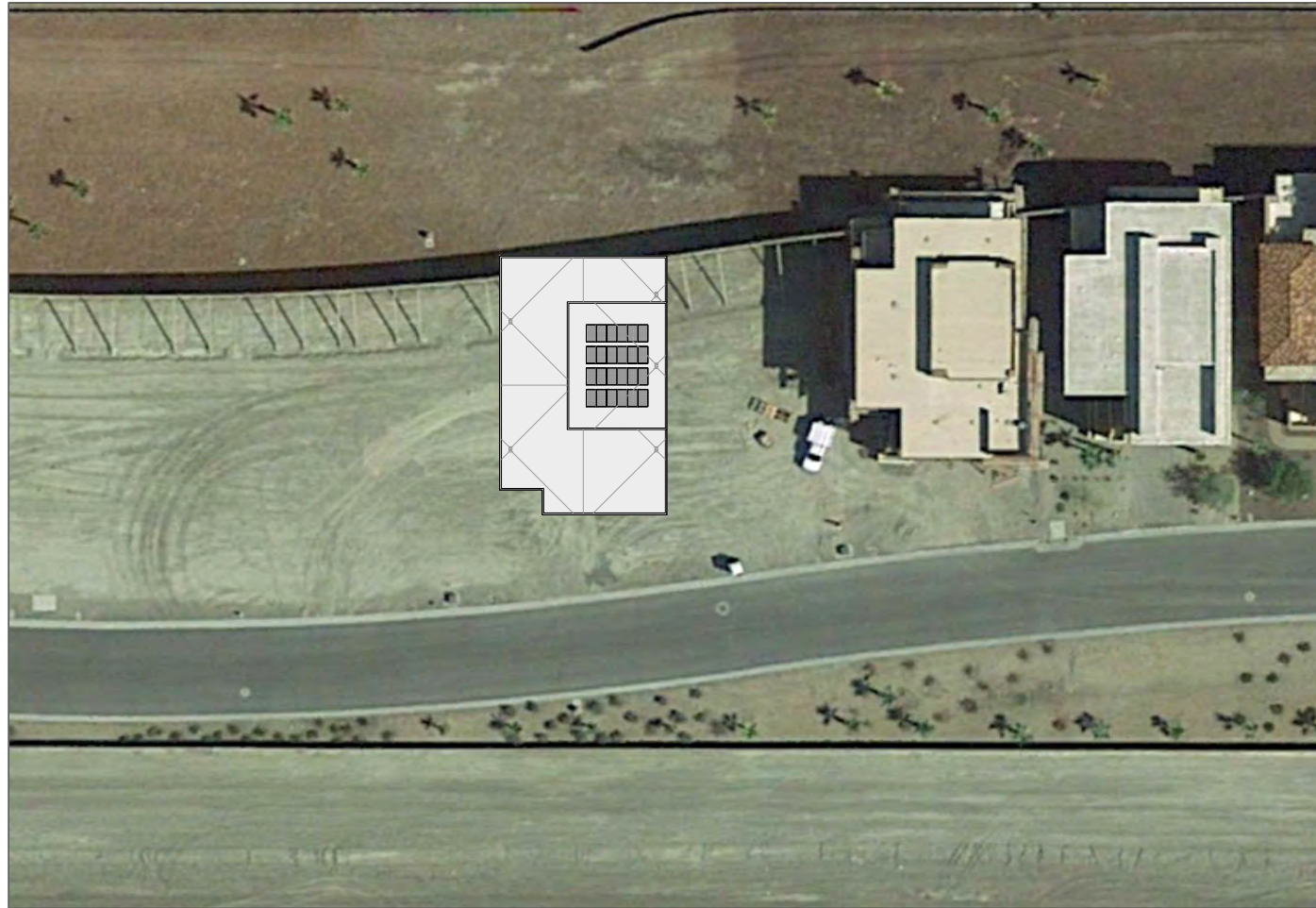
PLAN NORTH



**SITE PLAN**

SCALE: 1" = 1,500'





Revisions:	Date:
Rev A	6/07/22

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GENERAL NOTES:

1. ALL ELECTRICAL WORK TO BE INSTALLED BY A QUALIFIED LICENSED ELECTRICIAN AND APPRENTICES WORKING UNDER THE DIRECT SUPERVISION OF A LICENSED ELECTRICIAN.
2. ALL SOLAR MODULES SHALL BE UL LISTED 1703 AND CEC APPROVED. ALL INVERTERS SHALL BE UL LISTED 1741SA CERTIFIED AND CEC APPROVED. ALL ELECTRICAL COMPONENTS AND MATERIALS SHALL BE LISTED AND APPROVED FOR IT'S PURPOSE AND INSTALLED IN A WORKMAN LIKE MANNER. ALL OUTDOOR EQUIPMENT SHALL MEET APPROPRIATE NEMA STANDARDS.
3. THIS SYSTEM IS INTENDED TO BE OPERATED IN PARALLEL WITH THE UTILITY SERVICE PROVIDER. ANTI-ISLANDING PROTECTION IS A REQUIREMENT OF UL1741 AND IS INTENDED TO PREVENT THE OPERATION OF THE PHOTOVOLTAIC SYSTEM WHEN THE UTILITY GRID IS NOT IN OPERATION.
4. PERMISSION TO OPERATE THE SYSTEM IS NOT AUTHORIZED UNTIL FINAL INSPECTIONS AND APPROVALS BY THE LOCAL AUTHORITY HAVING JURISDICTION AND THE LOCAL UTILITY SERVICE PROVIDER.
5. THE METHOD OF MOUNTING SHALL BE DONE IN ACCORDANCE WITH THE RACKING MANUFACTURER TO MEET DEAD LOAD, WIND LOAD, AND SEISMIC REQUIREMENTS. PHOTOVOLTAIC MODULES WILL BE SECURED AND MOUNTED ON THE ROOF AS SPECIFIED ON THE STRUCTURAL SHEETS. EXISTING ROOF EQUIPMENT WILL NOT BE EFFECTED BY THE PHOTOVOLTAIC SYSTEM OR INSTALLATION.
6. ALL FASTENERS SHALL BE CORROSION RESISTANT APPROPRIATE FOR THE SITE CONDITIONS.
7. ALL ROOFING REPAIRS MUST MAINTAIN EXISTING CLASS AND TYPE OF ROOF AND ALL WORK SHALL BE IN ACCORDANCE WITH THE ROOFING MANUFACTURERS INSTALLATION REQUIREMENTS.
8. TO BE INSTALLED IN SUCH A MANNER THAT IS DISCREET AND DOES NOT DETRACT FROM THE HOMES ARCHITECTURE

DESCRIPTION OF WORK:

ROOF MOUNTED PHOTOVOLTAIC (SOLAR ELECTRIC) INSTALLATION TILT MOUNTED @ 5° FACING AN AZIMUTH OF 180° CONSISTING OF (24) PANASONIC EVPV380 380-WATT MODULES (9.12kWkw).

RACK MOUNTING SYSTEM IS UNIRAC SOLARMOUNT ALUMINUM SUPPORT RAILS AND FAST JACK SOLAR STANCHIONS.

INSTALLATION SHALL COMPLY WITH THE FOLLOWING CODES:

CEC 2019 - ARTICLE 690, 705,706 AND OTHERS NEC 2020 705.13  
CPC 2019  
CBC 2019  
CMC 2019  
CFC 2019

DRAWING SHEETS:

COVER SHEET	PV-0.0
SITE PLAN	PV-1.0
ROOF PLAN	PV-2.0
SINGLE LINE DIAGRAM	PV-3.0
MOUNTING DETAIL	PV-4.0
WARNING LABELING	PV-5.0

SPECIFICATION SHEETS:

EVPV380 MODULE  
SE10000H-US INVERTER  
UNIRAC CERTIFICATION

**INTEGRATOR:**

**Thermal Lot 14  
COVER SHEET**

86744 Rogers Way  
Thermal, CA 92274

Title:

Drawn by: **MJR**

Checked by: **BD**

Date: **6/07/22**

Scale: **NTS**

Job Number: **22086**

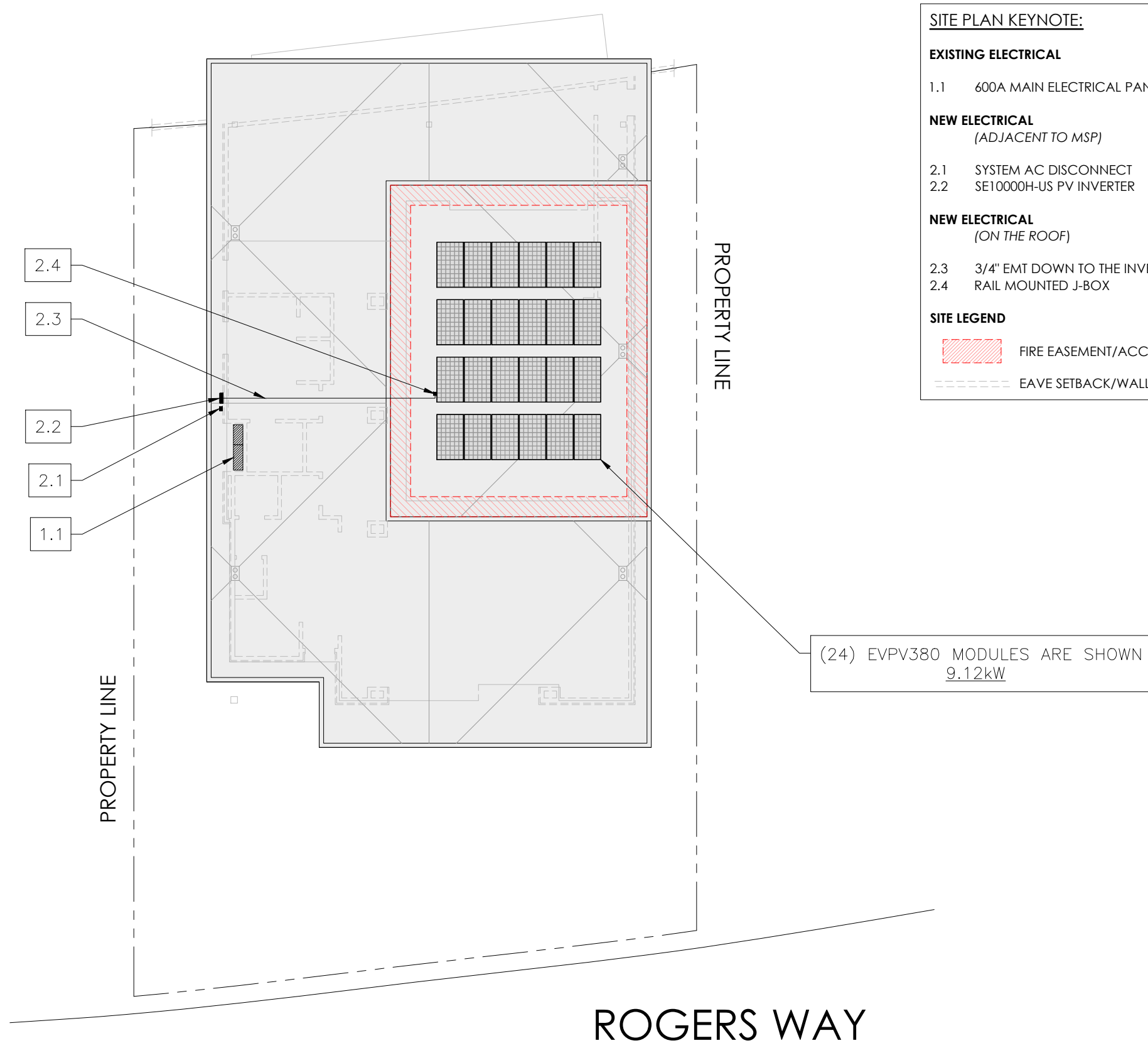
Sheet Number:

**PV-0.0**

Sheet



# RACE TRACK



**SITE PLAN KEYNOTE:**

**EXISTING ELECTRICAL**

1.1 600A MAIN ELECTRICAL PANEL

**NEW ELECTRICAL (ADJACENT TO MSP)**

2.1 SYSTEM AC DISCONNECT  
2.2 SE10000H-US PV INVERTER

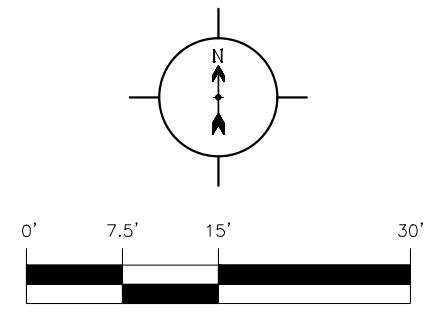
**NEW ELECTRICAL (ON THE ROOF)**

2.3 3/4" EMT DOWN TO THE INVERTER  
2.4 RAIL MOUNTED J-BOX

**SITE LEGEND**

FIRE EASEMENT/ACCESS  
 EAVE SETBACK/WALL

(24) EVPV380 MODULES ARE SHOWN  
9.12kW



Revisions:	Date:
Rev A	6/07/22

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www.HotPurpleEnergy.com

**INTEGRATOR:**

Hot Purple Energy

Title:  
**Thermal Lot 14  
SITE PLAN**  
86744 Rogers Way  
Thermal, CA 92274

Drawn by: **MJR**  
Checked by: **BD**  
Date: **6/07/22**  
Scale: **1" = 15'**  
Job Number: **22086**  
Sheet Number:

## PV-1.0

Revisions:	Date:
Rev A	6/07/22

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www.HotPurpleEnergy.com



Title:  
**Thermal Lot 14  
ROOF PLAN**  
86744 Rogers Way  
Thermal, CA 92274

Drawn by: **MJR**  
Checked by: **BD**  
Date: **6/07/22**  
Scale: **1" = 5'**  
Job Number: **22086**  
Sheet Number:

**PV-2.0**  
Sheet

**MOUNT PLAN KEYNOTE:**

**RACK MOUNT COMPONENTS**

1.1 UNIRAC ALUMINUM SUPPORT RAIL  
1.2 FAST JACK SOLAR STANCHIONS

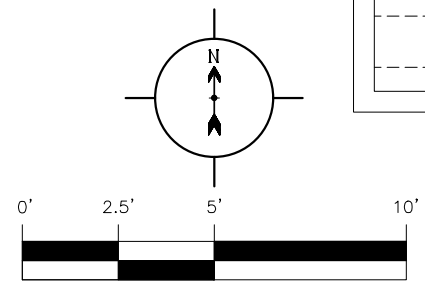
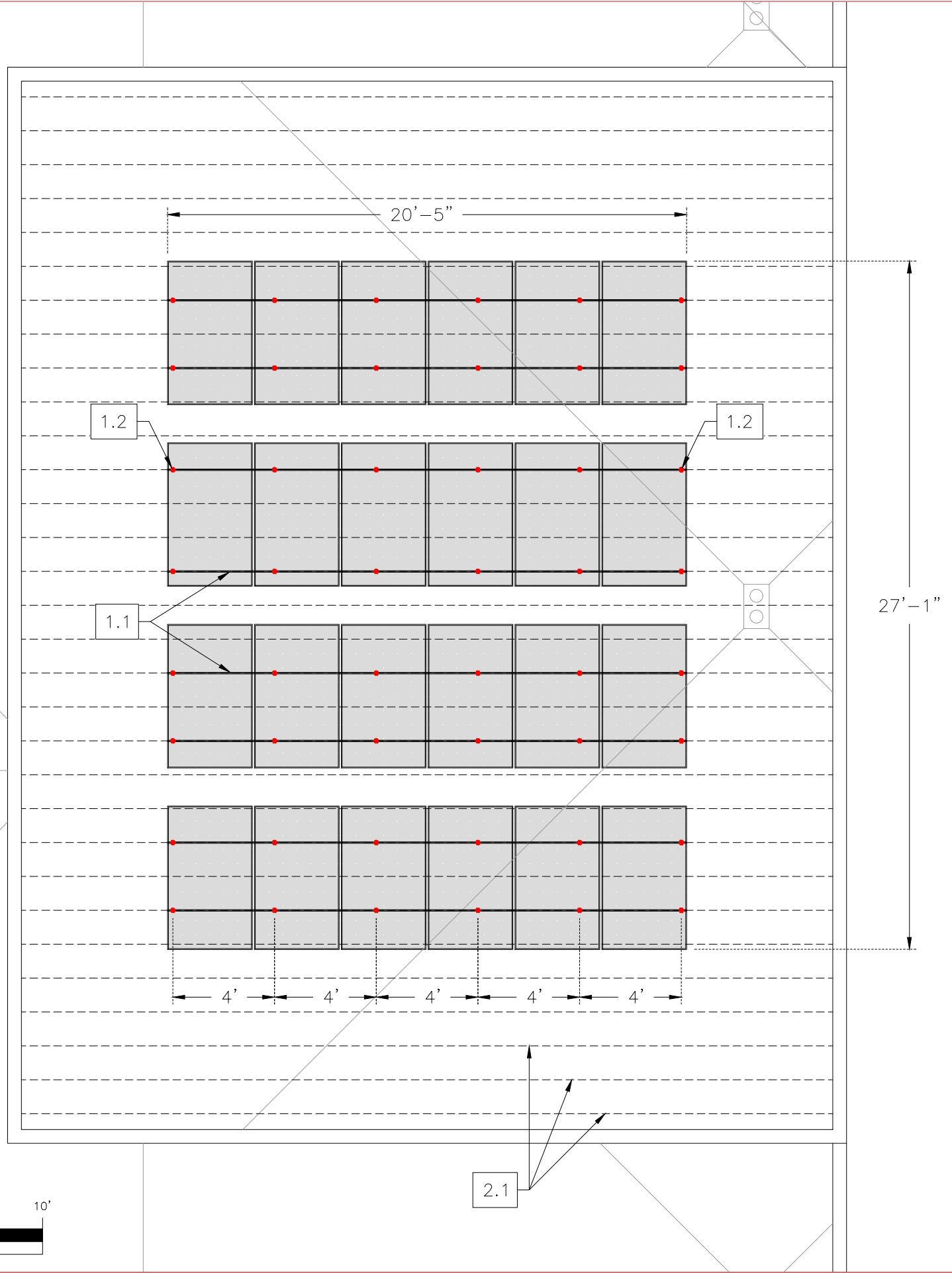
**STRUCTURAL**

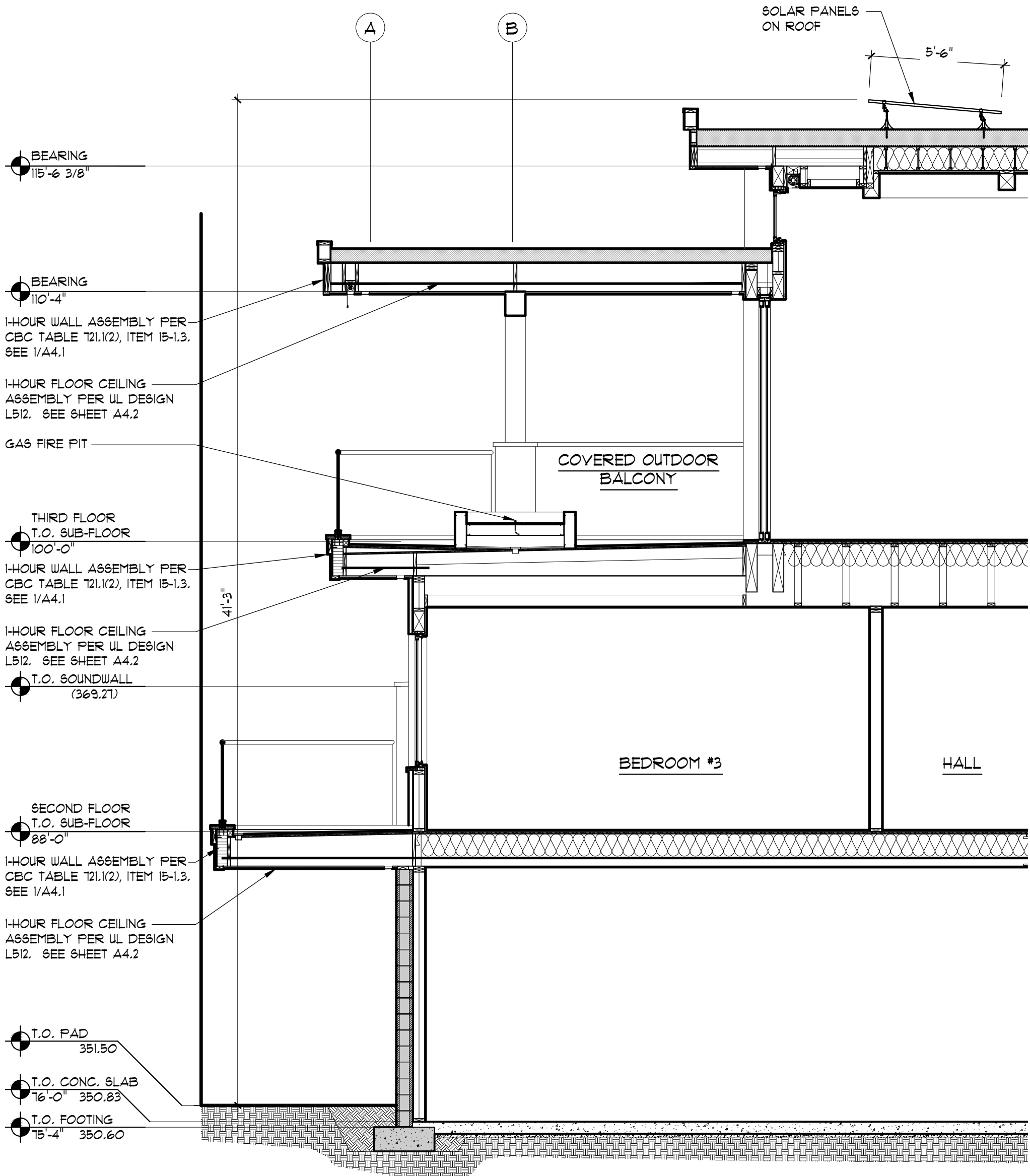
2.1 ROOF SUPPORTS 2x10 ENGINEERED TRUSS/JOIST (16" O.C.)

1. VERIFY RAFTER SPACING IN THE FIELD BEFORE ATTACHING MOUNTS ROOF.
2. ENSURE THAT MOUNTING LAGS PENETRATE CENTER OF RAFTERS AND MAKE STRUCTURAL CONNECTION TO THE RAFTERS.
3. STRUCTURAL CONNECTION TO ENGINEERED TRUSS SHALL BE MADE BY 3-1/2" X 5/16" STAINLESS STEEL LAG SCREWS 3" MIN. EMBEDMENT.
4. ALL MOUNTS SHALL BE 20" FROM ALL VALLEYS.
5. PHOTOVOLTAIC MODULES SHALL HAVE 2.0 MOUNTS (LAG SCREWS) PER PANEL.
6. (E) ROOF STRUCTURE IS FLAT 2X10 ENGINEERED TRUSS/JOIST 16" O.C TYP.
7. (E) ROOFING MATERIAL IS 1 LAYER OF TPO OVER 1 LAYER OF 30LB. FELT PAPER AND 1/2" OSB PLYWOOD DECKING.
8. MODULE DIMENSIONS 67.7" x 40.0

48" SPACING BETWEEN MOUNTS IS TYPICAL - MAX SPAN 6'

Analysis of dead load weight added to roof by installation of solar array	
Array #1	Parasonic EV/PV370
No. of solar modules	43.00 pounds
Total weight of modules	24
Weight of each Solar Rack set	1,032 pounds
No. of rack sets	10 pounds
Total weight of rack sets	24.0
Total weight of solar array	230 pounds
Height of each module	1,262 pounds
Width of each module	2.0 mounts per module
Area of one module	5.05 feet
Area of entire solar array	3.33 feet
Weight of solar array per unit area of roof	18.8 square feet
No. of stanchions connected to roof/joist rafters	451.5 square feet
Weight loading per stanchion	2.8 pounds/square foot
	43
	26.3 pounds/connection





**1 PARTIAL BUILDING SECTION**

SCALE: 1/4" = 1'-0"



# FORGESOLAR GLARE ANALYSIS

Project: **Riverside Co Residential**

16 rooftop PV arrays near KTRM airport, Thermal CA

Site configuration: **16 homes - incl proposed tower**

Created 23 Sep, 2021

Updated 08 Jun, 2022

Time-step 1 minute

Timezone offset UTC-8

Site ID 59077.8001

DNI peaks at 1,000.0 W/m<sup>2</sup>

Ocular transmission coefficient 0.5

Pupil diameter 0.002 m

Eye focal length 0.017 m

Sun subtended angle 9.3 mrad

Methodology V1



## Glare Policy Adherence

The following table estimates the policy adherence of this glare analysis according to the **2021** U.S. Federal Aviation Administration Policy:

### Review of Solar Energy System Projects on Federally-Obligated Airports

This policy may require the following criteria be met for solar energy systems on airport property:

- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics, including 1-minute time step.

ForgeSolar is not affiliated with the U.S. FAA and does not represent or speak officially for the U.S. FAA. ForgeSolar cannot approve or deny projects - results are informational only. Contact the relevant airport and FAA district office for information on policy and requirements.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

The referenced policy can be read at <https://www.federalregister.gov/d/2021-09862>

# Component Data

This report includes results for PV arrays and Observation Point ("OP") receptors marked as ATCTs. Components that are not pertinent to the policy, such as routes, flight paths, and vertical surfaces, are excluded.

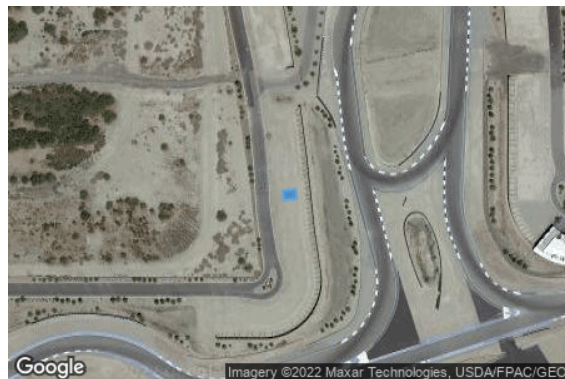
## PV Arrays

**Name:** 60864 Monza St  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 5.0°  
**Orientation:** 170.0°  
**Rated power:** 9.12 kW  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.605821	-116.153520	-144.27	39.13	-105.14
2	33.605840	-116.153398	-144.30	39.13	-105.17
3	33.605800	-116.153390	-144.54	39.00	-105.54
4	33.605782	-116.153511	-144.54	39.00	-105.54

**Name:** 60984 Monza St  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 5.0°  
**Orientation:** 262.0°  
**Rated power:** 13.0 kW  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604841	-116.153370	-147.81	36.60	-111.21
2	33.604851	-116.153270	-148.23	38.70	-109.53
3	33.604794	-116.153265	-148.22	38.70	-109.52
4	33.604786	-116.153360	-147.77	36.60	-111.17

**Name:** 61197 Goodwood  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 7.0°  
**Orientation:** 168.0°  
**Rated power:** 11.5 kW  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604671	-116.150223	-146.89	33.98	-112.91
2	33.604697	-116.150088	-145.49	33.98	-111.51
3	33.604640	-116.150073	-144.68	33.98	-110.70
4	33.604617	-116.150217	-146.61	33.98	-112.63

**Name:** 61198 Goodwood  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 7.0°  
**Orientation:** 186.0°  
**Rated power:** 14.4 kW  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.605040	-116.149252	-145.53	30.81	-114.72
2	33.605130	-116.149232	-146.16	30.81	-115.35
3	33.605116	-116.149150	-147.62	30.81	-116.81
4	33.605024	-116.149169	-146.80	30.81	-115.98



**Name:** 61341 Goodwood Dr  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 6.0°  
**Orientation:** 209.0°  
**Rated power:** 10.7 kW  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



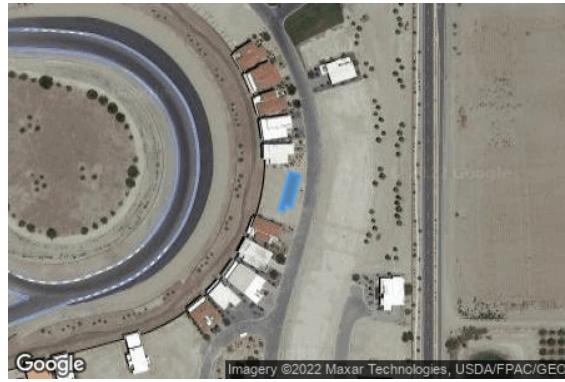
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604604	-116.148860	-148.46	35.50	-112.96
2	33.604575	-116.148879	-148.52	35.50	-113.02
3	33.604562	-116.148843	-148.34	35.50	-112.83
4	33.604540	-116.148855	-148.32	35.50	-112.82
5	33.604531	-116.148827	-148.22	35.50	-112.72
6	33.604550	-116.148819	-148.17	35.50	-112.66
7	33.604525	-116.148756	-147.60	35.50	-112.10
8	33.604549	-116.148741	-147.46	35.50	-111.95

**Name:** 61365 Goodwood Dr  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 5.0°  
**Orientation:** 228.0°  
**Rated power:** 8.03 kW  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



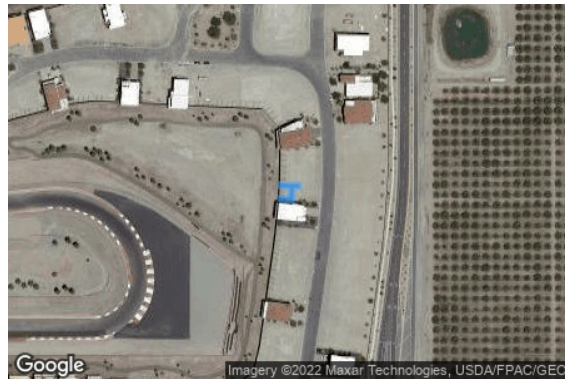
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604424	-116.148509	-146.23	40.00	-106.23
2	33.604401	-116.148529	-145.79	39.50	-106.29
3	33.604449	-116.148599	-145.73	39.50	-106.22
4	33.604469	-116.148580	-145.92	40.00	-105.92

**Name:** 61557 Goodwood  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 5.0°  
**Orientation:** 190.0°  
**Rated power:** 24.0 kW  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.602871	-116.147958	-153.54	40.40	-113.14
2	33.603135	-116.147868	-151.44	40.40	-111.04
3	33.603113	-116.147781	-151.36	39.20	-112.16
4	33.602886	-116.147855	-152.35	39.20	-113.15
5	33.602899	-116.147903	-152.89	39.80	-113.09
6	33.602858	-116.147917	-153.20	39.80	-113.40

**Name:** 61849 Fullerton Dr  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 5.0°  
**Orientation:** 183.0°  
**Rated power:** 13.3 kW  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.600594	-116.147742	-149.68	43.42	-106.26
2	33.600569	-116.147742	-149.67	43.42	-106.25
3	33.600566	-116.147658	-148.64	43.42	-105.22
4	33.600496	-116.147663	-148.52	43.42	-105.10
5	33.600501	-116.147746	-149.74	43.42	-106.32
6	33.600475	-116.147748	-149.66	43.42	-106.24
7	33.600467	-116.147631	-148.64	43.42	-105.21
8	33.600565	-116.147623	-148.94	43.42	-105.52
9	33.600562	-116.147575	-149.23	43.42	-105.81
10	33.600591	-116.147576	-149.20	43.42	-105.78

**Name:** 61921 Fullerton  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 5.0°  
**Orientation:** 98.0°  
**Rated power:** 11.0 kW  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.600080	-116.147616	-150.00	37.38	-112.62
2	33.600079	-116.147596	-149.77	35.46	-114.31
3	33.600063	-116.147597	-149.65	37.38	-112.27
4	33.600062	-116.147576	-149.34	35.46	-113.88
5	33.600047	-116.147577	-149.29	37.38	-111.91
6	33.600045	-116.147557	-148.91	35.46	-113.45
7	33.599972	-116.147567	-148.83	35.46	-113.37
8	33.599979	-116.147630	-149.21	37.38	-111.83

**Name:** 61993 Fullerton Dr  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 5.0°  
**Orientation:** 193.0°  
**Rated power:** 11.315 kW  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599450	-116.147856	-145.79	40.48	-105.30
2	33.599566	-116.147828	-147.03	40.48	-106.55
3	33.599559	-116.147770	-147.90	40.48	-107.42
4	33.599519	-116.147778	-148.10	40.48	-107.62
5	33.599517	-116.147761	-148.15	40.48	-107.66
6	33.599476	-116.147772	-148.37	40.48	-107.89
7	33.599479	-116.147788	-148.27	40.48	-107.79
8	33.599442	-116.147796	-148.55	40.48	-108.07

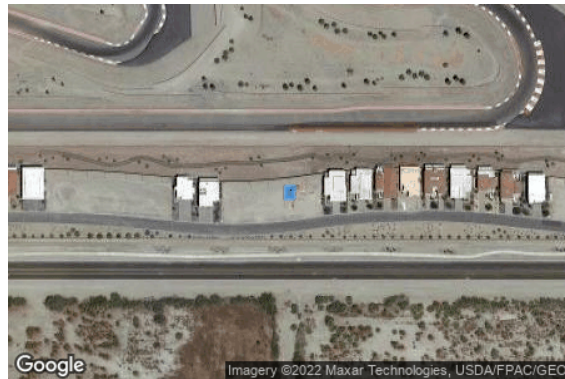


**Name:** 86684 Rogers Way  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 5.0°  
**Orientation:** 180.0°  
**Rated power:** 9.1 kW  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



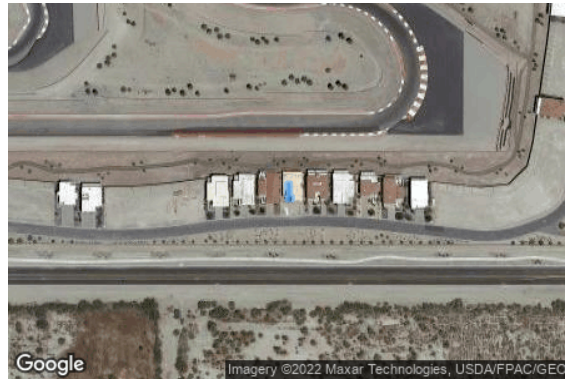
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599045	-116.152212	-147.49	38.80	-108.69
2	33.599046	-116.152187	-147.35	38.80	-108.54
3	33.599032	-116.152187	-147.36	38.60	-108.75
4	33.599031	-116.152139	-147.47	38.60	-108.87
5	33.598970	-116.152139	-147.58	36.60	-110.98
6	33.598972	-116.152210	-147.64	36.60	-111.04

**Name:** 86744 Rogers Way  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 5.0°  
**Orientation:** 180.0°  
**Rated power:** 9.12 kW  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599001	-116.150984	-150.90	41.00	-109.90
2	33.598999	-116.151056	-150.97	41.00	-109.97
3	33.599080	-116.151054	-149.25	41.50	-107.75
4	33.599081	-116.150985	-149.48	41.50	-107.98

**Name:** 86804 Rogers Way  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 7.0°  
**Orientation:** 270.0°  
**Rated power:** 8.7 kW  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599143	-116.150041	-146.57	36.25	-110.31
2	33.599019	-116.150041	-147.30	36.25	-111.05
3	33.599020	-116.149994	-146.97	36.25	-110.72
4	33.599049	-116.149994	-146.59	36.25	-110.33
5	33.599048	-116.150009	-146.82	36.25	-110.56
6	33.599144	-116.150010	-145.99	36.25	-109.74

**Name:** 86814 Newton Way  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 8.0°  
**Orientation:** 165.0°  
**Rated power:** 9.6 kW  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



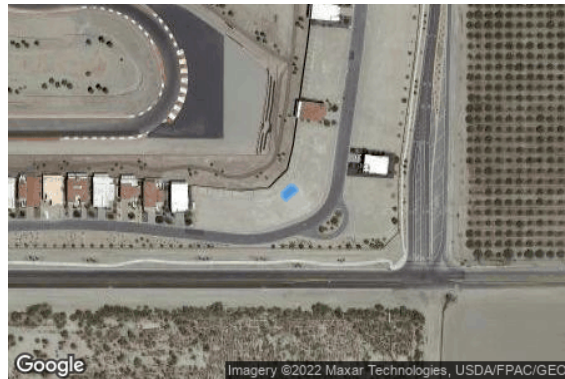
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601662	-116.150329	-148.16	38.65	-109.51
2	33.601700	-116.150146	-148.42	38.65	-109.77
3	33.601666	-116.150136	-149.52	38.65	-110.87
4	33.601627	-116.150317	-149.15	38.65	-110.50

**Name:** 86862 Newton Way  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 5.0°  
**Orientation:** 165.0°  
**Rated power:** 9.1 kW  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601783	-116.149455	-152.03	39.80	-112.23
2	33.601788	-116.149433	-152.01	39.80	-112.21
3	33.601776	-116.149429	-151.97	39.50	-112.47
4	33.601789	-116.149369	-151.80	39.50	-112.29
5	33.601725	-116.149352	-151.15	36.60	-114.54
6	33.601708	-116.149432	-151.55	36.60	-114.95

**Name:** 86912 Rogers Way  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 5.0°  
**Orientation:** 135.0°  
**Rated power:** 13.3 kW  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



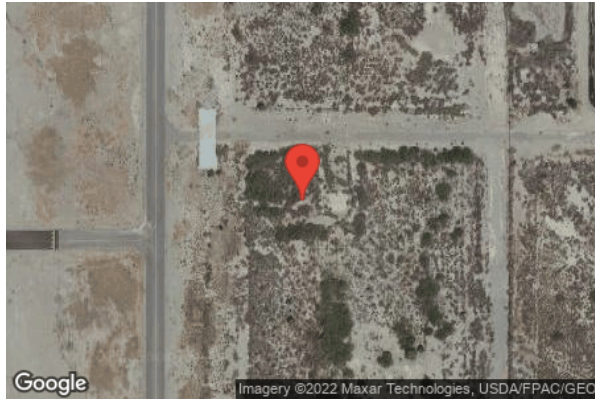
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599095	-116.148008	-141.32	32.00	-109.32
2	33.599146	-116.147942	-141.79	33.00	-108.79
3	33.599135	-116.147930	-141.96	33.00	-108.96
4	33.599144	-116.147921	-142.12	33.00	-109.11
5	33.599117	-116.147893	-142.37	33.00	-109.37
6	33.599051	-116.147984	-142.24	33.00	-109.24
7	33.599075	-116.148009	-141.62	33.00	-108.62
8	33.599083	-116.147999	-141.68	33.00	-108.68



## Observation Point ATCT Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.627040	-116.153590	-130.00	50.00

Map image of 1-ATCT



# Glare Analysis Results

## Summary of Results No glare predicted

PV Array	Tilt °	Orient °	Annual Green Glare		Annual Yellow Glare		Energy kWh
			min	hr	min	hr	
60864 Monza St	5.0	170.0	0	0.0	0	0.0	19,680.0
60984 Monza St	5.0	262.0	0	0.0	0	0.0	26,950.0
61197 Goodwood	7.0	168.0	0	0.0	0	0.0	25,210.0
61198 Goodwood	7.0	186.0	0	0.0	0	0.0	31,590.0
61341 Goodwood Dr	6.0	209.0	0	0.0	0	0.0	23,140.0
61365 Goodwood Dr	5.0	228.0	0	0.0	0	0.0	17,070.0
61557 Goodwood	5.0	190.0	0	0.0	0	0.0	51,790.0
61849 Fullerton Dr	5.0	183.0	0	0.0	0	0.0	28,740.0
61921 Fullerton	5.0	98.0	0	0.0	0	0.0	22,790.0
61993 Fullerton Dr	5.0	193.0	0	0.0	0	0.0	24,400.0
86684 Rogers Way	5.0	180.0	0	0.0	0	0.0	19,640.0
86744 Rogers Way	5.0	180.0	0	0.0	0	0.0	19,690.0
86804 Rogers Way	7.0	270.0	0	0.0	0	0.0	17,850.0
86814 Newton Way	8.0	165.0	0	0.0	0	0.0	21,180.0
86862 Newton Way	5.0	165.0	0	0.0	0	0.0	19,620.0
86912 Rogers Way	5.0	135.0	0	0.0	0	0.0	28,340.0

Total annual glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

## PV: 60864 Monza St

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

## 60864 Monza St and 1-ATCT

Receptor type: ATCT Observation Point

No glare found

## PV: 60984 Monza St

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

## 60984 Monza St and 1-ATCT

Receptor type: ATCT Observation Point

No glare found

## PV: 61197 Goodwood

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

## 61197 Goodwood and 1-ATCT

Receptor type: ATCT Observation Point

No glare found

## PV: 61198 Goodwood

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

## 61198 Goodwood and 1-ATCT

Receptor type: ATCT Observation Point

No glare found

## PV: 61341 Goodwood Dr

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0



### 61341 Goodwood Dr and 1-

#### ATCT

Receptor type: ATCT Observation Point

No glare found

### PV: 61365 Goodwood Dr

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

### 61365 Goodwood Dr and 1-

#### ATCT

Receptor type: ATCT Observation Point

No glare found

### PV: 61557 Goodwood

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

### 61557 Goodwood and 1-ATCT

Receptor type: ATCT Observation Point

No glare found

### PV: 61849 Fullerton Dr

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

### 61849 Fullerton Dr and 1-ATCT

Receptor type: ATCT Observation Point

No glare found

## PV: 61921 Fullerton

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

## 61921 Fullerton and 1-ATCT

Receptor type: ATCT Observation Point

No glare found

## PV: 61993 Fullerton Dr

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

## 61993 Fullerton Dr and 1-ATCT

Receptor type: ATCT Observation Point

No glare found

## PV: 86684 Rogers Way

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

## 86684 Rogers Way and 1-ATCT

Receptor type: ATCT Observation Point

No glare found

## PV: 86744 Rogers Way

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

## 86744 Rogers Way and 1-ATCT

Receptor type: ATCT Observation Point

No glare found

## PV: 86804 Rogers Way

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

## 86804 Rogers Way and 1-ATCT

Receptor type: ATCT Observation Point

No glare found

## PV: 86814 Newton Way

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

## 86814 Newton Way and 1-ATCT

Receptor type: ATCT Observation Point

No glare found

## PV: 86862 Newton Way

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

## 86862 Newton Way and 1-ATCT

Receptor type: ATCT Observation Point

No glare found



**PV: 86912 Rogers Way**

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

**86912 Rogers Way and 1-ATCT**

Receptor type: ATCT Observation Point

**No glare found**

# Assumptions

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"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

The algorithm does not rigorously represent the detailed geometry of a system; detailed features such as gaps between modules, variable height of the PV array, and support structures may impact actual glare results. However, we have validated our models against several systems, including a PV array causing glare to the air-traffic control tower at Manchester-Boston Regional Airport and several sites in Albuquerque, and the tool accurately predicted the occurrence and intensity of glare at different times and days of the year.

Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare. This primarily affects V1 analyses of path receptors.

Random number computations are utilized by various steps of the annual hazard analysis algorithm. Predicted minutes of glare can vary between runs as a result. This limitation primarily affects analyses of Observation Point receptors, including ATCTs. Note that the SGHAT/ ForgeSolar methodology has always relied on an analytical, qualitative approach to accurately determine the overall hazard (i.e. green vs. yellow) of expected glare on an annual basis.

The analysis does not consider obstacles (either man-made or natural) between the observation points and the prescribed solar installation that may obstruct observed glare, such as trees, hills, buildings, etc.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

The variable direct normal irradiance (DNI) feature (if selected) scales the user-prescribed peak DNI using a typical clear-day irradiance profile. This profile has a lower DNI in the mornings and evenings and a maximum at solar noon. The scaling uses a clear-day irradiance profile based on a normalized time relative to sunrise, solar noon, and sunset, which are prescribed by a sun-position algorithm and the latitude and longitude obtained from Google maps. The actual DNI on any given day can be affected by cloud cover, atmospheric attenuation, and other environmental factors.

The ocular hazard predicted by the tool depends on a number of environmental, optical, and human factors, which can be uncertain. We provide input fields and typical ranges of values for these factors so that the user can vary these parameters to see if they have an impact on the results. The speed of SGHAT allows expedited sensitivity and parametric analyses.

The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Refer to the Help page at [www.forgesolar.com/help/](http://www.forgesolar.com/help/) for assumptions and limitations not listed here.

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

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# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



August 2, 2022

Russell Brady, Project Planner  
County of Riverside Planning Department  
4080 Lemon Street, 12th Floor  
Riverside CA 92501

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County Administrative Center  
4080 Lemon St., 14th Floor.  
Riverside, CA 92501  
(951) 955-5132

## RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.: ZAP1533MA22  
Related File No.: SP00293S08 (Eighth Substantial Conformance to Specific Plan No. 00293)  
Airport Zone: Compatibility Zone E

Dear Mr. Brady:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Resolution No. 2016-02 and 2018-02 of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed SP00293S08 (Eighth Substantial Conformance to Specific Plan No. 00293), a proposal to modify the allocation of dwelling units within 49.7 acres for planning areas 38A, 38B, 39, and 40. The re-allocation of dwelling units would redistribute 27 dwelling units within the respective Planning Areas and would maintain the same maximum number of dwelling units within the Specific Plan, located northerly of Salt Creek Road, southerly of Domenigoni Parkway, westerly of Blalock Place, and easterly of Beeler Road.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA), which does not restrict residential density or non-residential intensity.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan,

If you have any questions, please contact me at (951) 955-6893.

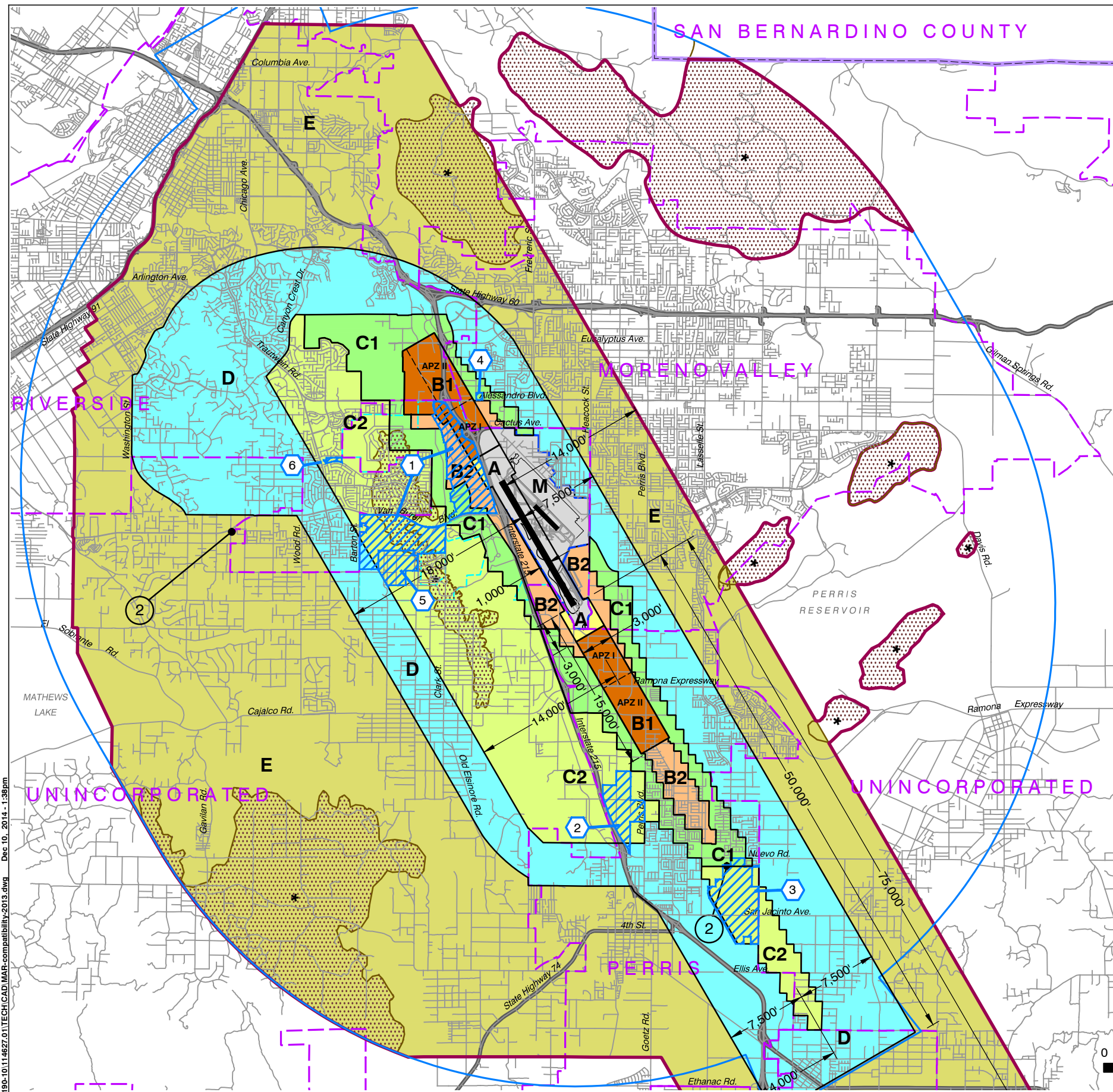
Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: Bryan Bergeron (applicant)  
T&B Planning (representative)  
FPG Tricon Woods Property, LLC (property owner)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Major David Shaw, Base Civil Engineer, March Air Reserve Base  
ALUC Case File  
X:\AIRPORT CASE FILES\March\ZAP1533MA22\ZAP1533MA22 LTR.doc

[www.rcaluc.org](http://www.rcaluc.org)





**LEGEND**

**Compatibility Zones**

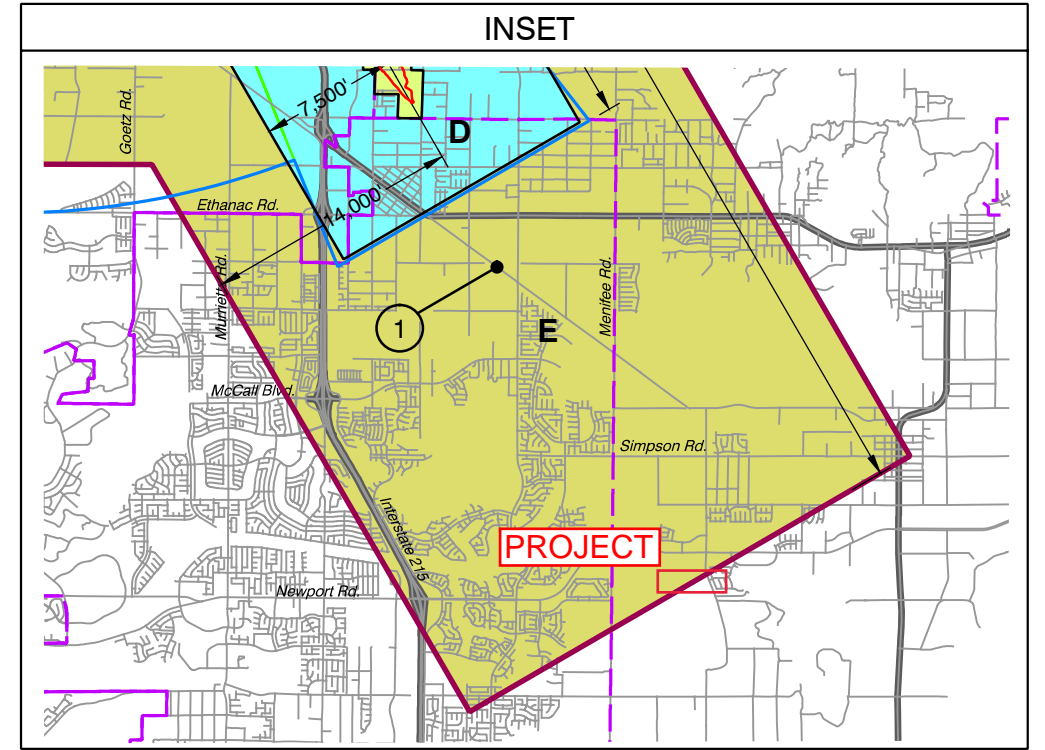
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

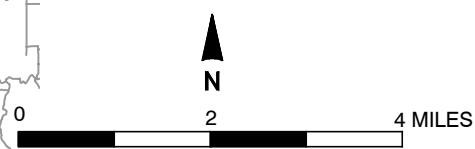
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(Adopted November 13, 2014)**

Note:  
All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

SEE INSET AT RIGHT

X:\18190-10\114627\01\TECH\CAD\MAR-compatibility\2013.dwg Dec 10, 2014 - 1:38pm

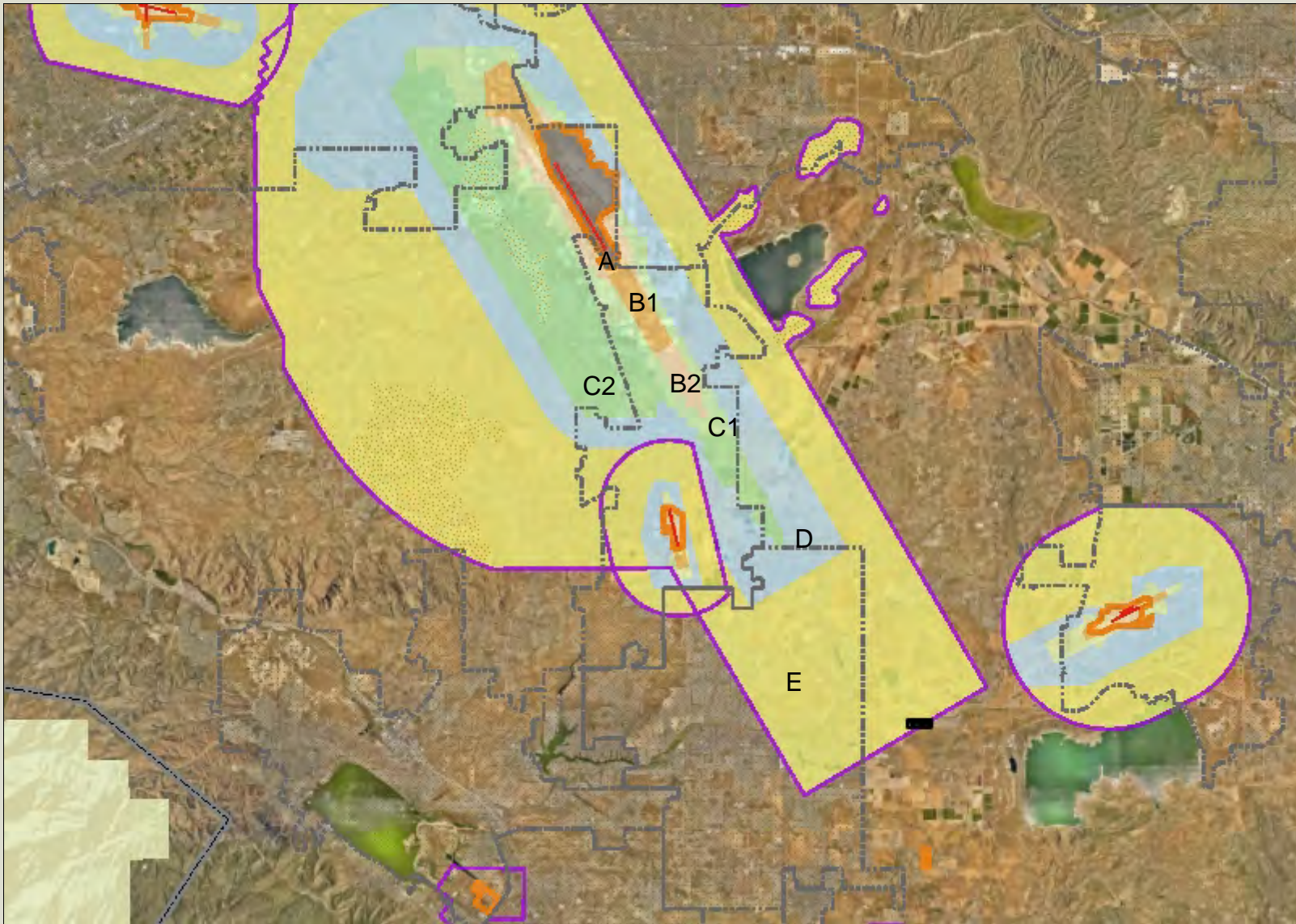
Prepared by Mead & Hunt, Inc. (June 2013)

Map MA-1

**Compatibility Map  
March Air Reserve Base / Inland Port Airport**



# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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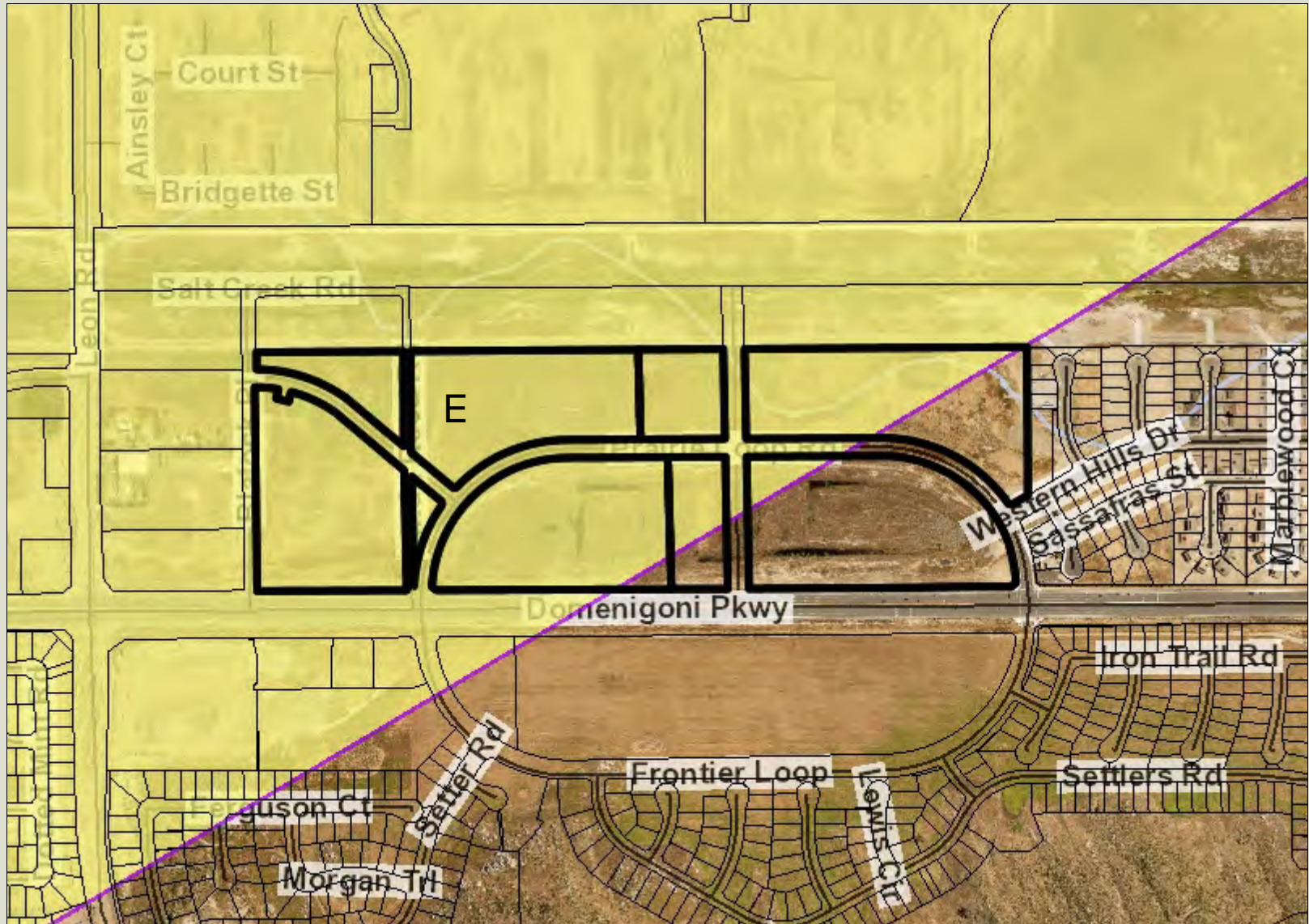
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## Notes



# Map My County Map



## Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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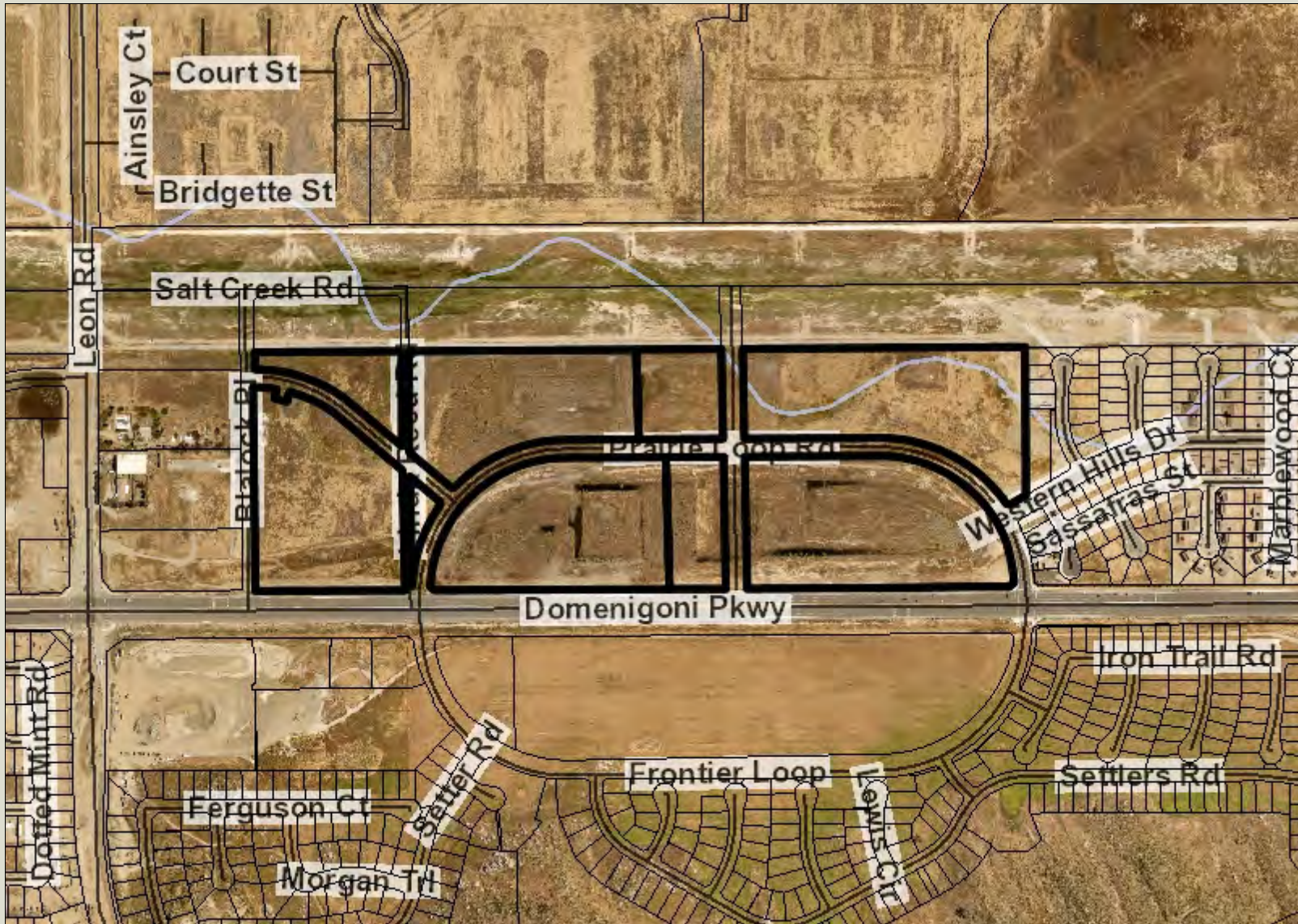
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## Notes



# Map My County Map



## Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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## Notes



# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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## Notes



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# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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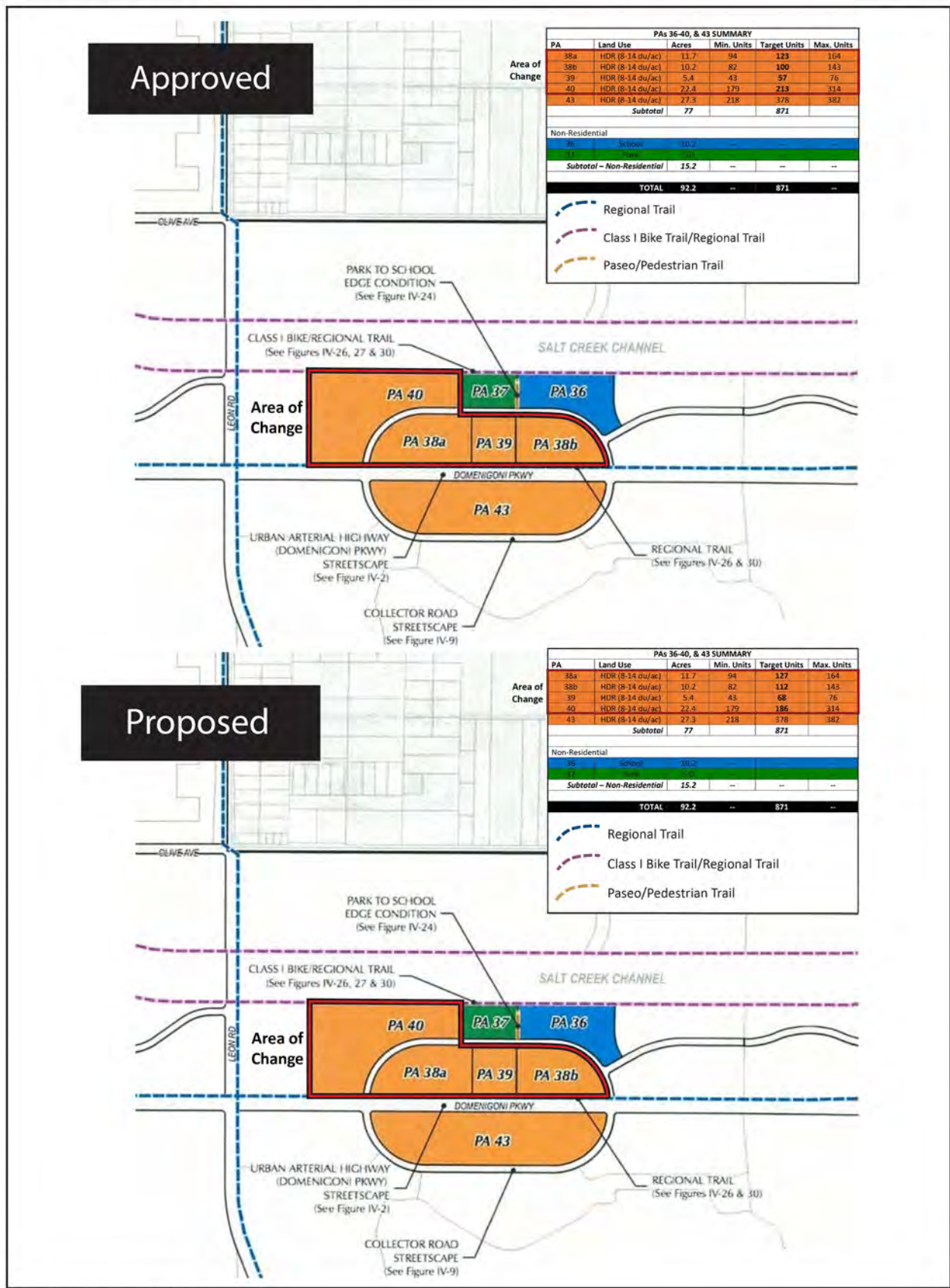
## Notes



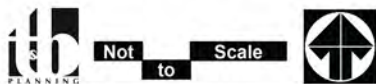
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Source(s): Kiefer Consulting (11-19-2015)



Approved vs. Proposed  
Planning Areas 36-40 & 43

# WINCHESTER HILLS

## Specific Plan No. 293, Amendment No. 5

Substantial Conformance No. 8

*Lead Agency:*

**COUNTY OF RIVERSIDE**

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Contact: Russell Brady

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*Prepared for:*

**FOREMOST PACIFIC GROUP**

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(714) 722-1170

*Prepared by:*

**T&B PLANNING**

3200 El Camino Real, Suite 100

Irvine, CA 92602

Contact: Joel Morse

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**First Screencheck Draft - May 2022**  
**Changed Pages Only – ~~Strikeout~~/Underline Version**

## SUMMARY OF CHANGES

Substantial Conformance No. 8 to the WINCHESTER HILLS Specific Plan No. 293 (SP293-A5-SC8) proposes to modify the allocation of the approved units within Planning Areas 38A, 38B, 39, and 40 and accommodate modifications to text and graphics within the approved WINCHESTER HILLS Specific Plan No. 293. WINCHESTER HILLS Specific Plan No. 293, Substantial Conformance No. 8 would redistribute 27 of the approved 493 units among the four Planning Areas, with no change to the overall unit count and no change from the High-Density Residential Land Use Designations. No modifications to the configuration, acreage, Land Use Designation, Zoning or total number of units within the four Planning Areas, nor elsewhere within Specific Plan 293, are proposed by Substantial Conformance #8. A detailed summary of each proposed modification within SP293-A5-SC8 is provided on Table i-1 and Table i-2, and depicted on Figure i-1, *Approved vs. Proposed Areas of Change* of this document.

Specifically, SP293-A5-SC8 would re-allocate 27 dwelling units among Planning Areas 38A, 38B, 39, and 40 as follows:

- a. Planning Area 38A (High Density Residential 8-14 du/ac): Increase by 4 units, from 123 units to 127 units, which increases the density from 10.5 du/ac to 10.9 du/ac on 11.7 acres.
- b. Planning Area 38B (High Density Residential 8-14 du/ac): Increase by 12 units, from 100 units to 112 units, which increases the density from 9.8 du/ac to 11.0 du/ac on 10.2 acres.
- c. Planning Area 39: (High Density Residential 8-14 du/ac): Increase by 11 units, from 57 units to 68 units, which increases the density from 10.6 du/ac to 12.6 du/ac on 5.4 acres.
- d. Planning Area 40 (High Density Residential 8-14 du/ac): Decrease by 27 units, from 213 units to 186 units, which decreases the density from 9.5 du/ac to 8.3 du/ac on 22.4 acres.

The reallocation of units proposed by Substantial Conformance No. 8 would not exceed the maximum units permitted for each Planning Area by the approved Land Use Designation and would not exceed the approved total target number of units (493) for Planning Areas 38A, 38B, 39, and 40.

Additionally, SP293-A5-SC8 makes other non-substantive corrections throughout the document to accommodate the proposed substantive modifications.



Table i-1  
 SPECIFIC PLAN SUBSTANTIAL CONFORMANCE NO. 8— SUMMARY OF CHANGES

Land Use	Specific Plan No. 293, Amendment No. 5, Substantial Conformance No. 7			Specific Plan No. 293, Amendment No. 5, Substantial Conformance No. 8		
	Acres	Density	Target D.U	Acres	Density	Target D.U.
<b>Residential<sup>(1)</sup></b>						
Low Density Residential (1/2 acre minimum)	16.3	0.4	6	16.3	0.4	6
Medium Density Residential (2 to 5 du/ac) <sup>(2)</sup>	871.0 (w/o schools) 856.6 (w/schools)	3.9	3,400 (w/o schools) 3,365 (w/schools)	856.6 <sup>(2)</sup>	3.9	3,365 <sup>(2)</sup>
Medium High Density Residential (5-8 du/ac) <sup>(3)</sup>	81.8 (w/o schools) 69.4 (w/schools)	6.2	509 (w/o schools) 435 (w/schools)	69.4 <sup>(3)</sup>	6.2	435 <sup>(3)</sup>
High Density Residential (8-14 du/ac)	109.6	11.0	1,214	109.6	11.0	1,214
Very High Density Residential (14-20 du/ac)	15.2	14.8	225	15.2	14.8	225
<b>Residential Subtotal</b>	<b>1,093.9</b> (w/o schools) <b>1,067.1</b> (w/schools)	<b>4.9</b>	<b>5,354<sup>(1)</sup></b> (w/o schools) <b>5,245</b> (w/schools)	<b>1,067.1</b>	<b>4.9</b>	<b>5,245<sup>(1)(4)</sup></b>
<b>Non-Residential</b>						
Commercial	150.1	--	--	150.1	--	--
Medium Manufacturing	14.3	--	--	14.3	--	--
Light Manufacturing	103.8	--	--	103.8	--	--
Open Space	458.0	--	--	458.0	--	--
Parks	75.8	--	--	75.8	--	--
School <sup>(4)</sup>	22.2	--	--	49.0 <sup>(4)</sup>	--	109 <sup>(4)</sup>
NAP	739.8	--	--	739.8	--	--
Roadways	182.8	--	--	182.8	--	--
<b>Non-Residential Subtotals</b>	<b>1,773.6</b>	--	--	<b>1,773.6</b>	--	--
<b>PROJECT TOTALS</b>	<b>2,840.7</b>	--	<b>5,354<sup>(1)</sup></b>	<b>2840.7</b>	--	<b>5,354<sup>(1)</sup></b>

(1) Regardless of the development of the school areas, the maximum number of units will be 5,354.

(2) Planning Area 12 may be developed with school uses or may be developed with residential uses. In the event that PA 12 is developed with residential uses, the MDR land use would increase by 35 units and 14.4 acres for a total of 3,400 units on 871 acres.

(3) Planning Area 19 may be developed with school uses or may be developed with residential uses. In the event that PA 19 is developed with residential uses, the MHDR land use would increase by 74 units and 12.4 acres for a total of 509 units on 81.8 acres.

(4) Planning Areas 12 and 19 are designated as school sites, but may be developed with residential uses. Acreage allocated to PAs 12 (14.4 acres) and 19 (12.4 acres) are included in total acreage for school uses. In the event that PAs 12 and 19 are developed with residential uses, the School land use would decrease by 26.8 acres from 49 acres to 22.2 acres. Units allocated to PAs 12 (35 units) and 19 (74 units) would be included in the MDR and MHDR unit count totals (Refer to notes 2 and 3).

**NOTE:** Any development above 5,354 dwelling units will require a Supplemental Environmental Impact Report, and a modification to the Specific Plan.

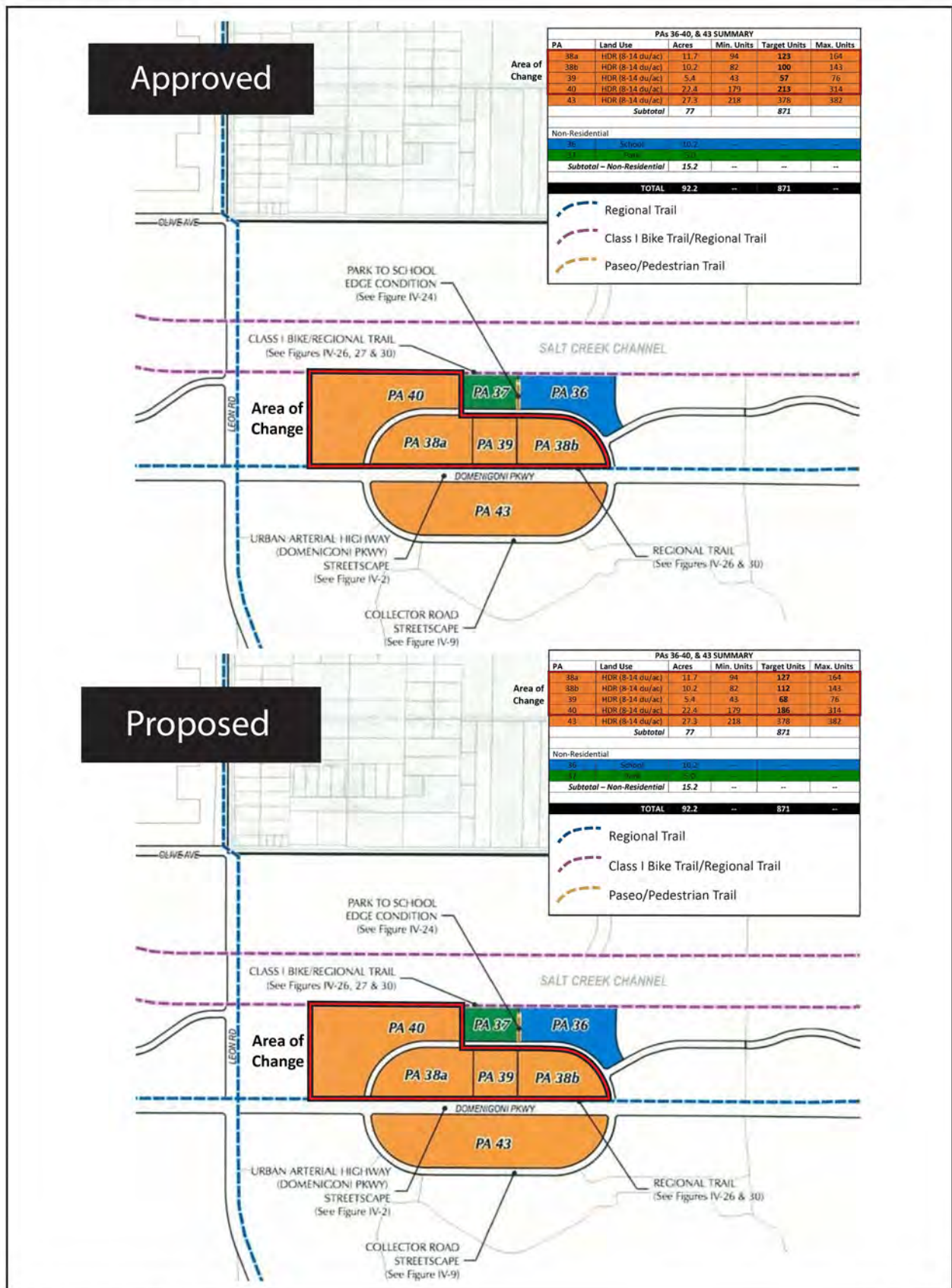
A detailed description of the areas of change within Substantial Conformance No. 8 to Specific Plan No. 293, Amendment No. 5 are provided below.

A. AREAS OF CHANGE – PLANNING AREAS 38A, 38B, 39, and 40

Substantial Conformance No. 8 proposes to redistribute 27 units among PAs 38A, 38B, 39, and 40 as follows: 1) increase the number of residential units in PA 38A from 123 units to 127 units; 2) increase the number of residential units in PA 38B from 100 units to 112 units; 3) increase the number of residential units in PA 39 from 57 units to 68 units; 4) decrease the number of residential units in PA 40 from 213 units to 186 units. The abovementioned changes are summarized in Table i-2 and depicted in Figure i-1.

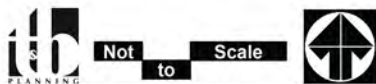
Table i-2  
**PLANNING AREAS 38A, 28B, 39, AND 40 – STATISTICAL COMPARISON**

<b>ADOPTED AMENDMENT NO. 3</b>					<b>PROPOSED AMENDMENT NO. 4</b>				
<b>PA</b>	<b>LAND USE</b>	<b>ACRES</b>	<b>TARGET DU'S</b>	<b>DENSITY (DU/AC)</b>	<b>P. A.</b>	<b>LAND USE</b>	<b>ACRES</b>	<b>TARGET DU'S</b>	<b>DENSITY (DU/AC)</b>
<u>38A</u>	<u>High Density Residential (8-14 du/ac)</u>	<u>11.7</u>	<u>123</u>	<u>10.5</u>	<u>38A</u>	<u>High Density Residential (8-14 du/ac)</u>	<u>11.7</u>	<u>127</u>	<u>10.9</u>
<u>38B</u>	<u>High Density Residential (8-14 du/ac)</u>	<u>10.2</u>	<u>100</u>	<u>9.8</u>	<u>38B</u>	<u>High Density Residential (8-14 du/ac)</u>	<u>10.2</u>	<u>112</u>	<u>11.0</u>
<u>39</u>	<u>High Density Residential (8-14 du/ac)</u>	<u>5.4</u>	<u>57</u>	<u>10.6</u>	<u>39</u>	<u>High Density Residential (8-14 du/ac)</u>	<u>5.4</u>	<u>68</u>	<u>12.6</u>
<u>40</u>	<u>High Density Residential (8-14 du/ac)</u>	<u>22.4</u>	<u>213</u>	<u>9.5</u>	<u>40</u>	<u>High Density Residential (8-14 du/ac)</u>	<u>22.4</u>	<u>186</u>	<u>8.3</u>



Source(s): Keefer Consulting (11-19-2015)

Figure i-1



Approved vs. Proposed -  
Planning Areas 38A, 38B, 39, & 40



## I. EXECUTIVE SUMMARY

### A. PROJECT SUMMARY

#### 1. CONTEXT

##### a. Project Location

The 2,840.7-acre WINCHESTER HILLS community is located in the southwestern portion of Riverside County, approximately one mile west of the unincorporated town of Winchester and adjacent to the easterly boundary of the unincorporated community of Menifee in west-central Riverside County (see Figure I-1, *Vicinity Map*). The City of Hemet lies 10 miles to the northeast, the City of Perris is 9 miles to the northwest, and the City of Temecula approximately 14 miles to the south via Highway 79 (see Figure I-2, *Regional Map*). The property is bounded to the east by Leon Road, to the north by the Burlington Northern Santa Fe Railroad line, and by hills to the south and west. Land uses within the project range from varying states of development to active farmland. Residential development of the surrounding area is also in progress, with several Specific Plans approved or in process.

##### b. County of Riverside Plans and Policy Areas

The project is located in an unincorporated portion of western Riverside County. The governing planning document for the site is the Riverside County Integrated Project [\(RCIP\)](#), which divides the County into several Area Plans and institutes Policy Areas. WINCHESTER HILLS is situated within the 51-square-mile Harvest Valley/Winchester Area Plan. The entire Project site is also located within the Highway 79 Policy Area.

- ❑ **Harvest Valley/Winchester Area Plan:** WINCHESTER HILLS is subject to the goals and policies set forth in the Harvest Valley/Winchester Area Plan (HVWAP). The HVWAP was adopted by the Riverside County Board of Supervisors on October 7, 2003 and implements the goals of the RCIP by setting forth programs and policies that address the unique concerns and needs within the HVWAP area. The HVWAP encompasses approximately 32,146 acres surrounding the intersection of Highways 74 and 79.
- ❑ **Highway 79 Policy Area:** WINCHESTER HILLS lies within the Highway 79 Policy Area, and is thus subject to its requirements. Projects within the Highway 79 Policy Area must demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth resulting from new development. To facilitate this intent, development projects must ensure that they produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. WINCHESTER HILLS has conducted such an analysis and is consistent with the Highway 79 Policy Area requirements.

##### c. Project Background

[The Riverside County Board of Supervisors approved the original WINCHESTER HILLS Specific Plan No. 293 \(SP293\) and certified its accompanying EIR No. 380 \(SCH 1991082004\) in 1997.](#) The adopted plan included a mix of residential and non-residential land uses on a 2,065.6-acre project site. At build-out, a maximum of 5,519 homes at densities ranging from 1.0 to 12.0 dwelling units per acre with a gross density of 4.6 dwelling units per acre was planned. Other non-residential land uses included retail, service/manufacturing, parks and greenbelt system, open space, and schools.

Since the Specific Plan was adopted, it has been modified eight (8) times. Approval of the first modification, which added seven (7) acres to Planning Area 22 and modified Planning Areas 15, 16, 17, 18, 19, 21, and 22, and certification of the accompanying Environmental Addendum (EA 38611), occurred in 2004. The second modification, Amendment No. 3, which modified Planning Areas 25, 26 and 27, also occurred in 2004.

The next three modifications, Substantial Conformance Nos. 3, 4, and 5, were approved in 2005, and modified buildings heights and park construction phasing conditions.

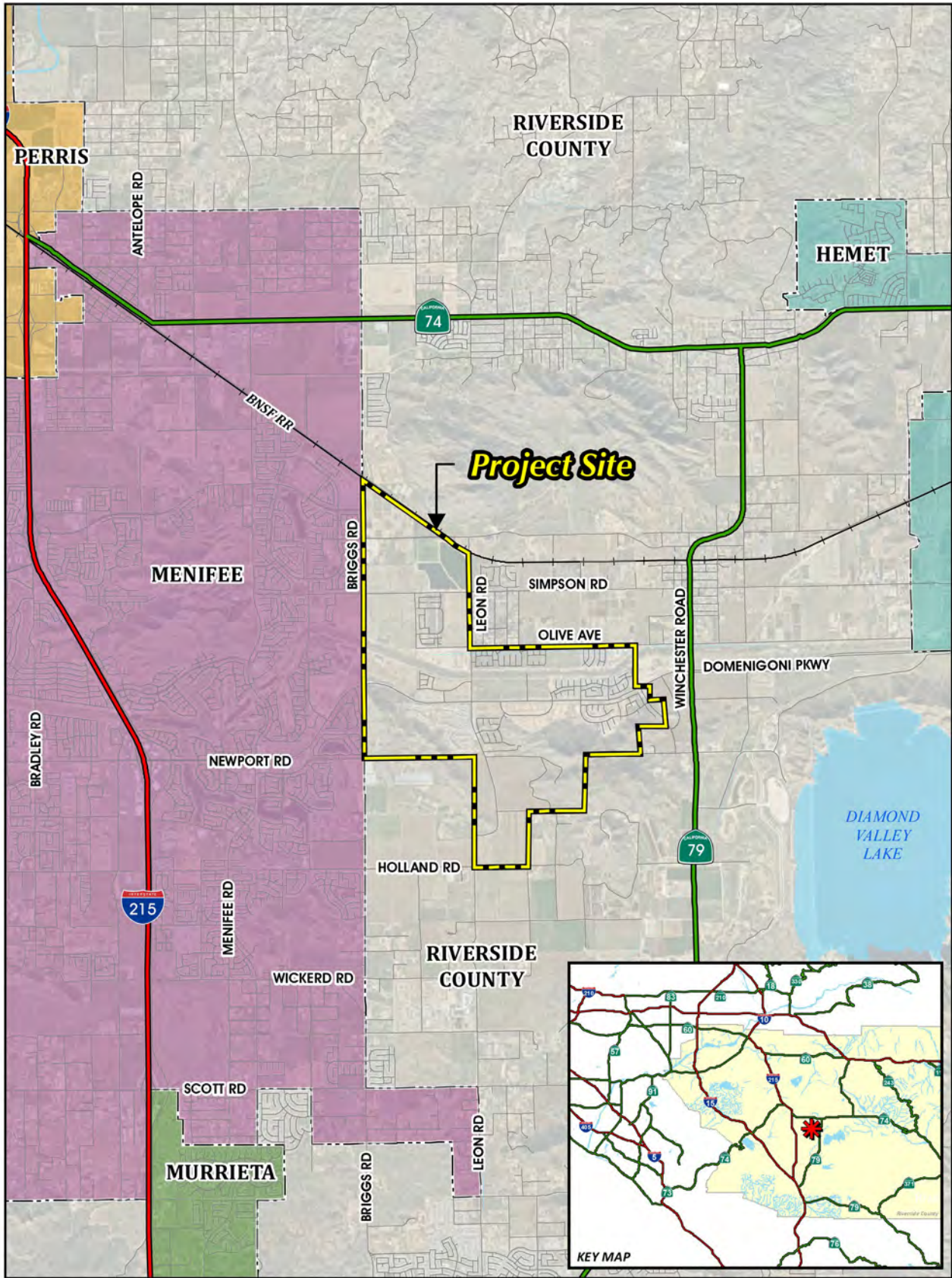
The sixth modification, Amendment No. 5, which revised the financing mechanisms and park phasing conditions, and, modified Planning Areas 7, 8A, 8B, 9A, 9B, 10A, 10B, 11, 12, 19, 31, 39, 40, 45B, 46, 47A, 47B, 47C, 49A, 49B, 50A, 50B, 50C, 54A, 54B, 62A and 62B, occurred in 2009.

The seventh modification, Substantial Conformance No. 6, which consolidated Planning Areas 15 and 16 into one Planning Area 15 and updated the terminology of the land use designation within the Specific Plan to reflect the Riverside County General Plan, occurred in 2012. These modifications served to allow the processing of Tract Map No. 36417 and to update the entire SPA to be consistent with terminology and procedures within the General Plan.

The eighth and most recent modification, Substantial Conformance No. 7, which modified the minimum lot sizes within Planning Areas 58, 60, and 61, occurred in 2016. Substantial Conformance No. 7 also re-incorporated critical elements, including the transfer of units between development areas, permit thresholds and the provision of parks, the Project Phasing Plan, the Cost Sharing and Benefit Area Description, and the Fair Share Allocation into the Specific Plan, which were previously omitted by Substantial Conformance No. 6.

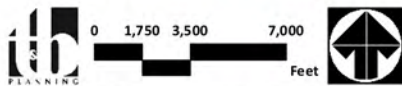
This Substantial Conformance No. 8 is limited to the redistribution of 27 of the approved 493 units within Planning Areas 38A, 38B, 39, and 40, with no modifications to the unit count and no modification to the High-Density Residential Land Use Designations. No modifications to the configuration, acreage, Land Use Designation, Zoning or total number of units within the four Planning Areas, nor elsewhere within Specific Plan 293, are proposed. A detailed discussion of the proposed modifications is included in the *Summary of Changes*.

WINCHESTER HILLS



Source(s): ESRI, RCTLMA (2021), Riverside County (2022)

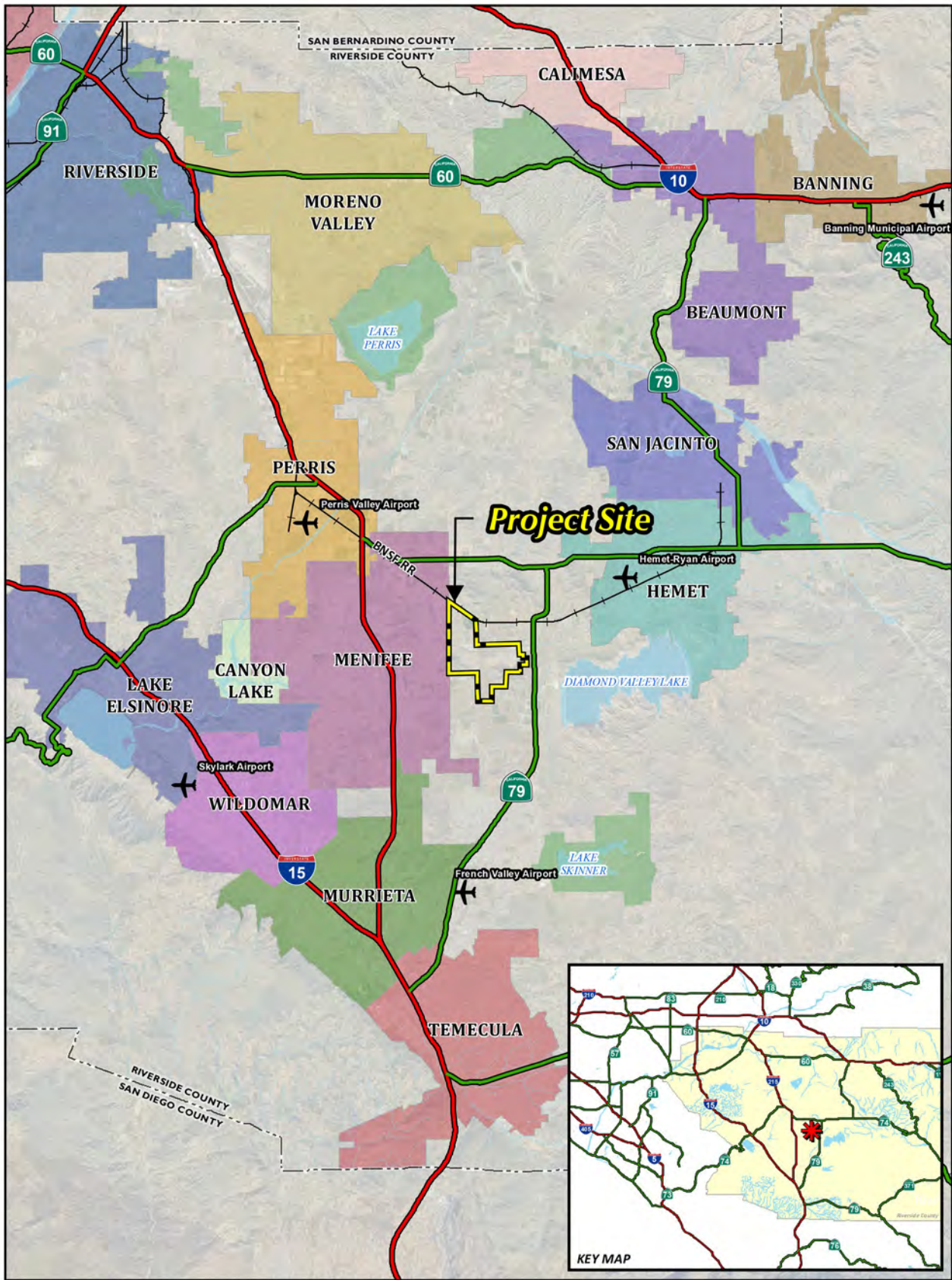
Figure I-1



Vicinity Map

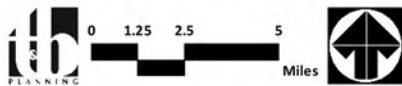


WINCHESTER HILLS



Source(s): ESRI, RCLMA (2021), Riverside County (2022)

Figure I-2



## 2. PROJECT DESCRIPTION

WINCHESTER HILLS Specific Plan Amendment No. 5 modified planning area boundaries, dwelling units and land uses within the adopted Specific Plan No. 293 and its subsequent amendments. The Specific Plan ensures that the project will be developed in a coordinated manner. Infrastructure and public services, both on-site and off-site, are planned to accommodate the build out requirements of WINCHESTER HILLS, ensuring that the County's standards for orderly growth are implemented. Design guidelines and development standards contained within the Specific Plan Amendment create a cohesive community identity, while providing flexibility to accommodate future market demands.

WINCHESTER HILLS will provide a wide range of amenities including: 150.1 acres of commercial uses, 103.8 acres of light manufacturing, 14.3 acres of medium manufacturing, four (4) elementary schools on 49.0 acres, eight parks totaling 87.475.8 acres, and 460.0458 acres of open space.

The residential component of the Specific Plan Amendment provides for ~~a maximum of~~ 5,245 target units be constructed on 1,054.01,067.1 acres with a target residential density of 4.84.9 dwelling units per acre (du/ac); or, in the event that Planning Areas 12 and 19 are developed as residential land uses, a maximum of 5,354 units may be constructed on 1,093.9 acres. Planning Areas 12 and 19, may be developed with a total of 109 dwelling units (included as part of the maximum number of units within the WINCHESTER Hills Specific Plan), if the School District does not elect to purchase the sites. a target of 5,354 dwelling units may be constructed on the 2,840.7-acre project site (two of the four school sites may be developed with a target of 109 dwelling units if the School District does not elect to purchase the sites). At build-out, the gross density of the project site will be 1.94.9 du/ac if the maximum of 5,354 homes are constructed. WINCHESTER HILLS has been designed to accommodate an affordable range of housing opportunities to attract a broad spectrum of potential homebuyers.

A total of 182.8 acres is devoted to major circulation. Roadways to be improved as part of the proposed project include: McCall/Grand Boulevard, Leon Road, Domenigoni Parkway, Olive Avenue, Simpson Road, Rice Road, Briggs Road, and Holland Road.

The WINCHESTER HILLS Specific Plan will be phased in a logical sequence, in response to market demands. A total of three development phases are planned through project build-out. Development of the on-site parks and school sites will occur concurrently with residential development according to the Public Facilities Plan section of the Specific Plan.

A land use summary for WINCHESTER HILLS, presenting the proposed land uses, acreages, densities, and dwelling units by planning area is provided in Table I-1, *Land Use Summary*.

WINCHESTER HILLS Specific Plan No. 293, Amendment No. 5, Substantial Conformance No. 8 (SP293-A5-SC8) requests to modify the allocation of the approved units within Planning Areas 38A, 38B, 39, and 40. Substantial Conformance No. 8 is also intended to accommodate modifications to text and graphics within the approved WINCHESTER HILLS Specific Plan No. 293.

A summary of the land use categories is listed below:

- ❑ **Low Density Residential (LDR 1-2 ac min.):** A target of 6 dwelling units on 16.3 acres are designated Low Density Residential. Minimum lot size for homes within the LDR classification is 20,000 s.f.
- ❑ **Medium Density Residential (MDR 2-5):** A target of ~~3,4163,365~~ dwelling units on ~~850.2856.6~~ acres are designated Medium Density Residential. In the event that PA 12 is developed with residential uses, the MDR land use would increase by 35 units and 14.4 acres for a total of 3,400 MDR units on 871 acres. A planning area may include a variety of lot sizes, as long as the density of the project is no larger than 5 du/ac.
- ❑ **Medium High Density Residential (5-8):** A target of 435 dwelling units on 69.4 acres are designated Medium High Density Residential. In the event that PA 19 is developed with residential uses, the MHDR land use would increase by 74 units and 12.4 acres for a total of 509 MHDR units on 81.8 acres. A planning area may include a variety of lot sizes, as long as the density of the project is no larger than 8 du/ac.
- ❑ **High Density Residential:** A target of ~~1,2211,214~~ dwelling units on ~~112.0109.6~~ acres are designated High Density Residential.
- ❑ **Very High Density Residential:** A target of 225 dwelling units on ~~12.415.2~~ acres are designated Very High Density Residential.
- ❑ **Commercial:** 150.1 acres of the Specific Plan is designated for Commercial land uses.
- ❑ **Medium Manufacturing:** 14.3 acres of the Specific Plan is designated for Medium Manufacturing land uses.
- ❑ **Light Manufacturing:** 103.8 acres of the Specific Plan is designated for Light Manufacturing land uses.
- ❑ **Parks:** ~~87.475.8~~ acres of the Specific Plan is designated for park land uses. There are a total of eight park sites within the Specific Plan.
- ❑ **Open Space:** ~~460.0458.0~~ acres of the Specific Plan is designated for open space land uses.
- ❑ **School:** There are four school sites within the Specific Plan. In total, 22.2 acres of the Specific Plan is designated for elementary school land uses. Additionally, 26.8 acres are designated as MHDR/School and MDR/School, with a total of 109 dwelling units. If the school district chooses not to build either of the schools within two years following approval of the final map for the Planning Area, the sites will be developed with residential land uses.
- ❑ **Roadways:** 182.8 acres of the Specific Plan is dedicated to roadways.

The total project acreage is 2,840.7 acres (including 739.8 acres within the project boundary that are not a part of Specific Plan No. 293) and the ~~target maximum~~ dwelling unit count for WINCHESTER HILLS shall be 5,354 dwelling units (see Table I-1, *Land Use Summary*, and Table II -1, *Detailed Land Use Summary*). This



Substantial Conformance incorporates changes from previous approvals within Specific Plan No. 293 as well as proposed modifications to text and exhibits. This document is intended to provide a comprehensive, up-to-date document for WINCHESTER HILLS Specific Plan No. 293.

## B. DOCUMENT PURPOSE

The purpose of WINCHESTER HILLS Specific Plan is to establish a land development plan for the WINCHESTER HILLS planned community. The project site encompasses a total of 2,840.7 acres, located within the Winchester Valley area of unincorporated Riverside County, California.

The proposed project is a request for a finding of substantial conformance to the WINCHESTER HILLS Specific Plan No. 293, which was originally adopted by the Riverside County Board of Supervisors on October 28, 1997. Substantial Conformance No. 8 seeks to modify the allocation of the approved units within Planning Areas 38A, 38B, 39, and 40.

WINCHESTER HILLS Specific Plan No. 293, as currently amended, provides the County of Riverside, along with developers, community groups, and community service districts, with a comprehensive set of plans, regulations, conditions and programs for guiding the systematic development of the project, and implements the Riverside County Integrated Project (RCIP).

## C. PROJECT SETTING

### 1. REGIONAL SETTING

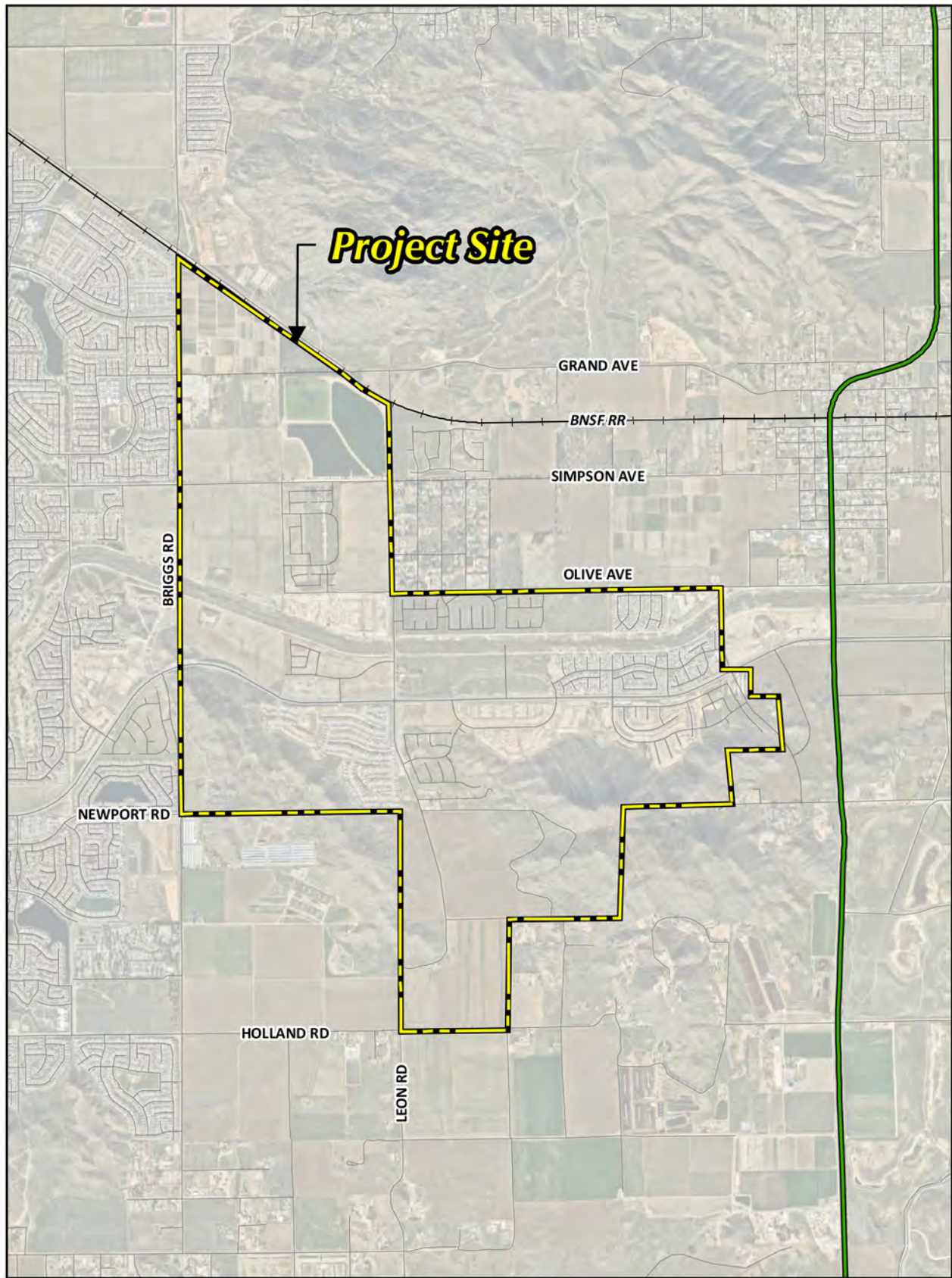
The project site is located in the Harvest Valley/Winchester Area Plan of western Riverside County. This area is surrounded by the Santa Ana Mountains to the west and the San Jacinto Mountains to the east. The Santa Ana Mountains physically separate western Riverside County from Orange County and the Pacific coast, with a limited number of roads traversing the mountains.

Southwestern Riverside County is served principally by four freeways. Major east-west circulation is provided by the Riverside Freeway (SR-91) and the Moreno Valley Freeway (SR-60). These freeways connect the area to Los Angeles and Orange Counties to the west and Palm Springs to the east. Major north-south circulation is provided by the Corona Freeway (I-15) and the Escondido Freeway (I-215). These freeways connect the project area to Escondido and San Diego to the south and Riverside and San Bernardino to the north.

WINCHESTER HILLS is located approximately 2.5 miles east of I-215. On- and off-ramps providing access to the project from I-215 exist at Domenigoni Parkway, Scott Road, and McCall Boulevard. SR-79 (Winchester Road) is an important north-south regional transportation link located approximately 2.3 miles to the east.

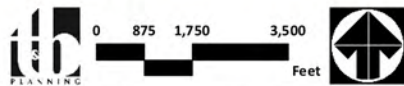
### 2. SURROUNDING LAND USES AND DEVELOPMENT

The project lies in an urbanizing area of western Riverside County, north of the City of Menifee, east of the City of Perris, and west of the City of Hemet. The Winchester community is to the east of the project and the Sun City community is to the west. The project area is primarily surrounded by undeveloped land, and agricultural land uses, and residential land uses. Although much a substantial portion of the land surrounding the property remains vacant undeveloped, several adopted specific plans exist in the vicinity



Source(s): ESRI, RCTLMA (2021)

Figure I-3



- Develops a community that is visually attractive and efficiently and effectively organized, including a pleasing landscape palette.
- Integrates with the character of the surrounding communities of Homeland, Romoland, Menifee, Sun City, and Winchester, and establishes development that results in logical coordinated growth.

#### **F. DISCRETIONARY ACTIONS AND APPROVALS**

The Riverside County Planning Department is the Lead Agency for WINCHESTER HILLS Specific Plan No. 293, Amendment No. 5 (Substantial Conformance No. 8), under whose authority this Specific Plan Amendment has been prepared. This document will be used by the Riverside County Planning Department in connection with the following decisions:

##### **1. RIVERSIDE COUNTY PLANNING DIRECTOR**

- Recommendation to the Planning Commission regarding approval of Specific Plan No. 293, Substantial Conformance No. 8, by Planning Commission action.

##### **2. RIVERSIDE COUNTY PLANNING COMMISSION**

- Approval of Specific Plan No. 293, Substantial Conformance No. 8, without a public hearing.

##### **3. RIVERSIDE COUNTY PLANNING DIRECTOR**

- A copy of the Notice of Decision shall be mailed to Applicant, no later than 15 days after Planning Commission decision.
- A copy of the Notice of Decision shall be filed with the Clerk of the Board of Supervisors, no later than 15 days after Planning Commission decision.



## II. SPECIFIC PLAN

### A. SPECIFIC PLAN LAND USE PLAN

#### 1. PROJECT DESCRIPTION

Upon completion, the WINCHESTER HILLS Specific Plan project will consist of a high quality residential community, primarily composed of residential, commercial, industrial, educational, recreational, park, and open space land uses on 2,840.7 acres as depicted in Figure II-1, *Specific Plan Land Use Plan*. When fully developed, 5,245 dwelling units will be built in WINCHESTER HILLS with various residential product types designed to meet the needs of the housing market in the urbanizing Winchester area of Riverside County. If the school district elects not to develop a school site on Planning Area 12, which is entitled for 35 units and Planning Area 19, which was previously designated as a school site, but was released by the school district and subsequently entitled for 74 units, the maximum total number of units will increase to 5,354 dwelling units when fully developed. These residences will be divided among a range of lot sizes shown on Table II-1, *Detailed Land Use Summary*. While the overall project density is 4.9 dwelling units per acre, the density of the residential planning areas ranges between 0.4 to 14.8 dwelling units per acre for a net residential density of 4.9 dwelling units per acre.

Non-residential land uses consist of commercial centers, manufacturing, schools, natural open space, parks and recreation areas totaling 1.033.8 acres. Additional uses include greenbelts, drainage detention areas, trails, roadway paseos and major roads. These uses directly support residential neighborhoods, provide employment opportunities, and serve as the essential public amenities and facilities needed to achieve a well-balanced plan.

Specific information on each of the planning areas within WINCHESTER HILLS is provided in Table II-1, *Detailed Land Use Summary*, and within Section III, Planning Area Development Standards.

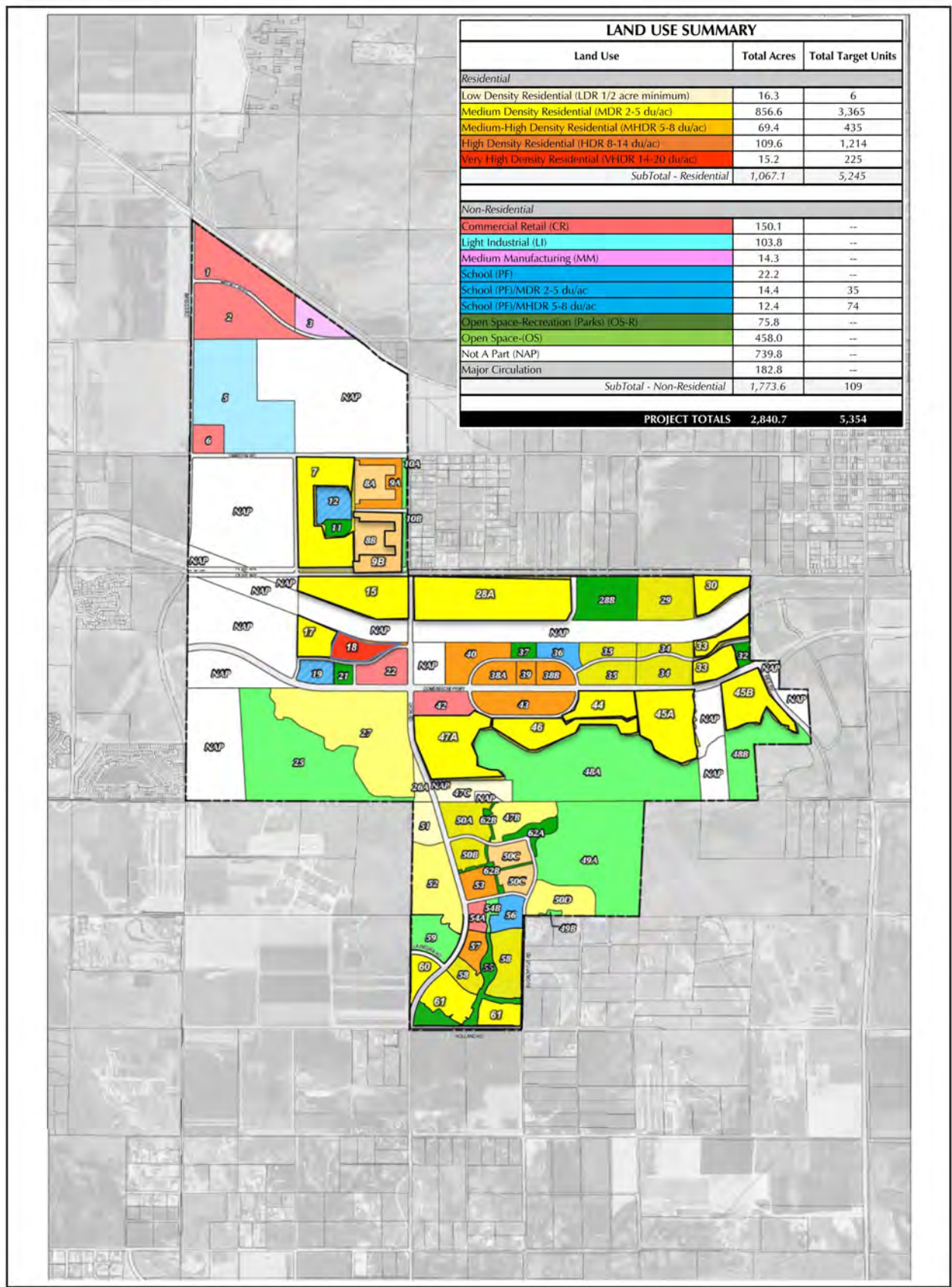
The proposed land uses within WINCHESTER HILLS are as follows:

#### Residential

In conformance with project goals, a variety of attached and detached single-family housing styles, sizes and values are proposed, appealing to a wide range of future WINCHESTER HILLS residents. Residential planning areas account for ~~1,067.11~~~~054.0~~ acres of the project, containing 5,245 dwelling units. An additional 109 dwelling units on 26.8 acres are situated within MHDR/School and MDR/School planning areas. The housing mix falls within five ~~RCIP-General Plan~~ density ranges: Low, Medium (2-5 du/ac), Medium High (5-8 du/ac), High (8-14 du/ac), and Very High (14-20 du/ac) Density Residential. The range of product types is described as follows:

- **Low Density Residential lots (1/2 acre minimum lot size)** consist of a target of 6 dwelling units on a total of 16.3 acres. These units are proposed for Planning Area 47c.
- **Medium Density Residential (2 - 5 dwelling units per acre)** consist of 3,365 dwelling units on a total of 856.6 acres. These units are proposed for Planning Areas 7, 15, 17, 26a, 27, 28a, 29, 30, 33, 34, 35, 44, 45a, 45b, 46, 47a, 47b, 50a, 50b, 50d, 51, 52, 58, 60, and 61. If Planning Area 12 is developed with residential uses, an additional 35 units would be added to this designation for a total of 3,400 Medium Density units on 871.0 acres.

- **Medium High Density Residential (5 – 8 dwelling units per acre)** consist of 435 dwelling units on a total of 69.4 acres. These units are proposed for Planning Areas 8a, 8b, 9b, and 50c. If Planning Area 19 is developed with residential uses, an additional 74 units would be added to this designation for a total of 509 units on 81.8 acres.
- **High Density Residential (8 – 14 dwelling units per acre)** consists of 1,214 dwelling units on a total of 109.6 acres. These units are proposed for Planning Areas 9a, 38a, 38b, 39, 40, 43, 53, and 57.
- **Very High Density Residential (14 – 20 dwelling units per acre)** consists of a target of 225 dwelling units on a total 15.2 acres. These units are proposed for Planning Area 18 and the target density is 14.8 du/ac.



Source(s): Pangaea Land Consultants (06-12-2009)

Figure II-1

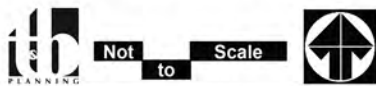




TABLE II-1 DETAILED LAND USE SUMMARY

Planning Area	Land Use Designation	Density	Acreages	Min DUs in PA	Target Units	Max DUs in PA
<b>Residential Land Uses</b>						
7	Medium Density Residential	2-5 du/ac	58.1	116	243	291
8a	Medium High Density Residential	5-8 du/ac	15.9	80	99	127
8b	Medium High Density Residential	5-8 du/ac	16.3	82	95	130
9a	High Density Residential	8-14 du/ac	13.7	110	118	164
9b	Medium High Density Residential	5-8 du/ac	15.7	79	119	126
12 <sup>(1)</sup>	Medium Density Residential/School	2-5 du/ac	14.4	29	35	72
15	Medium Density Residential	2-5 du/ac	44.7	103	186	257
17	Medium Density Residential	2-5 du/ac	15.6	31	58	63
18	Very High Density Residential	14-20 du/ac	15.2	213	225	304
19 <sup>(1)</sup>	Medium High Density Residential/School	5-8 du/ac	12.4	50	74	80
26a	Medium Density Residential	2-5 du/ac	5.6	11	14	28
27	Medium Density Residential	2-5 du/ac	114.9	230	379	575
28a	Medium Density Residential	2-5 du/ac	84.3	169	346	422
29	Medium Density Residential	2-5 du/ac	30.4	61	141	152
30	Medium Density Residential	2-5 du/ac	18.4	37	82	92
33	Medium Density Residential	2-5 du/ac	25.0	50	104	125
34	Medium Density Residential	2-5 du/ac	27.8	56	131	139
35	Medium Density Residential	2-5 du/ac	27.5	55	127	138
38a	High Density Residential	8-14 du/ac	11.7	94	<del>123-127</del>	164
38b	High Density Residential	8-14 du/ac	10.2	82	<del>100-112</del>	143
39	High Density Residential	8-14 du/ac	5.4	43	<del>57-68</del>	76
40	High Density Residential	8-14 du/ac	22.4	179	<del>213-186</del>	314
43	High Density Residential	8-14 du/ac	27.3	218	378	382
44	Medium Density Residential	2-5 du/ac	21.3	43	86	107
45a	Medium Density Residential	2-5 du/ac	45.2	90	178	226
45b	Medium Density Residential	2-5 du/ac	31.3	63	136	157
46	Medium Density Residential	2-5 du/ac	32.7	65	120	164
47a	Medium Density Residential	2-5 du/ac	52.3	105	192	262
47b	Medium Density Residential	2-5 du/ac	21.3	43	61	107
47c	Low Density Residential	½ ac min	16.3	n/a	6	33
50a	Medium Density Residential	2-5 du/ac	19.7	39	93	99
50b	Medium Density Residential	2-5 du/ac	11.1	22	56	56
50c	Medium High Density Residential	5-8 du/ac	21.5	108	122	172
50d	Medium Density Residential	2-5 du/ac	24.3	49	82	122
51	Medium Density Residential	2-5 du/ac	13.3	27	33	67
52	Medium Density Residential	2-5 du/ac	41.1	82	144	206
53	High Density Residential	8-14 du/ac	11.6	93	139	162
57	High Density Residential	8-14 du/ac	7.3	58	86	102

58	Medium Density Residential	2-5 du/ac	30.1	60	151	155
60	Medium Density Residential	2-5 du/ac	9.0	18	34	45
61	Medium Density Residential	2-5 du/ac	51.6	103	188	258
<b>Residential Sub-Totals</b>			<b>1,093.9<sup>(1)</sup></b>	<b>3,246</b>	<b>5,354<sup>(1)</sup></b>	<b>--</b>

<b>Non-Residential Land Uses</b>						
1	Commercial Retail	--	46.3	--	--	--
2	Commercial Retail	--	51.3	--	--	--
3	Medium Manufacturing	--	14.3	--	--	--
5	Light Industrial	--	103.8	--	--	--
6	Commercial Retail	--	11.0	--	--	--
10a	Open Space	--	2.8	--	--	--
10b	Open Space	--	2.8	--	--	--
11	Park	--	5.0	--	--	--
21	Park	--	4.9	--	--	--
22	Commercial Retail	--	17.6	--	--	--
25	Open Space	--	116.8	--	--	--
28b	Park	--	32.9	--	--	--
32	Park	--	4.4	--	--	--
36	School	--	10.2	--	--	--
37	Park	--	5.0	--	--	--
42	Commercial Retail	--	17.6	--	--	--
48a	Open Space	--	153.1	--	--	--
48b	Open Space	--	39.9	--	--	--
49a	Open Space	--	118.6	--	--	--
49b	Open Space	--	1.2	--	--	--
54a	Commercial Retail	--	6.3	--	--	--
54b	Open Space	--	2.6	--	--	--
55	Park	--	8.4	--	--	--
56	School	--	12.0	--	--	--
59	Open Space	--	20.2	--	--	--
62a	Park	--	8.8	--	--	--
62b	Park	--	6.4	--	--	--
N.A.P.	Not a Part	--	739.8	--	--	--
Roads	Major Circulation	--	182.8	--	--	--
<b>Non-Residential Sub-Totals</b>			<b>1,746.8<sup>(1)</sup></b>			

<b>PROJECT TOTALS <sup>1</sup></b>			<b>2,840.7</b>	<b>3,246</b>	<b>5,354</b>	<b>--</b>
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1. If PA 12 and PA 19 are developed as school sites, the total residential area is reduced to 4,079.5 ac, 1,067.1 acres, the total residential yield is decreased to 5,319.5, 254 du, and the total non-residential area is increased to 1,773.6 acres.

## G. PROJECT PHASING PLAN

### 1. DESCRIPTION

WINCHESTER HILLS is to be developed in three (3) phases over an approximate 7-year to 15-year period, in response to market demands and according to a logical and orderly extension of roadways, public utilities, and infrastructure. The development phasing is illustrated on Figure II, *Conceptual Phasing Plan*.

**Table II-4 PROJECT PHASING PLAN**

PLANNING AREA	LAND USE	DENSITY	ACREAGE	DUS
<b>Phase I</b>				
15	MDR	2-5 du/ac	44.7	186
17	MDR	2-5 du/ac	15.6	58
18	VHDR	14-20 du/ac	15.2	225
19	School/MHDR	5-8 du/ac	12.4	74
21	Park	--	4.9	--
22	Commercial Retail	--	17.6	--
28a	MDR	2-5 du/ac	84.3	346
28b	Park	--	32.9	--
29	MDR	2-5 du/ac	30.4	141
--	Circulation	--	47.0	--
<b>Phase I Totals</b>			<b>305.0</b>	<b>956 (1,030*)</b>
<b>Phase II</b>				
27	MDR	2-5 du/ac	114.9	379
30	MDR	2-5 du/ac	18.4	82
32	Park	--	4.4	--
33	MDR	2-5 du/ac	25.0	104
34	MDR	2-5 du/ac	27.8	131
35	MDR	2-5 du/ac	27.5	127
36	School	--	10.2	--
38a	HDR	8-14 du/ac	11.7	<del>123</del> 127
38b	HDR	8-14 du/ac	10.2	<del>100</del> 112
43	HDR	8-14 du/ac	27.3	378
44	MDR	2-5 du/ac	21.3	86
45a	MDR	2-5 du/ac	45.2	178
45b	MDR	2-5 du/ac	31.3	136
46	MDR	2-5 du/ac	32.7	120
47a	MDR	2-5 du/ac	52.3	192
--	Circulation	--	58.7	--
<b>Phase II Totals</b>			<b>518.9</b>	<b><del>2,136</del>2,152</b>
<b>Phase III</b>				
1	Commercial Retail	--	46.3	--
2	Commercial Retail	--	51.3	--
3	Medium Manufacturing	--	14.3	--
5	Light Manufacturing	--	103.8	--
6	Commercial Retail	--	11.0	--
7	MDR	2-5 du/ac	58.1	243
8a	MHDR	5-8 du/ac	15.9	99



PLANNING AREA	LAND USE	DENSITY	ACREAGE	DUS
8b	MHDR	5-8 du/ac	16.3	95
9a	HDR	8-14 du/ac	13.7	118
9b	MHDR	5-8 du/ac	15.7	119
10a	Open Space	--	2.8	--
10b	Open Space	--	2.8	--
11	Park	--	5.0	--
12	School/MDR	2-5 du/ac	14.4	35
25	Open Space	--	116.8	--
26a	MDR	2-5 du/ac	5.6	14
37	Park	--	5.0	--
39	HDR	8-14 du/ac	5.4	5768
40	HDR	8-14 du/ac	22.4	213186
42	Commercial Retail	--	17.6	--
47b	MDR	2-5 du/ac	21.3	61
47c	LDR	½ ac min	16.3	6
48a	Open Space	--	153.1	--
48b	Open Space	--	39.9	--
49a	Open Space	--	118.6	--
49b	Open Space	--	1.2	--
50a	MDR	2-5 du/ac	19.7	93
50b	MDR	2-5 du/ac	11.1	56
50c	MHDR	5-8 du/ac	21.5	122
50d	MDR	2-5 du/ac	24.3	82
51	MDR	2-5 du/ac	13.3	33
52	MDR	2-5 du/ac	41.1	144
53	HDR	8-14 du/ac	11.6	139
54a	Commercial Retail	--	6.3	--
54b	Open Space	--	2.6	--
55	Park	--	8.4	--
56	School	--	12.0	--
57	HDR	8-14 du/ac	7.3	86
58	MDR	2-5 du/ac	30.1	151
59	Open Space	--	20.2	--
60	MDR	2-5 du/ac	9.0	34
61	MDR	2-5 du/ac	51.6	188
62a	Park	--	8.8	--
62b	Park	--	6.4	--
--	Circulation	--	77.1	--
<b>Phase III Totals</b>			<b>1,277.0</b>	<b>2,153,137</b> <b>(2,172,188*)</b>
--	NAP	--	739.8	--
<b>PROJECT TOTAL</b>			<b>2,840.7</b>	<b>5,245(5,354*)</b>

\*Total number of dwelling units if Residential/School land uses in Planning Areas 12 and 19 are not developed with School uses.

**HH. PLANNING AREA 38A: HIGH DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 38a, as depicted on Figure III-8, *Planning Areas 36 through 40 and 43*, provides for the development of 11.7 acres devoted to High Density Residential (8-14 du/ac) land uses. Homes within this planning area are multi-family units. This planning area will contain a target of ~~123-127~~ dwelling units at a target density of ~~10-510.9~~ du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 38a shall be provided from 'B' Street and Domenigoni Parkway.
- 2) Streetscapes shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 4) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 5) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 6) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

II.A: Specific Land Use Plan

II.E: Water & Sewer Plans

II.B: Circulation Plan

II.F: Grading Plan

II.C: Open Space & Parks Plan

II.G: Phasing Plan

II.D: Drainage Plan

II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan

## II. PLANNING AREA 38B: HIGH DENSITY RESIDENTIAL

### 1. DESCRIPTIVE SUMMARY

Planning Area 38b, as depicted on Figure III-8, *Planning Areas 36 through 40 and 43*, provides for the development of 10.2 acres devoted to High Density Residential (8-14 du/ac) land uses. Homes within this planning area are multi-family units. This planning area will contain a target of ~~100~~ 112 dwelling units at a target density of ~~9.8~~ 11.0 du/ac.

### 2. LAND USE AND DEVELOPMENT STANDARDS

Please refer to Ordinance No. 348. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

### 3. PLANNING STANDARDS

- 1) Access to Planning Area 38B shall be provided from 'B Street and Domenigoni Parkway.
- 2) Streetscapes shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 4) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 5) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 6) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

II.A: Specific Land Use Plan

II.E: Water & Sewer Plans

II.B: Circulation Plan

II.F: Grading Plan

II.C: Open Space & Parks Plan

II.G: Phasing Plan

II.D: Drainage Plan

II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan



**JJ. PLANNING AREA 39: HIGH DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 39, as depicted on Figure III-8, *Planning Areas 36 through 40 and 43*, provides for the development of 5.4 acres devoted to High Density Residential (8-14 du/ac) land uses. Homes within this planning area are multi-family units. This planning area will contain a target of ~~57-68~~ dwelling units at a target density of ~~10-612.6~~-du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348. \_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 39 shall be provided from 'B' Street and Domenigoni Parkway
- 2) Streetscapes shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 4) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 5) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 6) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

II.A: Specific Land Use Plan

II.E: Water & Sewer Plans

II.B: Circulation Plan

II.F: Grading Plan

II.C: Open Space & Parks Plan

II.G: Phasing Plan

II.D: Drainage Plan

II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan

**KK. PLANNING AREA 40: HIGH DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 40, as depicted on Figure III-8, *Planning Areas 36 through 40 and 43*, provides for the development of 22.4 acres devoted to High Density Residential (8-14 du/ac) land uses. Homes within this planning area are multi-family units. This planning area will contain a target of ~~213~~186 dwelling units at a target density of ~~9.58~~8.3 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_. (See Specific Plan Zone Ordinance Tab.)

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 40 shall be provided from 'B' Street.
- 2) Streetscapes shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) An edge condition shall be provided between this planning area and adjacent Salt Creek Channel, as depicted in Figure IV-20, *Edge Condition –Residential to Salt Creek*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

II.A: Specific Land Use Plan

II.B: Circulation Plan

II.C: Open Space & Parks Plan

II.D: Drainage Plan

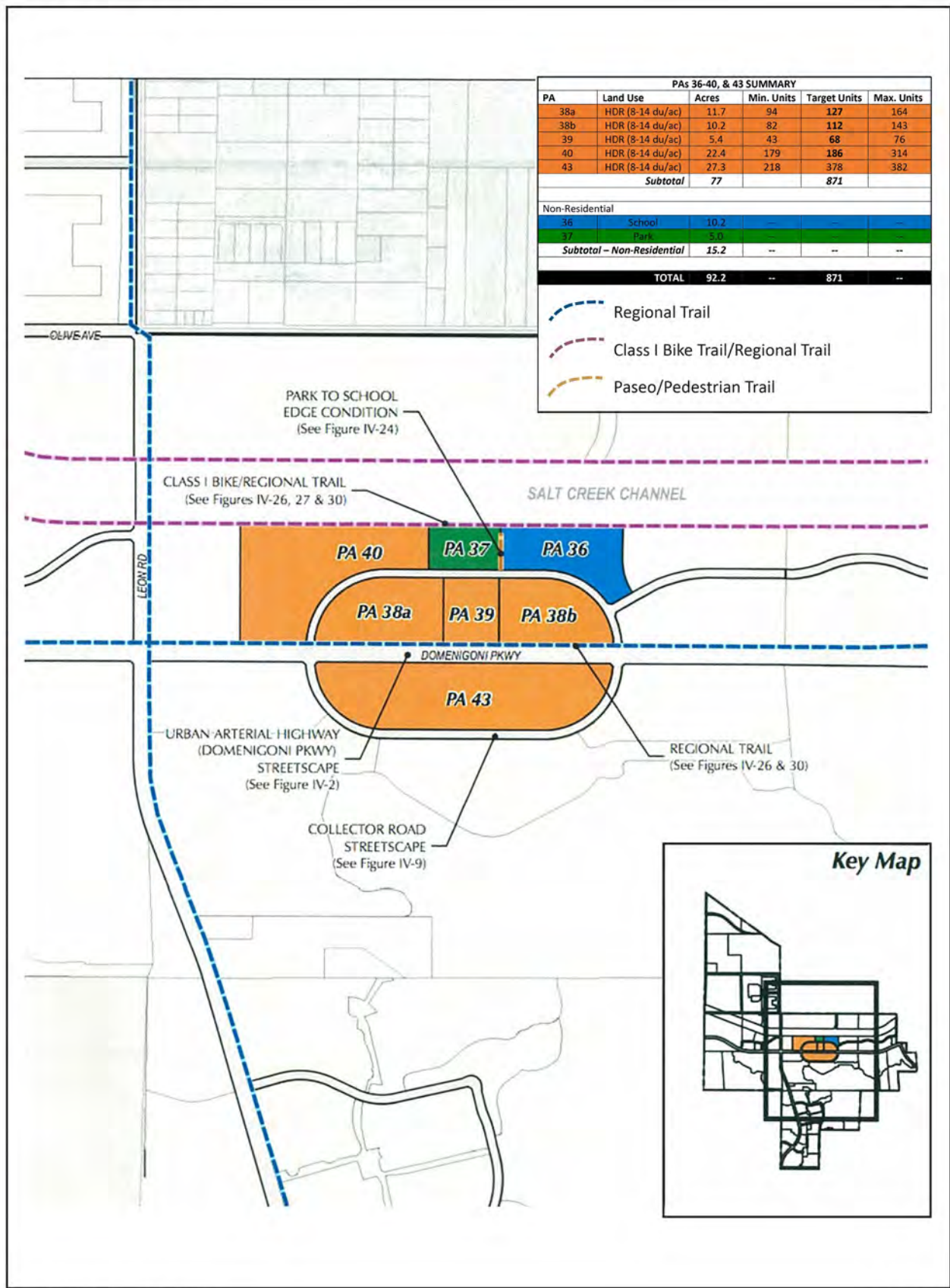
II.E: Water & Sewer Plans

II.F: Grading Plan

II.G: Phasing Plan

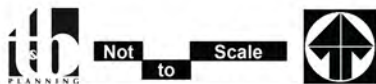
II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan



Source(s): Keefer Consulting (11-19-2015)

Figure III-8



Planning Areas 36 through 40 and 43



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



August 9, 2022

Russell Brady, Project Planner  
County of Riverside Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501

**CHAIR**  
Steve Manos  
Lake Elsinore

**VICE CHAIR**  
Russell Betts  
Desert Hot Springs

**COMMISSIONERS**  
Vacant

John Lyon  
Riverside

Steven Stewart  
Palm Springs

Richard Stewart  
Moreno Valley

Michael Geller  
Riverside

**STAFF**

**Director**  
Paul Rull

Simon A. Housman  
Jaqueline Vega  
Barbara Santos

County Administrative Center  
4080 Lemon St., 14<sup>th</sup> Floor.  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

## RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION

File No.: ZAP1534MA22  
Related File No.: GPA1162 (General Plan Amendment), CZ7897 (Change of Zone), SP293 (Specific Plan Amendment)  
Airport Zone: Compatibility Zone E

Dear Mr. Brady:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Resolution No. 2016-02 and 2018-02 of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed GPA1162 (General Plan Amendment), CZ7897 (Change of Zone), SP293 (Specific Plan Amendment), a proposal to incorporate an additional 211.2 acres into the Specific Plan boundaries and modify the land use designations of this additional 211.2 acre area, located northerly of Grand Avenue, southerly of Case Road, and easterly of Briggs Road(planning area 1), and northerly of Olive Avenue, southerly of Simpson Road, easterly of Beller Road, and westerly of Longfellow Avenue(planning area 2). The applicant also proposes to change the zoning classification of 211.2-acre area from Mixed Use (MU) to Specific Plan zone (SP293) and modify the permitted uses and development standards for the Planning Areas located within the boundaries of Specific Plan 293. Lastly, the applicant proposes to amend Specific Plan to add approximately 211.2 acres to the Specific Plan located south of Simpson Road, east of Beeler Road, north of Olive Avenue, and west of Longfellow Avenue, specifically add 77.1 acres of Medium High Density Residential (MHDR), 32.6 acres of Highest Density Residential (HHDR), 29.0 acres of Mixed Use (MU), 1 acre of Commercial Retail (CR), 19.8 acres of open space, and 19.2 acres of open space (Paseos). The Specific Plan Amendment also proposes to modify planning areas 1, 2, 4A, and 4B of the Winchester Hills Specific Plan No. 293 by designating them for 36.3 acres of Commercial Retail (Cr), 39.77 acres of Highest Density Residential (HHDR), and 17.1 acres of Open Space.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity and residential density are not restricted.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

This determination of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed amendment.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

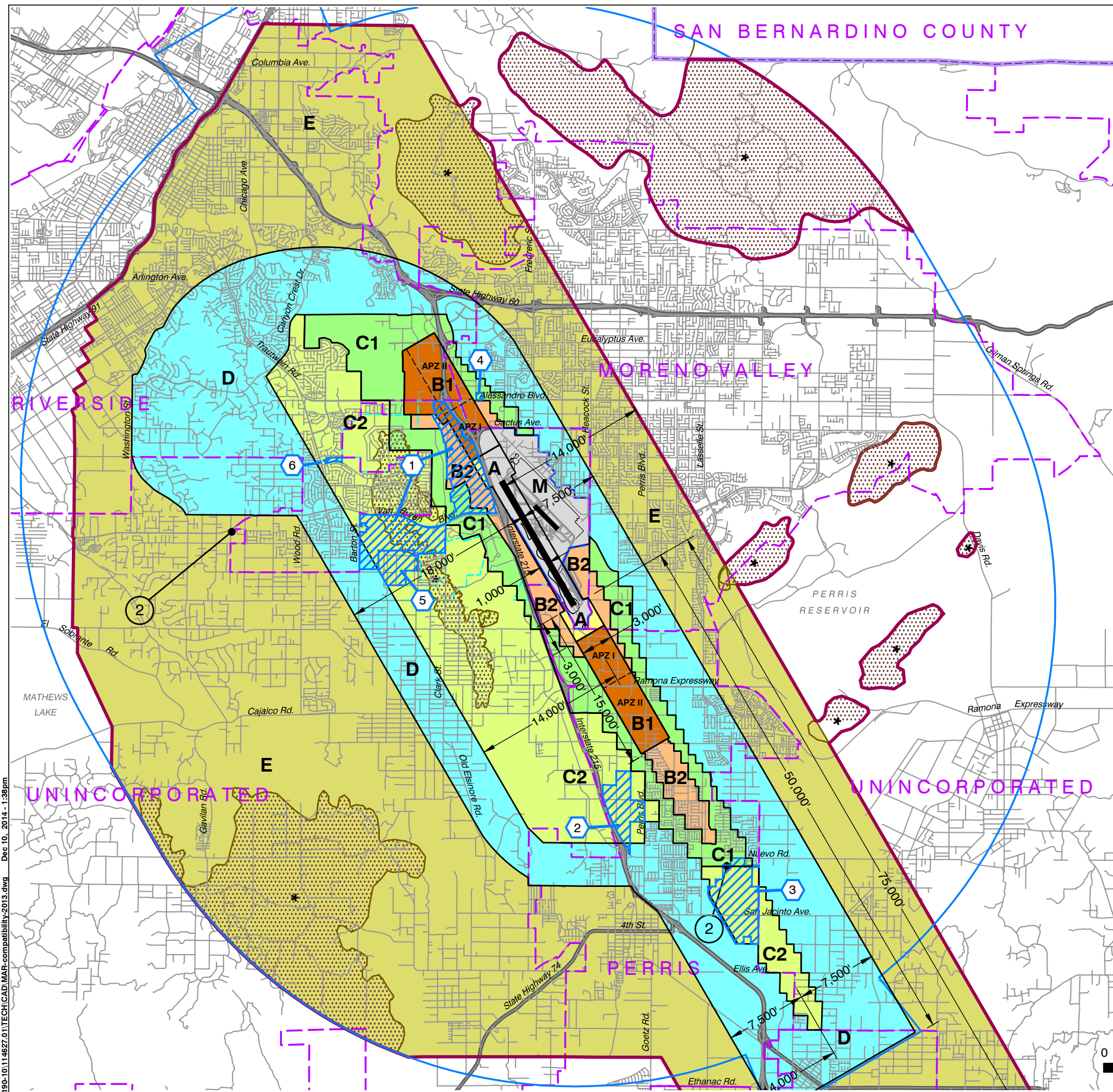


---

Paul Rull, ALUC Director

cc: Triple M. Property/ Lin Capital 2010, LLC (applicant/property owner)  
T&B Planning (representative)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Major David Shaw, Base Civil Engineer, March Air Reserve Base  
ALUC Case File

X:\AIRPORT CASE FILES\March\ZAP1534MA22\ZAP1534MA22 LTR.doc



**LEGEND**

**Compatibility Zones**

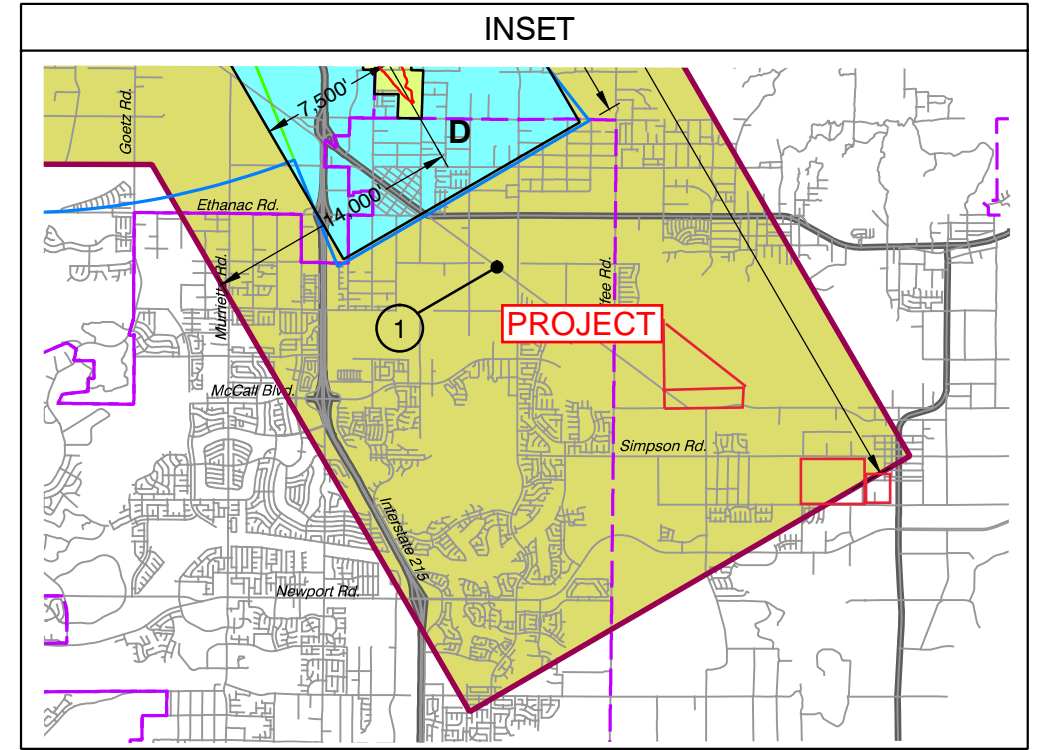
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

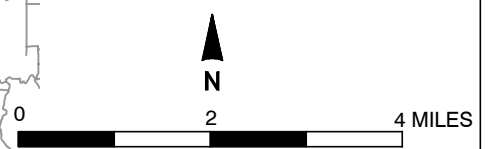
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(Adopted November 13, 2014)**

Note:  
All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

SEE INSET AT RIGHT

X:\18190-10\114627\01\TECH\CAD\MAR-compatibility\2013.dwg Dec 10, 2014 - 1:38pm

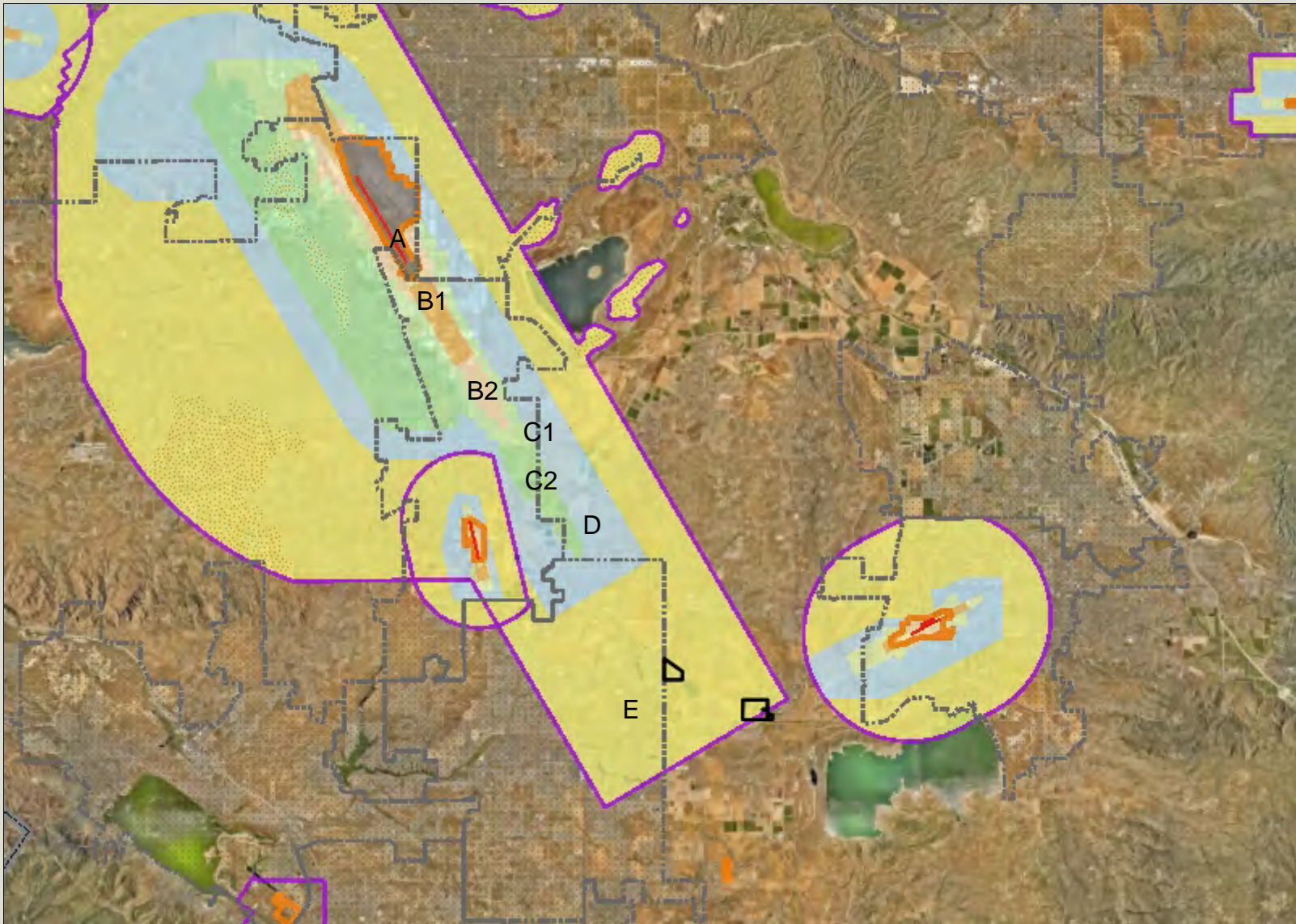
Prepared by Mead & Hunt, Inc. (June 2013)

Map MA-1

**Compatibility Map  
March Air Reserve Base / Inland Port Airport**



# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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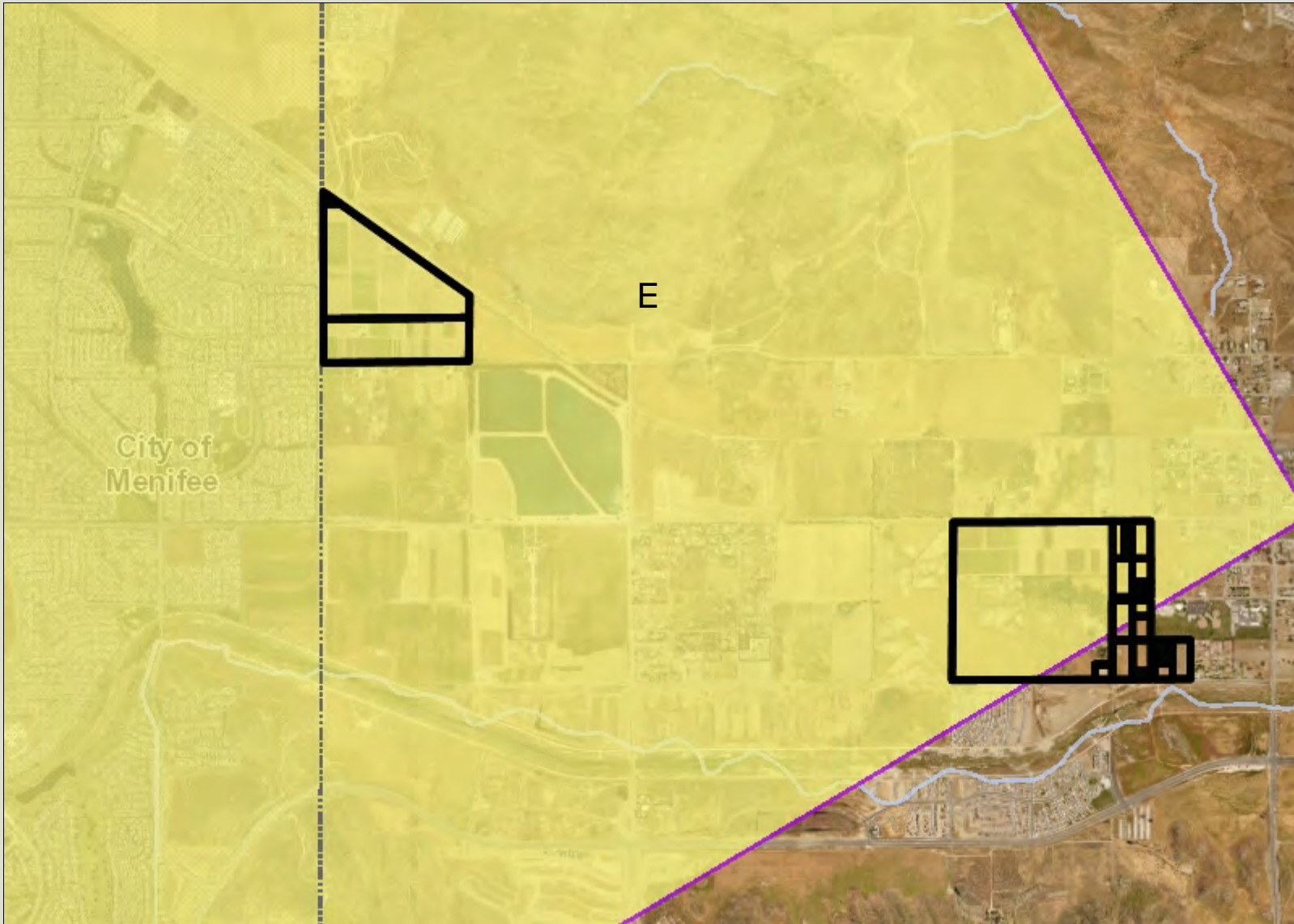
REPORT PRINTED ON... 7/25/2022 11:23:42 AM

© Riverside County GIS

## Notes



# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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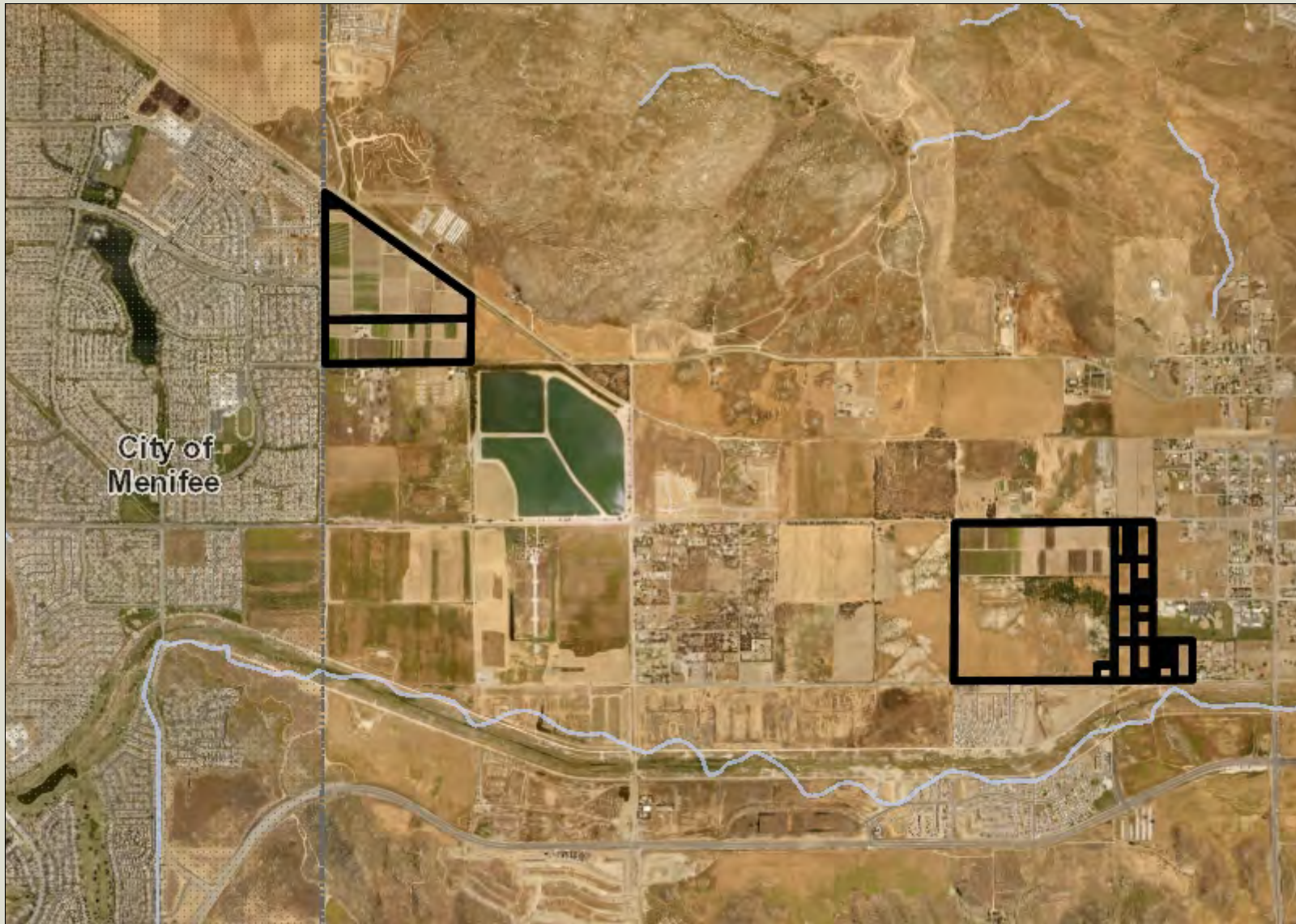
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## Notes



# Map My County Map



## Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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## Notes

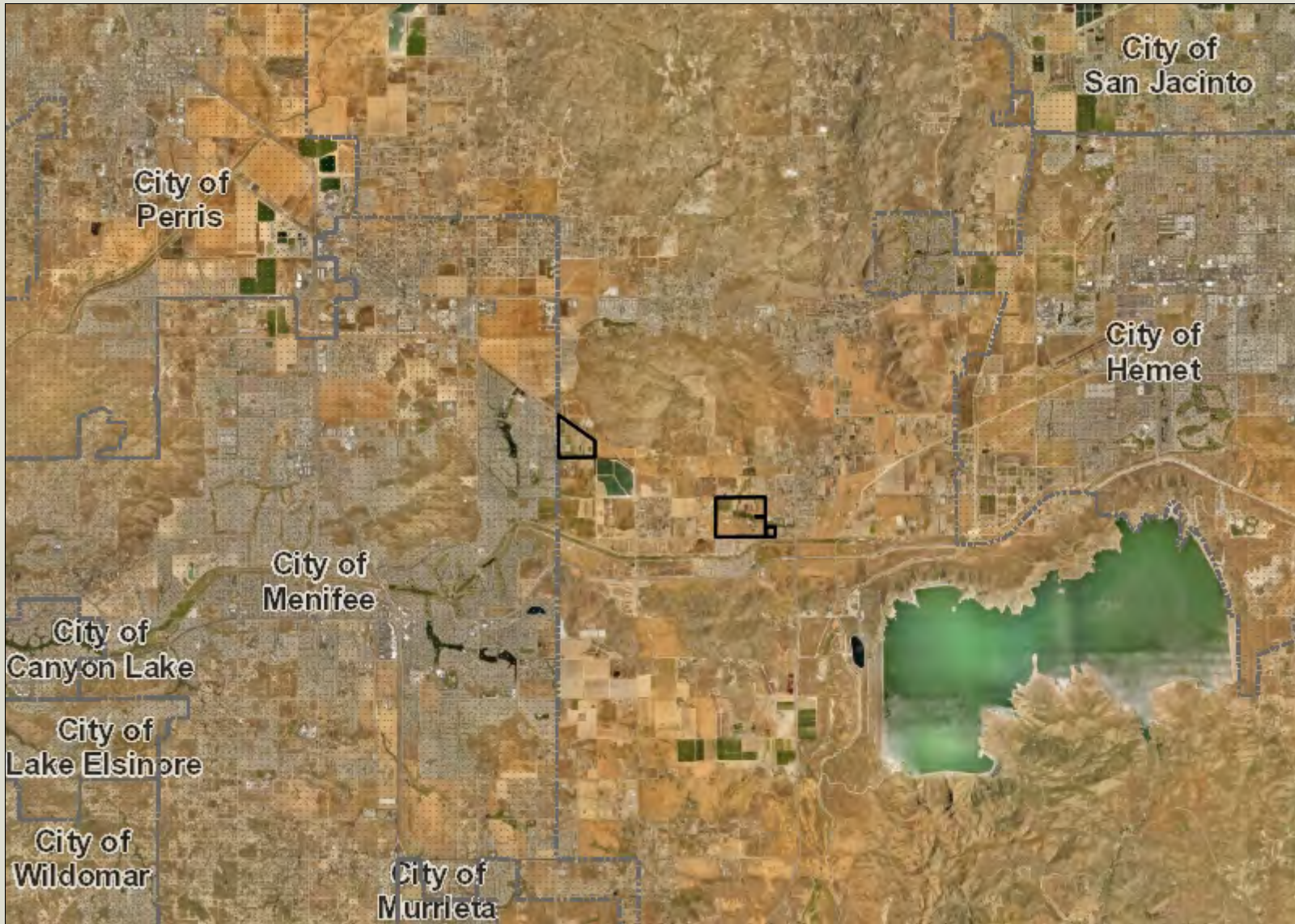


REPORT PRINTED ON... 7/25/2022 11:30:10 AM

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# Map My County Map



## Legend

- City Areas
- World Street Map



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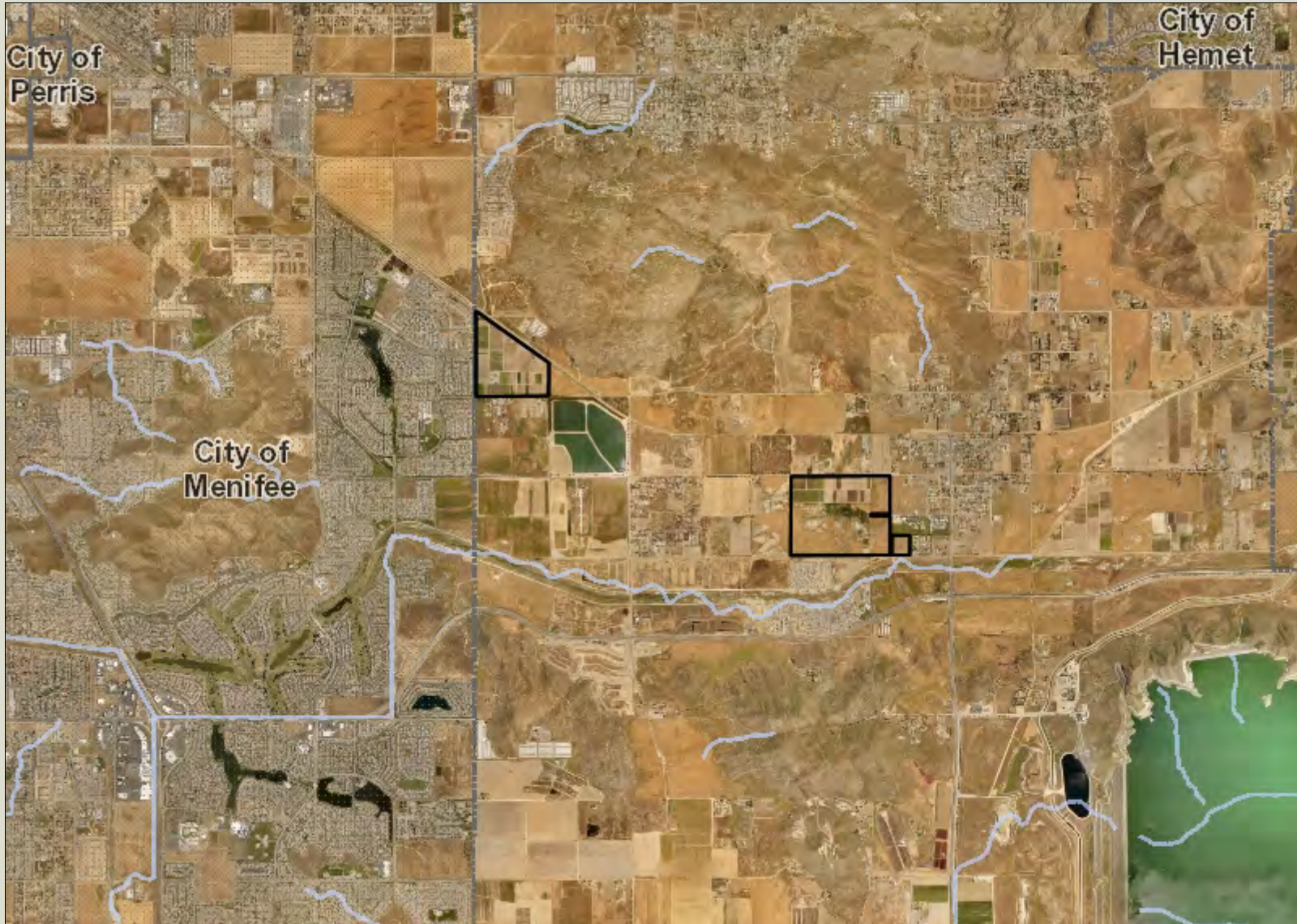
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## Notes



# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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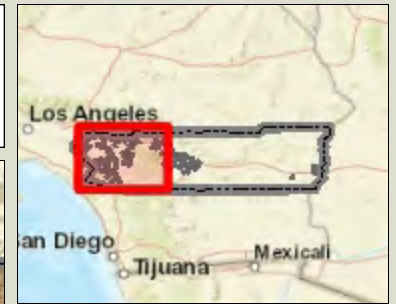
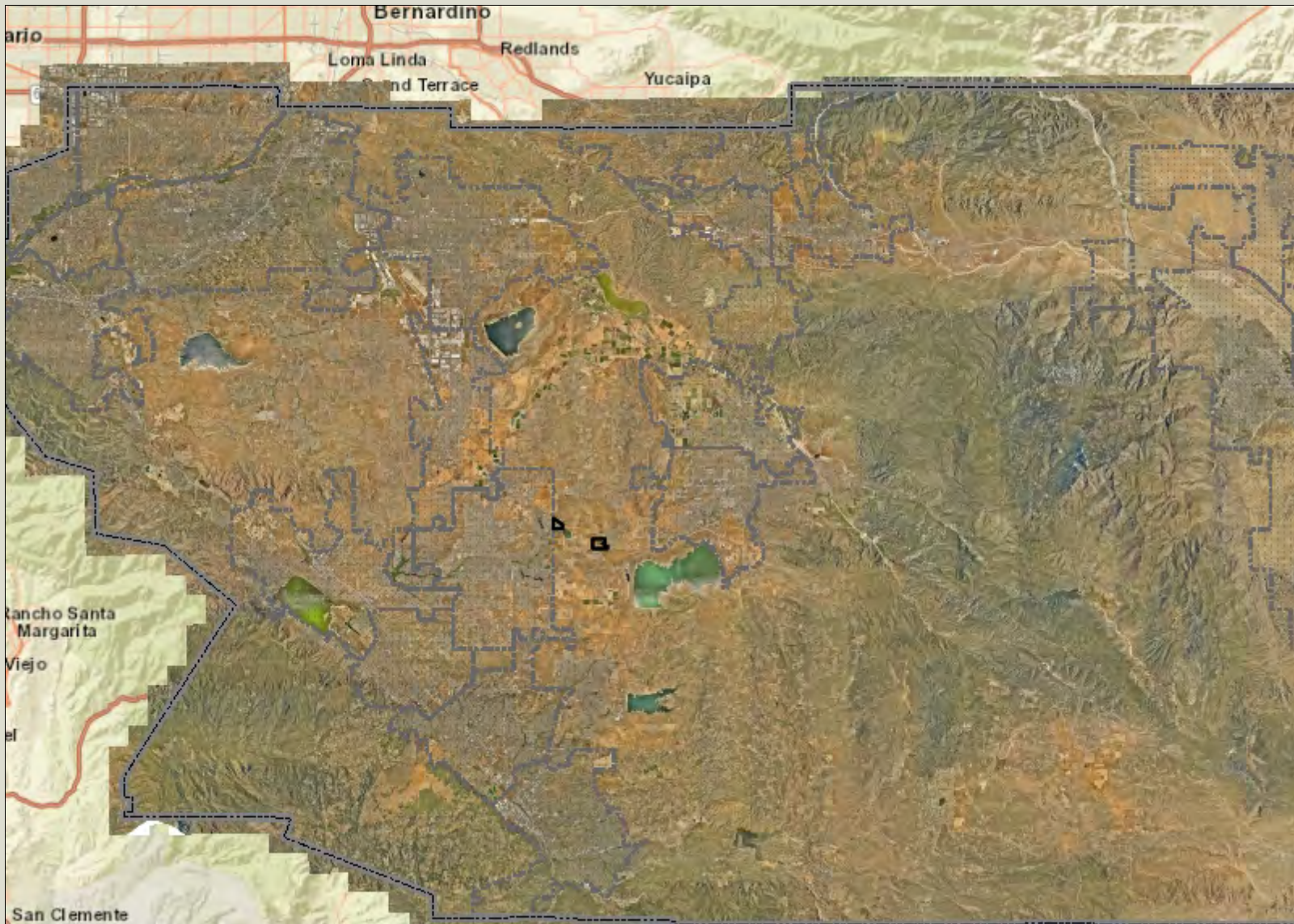
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## Notes



# Map My County Map



## Legend

- City Areas
- World Street Map



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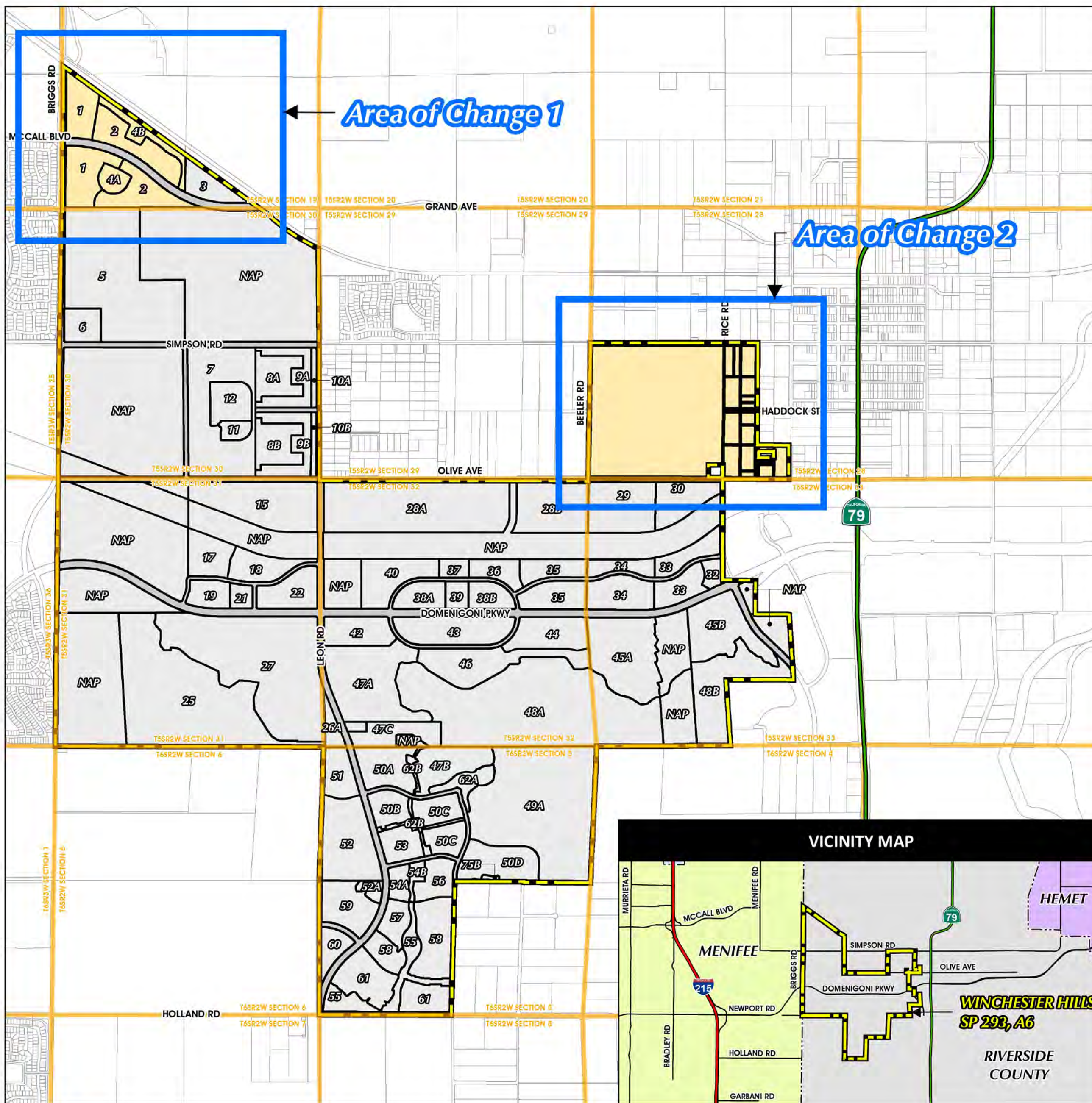
0 49,257 98,514 Feet

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## Notes



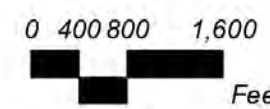


**APPLICANT:**  
 TRIPLE M PROPERTY/LIN CAPITAL 2010, LLC  
 4010 PALOS VERDES DRIVE NORTH, SUITE 201  
 ROLLING HILLS ESTATES, CA 90274  
 (310) 378-9360  
 michaelsoffice@gmail.com

**UTILITIES:**  
 WATER: EASTERN MUNICIPAL WATER DISTRICT  
 SEWER: EASTERN MUNICIPAL WATER DISTRICT  
 GAS: SO CAL GAS  
 ELECTRIC: SOUTHERN CALIFORNIA EDISON  
 TELEPHONE: FRONTIER COMMUNICATIONS  
 CABLE TV: FRONTIER COMMUNICATIONS

**ACRES OF PROPERTY:**  
 GROSS = 3,051.9 AC.

**LEGAL DESCRIPTION:**  
 SEE ATTACHED

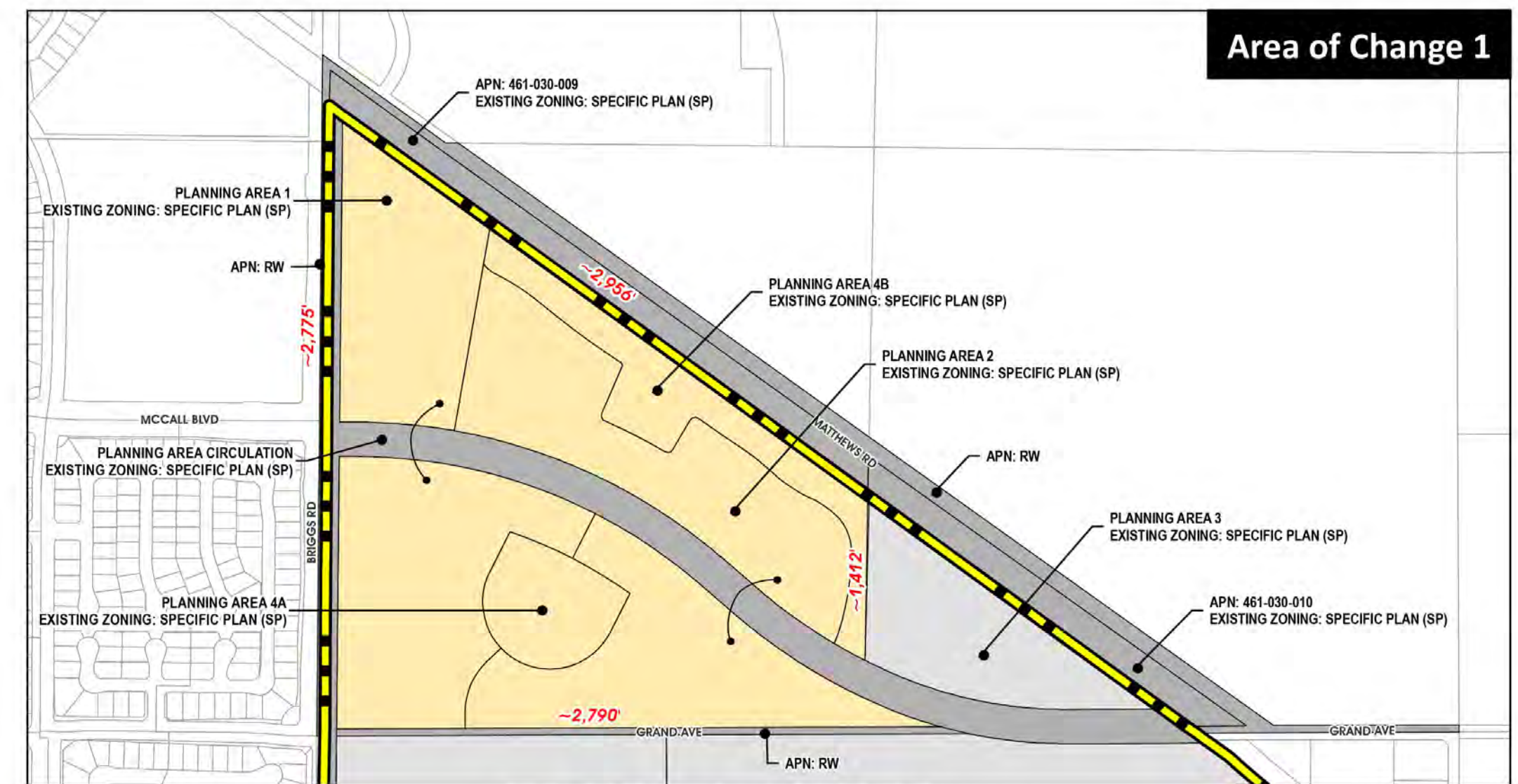


Sources: ESRI, Nearmap Aerial (2022), RCLTMA (2022)

## Winchester Hills SP 293, A6

PREPARED BY:

**T&B PLANNING**  
 3200 El Camino Real, Suite 100 Irvine, CA 92602  
 p. (714) 505-6360  
 www.tbplanning.com



**APN(S):**  
 461-030-002  
 461-030-006  
 461-030-013  
 461-030-014

**PROPERTY OWNER(S):**  
 TRIPLE M PROPERTY  
 (FKA 3M PORPERTY INVESTMENT CO)  
 1515 LOWER PASEO LA CRESTA  
 PALOS VERDES ESTATES, CA 90274  
 (310) 378-9360  
 michaelsoffice@gmail.com

**RAY ALLEN PARR AND STEPHANIE RYDER**  
 27490 BRIGGS ROAD  
 WINCHESTER, CA 92596

**DANIEL AND SHERYL BRIMLOW**  
 1502 NW CARTY ROAD  
 RIDGEFIELD, WA 98642

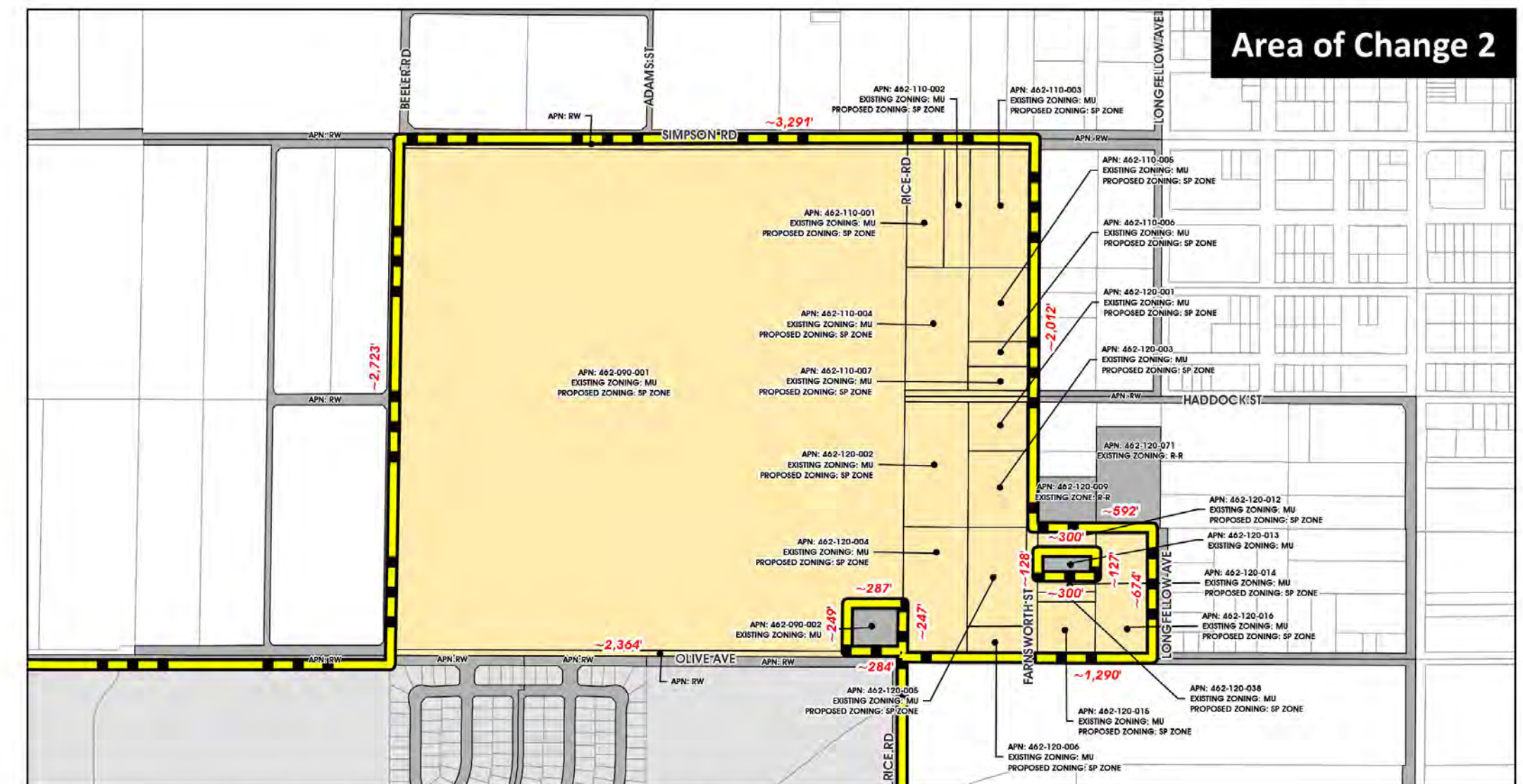
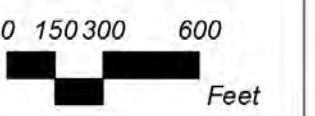
**EXISTING LAND USE:**  
 COMMERCIAL RETAIL (CR)  
 LIGHT INDUSTRIAL (LI)

**EXISTING ZONING:**  
 SPECIFIC PLAN (SP)

**SCHOOL DISTRICT:**  
 ROMOLAND UNIFIED DISTRICT

**FEMA FLOOD ZONE DESIGNATION:**  
 ZONE X - AREA OF MINIMAL FLOOD HAZARD

**THOMAS BROS. MAP PAGE(S):**  
 2007 ED., SAN BERNARDINO AND RIVERSIDE COUNTIES  
 RIVERSIDE COUNTIES  
 PAGE 838, GRID J4, J5  
 PAGE 839, GRID A4, A5



**APN(S):**  
 462-090-001  
 462-110-001  
 462-110-002  
 462-110-003  
 462-110-004  
 462-110-005  
 462-110-006  
 462-110-007  
 462-120-003  
 462-120-004  
 462-120-001  
 462-120-002

**462-120-005**  
 462-120-006  
 462-120-012  
 462-120-014  
 462-120-015  
 462-120-016  
 462-120-018  
 462-120-038

**PROPERTY OWNER(S):**  
 LIN CAPITAL 2010, LLC  
 4010 PALOS VERDES DRIVE NORTH, SUITE 201  
 ROLLING HILLS ESTATES, CA 90274  
 (310) 378-9360  
 michaelsoffice@gmail.com

**TRIPLE M PROPERTY**  
 (FKA 3M PORPERTY INVESTMENT CO)  
 1515 LOWER PASEO LA CRESTA  
 PALOS VERDES ESTATES, CA 90274  
 (310) 378-9360  
 michaelsoffice@gmail.com

**EXISTING LAND USE:**  
 MIXED USE AREA (MUA)

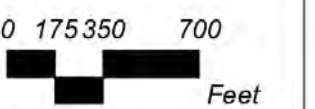
**EXISTING ZONING:**  
 MIXED USE (MU)

**PROPOSED ZONING:**  
 SPECIFIC PLAN (SP)

**SCHOOL DISTRICT:**  
 HEMET UNIFIED SCHOOL DISTRICT

**FEMA FLOOD ZONE DESIGNATION:**  
 ZONE X - AREA OF MINIMAL FLOOD HAZARD

**THOMAS BROS. MAP PAGE(S):**  
 2007 ED., SAN BERNARDINO AND RIVERSIDE COUNTIES  
 PAGE 839, GRID D6, D7, E6, E7, F7



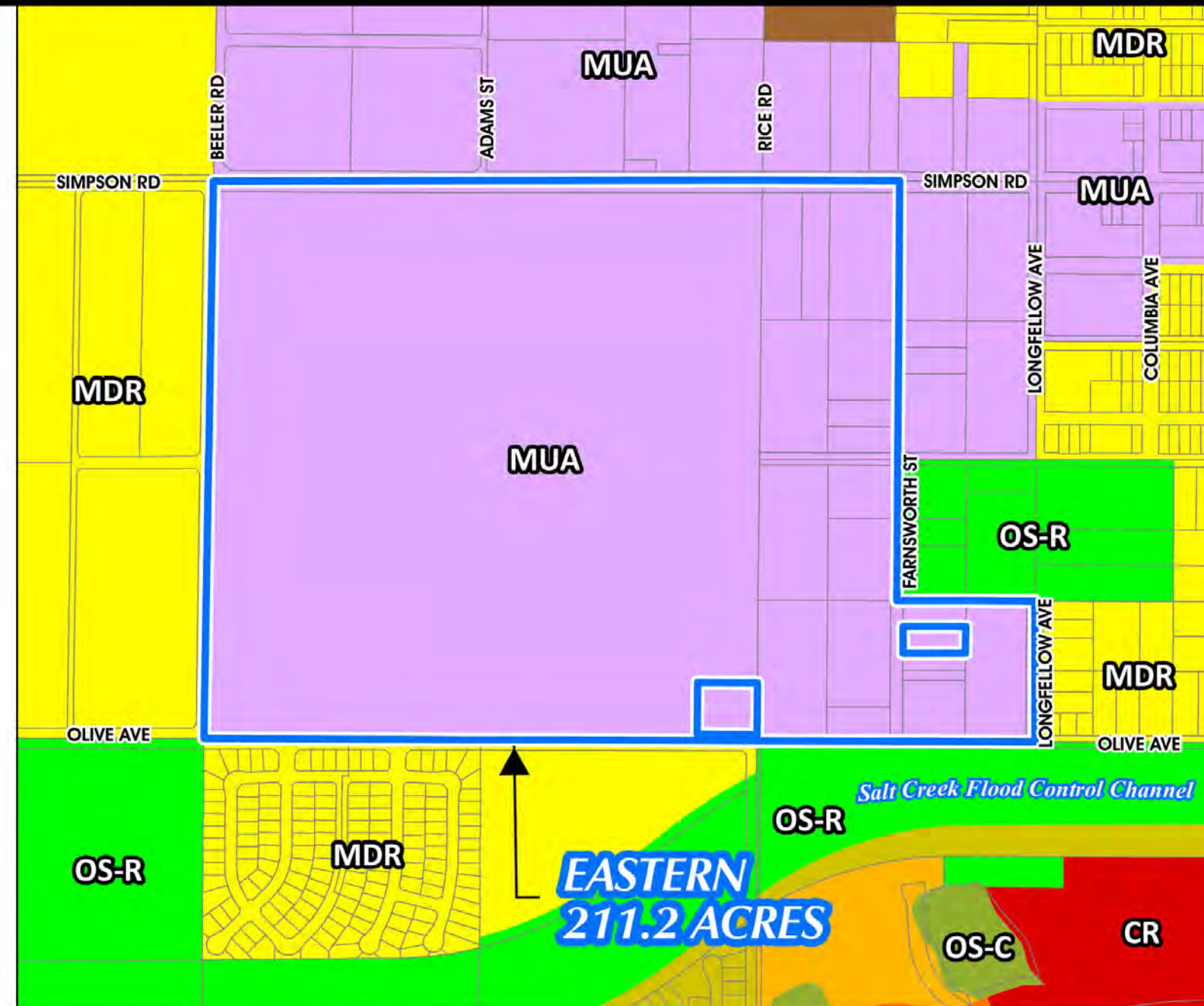
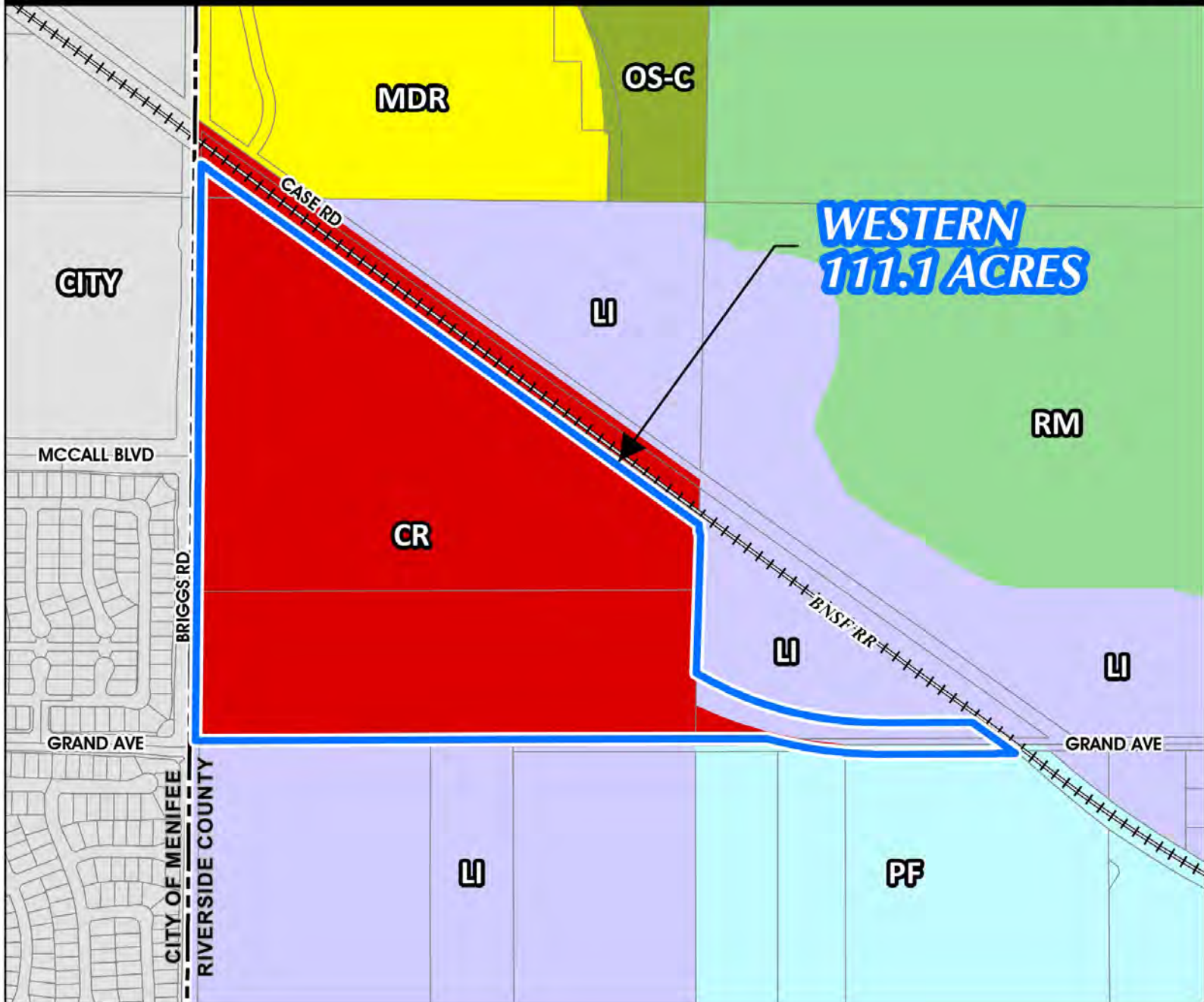
## Change of Zone Exhibit Airport Land Use Commission

JN: 384-013  
 DATE: 07-12-2022





# EXISTING



**APPLICANT:**  
 Michael Smith  
 Triple M Property/Sun M Capital  
 309 NE 3rd St., Suite 3  
 McMinnville, Oregon 97128  
 (310) 809-8898

**LAND OWNER:**  
 Michael Smith  
 Triple M Property/Sun M Capital  
 309 NE 3rd St., Suite 3  
 McMinnville, Oregon 97128  
 (310) 809-8898

**EXISTING GENERAL PLAN DESIGNATION:**  
 Commercial Retail (CR)  
 Mixed-Use Area (MUA)

**PROPOSED GENERAL PLAN DESIGNATION:**  
 Medium High Density Residential (MHDR)  
 Highest Density Residential (HHDR)  
 Mixed Use Area (MUA)  
 Commercial Retail (CR)  
 Open Space - Recreation (OS-R)  
 Open Space - Water (OS-W)

**ACRES OF PROPERTY:**  
 Overall SP Total = 3,051.9 AC.  
 GPA Total = 322.3 AC.

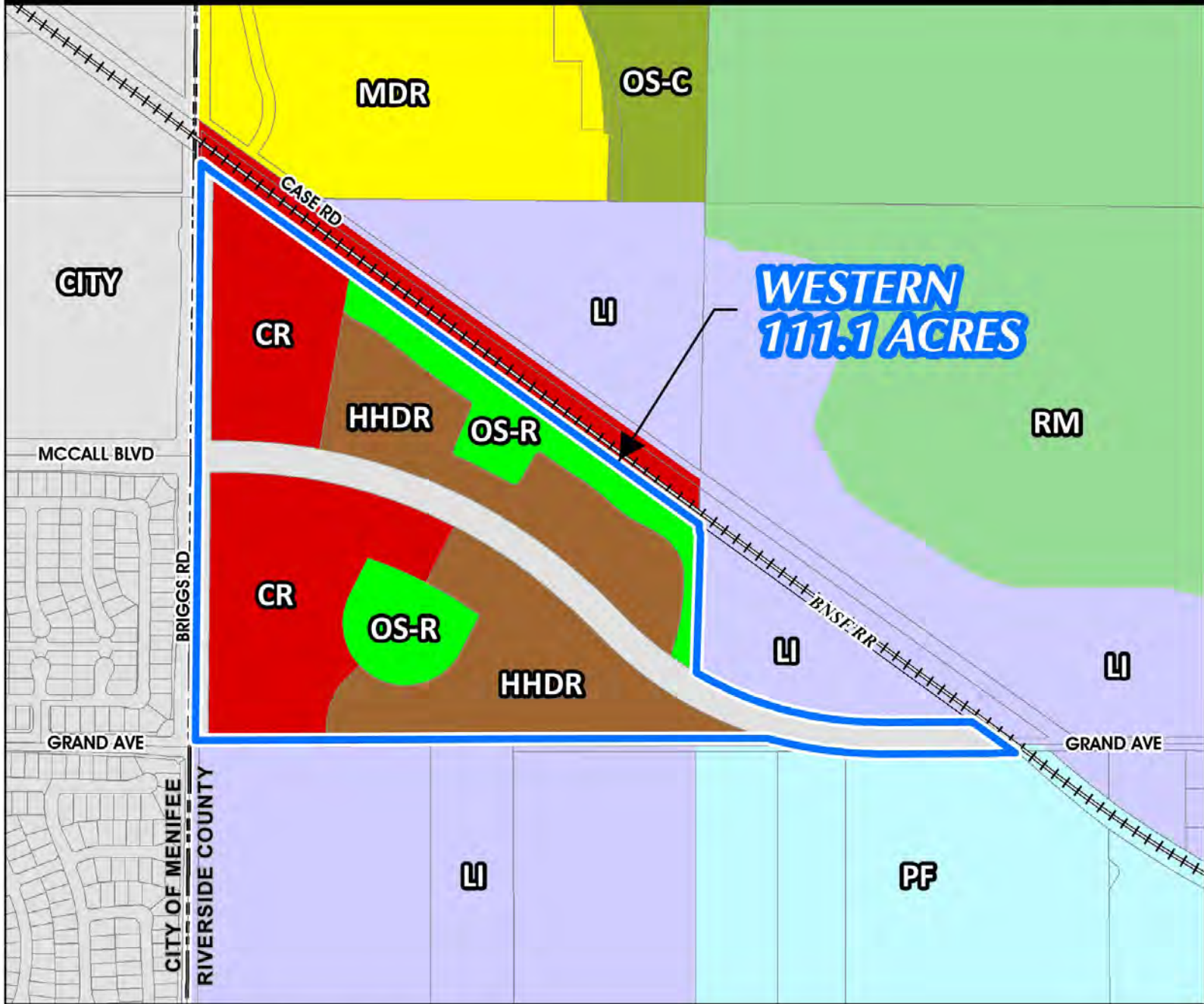
**AMENDMENT DESCRIPTION:**  
 GPA 1162 amends the SP 293 land use designations as applied to the western 111.1 acres of the Project Site from "Commercial Retail (CR)" to instead reflect the land uses proposed as part of SP 293A6, including 39.7 acres of HHDR land uses; 36.2 acres of CR land uses; 17.1 acres of OS-R land uses; and 18.1 acres of major roads.

GPA 1162 also adds the eastern 211.2 acres of the Project Site to the boundaries of SP 293, and would modify the land use designation for this portion of the Project Site from "Mixed Use Area (MUA)" to instead allow for 77.1 acres of MHDR land uses; 32.6 acres of HHDR land uses; 29.0 acres of MUA land uses; 25.7 acres of major roads; 19.8 acres of OS-R (Parks) land uses; 19.2 acres of OS-R (Paseos) land uses; 6.8 acres of OS-W land uses; and, 1 acre of CR land uses.

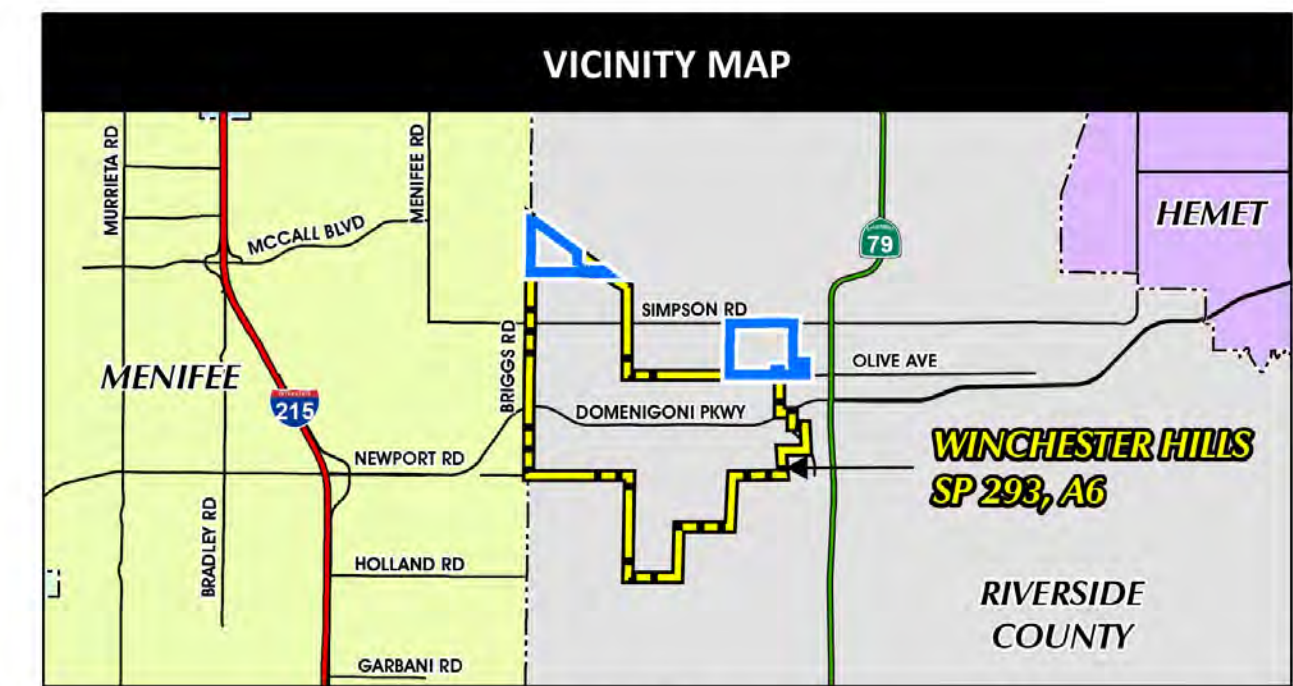
**LEGAL DESCRIPTION:**  
 See attached Legal Description.

- NOTES:**
1. There is no water and/or sewer service available on the project site.
  2. The project site is located within Valley-Wide Recreation and Park District's jurisdiction.

# PROPOSED



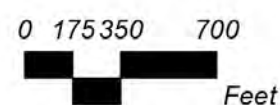
	Medium Density Residential (MDR)		Mixed Use Area (MUA)
	Medium High Density Residential (MHDR)		Rural Mountainous (RM)
	Highest Density Residential (HHDR)		Open Space - Conservation (OS-C)
	Commercial Retail (CR)		Open Space - Recreation (OS-R)
	Light Industrial (LI)		Open Space - Water (OS-W)
	Public Facilities (PF)		City of Menifee



Sources: ESRI, Nearmap Aerial (2022), RCTLMA (2022)

## Winchester Hills SP 293, A6

PREPARED BY:  
 T&B PLANNING  
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## General Plan Amendment Exhibit Airport Land Use Commission

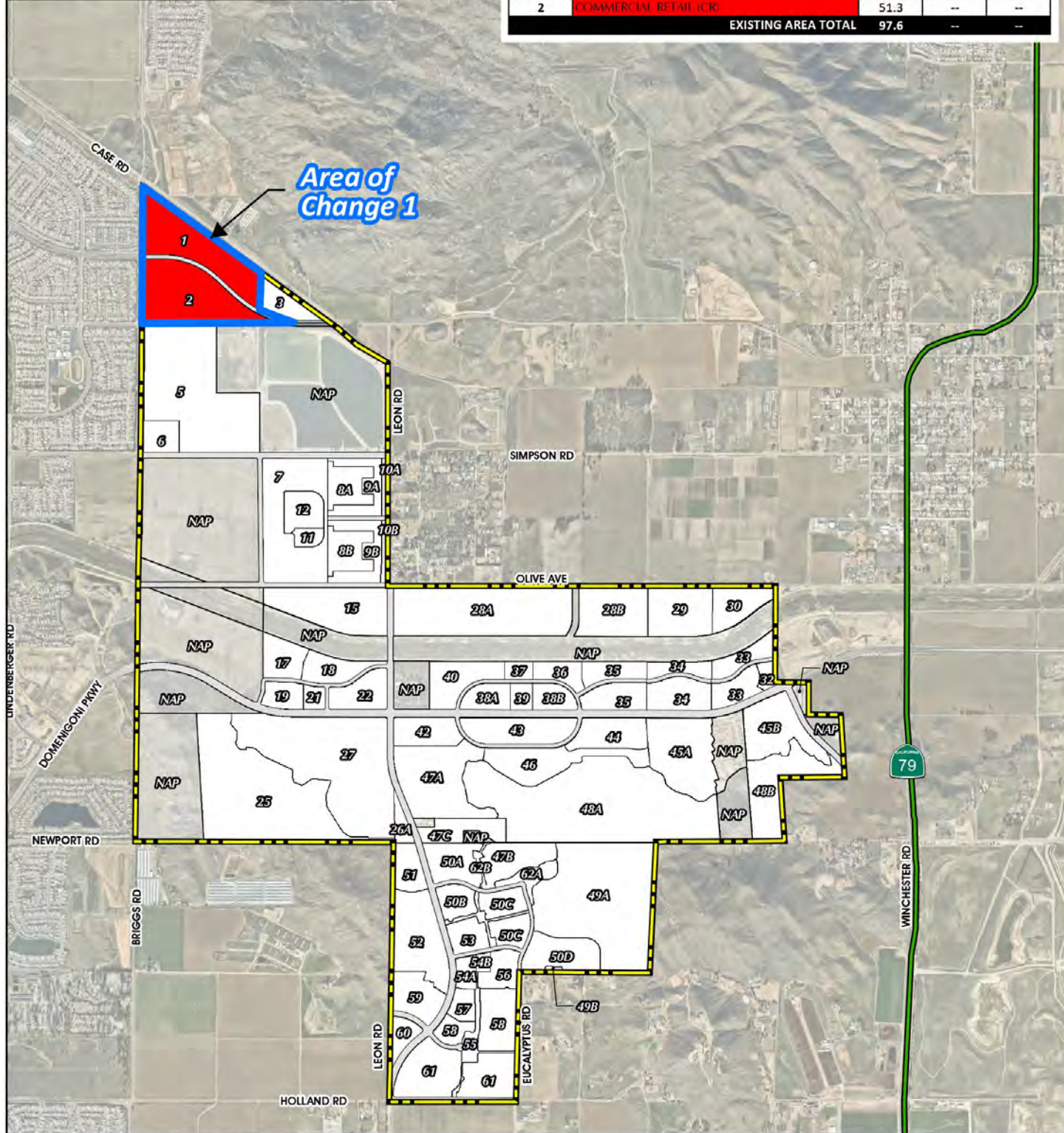
JN: 384-013  
 DATE: 07-07-2022





# EXISTING

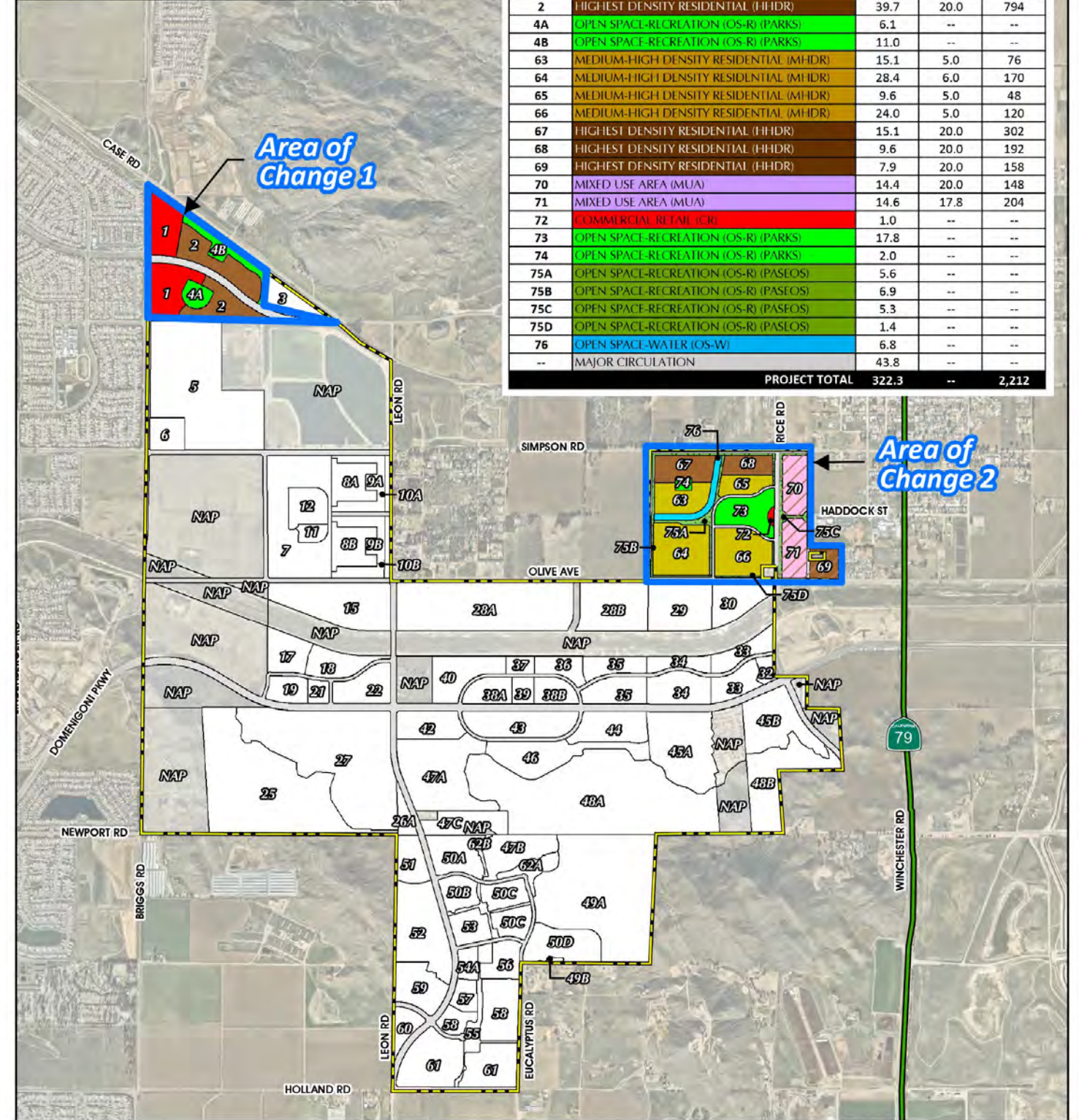
Existing Specific Plan Land Use Designations				
Planning Area	Land Use	Acres	Target Density	Target Units
1	COMMERCIAL RETAIL (CR)	46.3	--	--
2	COMMERCIAL RETAIL (CR)	51.3	--	--
EXISTING AREA TOTAL		97.6	--	--



Sources: ESRI, Nearmap Aerial (2022), RCTLMA (2022)

# PROPOSED

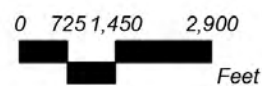
Proposed Specific Plan Land Use Designations				
Planning Area	Land Use	Acres	Target Density	Target Units
1	COMMERCIAL RETAIL (CR)	36.2	--	--
2	HIGHEST DENSITY RESIDENTIAL (HHDR)	39.7	20.0	794
4A	OPEN SPACE-RECREATION (OS-R) (PARKS)	6.1	--	--
4B	OPEN SPACE-RECREATION (OS-R) (PARKS)	11.0	--	--
63	MEDIUM-HIGH DENSITY RESIDENTIAL (MHDR)	15.1	5.0	76
64	MEDIUM-HIGH DENSITY RESIDENTIAL (MHDR)	28.4	6.0	170
65	MEDIUM-HIGH DENSITY RESIDENTIAL (MHDR)	9.6	5.0	48
66	MEDIUM-HIGH DENSITY RESIDENTIAL (MHDR)	24.0	5.0	120
67	HIGHEST DENSITY RESIDENTIAL (HHDR)	15.1	20.0	302
68	HIGHEST DENSITY RESIDENTIAL (HHDR)	9.6	20.0	192
69	HIGHEST DENSITY RESIDENTIAL (HHDR)	7.9	20.0	158
70	MIXED USE AREA (MUA)	14.4	20.0	148
71	MIXED USE AREA (MUA)	14.6	17.8	204
72	COMMERCIAL RETAIL (CR)	1.0	--	--
73	OPEN SPACE-RECREATION (OS-R) (PARKS)	17.8	--	--
74	OPEN SPACE-RECREATION (OS-R) (PARKS)	2.0	--	--
75A	OPEN SPACE-RECREATION (OS-R) (PASEOS)	5.6	--	--
75B	OPEN SPACE-RECREATION (OS-R) (PASEOS)	6.9	--	--
75C	OPEN SPACE-RECREATION (OS-R) (PASEOS)	5.3	--	--
75D	OPEN SPACE-RECREATION (OS-R) (PASEOS)	1.4	--	--
76	OPEN SPACE-WATER (OS-W)	6.8	--	--
--	MAJOR CIRCULATION	43.8	--	--
PROJECT TOTAL		322.3	--	2,212



## Specific Plan Amendment Exhibit Airport Land Use Commission

PREPARED BY:

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JN: 384-013  
DATE: 07-14-2022







**WR**  
WINCHESTER HILLS

SPECIFIC PLAN No. 293  
AMENDMENT No. 6

RIVERSIDE COUNTY, CALIFORNIA

LEAD AGENCY:  
COUNTY OF RIVERSIDE  
4080 LEMON STREET, 12TH FLOOR  
RIVERSIDE, CA 92501  
(951) 955-3200

3RD SCREENCHECK: APRIL 2022

# **WINCHESTER HILLS**

## **Specific Plan No. 293, Amendment No. 6**

*Lead Agency:*

**COUNTY OF RIVERSIDE**  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside, CA 92501  
(951) 955-3200

*Prepared by:*

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JOB NUMBER: 384-013

Third Draft Screencheck: April 2022

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**i. SUMMARY OF CHANGES**

**a. SPECIFIC PLAN 293 AMENDMENT NO. 6**

The WINCHESTER HILLS Specific Plan (SP 293) has previously been amended five times since its adoption in 1997. As shown on Figure i-1, *Areas of Change*, Amendment No. 6 to the WINCHESTER HILLS Specific Plan No. 293 (SP293-A6) increases the acreage by 211.2 acres from 2,840.7 to 3,051.9 acres, increases the number of dwelling units by 2,212 from 5,354 to 7,566 units, and creates seventeen (17) new Planning Areas. Amendment No. 6 also modifies the nomenclature of the land use designations within the Specific Plan in order to be consistent with the General Plan. These modifications serve five purposes:

- 1) To implement the Riverside County General Plan Housing Element, which establishes three Mixed Use Area neighborhoods (Neighborhoods 5 and 7 of the Winchester Town Center plan, and Neighborhood 1 in the West Winchester plan);
- 2) To create a logical land use transition between the WINCHESTER HILLS Specific Plan and the Community Center Overlay identified in the Harvest Valley/Winchester Area Plan;
- 3) To provide a mix of commercial and highest density residential uses along Grand Avenue and Simpson Road;
- 4) To update the entire SPA to be consistent with the nomenclature used within the General Plan; and
- 5) To update the SPA to incorporate the modifications to unit counts, acreages, and Planning Area boundaries pursuant to approved Amendment No. 5, Substantial Conformance #6 and Substantial Conformance #7.

Modifications to the Specific Plan are summarized in Table i-1, *Specific Plan Amendment No. 6 – Summary of Changes*.

**Table i-1 - Specific Plan Amendment No. 6 - Summary of Changes**

Land Use	SPA 293A5 Substantial Conformance No. 7			Proposed SP 293 Amendment No. 6		
	Acres	Dwelling Units	Density	Acres	Dwelling Units	Density
<b>Residential</b>						
Low Density Residential (LDR)	16.3	6	0.4	16.3	6	0.4
Medium Density Residential (MDR) <sup>1</sup>	856.6	3,365	3.9	843.6	3,358	4.0
Medium-High Density Residential (MHDR)	69.4	435	6.3	146.5	849	5.8
High Density Residential (HDR) <sup>2</sup>	109.6	1,214	11.1	111.7	1,221	10.9
Very High Density Residential (VHDR)	15.2	225	14.8	15.2	225	14.8
Highest Density Residential (HHDR)	--	--	--	72.3	1,446	20.0
Mixed Use Area (MUA)	--	--	--	29.0	352	16.0
<b>Subtotal Residential</b>	<b>1,067.1</b>	<b>5,245</b>	<b>4.9</b>	<b>1,227.6</b>	<b>7,457</b>	<b>6.1</b>
<b>Non-Residential</b>						
Commercial Retail (CR) <sup>3</sup>	150.1	--	--	97.0	--	--
Light Industrial (LI)	103.8	--	--	118.1	--	--
Medium Manufacturing (MM)	14.3	--	--	--	--	--
Public Facilities (PF)	22.2	--	--	22.2	--	--

<b>Land Use</b>	<b>SPA 293A5 Substantial Conformance No. 7</b>			<b>Proposed SP 293 Amendment No. 6</b>		
	<b>Acres</b>	<b>Dwelling Units</b>	<b>Density</b>	<b>Acres</b>	<b>Dwelling Units</b>	<b>Density</b>
Public Facilities/Medium Density Residential (MDR)	14.4	35	2.4	14.4	35	2.4
Public Facilities/Medium-High Density Residential (MHDR)	12.4	74	6.0	12.4	74	6.0
Open Space – Recreation (Parks) (OS-R) <sup>4</sup>	75.8	--	--	122.8	--	--
Open Space – Recreation (Paseos) (OS-R)	--	--	--	19.2	--	--
Open Space – Conservation (OS-C) <sup>5</sup>	458.0	--	--	458.8	--	--
Open Space – Water (OS-W)	--	--	--	6.8	--	--
Not A Part	739.8	--	--	739.8	--	--
Major Circulation	182.8	--	--	212.8	--	--
<b>Subtotal Non-Residential</b>	<b>1,773.6</b>	<b>109</b>	<b>--</b>	<b>1,824.3</b>	<b>109</b>	<b>--</b>
<b>Totals</b>	<b>2,840.7</b>	<b>5,354</b>	<b>1.9</b>	<b>3,051.9</b>	<b>7,566</b>	<b>2.5</b>

Notes:

1. The reduction in acreage and number of dwelling units reflects approval of Tentative Tract Map (TTM) No. 36467, which provided a reduction in the number of dwelling units and incorporated additional areas for Open Space – Recreation (OS-R) uses.
2. Planning Area 57 increased from 7.3 acres to 9.4 (2.1 acres) acres to reflect acreage values as depicted on the approved TTM No. 36467.
3. Total proposed acreage reflects a reduction of 53.1 acres of Commercial Retail (CR) land uses within existing Planning Areas 1 and 2, a 0.3-acre increase in acreage associated with on-site portions of McCall Boulevard, and the addition of 1.0 acres of CR land uses.
4. An additional 10.1 acres has been added to the OS-R land use category to reflect approval of TTM No. 36467, which increased the amount of OS-R within Planning Area 55.
5. Acreage shown for Open Space – Conservation (OS-C) has been increased to reflect a 0.2-acre increase in the amount of open space pursuant to approved TTM No. 36467.



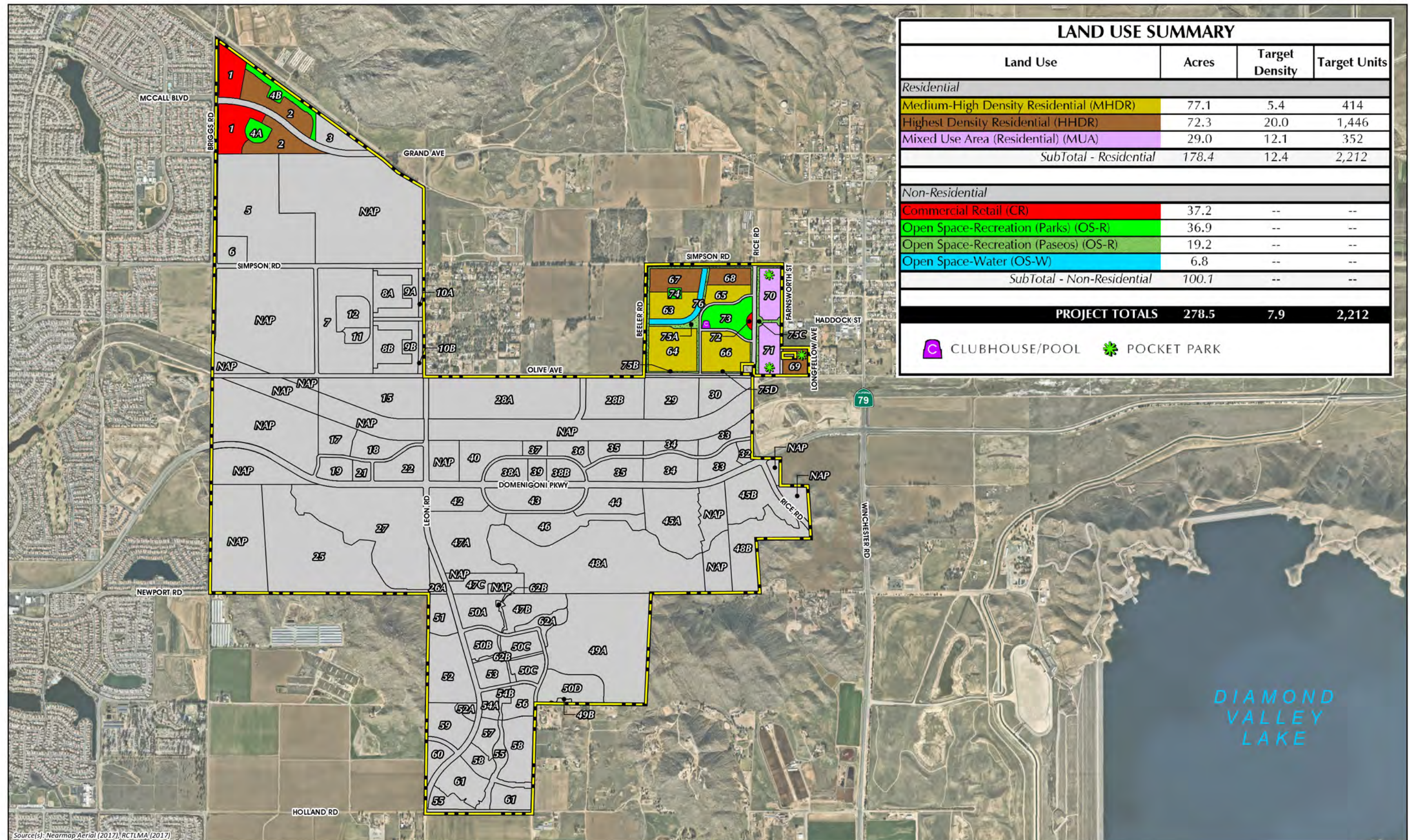
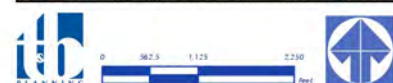


Figure i-1

Areas of Change





Generally, Amendment No. 6 proposes the following substantive changes:

- ❑ **Medium Density Residential:** Increases the acreage by 14.8 acres, from 856.6 to 843.6 acres, decreases dwelling units by 7 units, from 3,365 to 3,358 units, and increases target density from 3.9 to 4.0 units per acre. This change reflects approval of TTM No. 36467, which provided a reduction in the number of dwelling units and incorporated additional areas for Open Space – Recreation (OS-R) uses, and the technical corrections of Planning Areas 12 and 19, which were incorrectly designated in SP293A5, SC7 as Medium Density Residential. SP293A5, SC7 and TTM No. 36467 focused only on Planning Areas 52, 54A, 55, 56, 57, 58, 59, 60, and 61.
- ❑ **Medium High Density Residential:** Increases the acreage by 55.6 acres, from 69.4 to 146.5 acres, increases dwelling units by 414 units, from 435 to 849 units, and increases target density from 6.3 to 7.2 units per acre.
- ❑ **Very High Density Residential:** Increases the acreage by 0.2 acres, from 15.0 to 15.2 acres, and decreases target density from 15.0 to 14.8 units per acre occur in Planning Area 18 as a technical correction to be consistent with the modifications pursuant to approved Substantial Conformance No. 7.
- ❑ **Highest Density Residential:** Introduces the Highest Density Residential land use designation with a targeted total of 1,446 dwelling units on 72.3 acres at a target density of 20.0 units per acre.
- ❑ **Mixed Use (Residential):** Introduces the Mixed Use (Residential) land use designation to provide for a mixture of residential densities and product types, with a targeted total of 352 dwelling units on 22.0 acres at a target density of 16.0 units per acre.
- ❑ **Commercial Retail:** Reduces acreage by 53.1 acres, from 150.1 to 97.0 acres.
- ❑ **Open Space – Recreation (Parks):** Increases acreage by 36.9 acres, from 75.8 to 122.8 acres.
- ❑ **Open Space – Recreation (Paseos):** Introduces the Open Space – Recreation (Paseos) land use designation to provide for pedestrian connectivity and landscape buffers on 19.2 acres.
- ❑ **Open Space – Water:** Introduces the Open Space – Water land use designation for the 6.8-acre flood control channel.
- ❑ **Roadways:** Increases acreage devoted to major circulation by 30.0 acres, from 182.8 to 212.8 acres.

Specifically, the following substantive changes are proposed for the northwest corner of the Specific Plan by Amendment #6 to SP 293:

- ❑ **Planning Area 1:** Relocates Commercial Retail land uses to occur along Briggs Road and reduces Commercial Retail acreage from 46.3 acres to 36.2 acres.
- ❑ **Planning Area 2:** Amends the land use designation from Commercial Retail to Highest Density Residential, reduces acreage from 51.3 acres to 39.7 acres, and increases the targeted dwelling units from zero (0) to 794 units at a target density of 20.0 units per acre.
- ❑ **Planning Area 4A:** Creates a new 6.1-acre Park designated Open Space – Recreation.

- Planning Area 4B:** Creates a new 11.0-acre Park designated Open Space – Recreation.

The following substantive changes are proposed by Amendment #6 with the addition of 211.2 acres at the northeast corner of the Specific Plan:

- Planning Area 63:** Creates a new 15.1-acre Planning Area designated Medium High Density Residential, providing 76 dwelling units at a target density of 5.0 units per acre.
- Planning Area 64:** Creates a new 28.4-acre Planning Area designated Medium High Density Residential, providing 170 dwelling units at a target density of 6.0 units per acre.
- Planning Area 65:** Creates a new 9.6-acre Planning Area designated Medium High Density Residential, providing 48 dwelling units at a target density of 5.0 units per acre.
- Planning Area 66:** Creates a new 24.0-acre Planning Area designated Medium High Density Residential, providing 120 dwelling units at a target density of 5.0 units per acre.
- Planning Area 67:** Creates a new 15.1-acre Planning Area designated Highest Density Residential, providing 302 dwelling units at a target density of 20.0 units per acre.
- Planning Area 68:** Creates a new 9.6-acre Planning Area designated Highest Density Residential, providing 192 dwelling units at a target density of 20.0 units per acre.
- Planning Area 69:** Creates a new 7.9-acre Planning Area designated Highest Density Residential, providing 158 dwelling units at a target density of 20.0 units per acre.
- Planning Area 70:** Creates a new 14.4-acre Mixed Use Planning Area, providing 148 dwelling units of Highest Density Residential on 7.4 acres with a target density of 20.0 units per acre, and 7.0 acres of Commercial Retail.
- Planning Area 71:** Creates a new 14.6-acre Mixed Use Planning Area, providing 204 dwelling units of Highest Density Residential on 7.3 acres with a target density of 20.0 units per acre, and 58 dwelling units of Medium High Density Residential on 7.3 acres with a target density of 7.9 units per acre.
- Planning Area 72:** Creates a new 1.0-acre Planning Area designated as Commercial Retail.
- Planning Area 73:** Creates a new 17.8-acre Central Park designated as Open Space – Recreation.
- Planning Area 74:** Creates a new 2.0-acre Park designated as Open Space – Recreation.
- Planning Area 75A:** Creates a new 5.6-acre Paseo designated as Open Space – Recreation.
- Planning Area 75B:** Creates a new 6.9-acre Paseo designated as Open Space – Recreation.
- Planning Area 75C:** Creates a new 5.3-acre Paseo designated as Open Space – Recreation.
- Planning Area 75D:** Creates a new 1.4-acre Paseo designated as Open Space – Recreation.
- Planning Area 76:** Creates a new 6.8-acre Planning Area designated as Open Space – Water to accommodate a flood control channel which is part of the regional master drainage plan.

Amendment No. 6 proposes the following Non-Substantive changes:

- ❑ **Planning Area 12:** Amends the land use designations from Medium Density Residential / School to Public Facility/Medium Density Residential to be consistent with the General Plan nomenclature.
- ❑ **Planning Area 19:** Amends the land use designation from Medium High Density Residential/School to Public/Facility/Medium High Density Residential with 74 dwelling units on 12.4 acres for a target density of 6.0 du/ac to be consistent with the General Plan nomenclature. This change acknowledges that TM 36288 has been previously approved.

**b. PROJECT HISTORY**

The original WINCHESTER HILLS Specific Plan No. 293 was approved by Riverside County in October of 1997. At that time, it included approximately 1,995.3 acres in unincorporated community of Winchester.

Since the Specific Plan was adopted, it has been modified six (6) times. The first modification occurred in September 2004 by case number Specific Plan No. 293, Amendment No. 2. That Amendment modified Planning Areas 15, 16, 17, 18, 19, 21, and 22; along with adding approximately 7 acres to the specific plan, which was absorbed into Planning Area 22.

The second modification also came in 2004. Amendment No. 3 to Specific Plan No. 293 was adopted by the Board of Supervisors on December 21, 2004, and modified Planning Areas 25, 26 and 27.

The next three modifications were approved in 2005. Application case numbers Substantial Conformance No. 3, 4, and 5 were approved on July 26, 2005; October 18, 2005; and December 13, 2005; respectively. These modifications pertained to buildings heights, and park construction phasing conditions. An application for Amendment No. 4 was submitted to the County on March 1, 2006 to change 5.6 acres from CR to MHDR, however, the application for Amendment No. 4 was withdrawn on September 2, 2009.

Amendment No. 5 to the WINCHESTER HILLS Specific Plan No. 293 (SPA No. 5) was adopted on December 22, 2009, and made several major modifications to the specific plan in Planning Areas 7, 8A, 8B, 9A, 9B, 10A, 10B, 11, 12, 19, 31, 39, 40, 45B, 46, 47A, 47B, 47C, 49A, 49B, 50A, 50B, 50C, 54A, 54B, 62A, and 62B. SPA No. 5 also modified the financing mechanisms and the park phasing conditions. SPA No. 5 allowed for the processing of Tract Map Nos. 30976, 30977, 31100, 32318 and 34677, and provided the opportunity to update the entire SPA to be consistent with what has been approved and/or built within WINCHESTER HILLS. Amendment No. 5 incorporated all previously approved changes to the Specific Plan, including modifications to text and graphics. Improvements in technologies such as GIS mapping allow increased accuracy in assessing land acreage; therefore, Amendment No. 5 also includes changes to planning area configurations, acreages, and dwelling units outside the identified planning areas. This modification will not impact the earlier modifications to the Specific Plan, with the exception of Amendment No. 2 to the Specific Plan, since they cover the same area.

An application for Substantial Conformance No. 6 to Amendment No. 5 was submitted in 2012 which accommodated the design of Tract Map No. 36417, combined Planning Area 16 and Planning Area 15 into Planning Area 15, and revised some of the land use designations to conform to nomenclature in the adopted General Plan. The last modification to the WINCHESTER HILLS Specific Plan was Substantial Conformance No. 7 to Amendment No. 5, which was approved in November 15, 2016. This modification modified the boundaries and unit counts of Planning Areas 52, 54A, 55, 56, 57, 58, 59, 60, and 61.



## I. EXECUTIVE SUMMARY

### A. PROJECT SUMMARY

#### 1. CONTEXT

##### a. Project Location

The 3051.9-acre WINCHESTER HILLS community is located in the southwestern portion of Riverside County, approximately one-half mile west of the unincorporated town of Winchester and adjacent to the easterly boundary of the City of Menifee in west-central Riverside County (Figure 1-1, *Vicinity Map*). The City of Hemet lies 10 miles to the northeast, the City of Perris is 9 miles to the northwest, and the City of Temecula approximately 14 miles to the south via Highway 79 (see Figure I-2, *Regional Map*). The property is bounded to the east by Longfellow Avenue, to the north by the Burlington Northern Santa Fe Railroad line and Simpson Road, to the west by Briggs Road, and to the South by Holland Road. Land uses within the project range from varying levels of development to active farmland. Residential development of the surrounding area is also in progress, with several Specific Plans approved or in process.

##### b. County of Riverside Plans and Policy Areas

The project is located in an unincorporated portion of western Riverside County. The governing planning document for the site is the Harvest Valley/Winchester Area Plan. The entire Project site is also located within the Highway 79 Policy Area.

☐ **Harvest Valley/Winchester Area Plan:** WINCHESTER HILLS is subject to the goals and policies set forth in the Harvest Valley/Winchester Area Plan (HVWAP). The HVWAP was adopted by the Riverside County Board of Supervisors on October 7, 2003 and amended on December 6, 2016 to be consistent with the Riverside County General Plan Housing Element. The HVWAP implements the goals of the RCIP by setting forth programs and policies that address the unique concerns and needs within the HVWAP area, including the development of Mixed Use and Highest Density Residential uses in to fulfill the County of Riverside's Regional Housing Needs Assessment. The HVWAP encompasses approximately 32,180 acres surrounding the intersection of Highways 74 and 79.

☐ ~~☐~~ **Highway 79 Policy Area:** WINCHESTER HILLS lies within the Highway 79 Policy Area, and is thus subject to its requirements. Projects within the Highway 79 Policy Area must demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth resulting from new development. To facilitate this intent, development projects must ensure that they produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. ~~The Specific Plan is not consistent with the Highway 79 Policy due to the inherent conflict and contradiction of the County's 2013-2021 Housing Element update, which established Mixed Use Areas and Highest Density Residential (HHDR) densities within Planning Areas 67, 68, 69, 70, and 71 of the Specific Plan to reflect the requirements of the General Plan's Winchester Town Center Neighborhoods 1, 5, and 7. Thousands of more dwelling units that were not previously in the Specific Plan were added to fulfill the County of Riverside's Regional Housing Needs Assessment.~~

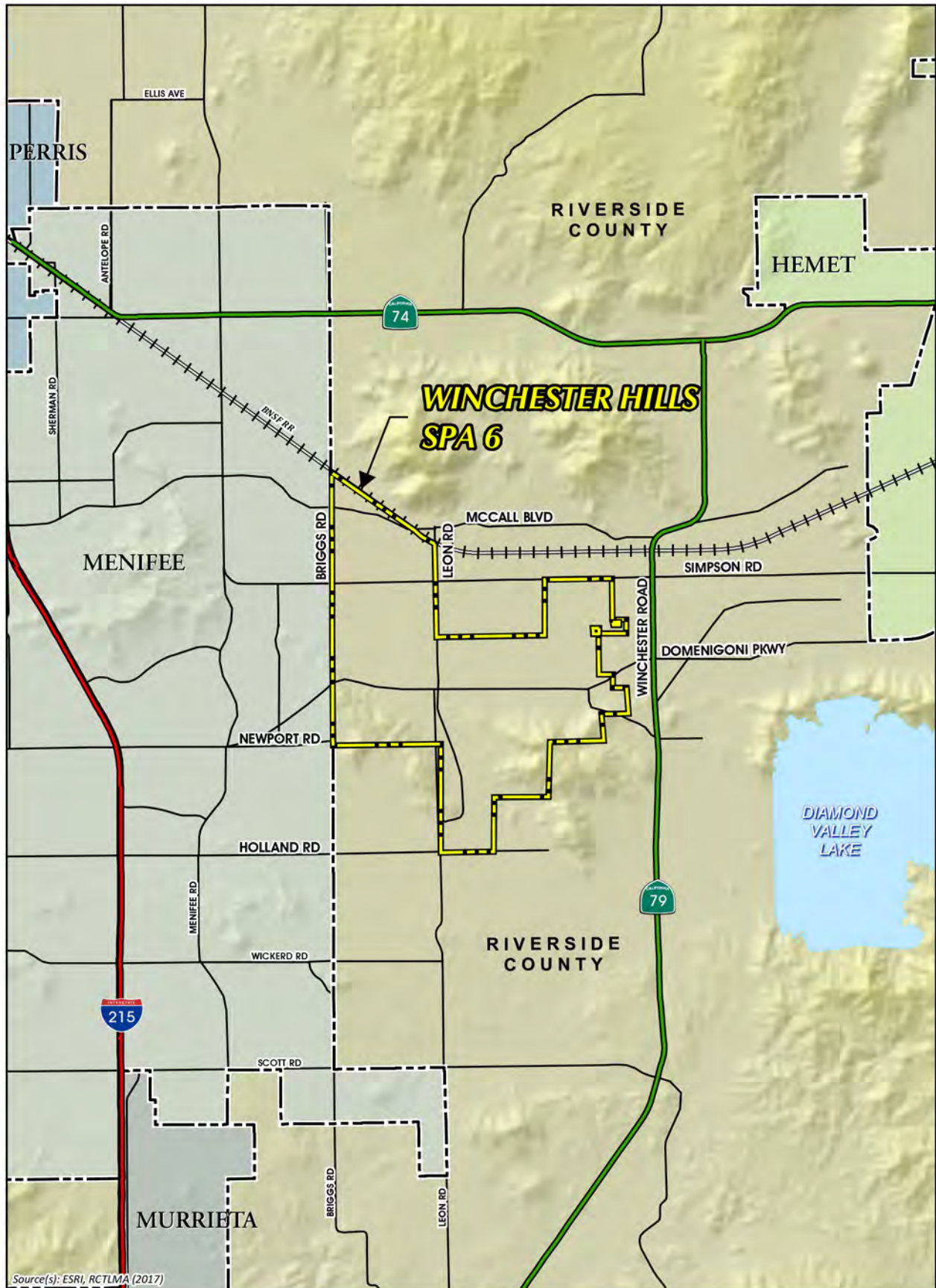


Figure I-1





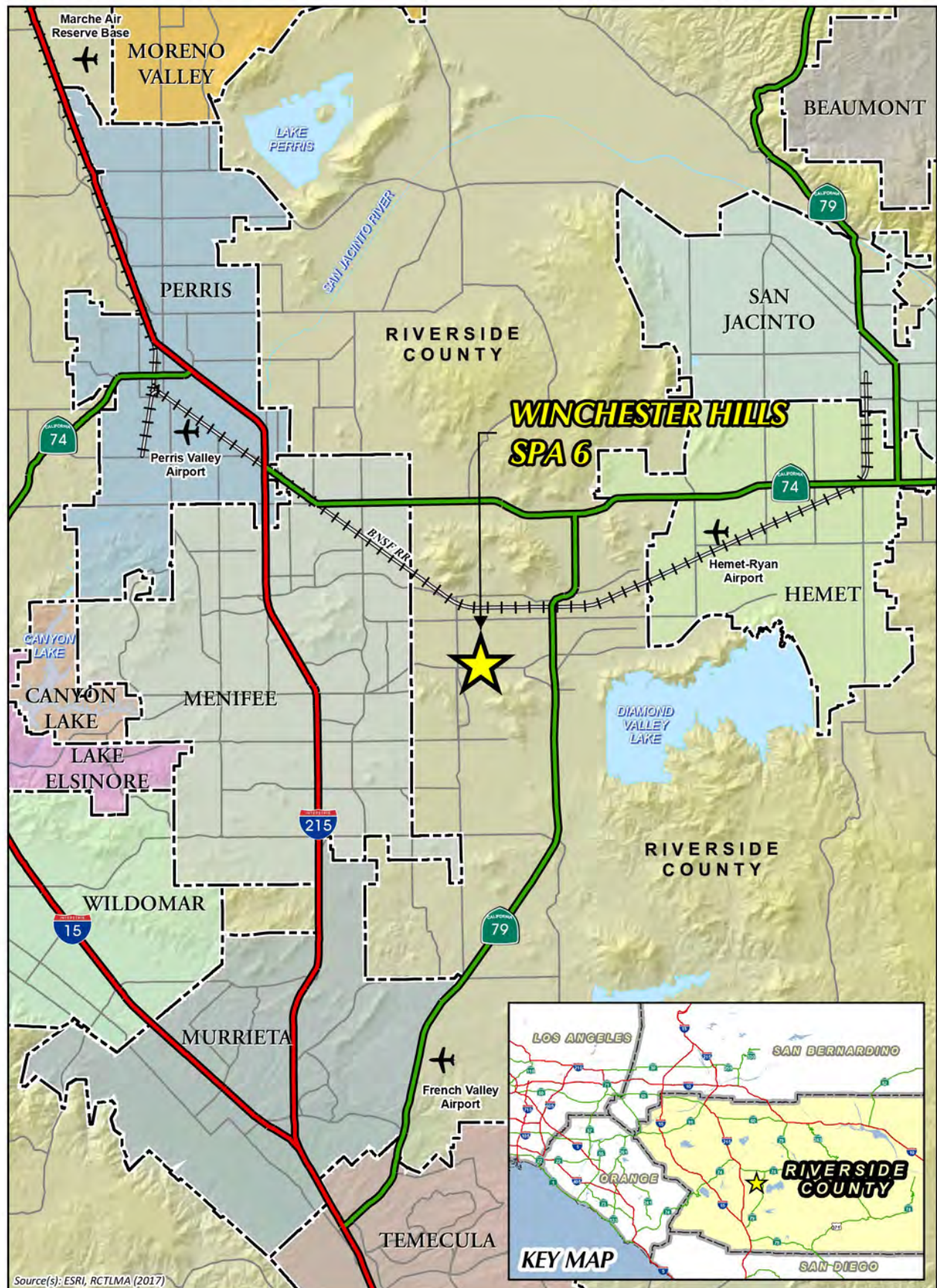


Figure I-2





**c. Project Background**

The WINCHESTER HILLS Specific Plan No. 293 was adopted by the Riverside County Board of Supervisors on October 28, 1997. The adopted plan included a mix of residential and non-residential land uses on a 1,995.3-acre project site.

At build-out, a maximum of 5,519 homes at densities ranging from 1.0 to 12.0 dwelling units per acre with a gross density of 4.6 dwelling units per acre was planned. Other non-residential land uses included retail, service/manufacturing, parks and greenbelt system, open space, and schools.

Since the Specific Plan was adopted, it has been modified six (6) times. The first modification occurred in September 2004 by case number Specific Plan No. 293, Amendment No. 2. That Amendment modified Planning Areas 15, 16, 17, 18, 19, 21, and 22; along with adding approximately 7 acres to the specific plan, which was absorbed into Planning Area 22.

The second modification also came in 2004. Amendment No. 3 to Specific Plan No. 293 was adopted by the Board of Supervisors on December 21, 2004, and modified Planning Areas 25, 26 and 27.

The next three modifications were approved in 2005. Application case numbers Substantial Conformance No. 3, 4, and 5 were approved on July 26, 2005; October 18, 2005; and December 13, 2005; respectively. These modifications pertained to buildings heights, and park construction phasing conditions. An application for Amendment No. 4 was submitted to the County on March 1, 2006 to change 5.6 acres from CR to MHDR, however, the application for Amendment No. 4 was withdrawn on September 2, 2009.

Amendment No. 5 to the WINCHESTER HILLS Specific Plan No. 293 (SPA No. 5) was adopted on December 22, 2009, and made several major modifications to the specific plan in Planning Areas 7, 8A, 8B, 9A, 9B, 10A, 10B, 11, 12, 19, 31, 39, 40, 45B, 46, 47A, 47B, 47C, 49A, 49B, 50A, 50B, 50C, 54A, 54B, 62A, and 62B. SPA No. 5 also modified the financing mechanisms and the park phasing conditions. SPA No. 5 allowed for the processing of Tract Map Nos. 30976, 30977, 31100, 32318 and 34677, and provided the opportunity to update the entire SPA to be consistent with what has been approved and/or built within WINCHESTER HILLS. Amendment No. 5 incorporated all previously approved changes to the Specific Plan, including modifications to text and graphics. Improvements in technologies such as GIS mapping allow increased accuracy in assessing land acreage; therefore, Amendment No. 5 also includes changes to planning area configurations, acreages, and dwelling units outside the identified planning areas. This modification will not impact the earlier modifications to the Specific Plan, with the exception of Amendment No. 2 to the Specific Plan, since they cover the same area.

An application for Substantial Conformance No. 6 to Amendment No. 5 was submitted in 2012 which accommodated the design of Tract Map No. 36417, combined Planning Area 16 and Planning Area 15 into Planning Area 15, and revised some of the land use designations to conform to nomenclature in the adopted General Plan. The last modification to the WINCHESTER HILLS Specific Plan was Substantial Conformance No. 7 to Amendment No. 5, which was approved in November 15, 2016. This modification modified the boundaries of Planning Areas 55, 57, 58, 60, and 61.

**2. PROJECT DESCRIPTION**

WINCHESTER HILLS Specific Plan Amendment No. 6 modifies the boundaries of the Specific Plan, increases the acreage of the Specific Plan by 211.2 acres, adds 17 new planning areas, and 2,212,932 additional units, modifies the planning area boundaries, the number of dwelling units and land uses within the boundaries of adopted Specific Plan No. 293 and its subsequent amendments. Amendment No. 6 ensures that the project will be developed in a coordinated manner. Infrastructure and public

services, both on-site and off-site, are planned to accommodate the buildout requirements of WINCHESTER HILLS, ensuring that the County's standards for orderly growth are implemented. Design guidelines and development standards contained within the Specific Plan Amendment create a cohesive community identity, while providing flexibility to accommodate future market demands. WINCHESTER HILLS provides a wide range of amenities including: ~~979.0~~ 979.0 acres of commercial retail uses, which includes 7.0 acres of commercial retail in Mixed Use Areas, 118.1 acres of light industrial, a maximum of four (4) elementary school sites on 49.0 acres, twelve (12) parks totaling ~~112.7~~ 122.8 acres, four (4) paseos totaling 19.2 acres, 6.8 acres of Open Space – Water for a flood control channel, and 458.~~80~~ acres of open space.

The residential component of the Specific Plan Amendment provides for ~~8,177,457~~ 8,177,457 units to be constructed on ~~1,227.645.5~~ 1,227.645.5 acres of the 3051.9-acre site for an average residential density of ~~6.6-1~~ 6.6-1 dwelling units per acre (du/ac). This residential component may increase by 109 dwelling units and 26.8 acres of Medium Density Residential and Medium-High Density Residential land uses if the School District does not elect to purchase the potential school sites in Planning Areas 12 and 19. Should this occur, a target of ~~8,2867,566~~ 8,2867,566 homes are planned on ~~1254.472.3~~ 1254.472.3 acres for an average density of ~~6.5~~ 6.0 du/ac. WINCHESTER HILLS has been designed to accommodate an affordable range of housing opportunities to attract a broad spectrum of potential homebuyers.

A total of 212.8 acres is devoted to major circulation. Roadways to be improved as part of the proposed project include: McCall/Grand Boulevard, Leon Road, Domenigoni Parkway, Olive Avenue, Simpson Road, Rice Road, Beeler Road, Farnsworth Street, Longfellow Avenue, Briggs Road, and Holland Road.

The WINCHESTER HILLS Specific Plan Amendment No. 6 will be phased in a logical sequence, in response to market demands. A total of four development phases are planned through project build-out. Development of the on-site parks and school sites will occur concurrently with residential development according to the Public Facilities Plan section of the Specific Plan.

A land use summary for WINCHESTER HILLS, presenting the proposed land uses, acreages, densities, and dwelling units by planning area is provided in Table I-1, *Land Use Summary*.

Amendment No. 6 accommodates modifications to text and graphics within the approved WINCHESTER HILLS Specific Plan No. 293. Moreover, WINCHESTER HILLS Specific Plan No. 293, Amendment No. 6 incorporates previously approved changes to the document in order to provide a more comprehensive understanding of the Specific Plan's status. WINCHESTER HILLS Specific Plan No. 293, Amendment No. 6 adjusts the planning area boundaries, acreages, dwelling units and densities throughout the project area to reflect proposed and previously approved changes.

A summary of the changes proposed in Amendment No. 6 are listed below:

- Low Density Residential:** 6 dwelling units on 16.3 acres are designated Low Density Residential. Minimum lot size for homes within the LDR classification is 20,000 s.f.
- Medium Density Residential:** 3,358 dwelling units on 843.6 acres are designated Medium Density Residential. Minimum lot sizes for homes within MDR planning areas include: 5,000 s.f., 6,000 s.f., and 7,200 s.f. (at 5.0, 4.5, 3.5 and 2.5 du/ac target densities).

- ❑ **Medium High Density Residential:** ~~1,050,849~~ dwelling units on 146.5 acres are designated Medium High Density Residential. The minimum lot size for MHDR planning areas is 4,500 square feet (s.f.).
- ❑ **High Density Residential:** 1,221 dwelling units on 111.7 acres are designated High Density Residential. The minimum lot size for HDR in Planning Areas 9A and 9B is 3,000 square feet (s.f.).
- ❑ **Very High Density Residential:** 225 dwelling units on 15.2 acres are designated Very High Density Residential.
- ❑ **Highest Density Residential:** ~~1,878,144~~ dwelling units on ~~72.329~~ acres are designated Highest Density Residential.
- ❑ **Mixed Use Areas:** ~~439-352~~ dwelling units on ~~229~~.0 acres are designated Mixed Use Areas and includes ~~381-294~~ dwelling units of Highest Density Residential on 14.7 acres, ~~5858~~ dwelling units of Medium High Density Residential on 7.3 acres, along with 7.0 acres of Commercial-Retail use.
- ❑ **Commercial Retail:** ~~97~~.0 acres of the Specific Plan is designated for Commercial Retail land uses.
- ❑ **Light Industrial:** 118.1 acres of the Specific Plan is designated for Light Industrial land uses. The Medium Manufacturing land use designation has been eliminated from the Specific Plan and merged with the “Light Industrial” land use designation to be consistent with the County’s General Plan Land Use Designation nomenclature.
- ❑ **Open Space – Recreation (Parks):** 122.8 acres of the Specific Plan is designated for park land uses. There is a total of twelve (12) park sites within the Specific Plan.
- ❑ **Open Space – Recreation (Paseos):** 19.2 acres of the Specific Plan is designated for paseo land uses. There is a total of four (4) paseos within the Specific Plan.
- ❑ **Open Space - Conservation:** 458.8 acres of the Specific Plan is designated for open space land uses.
- ❑ **Public Facilities (School):** There are two (2) elementary school sites within the Specific Plan, comprising 22.2 acres which are designated Public Facility. A third and fourth elementary school may be constructed in Planning Areas 12 and 19, which are designated Public Facility/Medium Density Residential and Public/Facility/Medium-High Density Residential, respectively. However, if the school district chooses not to purchase the school sites in Planning Area 12 and 19 within two years following approval of the final map for the Planning Areas, the sites may be developed with residential land uses.
- ❑ **Roadways:** 212.8 acres of the Specific Plan is dedicated to roadways.

Upon approval of Amendment No. 6, the total project acreage shall be 3051.9 acres (including 739.8 acres within the project boundary that were not a part of the Specific Plan No. 293 boundary prior to Amendment No. 6) and the total, targeted dwelling unit count for WINCHESTER HILLS Specific Plan



No. 293 Amendment No. 6 shall be ~~7,4578,177~~ dwelling units (see Table I-1, *Land Use Summary*, and Table II -1, *Detailed Land Use Summary*) or ~~7,5668,286~~ dwelling units, if the two elementary school sites are developed with Medium Density Residential and Medium-High Density Residential land uses, respectively. The above-mentioned changes incorporate previous approvals within Specific Plan No. 293 as well as proposed modifications to text and exhibits. Amendment No. 6 is intended to provide a comprehensive, up-to-date document for WINCHESTER HILLS Specific Plan No. 293.

**Table I-1 LAND USE SUMMARY**

LAND USE	PLANNING AREAS	ACREAGE	DENSITY	DUS
Low Density Residential	47c	16.3	0.4	6
Medium Density Residential	7, 15, 17, 26a, 27, 28a, 29, 30, 33, 34, 35, 44, 45a, 45b, 46, 47a, 47b, 50a, 50b, 50d, 51, 52, 52a, 58, 60, 61	843.6	4.0	3,358
Medium High Density Residential	8a, 8b, 9b, 50c, 63, 64, 65, 66	146.5	<del>7.25.8</del>	<del>1,050,849</del>
High Density Residential	9a, 38a, 38b, 39, 40, 43, 53, 57	111.7	10.9	1,221
Very High Density Residential	18	15.2	14.8	225
Highest Density Residential	2, 67, 68, 69	72.3	<del>26.020.0</del>	<del>1,8781,446</del>
Mixed Use (Residential)	70, 71	<del>29.022.0</del>	<del>15.116.01</del>	<del>4393524</del>
<b>Residential Subtotal</b>	--	<del>1,234.6</del> <del>1,227.6</del>	<del>-6.6</del> <del>6.1</del>	<del>8,177</del> <del>7,457</del>
Commercial Retail	1,6, 22, 42, 54a, 70	<del>90.097.0</del>	--	--
Light Industrial	3, 5	118.1	--	--
Open Space – Conservation	10a, 10b, 25, 48a, 48b, 49a, 49b, 54b, 59	458.8	--	--
Open Space – Recreation	4a, 4b, 11, 21, 28b, 32, 37, 55, 62a, 62b, 73, 74, 75a, 75b, 75c, 75d	142.0	--	--
Open Space – Water	76	6.8	--	--
Public Facilities	36, 56	22.2	--	--
Public Facility/Medium Density Residential	12	14.4	2.4	35
Public Facility/Medium-High Density Residential	19	12.4	6.0	74
Major Roads	--	212.8	--	--
NAP	--	739.8	--	--
<b>Non-Residential Subtotal</b>	--	<del>1,806.4</del> <del>1,824.3</del>	--	<b>109</b>
<b>PROJECT TOTALS</b>	--	<b>3,051.9</b>	<del>2.72.5</del>	<del>8,2867,566*</del> <del>(8,1777,457)</del>

\*Indicates total number of dwelling units if Planning Areas 12 and 19 are not developed with School land uses.

**B. DOCUMENT PURPOSE**

The purpose of WINCHESTER HILLS Specific Plan No. 293, Amendment No. 6 is to establish a land development plan for the Winchester Hills planned community. The project site encompasses a total of 3,051.9 acres, located within the Winchester Valley area of unincorporated Riverside County, California.

The proposed project is an amendment to WINCHESTER HILLS Specific Plan No. 293, which was adopted by the Riverside County Board of Supervisors on October 28, 1997. Amendment No. 6 updates text and exhibits to reflect approvals as well as proposed revisions to Specific Plan No. 293. To facilitate the requested action, a Change of Zone for Planning Department review only is being processed concurrently with the Specific Plan Amendment in order to revise wording within the accompanying zoning ordinance.

WINCHESTER HILLS Specific Plan No. 293, Amendment No. 6, provides the County of Riverside, along with developers, community groups, and community service districts, with a comprehensive set of plans, regulations, conditions and programs for guiding the systematic development of the project, and implements the Riverside County General Plan.

**C. PROJECT SETTING****1. REGIONAL SETTING**

The project site is located in the Harvest Valley/Winchester Area Plan of western Riverside County. This area is surrounded by the Santa Ana Mountains to the west and the San Jacinto Mountains to the east. The Santa Ana Mountains physically separate western Riverside County from Orange County and the Pacific coast, with a limited number of roads traversing the mountains.

Southwestern Riverside County is served principally by four freeways. Major east-west circulation is provided by the Riverside Freeway (SR-91) and the Moreno Valley Freeway (SR-60). These freeways connect the area to Los Angeles and Orange Counties to the west and Palm Springs to the east. Major north-south circulation is provided by the Corona Freeway (I-15) and the Escondido Freeway (I-215). These freeways connect the project area to Escondido and San Diego to the south and Riverside and San Bernardino to the north.

WINCHESTER HILLS is located approximately 2.5 miles east of I-215. From the north to the south, on- and off-ramps providing access to the project from I-215 exist at McCall Boulevard, Domenigoni Parkway, and Scott Road. SR-79 (Winchester Road) is an important north-south regional transportation link located approximately 1/4 –mile to the east, providing direct access to the Winchester Community Center Overlay. A proposed realignment of Highway 79 was approved on December 16, 2016 by the Riverside County Transportation Commission. The realignment creates a new Highway 79 sited east of Winchester Road and in close proximity to the Community Center Overlay. The realignment is intended to preserve Winchester Road as an urban hub for the community, and would route high-speed through-traffic to the new Highway 79 located to the east.

The WINCHESTER HILLS Specific Plan would also be affected by a proposed Metrolink station, located to the northeast, and within the Winchester Community Center Overlay. The proposed Metrolink station is anticipated to support increased density and transit oriented development.

**2. SURROUNDING LAND USES AND DEVELOPMENT**

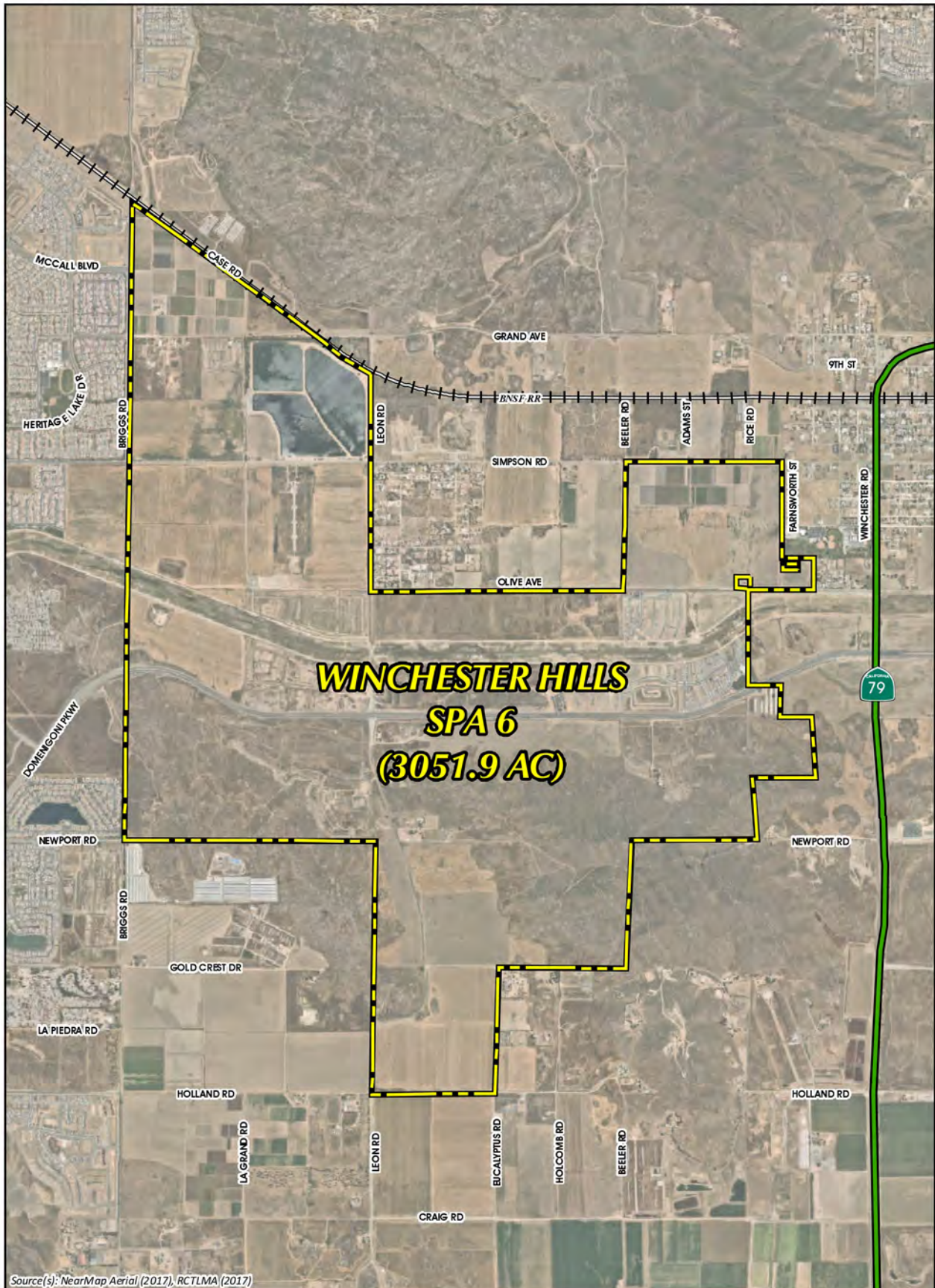
The project lies in an urbanizing area of western Riverside County, east of the City of Perris and west of the City of Hemet. The Winchester community is to the east of the project, the Sun City community is to the west, and the City of Menifee is adjacent to the project, located west of Briggs Rd. The project area is surrounded by undeveloped land and agricultural land uses. Although much of the land surrounding the property remains vacant, several adopted specific plans exist in the vicinity of the project. These specific plans include Menifee North (SP No. 260), Menifee Village (SP No. 158), and Menifee Valley Ranch (SP No. 301), now located within the City of Menifee.

Regionally based commercial and office uses, including grocery stores, banks, restaurants and employment centers are planned within a two-mile radius, as evidenced by projects such as the Menifee North Specific Plan to the northwest and the Winchester Community Center overlay to the northeast. Also, northeast of the project site lies an adjacent park, fire station, and elementary school. Residents of WINCHESTER HILLS will benefit from living within close proximity to these multi-functional centers.

**D. EXISTING SITE CHARACTERISTICS**

WINCHESTER RANCH includes land in various stages of development as well as vacant and agricultural land (see Figure I-3, *Aerial Photograph*). Historically, most of the property has been used for agricultural purposes such as dry farming. The site contains varied terrain consisting of a flat valley floor, gentle foothills, and rugged hillsides, some exceeding 25% in slope. The most rugged terrain lies in the southeast corner, where rocky outcrops climb to a high point of 2,211 feet in elevation, some 700 feet above the valley floor. The lowest elevation is 1,450 feet above mean sea level. Although small areas of the site have been altered by cultivation, drainage of the northern portion of the site trends generally toward the south while drainage of the southern portion is toward the north. There are numerous dirt roads present on-site, trending east-west and north-south. Simpson Road crosses the northern portion of the property in an east to west direction. The Salt Creek Flood Control Channel traverses the central portion of the site in an east to west direction.





Source(s): NearMap Aerial (2017), RCLMA (2017)



Figure I-3

**E. PROJECT OBJECTIVES**

WINCHESTER HILLS Specific Plan No. 293, Amendment No. 6 has been prepared to provide a cohesive community identity, while simultaneously allowing for flexibility to accommodate future market demands. Issues that have been thoroughly examined and considered include: RCIP goals and objectives, local community goals, market acceptance, economic viability, engineering feasibility, and development phasing, together with a sensitive design approach relative to environmental conditions. In order to ensure the functional integrity, environmental compatibility, and positive aesthetic effect of the Specific Plan, planning goals and objectives were established and subsequently supported with thorough analysis. With these specific planning goals in mind, this Specific Plan:

1. Provides land uses consistent with those provided in the Harvest Valley/Winchester Area Plan.
2. Provides for a long-range comprehensive planning approach to development which cannot be accomplished on a parcel-by-parcel basis.
3. Furnishes a plan for development that is sensitive to the environment as well as aesthetically pleasing, and is one that provides for, protection of health and safety, and the promotion of the neighborhoods, community, and region.
4. Considers topographic, geologic, hydrologic, and environmental opportunities and constraints to create a design that essentially conforms to the condition of the land by maintaining and using basic landforms where practical.
5. Ensures a well-balanced community with a high quality of life by incorporating residential, commercial, industrial, educational, recreational, park, and open space uses into a master-planned development.
6. Implements housing type diversity by providing a variety of detached single family and multi-family housing types that will be marketable within the evolving economic profile of the Winchester area of Riverside County.
7. Establishes a project-wide circulation system that meets regional and local transportation needs and accommodates a variety of transportation modes, including high density development that supports the proposed Metrolink Station located approximately ¼-mile east of WINCHESTER HILLS, and within the Community Center Overlay.
8. Encourages mobility options by providing an extensive network of sidewalks and/or bicycle paths within expanded landscaped parkways and paseos adjacent to all major project roads.
9. Provides a system of public and community facilities, including up to four elementary school sites, open space/recreation, and twelve (12) parks to support development in an efficient and timely manner as well as meet the needs of project residents and residents of surrounding communities.
10. Establishes commercial centers for shopping, schools, and parks within walking distance of residential neighborhoods.

11. Implements the Riverside County General Plan Housing Element and Harvest Valley / Winchester Area Plan by providing Mixed Use Areas and Highest Density Residential land uses within the Winchester Town Center and West Winchester plans.
12. Reinforces the community identity through articulation of design elements such as architecture, landscaping, streetscapes, walls, fencing, signage, and entry monumentation.
13. Uses creative site planning concepts to provide variety and quality in community streetscenes.
14. Incorporates native and drought tolerant plant materials in landscaping whenever possible to conserve water resources.
15. Develops a community that is visually attractive and efficiently and effectively organized, including a pleasing landscape palette.
16. Integrates with the character of the surrounding City of Menifee and communities of Homeland, Romoland, Sun City, and Winchester, and establishes development that results in logical coordinated growth.

## **F. DISCRETIONARY ACTIONS AND APPROVALS**

The Riverside County Planning Department is the Lead Agency for WINCHESTER HILLS Specific Plan No. 293, Amendment No. 6, under whose authority this Specific Plan Amendment has been prepared. This document will be used by the following public agencies in connection with the following decisions:

### **1. RIVERSIDE COUNTY PLANNING COMMISSION**

- Recommendation to the Board of Supervisors regarding adoption of Specific Plan No. 293, Amendment No. 6 by Resolution.
- Recommendation to the Board of Supervisors regarding approval of General Plan Amendment No. 1162 by Resolution.
- Recommendation to the Board of Supervisors regarding approval of Change of Zone No. 7897 by Ordinance.

### **2. RIVERSIDE COUNTY BOARD OF SUPERVISORS**

- Approval of Specific Plan No. 293, Amendment No. 6 by Resolution.
- Approval of General Plan Amendment No. 1162 by Resolution.
- Approval of Change of Zone No.7897 by Ordinance.



## II. SPECIFIC PLAN

### A. SPECIFIC PLAN LAND USE PLAN

#### 1. PROJECT DESCRIPTION

The WINCHESTER HILLS Specific Plan provides for a high quality residential community, primarily composed of residential, commercial, industrial, educational, recreational, park, and open space land uses on 3,051.9 acres as depicted in Table II-1, *Detailed Land Use Summary*. The WINCHESTER HILLS Specific Plan provides for the development of a maximum of ~~8,177,457~~ dwelling units (or ~~8,286,566~~ if the school district does not elect to develop Planning Areas 12 and 19 with school land uses) will be built in WINCHESTER HILLS, on 1,245.5 acres with various residential product types designed to meet the needs of the housing market in the urbanizing Winchester area of Riverside County. Residential Planning Areas will offer a range of densities, as shown on Table II-1, *Detailed Land Use Summary*. While the overall project density (total project area including the school site alternative) is ~~2.57~~ dwelling units per acre (du/ac), the density of residential Planning Areas range between 0.4 to ~~26.020.0~~ du/ac.

The WINCHESTER HILLS Specific Plan provides for 1,806.4 acres of non-residential land uses, which include commercial retail light industrial public facilities, natural open space, parks and recreation areas, excluded territories (N.A.P.), and roadways. Open space and park uses include greenbelts, drainage areas, trails, paseos, and parks that offer active and passive recreational opportunities for WINCHESTER HILLS residents. These non-residential uses directly support residential neighborhoods, provide employment opportunities, and serve as the essential public amenities and facilities needed to achieve a well-balanced community.

Specific information on each of the planning areas within WINCHESTER HILLS is provided in Table II-1, *Detailed Land Use Summary*, and within Section III, *Planning Area Development Standards*.

The proposed land uses within WINCHESTER HILLS are as follows:

#### □ Residential

In conformance with project goals, a variety of attached and detached single-family housing styles, sizes and values are proposed, appealing to a wide range of future WINCHESTER HILLS residents. Residential planning areas account for ~~1,227.645.5~~ acres of the project, containing ~~8,177,457~~ dwelling units. An additional 109 dwelling units are located within Planning Areas 12 and 19, which are designated Public Facilities/Medium Density Residential (MDR) and Public Facilities / Medium High Density Residential (MHDR) land uses, respectively. Seven land use designations allow for residential land use, and offer a range of densities from Low Density Residential (LDR) at 0.4 du/ac to Highest Density Residential (HDR) at ~~26.20.0~~ du/ac. These residential land use designations are described in the following pages.

- **Low Density Residential (LDR) (1-2 du/ac):** The WINCHESTER HILLS Specific Plan provides for the development of six (6) dwelling units on a total of 16.3 acres within Planning Area 47C, which results in an average density of 0.4 du/ac.



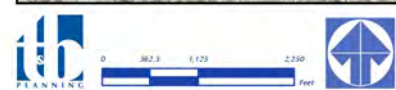
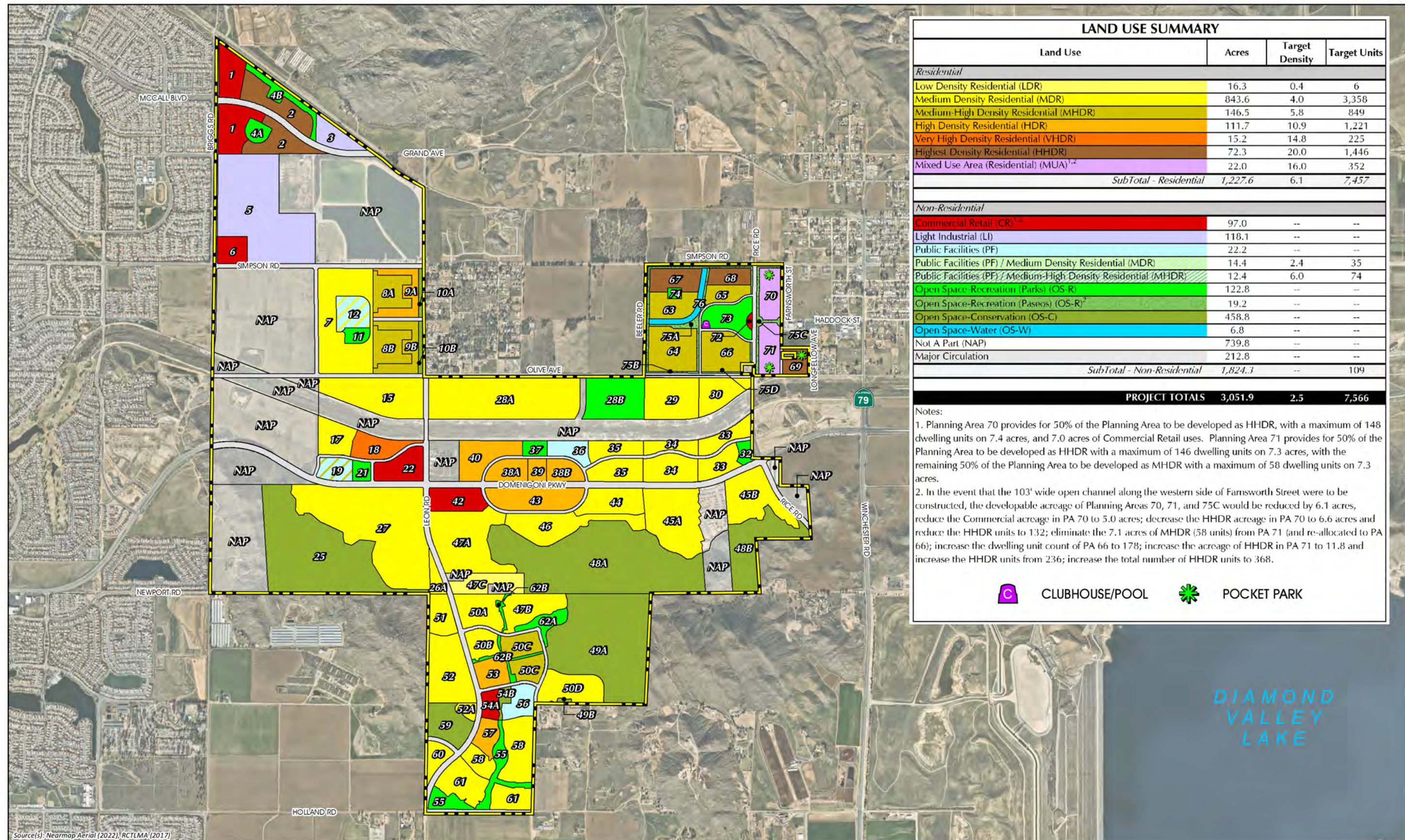




Table II-1 DETAILED LAND USE SUMMARY

PLANNING AREA	LAND USE	ACREAGES	TARGET DENSITY	DWELLING UNITS
<i>Residential Land Uses</i>				
2	Highest Density Residential	39.7	<del>26.0</del> 20.0	<del>1,032</del> 794
7	Medium Density Residential	58.1	4.2	243
8A	Medium High Density Residential	15.9	6.2	99
8B	Medium High Density Residential	16.3	5.8	95
9A	High Density Residential	13.7	8.6	118
9B	Medium High Density Residential	15.7	7.6	119
15	Medium Density Residential	44.7	4.2	186
16	(Omitted. Absorbed by PA15)	-		-
17	Medium Density Residential	15.6	3.7	58
18	Very High Density Residential	15.2	14.8	225
26A	Medium Density Residential	5.6	2.5	14
27	Medium Density Residential	114.9	3.3	379
28A	Medium Density Residential	84.3	4.1	346
29	Medium Density Residential	30.4	4.6	141
30	Medium Density Residential	18.4	4.5	82
33	Medium Density Residential	25.0	4.2	104
34	Medium Density Residential	27.8	4.7	131
35	Medium Density Residential	27.5	4.6	127
38A	High Density Residential	11.7	10.5	123
38B	High Density Residential	10.2	9.8	100
39	High Density Residential	5.4	10.6	57
40	High Density Residential	22.4	9.5	213
43	High Density Residential	27.3	13.8	378
44	Medium Density Residential	21.3	4.0	86
45A	Medium Density Residential	45.2	3.9	178
45B	Medium Density Residential	31.3	4.3	136
46	Medium Density Residential	32.7	3.7	120
47A	Medium Density Residential	52.3	3.7	192
47B	Medium Density Residential	21.3	2.9	61
47C	Low Density Residential	16.3	0.4	6
50A	Medium Density Residential	19.7	4.7	93
50B	Medium Density Residential	11.1	5.0	56
50C	Medium High Density Residential	21.5	5.7	122
50D	Medium Density Residential	24.3	3.4	82
51	Medium Density Residential	13.3	2.5	33
52	Medium Density Residential	37.4	3.4	129
52A	Medium Density Residential	3.7	4.1	15
53	High Density Residential	11.6	12.0	139
57	High Density Residential	9.4	11.8	93
58	Medium Density Residential	34.8	5.0	165
60	Medium Density Residential	9.7	3.6	35



PLANNING AREA	LAND USE	ACREAGES	TARGET DENSITY	DWELLING UNITS
61	Medium Density Residential	33.2	5.0	166
63	Medium-High Density Residential	15.1	<del>85.0</del>	<del>12076</del>
64	Medium-High Density Residential	28.4	<del>86.0</del>	<del>227170</del>
65	Medium-High Density Residential	9.6	<del>85.0</del>	<del>7648</del>
66	Medium-High Density Residential	24.0	<del>85.0</del>	<del>192120</del>
67	Highest Density Residential	15.1	<del>26.020.0</del>	<del>392302</del>
68	Highest Density Residential	9.6	<del>26.020.0</del>	<del>249192</del>
69	Highest Density Residential	7.9	<del>26.020.0</del>	<del>205158</del>
70	Mixed Use Area <sup>1,2,3</sup>	14.4	<del>13.310.3</del>	<del>192148</del>
71	Mixed Use Area <sup>1,2,3</sup>	14.6	<del>16.914.0</del>	<del>247204</del>
<b>Residential Sub-Totals</b>		<b>1,227.645.5</b>	<b>6.61</b>	<b>8,1777,457</b>
<b>Non-Residential Land Uses</b>				
1	Commercial Retail <sup>2</sup>	36.2	-	-
3	Light Industrial	14.3	-	-
4A	Open Space-Recreation (Park)	6.1	-	-
4B	Open Space-Recreation (Park)	11.0	-	-
5	Light Industrial	103.8	-	-
6	Commercial Retail	11.0	-	-
10A	Open Space-Conservation	2.8	-	-
10B	Open Space-Conservation	2.8	-	-
11	Open Space - Recreation (Park)	5.0	-	-
12	Public Facilities / Medium Density Residential	14.4	2.4	35
19	Public Facilities / Medium High Density Residential	12.4	6.0	74
21	Open Space-Recreation (Park)	4.9	-	-
22	Commercial Retail	17.9	-	-
25	Open Space-Conservation	116.8	-	-
28B	Open Space-Recreation (Park)	32.9	-	-
32	Open Space-Recreation (Park)	4.4	-	-
36	Public Facilities (School)	10.2	-	-
37	Open Space- Recreation (Park)	5.0	-	-
42	Commercial Retail	17.6	-	-
48A	Open Space-Conservation	153.1	-	-
48B	Open Space-Conservation	39.9	-	-
49A	Open Space-Conservation	118.6	-	-
49B	Open Space-Conservation	1.2	-	-
54A	Commercial Retail	6.3	-	-
54B	Open Space	2.6	-	-
55	Open Space-Recreation (Park)	8.4	-	-
56	Public Facilities (School)	12.0	-	-
59	Open Space-Conservation	20.2	-	-
62A	Open Space-Recreation (Park)	8.8	-	-
62B	Open Space-Recreation (Park)	6.4	-	-

PLANNING AREA	LAND USE	ACREAGES	TARGET DENSITY	DWELLING UNITS
72	Commercial Retail <sup>2</sup>	1.0	-	-
73	Open Space-Recreation (Park)	17.8	-	-
74	Open Space-Recreation (Park)	2.0	-	-
75A	Open Space-Recreation (Paseo)	5.6	-	-
75B	Open Space-Recreation (Paseo)	6.9	-	-
75C	Open Space-Recreation (Paseo) <sup>3</sup>	5.3	-	-
75D	Open Space-Recreation (Paseo)	1.4	-	-
76	Open Space-Water (Drainage)	6.8	-	-
--	NAP	739.8	-	-
--	Roadways	187.1	-	-
<i>Non-Residential Sub-Total</i>		1,806.4	--	109
<b>PROJECT TOTALS</b>		3,051.9	2.75*	8,286,566

\*Gross residential density for the entire Specific Plan Area

1. Planning Area 70 provides for the development of ~~492-148~~ dwelling units on 7.4 acres (HHDR) and Commercial-Retail uses on 7.0 acres. Planning Area 71 provides for the development of ~~489-146~~ dwelling units on 7.3 acres (HHDR) and ~~5858~~ dwelling units on 7.3 acres (MHDR).

2. The Commercial-Retail uses within Planning Areas 1, 70, and 72 provide a maximum Floor Area Ratio (FAR) of 0.25.

3. In the event that the 103' wide open channel along the western side of Farnsworth Street were to be constructed, the developable acreage of Planning Areas 70, 71, and 75C would be reduced by 6.1 acres, reduce the Commercial acreage in PA 70 to 5.0 acres; decrease the HHDR acreage in PA 70 to 6.6 acres and reduce the HHDR units to 132; eliminate the 7.1 acres of MHDR (58 units) from PA 71 (and re-allocated to PA 66); increase the dwelling unit count of PA 66 to 178; increase the acreage of HHDR in PA 71 to 11.8 and increase the HHDR units from 236; increase the total number of HHDR units to 368.

- **Medium Density Residential (MDR) (2-5 du/ac):** The WINCHESTER HILLS Specific Plan provides for the development of 3,358 dwelling units within Planning Areas with the MDR land use designation. The 3,358 dwelling units will be developed on a total of 843.6 acres, resulting in an overall target density of 4.0 du/ac. Additionally, should Planning Area 12 (designated as Public Facility / MDR) be developed with residential use, the WINCHESTER HILLS Specific Plan provides for the construction of an additional 35 dwelling units within Planning Area 12 on 14.4 acres, resulting in a target density of 2.4 du/ac.
- **Medium-High Density Residential (MHDR) (5-8 du/ac):** The WINCHESTER HILLS Specific Plan provides for the development of ~~1,050,849~~ units within Planning Areas with the MHDR land use designation. These Planning Areas comprise a total of 146.5 acres, resulting in an overall target density of ~~7-25.8~~ du/ac for the MHDR land use designation. Additionally, should Planning Area 19 (designated as Public Facility / MHDR) be developed with residential use, the WINCHESTER HILLS Specific Plan provides for the construction of an additional 74 units within Planning Area 19 on 12.4 acres, resulting in a target density of ~~6-96.0~~ du/ac.
- **High Density Residential (HDR) (8-14 du/ac):** The WINCHESTER HILLS Specific Plan provides for the development of 1,221 dwelling units within the Planning Areas designated HDR. Total acreage of Planning Areas designated HDR is 111.7, and the target density associated with the HDR land use designation is 10.9 du/ac. Planning Areas designated HDR are primarily located in the central portion of the Specific Plan Area along Domenigoni Parkway, and are complemented by the adjacent Commercial Retail and Public Facility (school) land uses.

- **Very High Density Residential (VHDR) (14-20 du/ac):** The WINCHESTER HILLS Specific Plan consists of 15.2 acres designated VHDR, and provides for the development of 225 VHDR units within Planning Area 18, resulting in a target density of 14.8 du/ac. Planning Area 18 is located adjacent to, and will be complemented by, the Commercial Retail land use within Planning Area 22.
- **Highest Density Residential (HHDR) (20+ du/ac)** Within the WINCHESTER HILLS Specific Plan, a total of 72.3 acres are designated HHDR, which allows for the development of ~~1,878~~1,446 residential units under the HHDR land use designation. The target density associated with the HHDR designation is ~~206.0~~ du/ac. The Planning Areas that are designated HHDR are located in the northwest (PA 2) and northeast (PA 67 and 68) portions of the WINCHESTER HILLS Specific Plan, and are compatible with, and complementary to, the mix of land uses within the adjacent areas. Density may be calculated using the Planning Area's gross or net developable acreage. Net Acreage is the balance of remaining property after undevelopable portions of the property are removed, which includes hillsides, common landscaped areas, easements, and rights-of-ways. The proposed number of dwelling units contained in an implementing subdivision or plot plan application may be either above or below the "Target Dwelling Units" provided that the resulting density is within the HHDR density range (20-40 du/ac), and the maximum number of dwelling units for the entire Specific Plan is not exceeded. A Specific Plan Amendment shall be required for a re-allocation of dwelling units that causes a Planning Area's density being above or below its density range.
- **Mixed Use Area (MUA):** A total of ~~229.0~~ acres within the WINCHESTER HILLS Specific Plan is designated MUA, and allows for a maximum of ~~439~~352 residential units and a resulting target density of ~~16.0~~26.0 du/ac. Planning Areas 70 and 71 are designated MUA, and are located on the eastern portion of the WINCHESTER HILLS Specific Plan Area. The MUA-designated Planning Areas on the easternmost portion of the WINCHESTER HILLS Specific Plan Area, consistent with the Harvest Valley/Winchester Area Plan Winchester Town Center Neighborhoods 5 and 7, and are compatible with the mix of land uses (including residential, open space, school facilities, and commercial office and retail) to the adjacent east. Density may be calculated using the Planning Area's gross or net developable acreage. Net Acreage is the balance of remaining property after undevelopable portions of the property are removed, which includes hillsides, common landscaped areas, easements, and rights-of-ways. The proposed number of dwelling units contained in an implementing subdivision or plot plan application may be either above or below the "Target Dwelling Units" provided that the resulting density is within the HHDR density range (20-40 du/ac), and the maximum number of dwelling units for the entire Specific Plan is not exceeded. A Specific Plan Amendment shall be required for a re-allocation of dwelling units that causes a Planning Area's density being above or below its density range.
- ❑ **Commercial Retail (CR)**  
A total of ~~970.0~~ acres of the WINCHESTER HILLS Specific Plan is designated for commercial retail land uses, including Planning Areas 1, 6, 22, 42, 54A, and 72.
- ❑ **Light Industrial (LI)**



The WINCHESTER HILLS Specific Plan provides for a total of 118.1 acres of land designated Light Industrial, which includes Planning Areas 3 and 5 on the northwest portion of the WINCHESTER HILLS community.

❑ **Public Facilities (Schools) (PF)**

The WINCHESTER HILLS Specific Plan provides for a total of 49.0 acres of land designated for Public Facilities (PF), and provides for four elementary school sites within Planning Areas 12, 19, 36, and 56. Where appropriate, the school sites will be located adjacent to proposed park sites to enable the schools to take advantage of additional recreational and joint use opportunities.

The 14.4-acre school site in Planning Area 12 and the 12.4-acre school site in Planning Area 19 are proposed as elementary school sites; however, if the Hemet Unified School District elects not to develop school facilities in Planning Areas 12 and 19, these Planning Areas will be developed with Medium and Medium-High Density Residential uses, respectively. If Planning Areas 12 and 19 are developed with residential uses, a total of 109 units would be developed at target densities of 2.4 and 6.0 du/ac.

❑ **Open Space-Recreation (Parks) (OS-R)**

Twelve (12) parks, totaling 112.7 acres are provided in Planning Areas 4A, 4B, 11, 21, 28B, 32, 37, 55, 62A, 62B, 73, and 74. The parks offer a variety of active and passive recreational opportunities to serve the residents of WINCHESTER HILLS. The parks within Planning Areas 4A and 4B serve the residents within the adjacent Highest Density Residential Planning Area (PA 2), as well as patrons of the adjacent Commercial Retail area (PA 1). The parks located within Planning Areas 11, 21, 37, and 55 are located adjacent to the elementary school sites in Planning Areas 12, 19, 36, and 56, and would allow schools to take advantage of additional recreational and joint use opportunities. Planning Area 28B contains a 32.9-acre park that offers active and passive recreational opportunities for the surrounding residential neighborhoods. A paseo/pedestrian trail is also included on the western and central portions of the 32.9-acre park within Planning Area 28B to allow for non-vehicular access through the central portion of the Specific Plan Area. A 4.4-acre park is provided for in Planning Area 32, and presents nearby residents from Planning Areas 33 and 45B with recreational opportunities. A regional trail runs along the southern portion of the park within Planning Area 32, enhancing the non-vehicular accessibility of the park from the adjacent neighborhoods. An 8.8-acre park is located in Planning Area 62, providing recreational opportunities to the medium density and medium-high density residential neighborhoods to the north and south, and provides a suitable transition to the Open Space-Conservation area to the east (Planning Area 49A). Planning Area 62A is bisected by a paseo/pedestrian trail which provides nearby residents with non-vehicular access to the park and adjacent Open Space-Conservation area. A 6.4-acre park is provided for in Planning Area 62B, which is also bisected by a paseo/pedestrian trail that facilitates non-vehicular access to the park for residents of the adjacent neighborhoods. A 17.8-acre park is provided in Planning Area 73, which includes a clubhouse/pool on its southwest portion. Planning Area 73 is located adjacent to Commercial Retail (Planning Area 72), Mixed-Use Area (Residential), and Medium-High and Highest Density Residential land uses, and is accessible via the surrounding network of paseos. A 2-acre park is provided for in Planning Area 74, and is surrounded by Medium-High and Highest Density Residential land uses.

- ❑ **Open Space-Recreation (Paseos) (OS-R)**

The WINCHESTER HILLS Specific Plan provides for a total of 19.2 acres of Open Space-Recreation (Paseos). In these areas, pedestrian trails are provided to enhance non-vehicular access between different Planning Areas and land uses throughout the WINCHESTER HILLS community, as well as provide for passive recreational opportunities. More detailed information is provided on Paseos in Section IV, *Design Guidelines*.
- ❑ **Open Space-Conservation (OS-C)**

A total of 458.8 acres of land designated as Open Space-Conservation is provided for within the WINCHESTER HILLS Specific Plan Area. These open space areas provide for the preservation of natural and scenic resources, and may provide trails and other passive recreational uses. Information will be provided on these areas in detail in Section IV, *Design Guidelines*.
- ❑ **Open Space-Water (OS-W)**

The WINCHESTER HILLS Specific Plan provides for a total 6.8 acres of land designated as Open Space-Water. This land use designation applies to Planning Area 76, which serves as a drainage corridor that conveys storm water through the northeast portion of the Specific Plan Area. More detailed information on the OS-W land use designation is provided in Section IV, *Design Guidelines*.
- ❑ **Major Circulation**

The WINCHESTER HILLS Specific Plan includes the construction of 212.8 acres of major roadways. On-site traffic is conveyed by a hierarchical circulation system consisting of the following roadway classifications: urban arterial (152' R.O.W.), modified arterial highway (130.5' R.O.W.), major highway (118' R.O.W.), secondary highway (100' R.O.W.), collector (74' R.O.W.), enhanced local (66' R.O.W.), and local roads (56' R.O.W.). The circulation plan is described below in Section II.B of this Specific Plan.

### **ALTERNATIVE LAND USE SUMMARY**

In the event that the 103' wide open channel along the western side of Farnsworth Street were to be constructed, the developable acreage of Planning Areas 70, 71, and 75C would be reduced by a total of 6.1 acres. The developable acreage would be reduced by 6.1 acres, however, the total acreage of the Specific Plan would be maintained at 3,051.9 acres, by designating the 6.1 acres as Open Space-Water and/or Circulation to accommodate the construction of the open channel, if needed. Further details of the Drainage Plan alternatives are discussed in Section II.D, *Drainage Plan*.

Specifically, the following revisions to the Specific Plan Land Use Plan would occur in the event of this Alternative Land Use;

1. Reduce the Commercial acreage in Planning Area 70 by 2.0 acres from 7.0 acres to 5.0 acres;
2. Reduce the Highest Density Residential acreage in Planning Area 70 by 0.8 acres from 7.4 acres to 6.6 acres and reduce the HHDR units by 16 units from 148 to 132;
3. Eliminate the 7.1 acres of MHDR (58 units) from Planning Area 71 (and re-allocate those 58 units to Planning Area 66);
4. Increase the dwelling unit count of Planning Area 66 by 58 units from 120 to 178 (units re-allocated with the elimination of MHDR uses within Planning Area 71);

5. Increase the acreage of HHDR in Planning Area 71 by 4.5 acres from 7.3 acres to 11.8 acres, and increase the HHDR units by 90 units from 146 to 236 units;
6. Reduce the Paseo within Planning Area 75C by 0.5 acres from 5.3 acres to 4.8 acres to accommodate the construction of the potential Open Channel along Farnsworth Street.

## 2. LAND USE DEVELOPMENT STANDARDS

In order to ensure the orderly and sensitive development of the land uses proposed within WINCHESTER HILLS, development standards have been developed for each Planning Area, and are discussed in detail in Section III.A, *Planning Area Standards*.

In addition to these Planning Area standards, project-wide development standards also have been prepared that will assist in effectively implementing the proposed development. These project-wide development standards are:

1. The total Specific Plan Area shall be developed with a maximum of 8,2867,566 dwelling units on 3,051.9 acres, as illustrated on Figure II-1, *Specific Plan Land Use Plan*. General permitted uses will include residential, commercial, industrial, parks, recreation, schools, open space, and major roads as delineated on the Specific Land Use Plan and on the individual Planning Area figures (Figures III-1 through III-16). A target number of dwelling units is specified for each residential Planning Area. The proposed number of dwelling units contained in an implementing subdivision application may exceed the target units specified in any one Planning Area by not more than fifteen percent without an amendment to this plan, provided that an equal or greater number was unused in a previously or concurrently approved application within another planning area and provided that the Planning Area does not exceed the applicable density range for its land use designation. In no case shall the total number of dwelling units within WINCHESTER HILLS exceed 8,2867,566.

If a transfer of dwelling units is proposed between Planning Areas, the Master Developer or his Assignee shall be responsible for providing the County with a Development Transfer Status Report at the time that implementing subdivisions are submitted. This report will specify the entitlement and development status of each Planning Area including the following information:

- a. Specific Plan Planning Area allocation of dwelling units.
- b. Number of dwelling units entitled under an Implementing Subdivision by Planning Area.
- c. Number of dwelling units transferred to or from each Planning Area that is already entitled or proposed to be entitled with an implementing subdivision.

The Development Transfer Status Report must demonstrate that the total number of dwelling units for the project will not exceed 8,2867,566 and that the total number of dwelling units to be entitled within any particular planning area will not exceed its Specific Plan allocation by more than fifteen percent.

Dwelling units may not be transferred out of a Planning Area unless an implementing subdivision is approved (previously or concurrently) for that Planning Area. The Development Transfer Status Report shall assume that all Planning Areas for which an implementing



subdivision has not been filed or approved will develop with the number of dwelling units allocated by the Specific Plan.

The County shall not approve any transfer of dwelling units between Planning Areas unless the Developer submits the Development Transfer Status Report with the application for an implementing subdivision.

2. The proposed number of dwelling units contained in an implementing subdivision or plot plan application may be either above or below the “Target Dwelling Units” provided that the resulting density is within the density range for that planning area, and the maximum number of dwelling units for the entire Specific Plan is not exceeded. A Specific Plan Amendment shall be required for a re-allocation of dwelling units that causes a Planning Area’s density being above or below its density range.
3. In Mixed Use Area (MUA) and Highest Density Residential (HHDR) Planning Areas, dwelling units may be transferred pursuant to the language adopted in the Winchester Community Plan. Such a transfer shall not trigger a Specific Plan Amendment.
4. A 15% variation in Planning Area acreage may be allowed without a Specific Plan Amendment. Any acreage modification in a Planning Area of over 15% will require a Specific Plan Amendment. However, a Specific Plan Amendment is required for any change to Planning Area acreage that results in the Planning Area’s density being above or below its assigned density range.
5. Uses and development standards will be in accordance with Riverside County Ordinance No. 348 and the WINCHESTER HILLS Specific Plan Amendment No. 6 Zoning Ordinance and will further be defined by Specific Plan objectives, the Specific Plan design guidelines, and future detailed development proposals including subdivisions, plot plans, and conditional use permits.
6. Standards relating to signage, landscape, parking and other related design elements will conform to the Zoning Ordinance of the County of Riverside (i.e., Ordinance No. 348). When appropriate and necessary to meet the goals of this Specific Plan Amendment, the standards contained within this document will exceed the zoning ordinance requirements. A Change of Zone will be processed concurrently with this Specific Plan Amendment.
7. All project lighting shall be in accordance with applicable Riverside County standards, including Ordinance No. 655 regarding Mt. Palomar Observatory standards.
8. Development of the property shall be in accordance with the mandatory requirements of all Riverside County ordinances including Ordinance Nos. 348 and 460. This Specific Plan Amendment conforms to State laws.
9. Except for the Specific Plan Zone Ordinance adopted concurrently with this Specific Plan, no portion of this Specific Plan which purports or proposes to change, waive, or modify any ordinance or other legal requirement for the development shall be considered to be part of the adopted Specific Plan.
10. A land division filed for the purpose of phasing or financing shall not be considered an

implementing development. If the maintenance organization is a property owners' association, the legal documentation necessary to establish the association shall be recorded concurrently with the recordation of the final map.

11. Common areas identified in the Specific Plan Amendment shall be owned and maintained as follows:
  - a. A permanent master maintenance organization may be established for the Specific Plan area, to assume ownership and maintenance responsibility for all common recreation, open space, circulation systems, and landscaped areas. The organization may be public or private. Merger with an area-wide or regional organization shall satisfy this condition provided that such organization is legally and financially capable of assuming the responsibilities for ownership and maintenance. If the organization is a private association, then neighborhood associations may be established for each residential development, where required, and such associations may assume ownership and maintenance responsibility for neighborhood common areas.
  - b. Unless otherwise provided for in these standards, common areas shall be conveyed to the maintenance organization as implementing development is approved or any subdivision is recorded.
  - c. The maintenance organization shall be established prior to, or concurrent with, the first land division or issuance of any building permit for any approved development permit. The ownership and maintenance responsibility shall be identified for each open space lot at the time Tentative Subdivision Maps are filed.
12. The applicant shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees from any claim, action, or proceeding against the County of Riverside or its agents, officers, or employees to attach, set aside, void, or annul an approval of the County of Riverside, its advisory agencies, appeal boards, or legislative body concerning the approval process for Specific Plan. The County of Riverside will promptly notify the applicant of any such claim, action or proceeding against the County of Riverside and will cooperate fully in the defense. If the County fails to promptly notify the applicant of any such claim, action or proceeding or fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the County of Riverside.
13. Prior to issuance of a building permit for construction of any use contemplated by this Specific Plan approval, the applicant shall first obtain clearance from the County of Riverside Planning Department verifying that all pertinent conditions of Specific Plan approval have been satisfied for the phase of development in question.
14. Lots created pursuant to this Specific Plan and any subsequent tentative maps shall be in conformance with the development standards of the Specific Plan zone herein applied to the property.
15. Development applications that incorporate common areas shall be accompanied by design plans for the common areas, specifying location and extent of landscaping, irrigation systems, structures, and circulation (vehicular, pedestrian, and/or bicycle).

16. If necessary, roadways, infrastructure, parks, and open space may be coordinated by and paid for through an assessment or community facilities district or community service area to facilitate construction, maintenance and management.
17. Final development densities for each planning area shall be determined through the appropriate development application up to the maximum density identified based upon but not limited to the following: a) adequate availability of services; b) adequate access and circulation; c) innovation in building types and design; d) sensitivity to landforms; e) density transfer; f) sensitivity to neighborhood design through lot and street layouts; g) lot sizes as proposed by this Specific Plan; and h) density bonuses for affordable housing.
18. Areas designated as open space that will be conveyed within parcel boundaries to individual property purchasers shall be deed restricted so as to create open space easements and prohibit grading, construction, or other development activity in such open space.
19. Designation and/or dedication of park land and open space acreage within the project site will be based on the final number of dwelling units and corresponding population generated by the WINCHESTER HILLS Specific Plan (as adopted by the Riverside County Board of Supervisors, unless otherwise amended) and will satisfy both County and State requirements for park land. Unless specifically approved by a public entity having jurisdiction over park and recreation requirements, such acreage shall not be less than that set forth in Figure II-1, *Specific Plan Land Use Plan* and the Table II-1, *Detailed Land Use Summary*.
20. Prior to the issuance of building permits, improvement plans for adjacent developed common open space areas, including irrigation plans, shall be submitted for Planning Department approval for the stage of development in question. Irrigation plans shall be certified by a landscape architect.
21. For the security and safety of future residents, the applicant and/or developer shall incorporate the following design concepts within each individual tract:
  - a. Circulation for pedestrians, vehicles, and police patrols.
  - b. Lighting of streets and walkways.
  - c. Visibility of doors and windows from the street and between buildings, where practical.
  - d. Fencing heights and materials which are developer's responsibility.
22. The following crime prevention measures shall be considered during site and building layout design, in addition to those above, for the security and safety of future residents:
  - a. Lighted addresses.
  - b. Special lighting requirements on any buildings that are grouped in such a way that individual addresses are difficult to read.
23. Development within the project shall conform to Title 24, Chapter 2-71, of the California Administrative Code to ensure accessibility to individuals with disabilities.
24. It is anticipated that maintenance associations, if formed, will be established as follows: the master property owners' association shall be charged with the unqualified right to assess their



- own individual owners who own individual units for reasonable maintenance and management costs which shall be established and continuously maintained. The property owners' association shall be responsible for parking, open space areas, signing, landscaping, irrigation, common areas, and other responsibilities as necessary.
25. Construction of certain public facilities and infrastructure requirements (such as schools, sewers, water, and roadways) may be financed through a community facilities district (CFD) or similar public financing mechanism. Financing of these facilities through a CFD may substitute for the payment of fees that would have financed those facilities.
  26. A comprehensive geotechnical report shall be submitted for review and approval to the Riverside County Planning Department Engineering Geologist with each Tentative Map or use permit.
  27. All water mains and fire hydrants providing required fire flows shall be constructed in accordance with the appropriate sections of Riverside County Ordinance No. 460 and/or No. 546, subject to approval by the Riverside County Fire Department. Fire flows over 3,000 gallons per minute (gpm) shall be for three (3) hours duration.
  28. All buildings shall be constructed with fire-retardant roofing material, as described in Section 1503 of the Uniform Building Code.
  29. Flag lots shall not be permitted within WINCHESTER HILLS unless approved by the Planning Director and the Fire Department.
  30. The use of passive solar heating techniques is encouraged within the project where feasible. Passive systems involve design elements such as orienting buildings properly, planting tree types to take advantage of the sun, seeing that roof overhangs are adequate, ensuring that walls are properly insulated, and installing simple heat storage systems.

**B. CIRCULATION PLAN**

**1. DESCRIPTION**

The Circulation Plan, illustrated on Figure II-2, *Circulation Plan* shows a system of highways and collector streets that provide direct and convenient access to individual residential, commercial, and industrial land uses. The WINCHESTER HILLS Circulation Plan also provides efficient connections to significant transportation corridors, such as Interstate 215 and State Highway 79.

Primary access to WINCHESTER HILLS is provided by McCall Boulevard, Domenigoni Parkway, Leon Road, Briggs Road, Olive Avenue, Simpson Road, Beeler Road and Rice Road. An efficient on-site roadway network has been designed to accommodate circulation through the community. Primary north-south circulation through WINCHESTER HILLS is provided by Leon Road. Primary east-west circulation is provided by McCall Boulevard, Grand Avenue, Olive Avenue, Domenigoni Parkway/Patton Avenue, Simpson Road, and Holland Road.

The main objective of the Circulation Plan is to provide direct and convenient access to individual residential neighborhoods, commercial sites, manufacturing sites, schools, and parks through a safe and efficient network of roadways. A hierarchical system of roadway classifications has been established within the Circulation Plan in accordance with the Riverside County General Plan Circulation Element. Roadway classifications consist of: urban arterial, major highway, secondary highway, enhanced collector, collector, and local roadways. Roadway cross sections are depicted on Figure II-3, *Roadway Cross Sections - 1* and Figure II-4, *Roadway Cross-Sections - 2*.

Transportation infrastructure funding may be provided through a combination of developer financing, community facilities or assessment district bond sales, and developer fees. The type of funding for specific facilities will be determined at a later date in conjunction with all cooperating agencies, including the County of Riverside.

The General Plan Circulation Element depicts existing and County-planned roads that run through the WINCHESTER HILLS project area. The designations for these roads and their proposed designation in WINCHESTER HILLS Specific Plan No. 293, Amendment No. 6 are presented in Table II-2, *Proposed Changes to County General Plan Roadways*. These modifications to the Arterial Highway standards for Leon Road accommodate a 15.5-foot trail easement on one side of the roadway. Located within this easement shall be a 12-foot decomposed granite trail per Valley-wide standards.

**Table II-2 PROPOSED CHANGES TO COUNTY GENERAL PLAN ROADWAYS**

ROADWAY NAME	GENERAL PLAN CIRCULATION ELEMENT CLASSIFICATION	WINCHESTER HILLS SPECIFIC PLAN NO. 293 AMENDMENT NO. 6 PROPOSED CLASSIFICATION
Leon Road (from Holland Road to Simpson Road)	Arterial Highway - 128' ROW	Modified Arterial Highway – 130.5' ROW

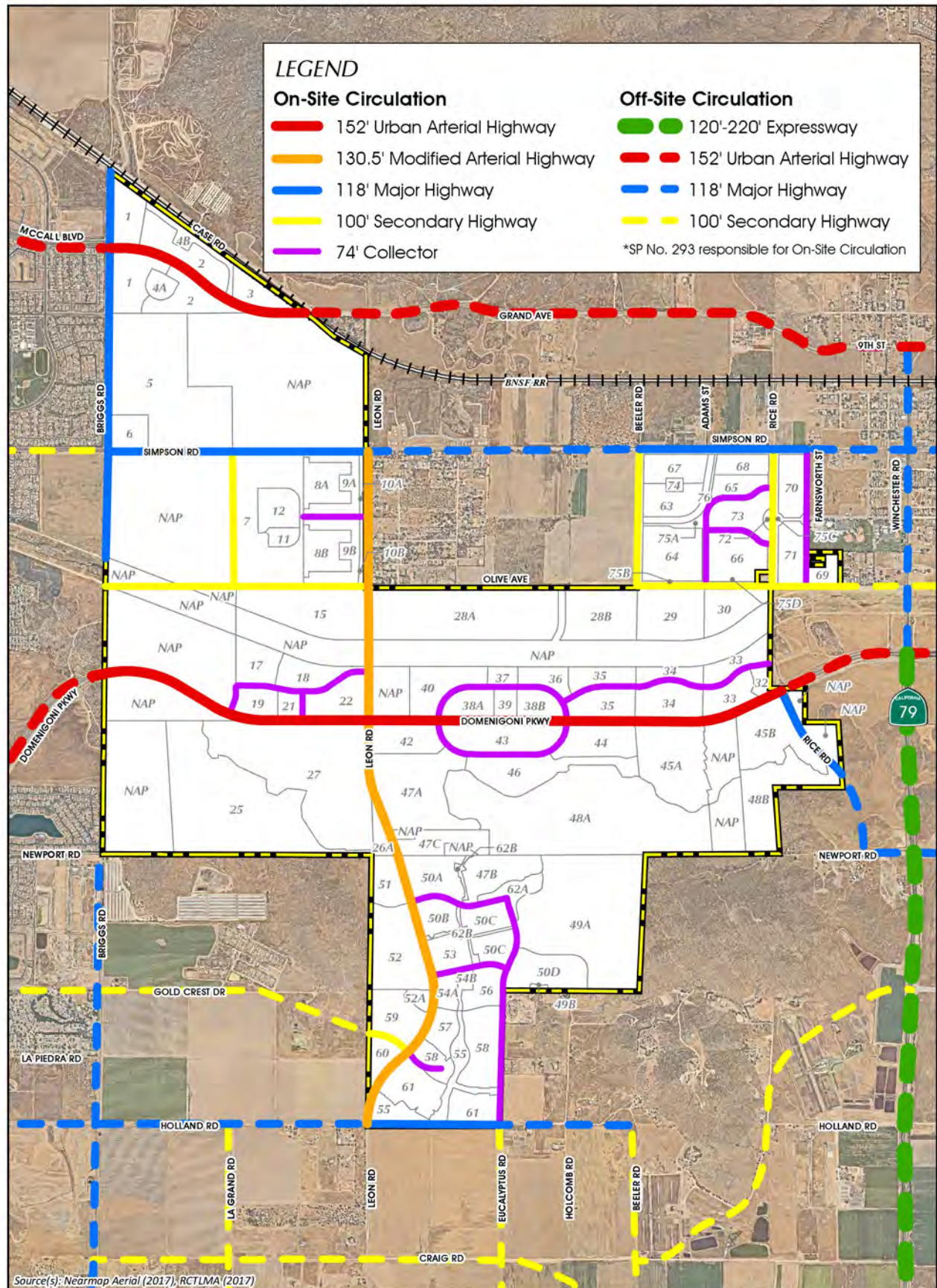
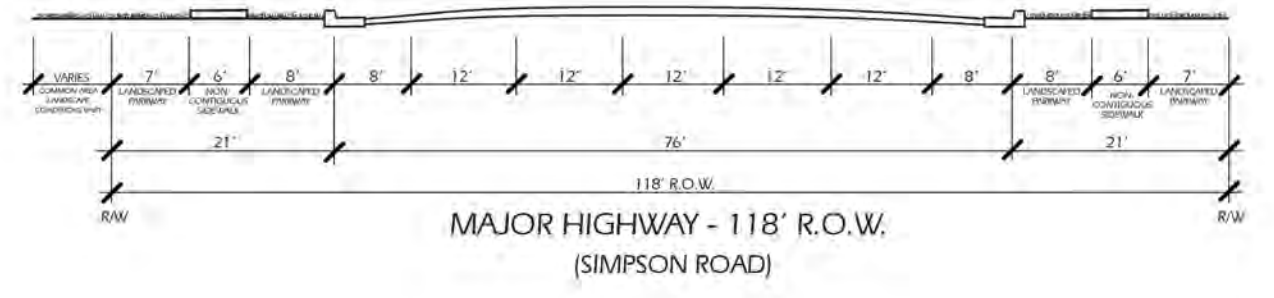
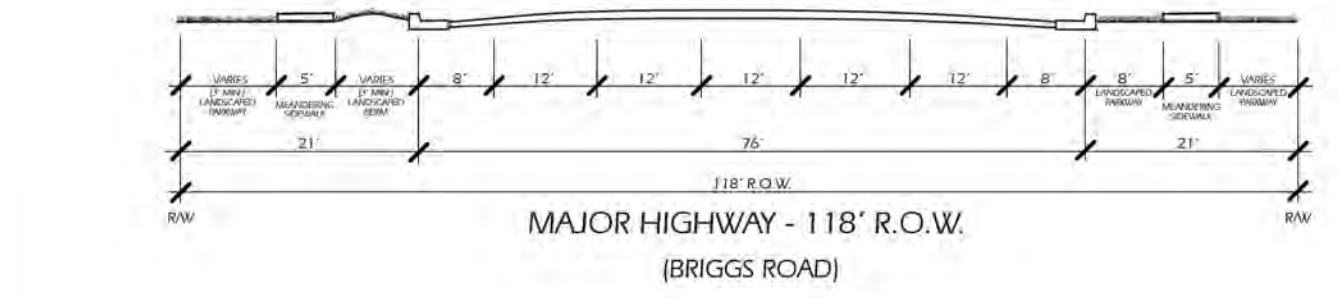
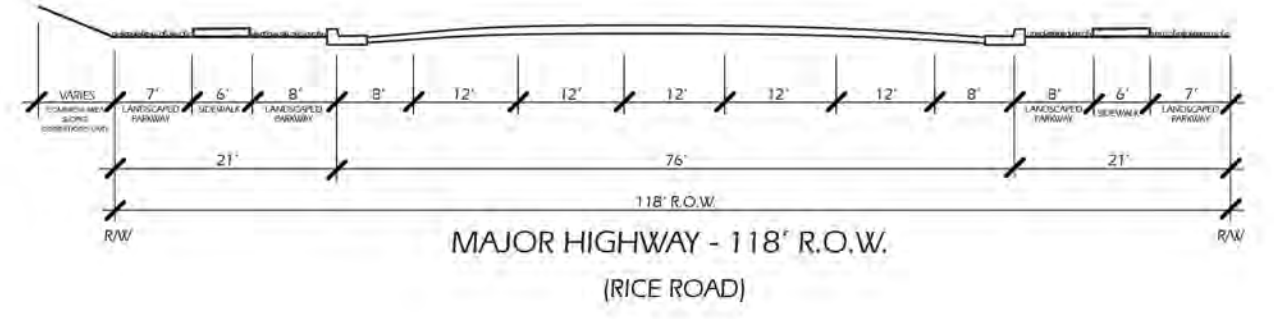
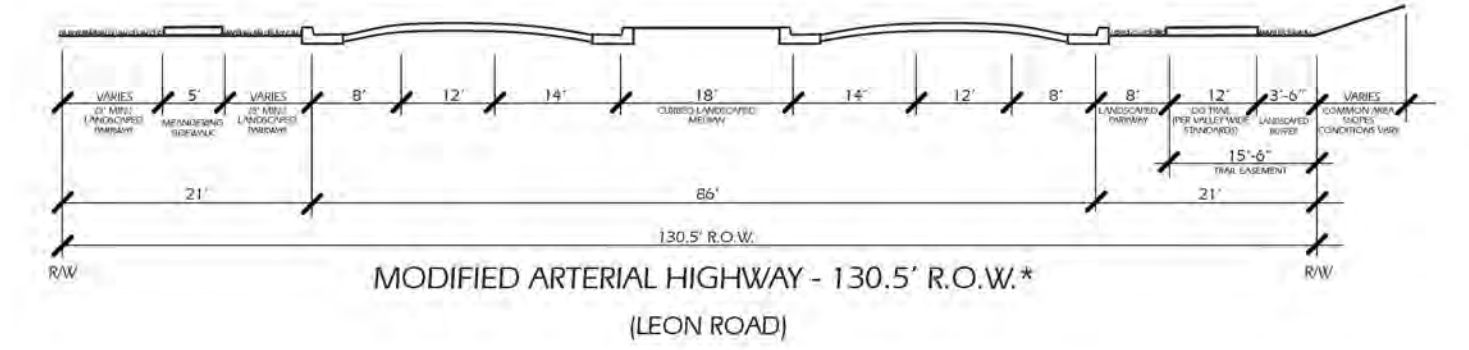
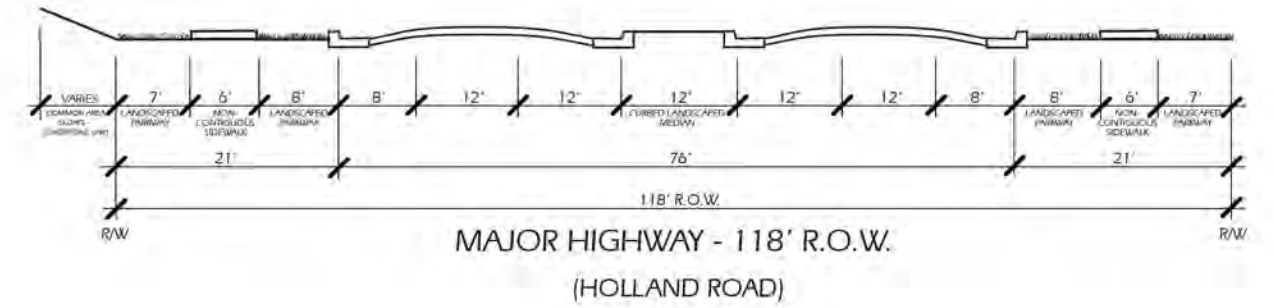
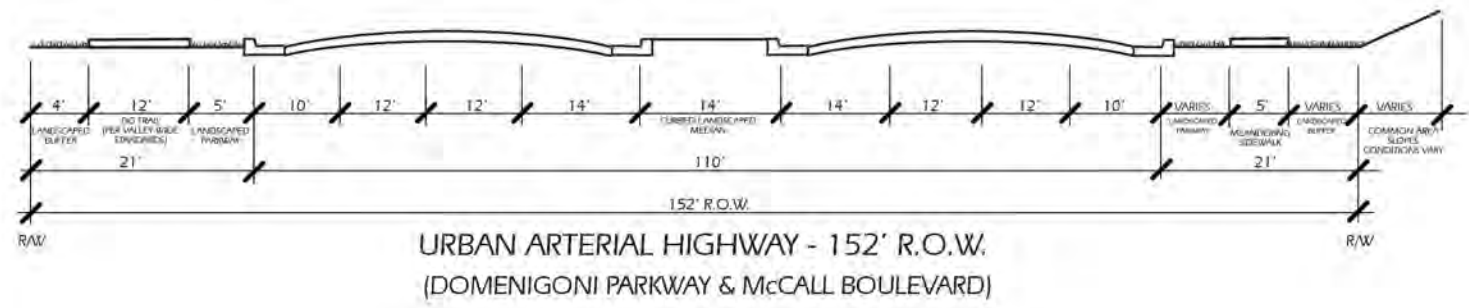


Figure II-2

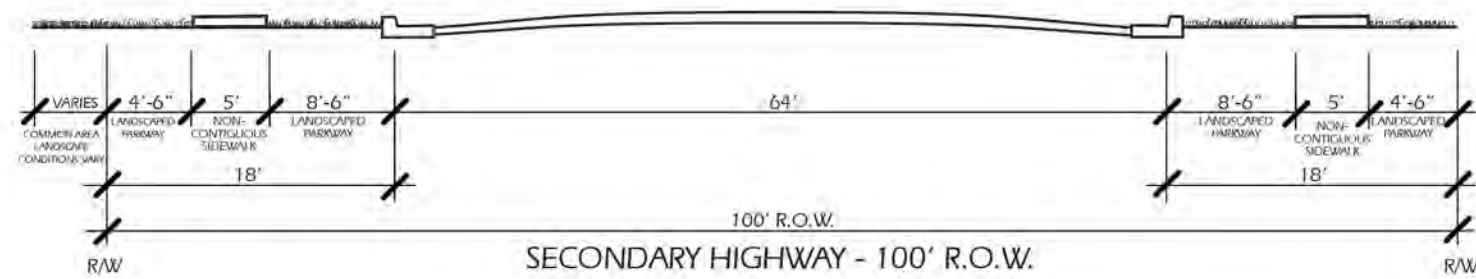




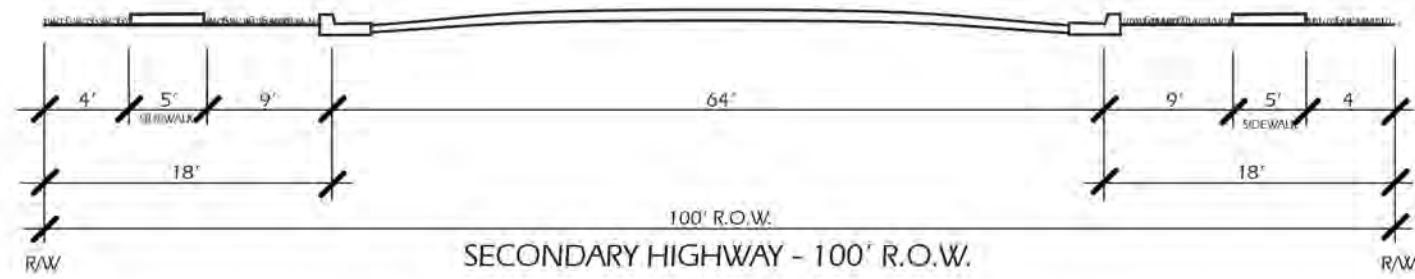
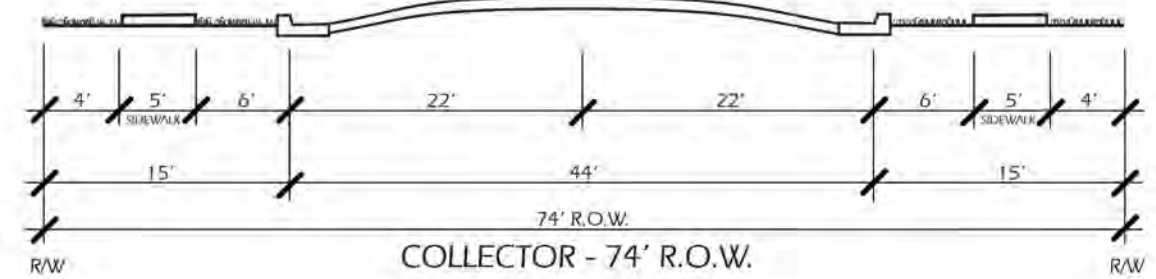


Source(s): Webb Associates

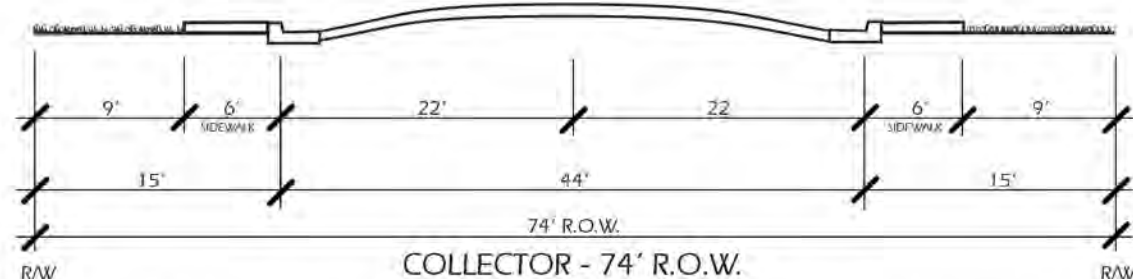
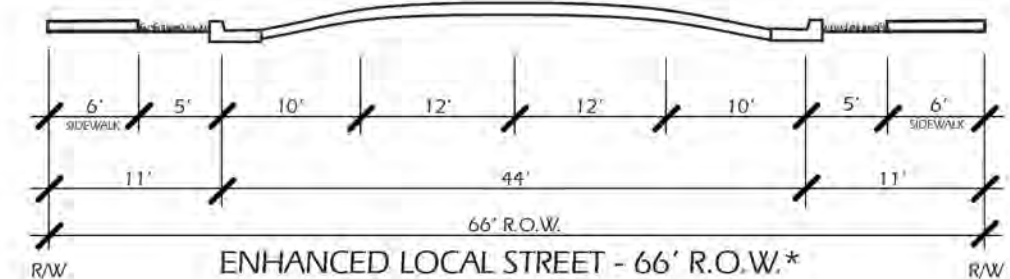
Figure II-3



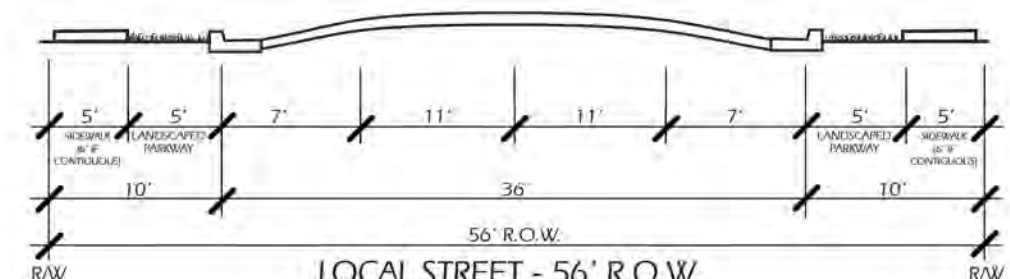
(OLIVE AVENUE, BEELER ROAD, & RICE ROAD (BETWEEN OLIVE AVENUE AND SIMPSON ROAD))



(LA PIEDRA DRIVE)



(EUCALYPTUS ROAD, "F" STREET, STREET A, STREET B, & FARNSWORTH STREET)



Source(s): Webb Associates

Figure II-4

Proposed circulation improvements to be constructed as part of the WINCHESTER HILLS project include:

- McCall/Grand Boulevard: construct from Briggs Road to Leon Road
- Leon Road: construct from Simpson Road south to Holland Road
- Domenigoni Parkway construct from Briggs Road east to Highway 79
- Olive Avenue: construct from Briggs Road east to Rice Road
- Simpson Road: construct from Briggs Road east to Leon Road, and from Beeler Road to Farnsworth Street
- Rice Road: construct from Olive Avenue south to realigned Domenigoni Parkway, and from Olive Avenue north to Simpson Road
- Briggs Road: construct from intersection with AT&SF rail way south to Domenigoni Parkway
- Holland Road: construct from Leon Road east to the easterly edge of the Specific Plan (Eucalyptus Road)
- Beeler Road: construct from Simpson Road south to Olive Avenue
- Farnsworth Street: construct from Olive Avenue to Simpson Road
- Longfellow Avenue: construct from Olive Avenue north to southern boundary of Winchester Park
- Street A: construct from Olive Avenue north/northeast to Rice Road
- Street B: construct from Street A east to Rice Road

**a. Highway 79 Policy Analysis**

WINCHESTER HILLS lies within the Highway 79 Policy Area, and is thus subject to its requirements. Projects within the Highway 79 Policy Area must demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth resulting from new development. To facilitate this intent, development projects must ensure that they produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. WINCHESTER HILLS has conducted such an analysis and is consistent with the Highway 79 Policy Area requirements.

**2. DEVELOPMENT STANDARDS**

1. On-site roads within WINCHESTER HILLS will be constructed in a hierarchical roadway classification system as follows:
  - a. Urban Arterial (152-foot R.O.W.)
  - b. Modified Arterial Highway (130.5-foot R.O.W.)
  - c. Major Highway (118-foot R.O.W.)
  - d. Secondary Highway (100-foot R.O.W.)
  - e. Collector (74-foot R.O.W.)
  - f. Enhanced Local Street (66-foot R.O.W.)
  - g. Local Street (56-foot R.O.W.)
2. Any application for any subdivision within the Specific Plan boundary (including a Schedule I Parcel Map) shall cause the design and construction of the Specific Plan master-planned infrastructure within the final map boundaries, with the exception of a division of land that has no parcel less than 40 acres or that is not less than a quarter of a quarter section. Parcel Maps shall design the street system shown thereon.



3. All roadways intersecting four-lane roadways or greater shall be constructed in accordance with Standard 103, Ordinance 461 from the four-lane roadway to the nearest intersection.
4. All typical sections shall be per Ordinance 461, or as approved by the Transportation Department.
5. All intersection spacing and/or access openings shall be per Standard 114, Ordinance 461, or as approved by the Transportation Department.
6. No textured pavement accents will be allowed within the County right-of-way.
7. Mid-block crosswalks are not allowed.
8. Driveways/access points – No driveways or access points as shown in this Specific Plan are approved. All access points shall conform to Transportation Department standard access spacing, depending upon the street's classification.
9. Drainage – This Specific Plan proposes no facilities to be maintained, with the exception of facilities within the road right-of way, by the Transportation Department. Therefore, all facilities other than facilities to be constructed in the road right-of-way will be private or Flood Control District facilities or the responsibility of a maintenance entity acceptable to the Flood Control District.
10. Commercial – Per the General Plan, neighborhood commercial uses must be located along Secondary or greater highways, at or near intersections with Secondary Highways.
11. School/Parks – The Project shall comply with the Transportation Department's policy regarding streets adjacent to school and park sites, which requires a minimum of a 66-foot right-of-way (Standard 103).
12. Any landscaping within public road rights-of-way will require approval by the Transportation Department and assurance of continuing maintenance through the establishment of a landscape maintenance district or similar mechanism, as approved by the Transportation Department. Landscaping within parkways is indicated as landscape development zones (LDZs) on Figure II-3 through Figure II-4b.
13. All bikeways developed as part of this Specific Plan should be designated as Class II bikeways, located within road rights-of-way in accordance with the standards contained within Chapter 1000 of the most recent version of the California Department of Transportation Highway Design Manual.
14. All commercial developments within WINCHESTER HILLS shall be required to provide on-site bike racks to encourage the use of bicycles as an alternative means of transportation. Bike racks shall be provided pursuant to all applicable County regulations, codes, and ordinances.
15. Heavy through-traffic volumes shall be eliminated from residential neighborhoods. Major roadways shall be constructed as limited-access roadways. Residential neighborhoods shall be served by local residential roadways.

16. Landscape requirements shall be in accordance with the Roadway Landscape Treatments as depicted in Section IV, Design Guidelines.
17. Major roadway improvements may be financed through an assessment district, community facilities district, or similar financing mechanism.
18. All areas of WINCHESTER HILLS shall be required to participate in benefit district and/or other fee programs to implement General Plan roadway segments.
19. All roads within the Specific Plan boundary shall be constructed to appropriate full or half-width standards in accordance with Ordinance Nos. 460 and 461 as a requirement of the implementing subdivisions for the Specific Plan, subject to approval by the Director of Transportation.
20. The project proponent shall participate in the Traffic Signal Mitigation Program as approved by the Board of Supervisors.
21. The project shall comply with the conditions and requirements set forth by the County Transportation Department.
22. Traffic impact study reports shall be required with submittal of tentative tract maps or plot plans as required by the County of Riverside. The required format for each report shall be determined by the County of Riverside, and shall include an evaluation of peak hour conditions at intersections significantly impacted by each phase of development. If an impacted intersection is estimated to exceed County service level standards, then appropriate link and intersection improvements shall be required to be presented for County staff review.
23. The improvements needed to maintain the County service level standards shall be required to be in place or fully funded and scheduled for construction prior to occupancy of the relevant development phase.
24. Curvilinear streets are required in the interiors of subdivisions where parcels of land lend themselves to curvilinear street design.
25. The use of short cul-de-sac streets is strongly encouraged in order to create a small neighborhood feeling for residents. However, no cul-de-sacs streets shorter than 200 feet measured to center of bulb are allowed. Also, no cul-de-sac streets longer than 1,320 feet shall be permitted.
26. “T” intersections are a preferred design alternative to “four-way” intersections wherever two local streets or a collector and a local street intersect.

## C. OPEN SPACE AND PARKS PLAN

### 1. DESCRIPTION

The WINCHESTER HILLS Specific Plan provides for an Open Space and Parks Plan which provides a variety of recreational opportunities to the residents of the WINCHESTER HILLS community. This includes 122.8 acres of park land, 19.2 acres of paseos, 458.8 acres of Open Space-Conservation, and 6.8 acres designated for Open Space-Water (drainage areas) In total, 607.6 acres of the community have been set aside for open space and park uses. Timing of park development is summarized in Figure II-4, *Conceptual Phasing Plan*, located under Section G., *Project Phasing Plan*.

The overall Open Space and Parks Plan concept is illustrated on Figure II-5, *Open Space and Parks Plan*. Descriptions of each of the open space and recreation elements for WINCHESTER HILLS follow.

#### Parks

The County requires 5.0 acres of parkland for each 1,000 residents to satisfy Quimby Act standards, as expressed in Ordinance No. 460, Section 10.35. In accordance with Riverside County Ordinance No. 460, Section 10.35 the population factor for single-family dwelling units is 2.98 persons per unit, and 2.34 persons per dwelling unit for multi-family uses. It is anticipated that the Very High Density, Highest Density Residential, and Mixed Use Area land uses will consist of ~~2,317~~ 1,798 multi-family dwelling units, with the remaining ~~5,969~~ 5,659 dwelling units within the Specific Plan made up of single-family uses. It is anticipated that the single-family uses within Winchester Hills will be home to ~~17,778~~ 16,863 residents, and the multi-family uses will be home to ~~5,422~~ 4,207 residents. These ~~23,200~~ 21,070 residents require ~~116.0~~ 105.3 acres of parkland to comply with Quimby requirements. The Winchester Hills Specific Plan provides for 131.9 acres of parkland and paseos, which exceeds the requirements to comply with the Qumby Act.

Precise details regarding amenities for the parks will be determined by Valley-wide Recreation and Park District, County Service Area (CSA), County Service District (CSD), or other similar public or private entity at the time subdivision maps are proposed. The parks will include recreational facilities such as:

- Athletic fields (baseball, softball and soccer)
- Sand volleyball courts
- Picnic Facilities
- Basketball courts
- On-site parking
- Tot lots
- Night sports lighting (sports park only)
- Restrooms (for parks 5 acres or larger only)
- Shade tree plantings and turf areas for active recreation

Specific sports facilities provided in the sports park in Planning Area 28b and 73 may include open-field sports facilities to accommodate sports such as soccer, football, baseball, and softball, as well as court games such as tennis, basketball and volleyball. All the parks are discussed in further detail in Section IV, *Design Guidelines*.



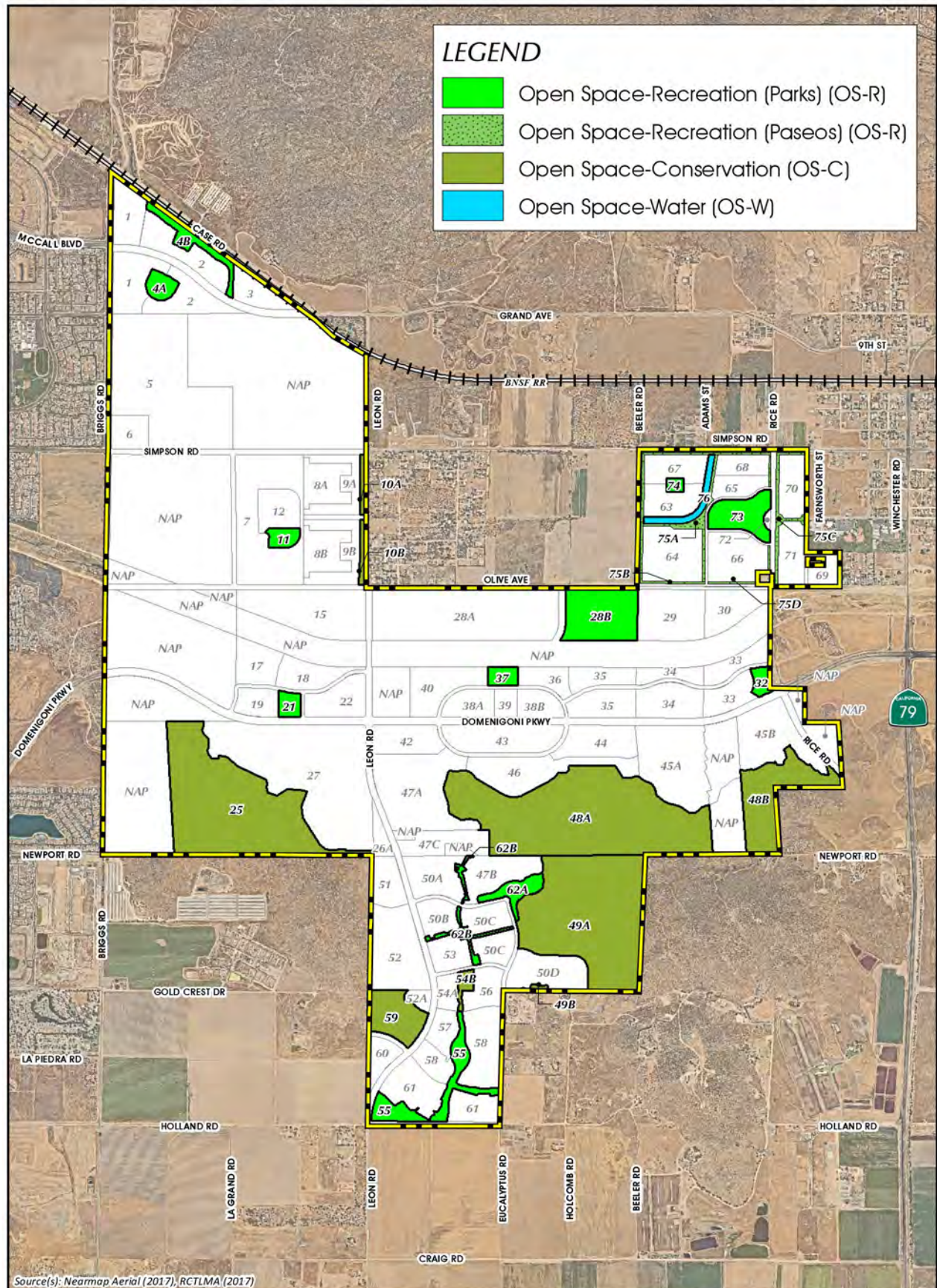


Figure II-5



Parks may also be provided within Planning Areas designated for residential land uses. These parks will be evaluated on an individual basis by Riverside County, Valley-wide Recreation and Park District, CSA, CSD, or any other necessary public entity and the conditions of approval will be determined at the time that the implementing development applications are submitted to the County.

❑ **Open Space-Recreation (Paseos)**

WINCHESTER HILLS Specific Plan designates a total of 19.2 acres of land for the Open Space-Recreation (Paseos) land use, which provides for a network of pedestrian paseos within the northeast portion of the Specific Plan Area. Generally, the paseos will consist of a 20-foot minimum width open space lot with an 8-foot minimum width concrete sidewalk between ornamental landscaped areas. The paseo network is intended to enhance pedestrian connectivity within this higher density mixed-use area of the Specific Plan. Trails and paseos are graphically depicted in Figure II-6, *Non-Vehicular Circulation Plan*.

❑ **Open Space-Conservation**

A total of 458.8 acres is designated as Open Space-Conservation within the WINCHESTER HILLS Specific Plan Area. This land use designation is intended for the preservation of natural resources and other scenic resources. The Specific Plan designates Open Space-Conservation areas in Planning Areas 10A, 10B, 25, 48A, 48B, 49A, 49B, 54B, and 59. Planning Areas 10A and 10B comprise a 2.8-acre strip of land abutting the easterly boundary of Planning Areas 9A and 9B. Planning Area 25 provides for 116.8 acres of open space in the western portion of the Specific Plan Area to preserve the steep terrain in this area. In a similar fashion, Planning Areas 48A, 49A, and 49B provide for the preservation of 311.6 acres of steep terrain located in the southeastern portion of the Specific Plan Area. Planning Area 48B provides an additional 39.9 acres of open space along the eastern boundary of the WINCHESTER HILLS Specific Plan Area. Planning Area 59 provides for 20.2 acres of open space along the southwestern boundary of the WINCHESTER HILLS Specific Plan Area. A 2.6-acre area of open space within Planning Area 54B separates commercial retail and school retail uses.

All open space areas are discussed further in Section IV, *Design Guidelines*.



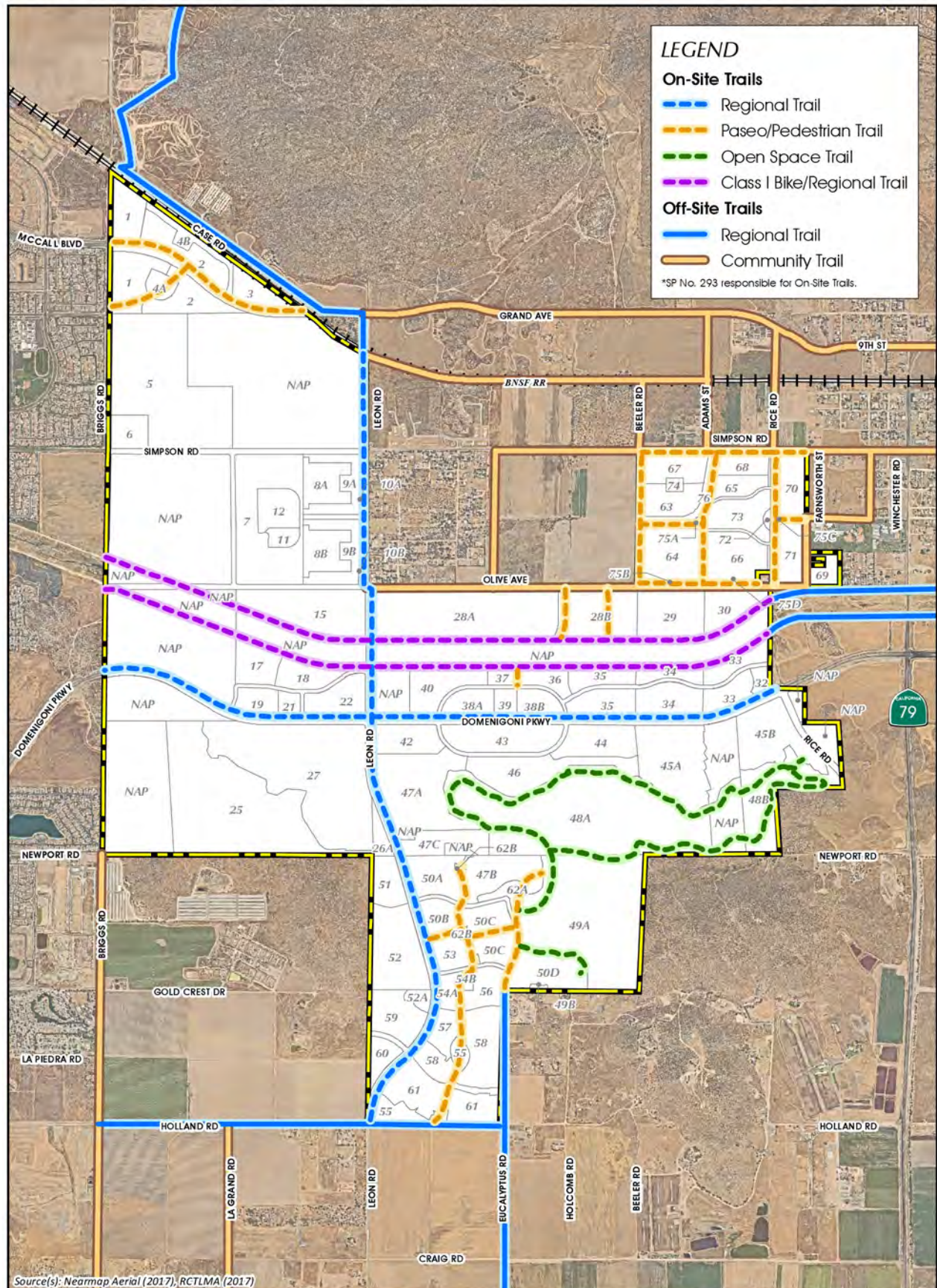


Figure II-6





**2. DEVELOPMENT STANDARDS**

1. All property within the WINCHESTER HILLS Specific Plan area is located within County Service Area (CSA) 146 and 84; however, the property may be annexed into the Valley-Wide Recreation and Park District, CSD, or into some other similar public or private entity capable of maintaining open space and park areas. The determination of which entity or entities will eventually maintain the open space and park areas in WINCHESTER HILLS will be determined at the time that the implementing development applications are submitted to the County.

The community park and all neighborhood parks within WINCHESTER HILLS shall be owned and maintained for the benefit of all residents within the community. Ownership and maintenance of all recreational facilities will be the responsibility of a Master Homeowners' Association, the Valley-Wide Recreation and Park District, CSA, CSD, or a similar mechanism. The maintenance mechanism shall be selected at the time that the implementing development application is submitted.

2. All parks within WINCHESTER HILLS shall be developed by the Master Developer or a merchant builder.
3. All recreational facilities will be landscaped and, where necessary, irrigated in a manner that is conducive to the type of plant material and landscape setting.
4. All recreational facilities will provide parking in accordance with Riverside County and Valley-wide Recreation and Park District standards.
5. Landscaping within recreation and open space areas will be further governed by both the *Landscaping Plan*, Section III.A-9, and the *Design Guidelines*, Section IV of this Specific Plan Amendment.
6. The project is subject to fees for neighborhood and community park facilities, in accordance with the County's and/or local park district's implementation of the State's Quimby Act (Section 10.35 of Ordinance No. 460). These fees shall be paid for each dwelling unit constructed within the Specific Plan. Credit against these fees shall be granted by the relevant entity for all public park land and improvements provided by the developer.
7. Development applications which incorporate common areas shall be reviewed with conceptual design plans for the common area(s). Such plans shall specify the location and extent of landscaping, structures, and circulation (vehicular or pedestrian), and shall indicate areas to be irrigated.

## D. DRAINAGE PLAN

### 1. DESCRIPTION

#### Existing Conditions

WINCHESTER HILLS is located within the Salt Creek Area Drainage Plan. Prior to the original Winchester Hills Specific Plan (SP 293) adoption in 1997, stormwater was conveyed in natural unconfined floodplains and channels towards the Salt Creek Drainage Channel, due to the limited flood control improvements in the area.

The segment of the Salt Creek Channel within this Specific Plan was Constructed by Riverside County Flood Control and Water Conservation District per project number 4-0-00110. Other drainage facilities have also been constructed between Domenigoni Parkway and the southern bank of the Salt Creek Drainage Channel. Outside of these areas, most of the storm water is still conveyed in natural unconfined floodplains and open channels.

#### Proposed Improvements

CFD Line A, which follows Adams Street with 1,591 cfs as shown in Figure II-7, will collect off-site runoff north of the railroad tracks, conveyed through the Winchester Hills Specific Plan, and redirected to the Salt Creek Flood Control Channel without intermixing with on-site storm runoff. Additional CFD Storm Drain facilities will be constructed between Briggs Road and Leon Road, north of Simpson Road and south of Case Road.

Offsite drainage areas have been designated to be collected with offsite improvements. The major offsite improvement planned for this area is the Salt Creek Flood Control Channel.

CFD storm drains are proposed in the northwestern portion of the SPA in Briggs Road and are aligned through the park in Planning Area 4A, between Planning Areas 1 and 2, conveying storm water flows south towards Simpson Road and the Salt Creek Drainage Channel. The 6.8-acre PA 76 is designated as Open Space-Water (OS-W) and includes a CFD storm drain line that conveys storm water flows south towards the Salt Creek Flood Control Channel. On-site drainage basins will not be provided since the project proposes to construct storm drain systems that will connect to the Salt Creek Flood Control Channel and other off-site drainage routes. Other on-site drainage improvements include the double 84" Leon Road Storm Drain system, which will be designed and constructed by the Riverside County Transportation Department as part of the Domenigoni Parkway Improvements. Figure II-7, *Master Drainage Plan*, depicts the future storm drain systems that will be constructed as part of the project.

The Drainage Plan is conceptual in nature and may be modified at the time of final development. Furthermore, additional drainage facilities may be required based on detailed hydrologic and hydraulic studies that will be prepared with detailed development plans.

The runoff generated by the areas to remain as open space will be collected with the use of concrete ditches and storm drain systems. The Project will not utilize de-silting basins to capture the offsite runoff, since fifty to sixty percent (50-60%) of the mountainous offsite area consists of rock outcroppings and little sediment transport is expected.

Several options exist for maintenance of the drainage facilities and detention basins. Riverside County Flood Control and Water Conservation District (RCFC & WCD) will maintain major backbone drainage and flood control facilities, provided they meet District design, construction and maintenance standards. Drainage facilities within public streets will be maintained either by RCFC & WCD or Riverside County Transportation Department, subject to the agreements between the two agencies. RCFC & WCD may consider policy changes to expand its role in maintenance of interim facilities. If necessary, one or more property owners associations may also be formed to provide maintenance of drainage facilities that are not maintained by public agencies.

#### ☐ **Drainage Plan Alternatives (SPA6 Area)**

##### **Alternative A**

As conceptually illustrated in Figure II-7A, if off-site basins located immediately north of the BNSF Railroad and/or south of the BNSF railroad are constructed, and in lieu of Line A connecting to Lateral A-6 past Beeler Road, Alternative A would require an require open channel (Non-CFD) along Beeler Road and Olive Avenue, to convey flows southerly in Beeler Road from Line A, then westerly along Olive Avenue, and ultimately conveyed south to Line A and the Salt Creek Channel.

##### **Alternative B**

As conceptually illustrated in Figure II-7B, if off-site basins located immediately north of the BNSF Railroad are constructed, Alternative B would require an open channel (Non-CFD) along Farnsworth Street, to convey flows southerly in Farnsworth Street past the Specific Plan boundary to the Salt Creek Channel. Depending on the construction of the off-site basins located immediately north of the BNSF Railroad and adjacent development to the north, the Farnsworth Street right-of-way may increase from 92' to 103', 138', or 143 to accommodate the development of the open channel.

##### **Alternative C**

As conceptually illustrated in Figure II-7C, Alternative C is a hybrid of Alternatives A and B. If off-site basins located immediately north of the BNSF Railroad are constructed, Alternative C would require an open channel (Non-CFD) along Farnsworth Street, to convey flows southerly in Farnsworth Street past the Specific Plan boundary to the Salt Creek Channel. Depending on the construction of the off-site basins located immediately north of the BNSF Railroad and adjacent development to the north, the Farnsworth Street right-of-way may increase from 92' to 103', 138', or 143 to accommodate the development of the open channel

In addition, Line A would be re-aligned and constructed with a reinforced concrete box to run along Beeler Road and Olive Avenue to convey flows southerly along Beeler Road, westerly to Olive Avenue, and then southerly to the Salt Creek Channel.

##### **Alternative D**

As conceptually illustrated in Figure II-7D, if off-site basins located immediately north of the BNSF Railroad are NOT constructed, Alternative D would require an open channel (Non-CFD) along Farnsworth Street, to convey flows southerly in Farnsworth Street past the Specific Plan boundary to



the Salt Creek Channel. The Farnsworth Street right-of-way may increase from 92' to 103', 138', or 143 to accommodate the development of the open channel.

Off-site tributary flows would be mitigated in the interim by an on-site detention basin which may be located at the southeastern corner of Beeler Road and Simpson Road within Planning Areas 63, 67, and 74. In addition, a proposed outlet pipe from the basin would be constructed to run along Beeler Road and Olive Avenue to convey flows southerly along Beeler Road, westerly to Olive Avenue, and then southerly to the Salt Creek Channel.

## **2. WATER QUALITY**

The Winchester Hills Specific Plan is subject to comply with the Santa Ana Watershed Protection Program, and a Water Quality Management Plan (WQMP) will need to be completed with each implementing project. Early planning to implement requirements for a WQMP is critical and is recommended during conceptual design. Most sites need Low Impact Development Best Management Practices (LID BMPs) that maximize infiltration, harvest and use, evapotranspiration and/or bio-treatment. It is important that the latest Santa Ana WQMP Guidance Document be reviewed before a tentative tract map, preliminary site plan, drainage plan, and landscape plan is prepared.

Many factors need to be considered when preparing a site plan, in regards to water quality. Some of these factors include, but are not limited to, the pervious to impervious ratio, the drainage management area, and BMP type and location. Where applicable, mitigation will also need to be considered. It is imperative that LID BMPs are implemented into the design during early planning.

Most LID BMPs require long-term maintenance to ensure the BMP is operating as designed and this should also be considered when developing a property. The property owner shall consider the means to finance and implement facility maintenance from the time the BMPs are constructed until responsibility for operation and maintenance is legally transferred.

## **3. DEVELOPMENT STANDARDS**

1. All storm drain facilities will be designed in accordance with Riverside County Flood Control and Water Control District design standards to provide protection from a one-hundred (100) year storm.
2. All drainage and storm drain facilities will be maintained by the Riverside County Flood Control District, a community financing mechanism such as a County Service Area, a County Service District, or Homeowners Association.
3. All projects proposing construction activities including: clearing, grading, or excavation that results in the disturbance of at least five acres of total land area, or activity which is part of a larger common plan of development of five acres or greater shall obtain the appropriate NPDES construction permit and pay the appropriate fees. All development within the Specific Plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program. Mitigation measures may include, but not be limited to: on-site retention; covered storage of all outside storage facilities; vegetated swales; monitoring programs; etc.

4. A mapped floodplain is impacted by this project, therefore, the applicant shall obtain a Section 1601/1603 Agreement from the California Department of Fish and Game and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the Project is exempt from these requirements prior to recordation of the individual tracts which impact the mapped flood plain. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.
5. Payment of all District fees and deposits for processing of FEMA submittals shall be made directly to the District. Fees for processing FEMA submittals shall be in addition to regular District plan check fees.
6. Specific Plan 293 is located within the limits of the Salt Creek Channel/Winchester/North Hemet and Murrieta Creek/Warm Springs Valley Area Drainage Plan for which drainage fees have been adopted by the Board of Supervisors. Drainage fees shall be paid to the District at the time of the issuance of grading permits for the approved parcels or at the time of issuance of building permits if no grading permits for the approved parcels or at the time of issuance of building permits if no grading permits are issued for the parcels and may be paid, at the option of the land owner, in pro rata amounts. The amount of the drainage fee required to be paid shall be the amount that is in effect for the particular Area Drainage Plan at the time of issuance of the grading permits or issuance of the building permits if grading permits are not issued.



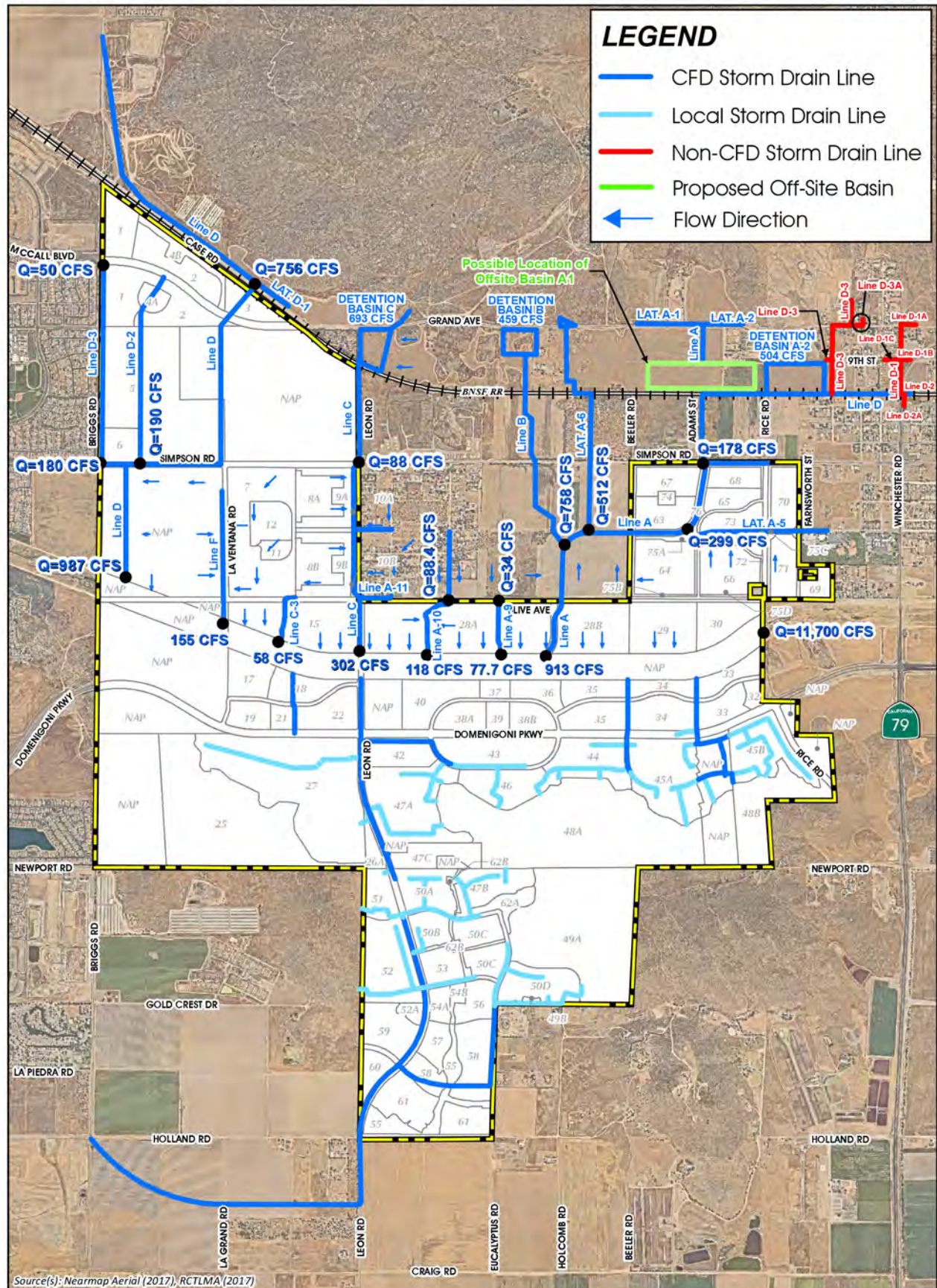


Figure II-7





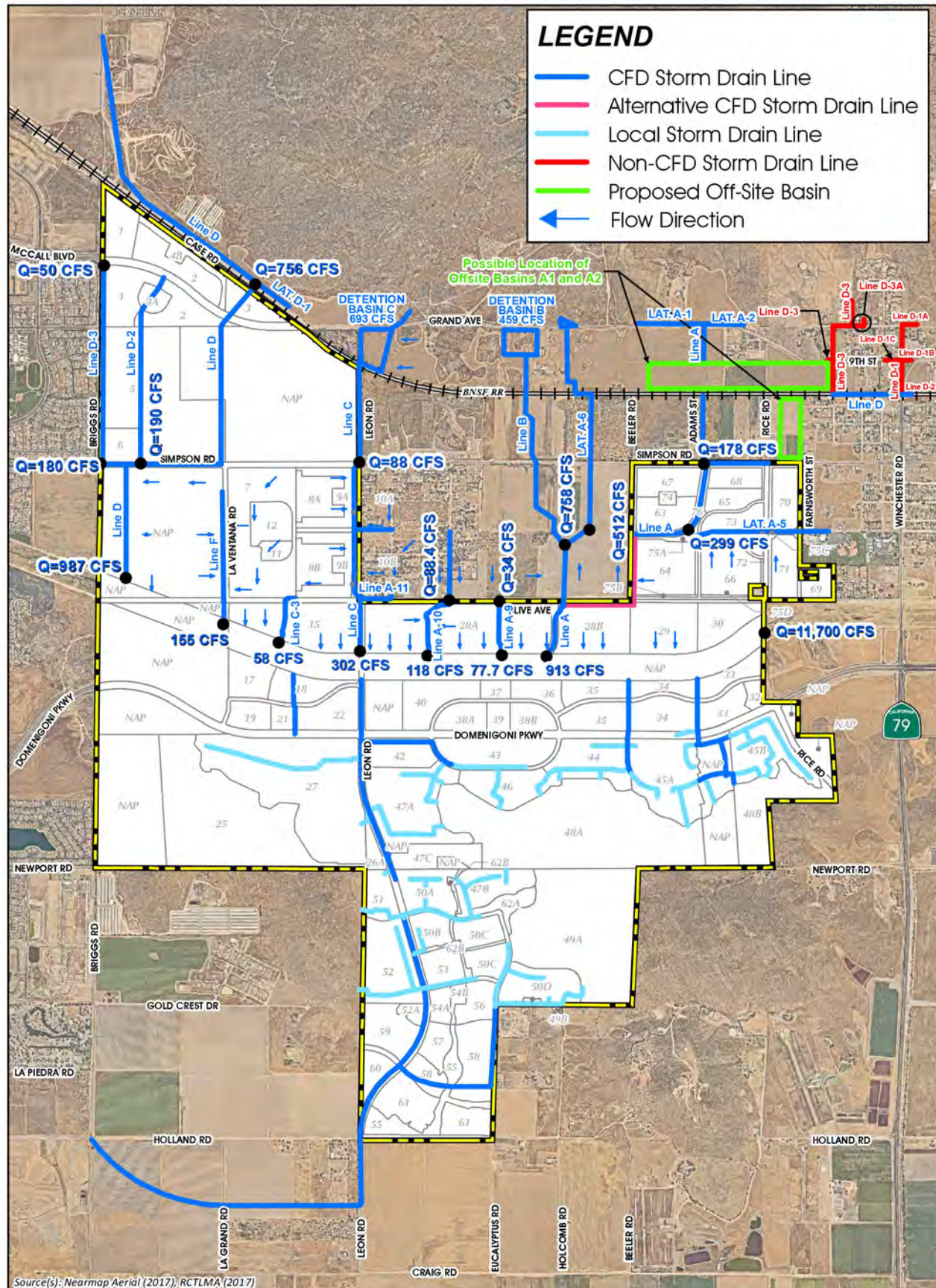
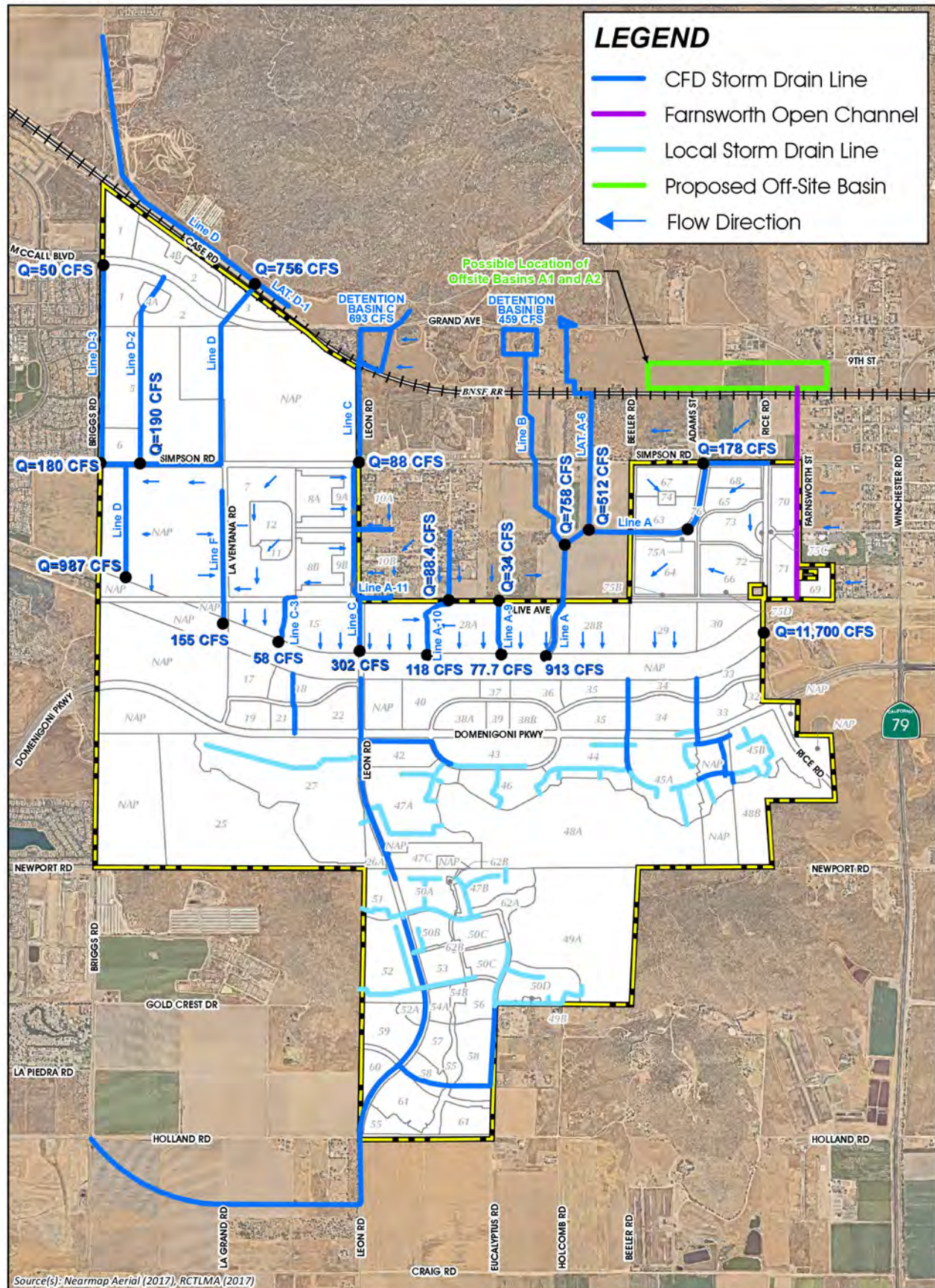


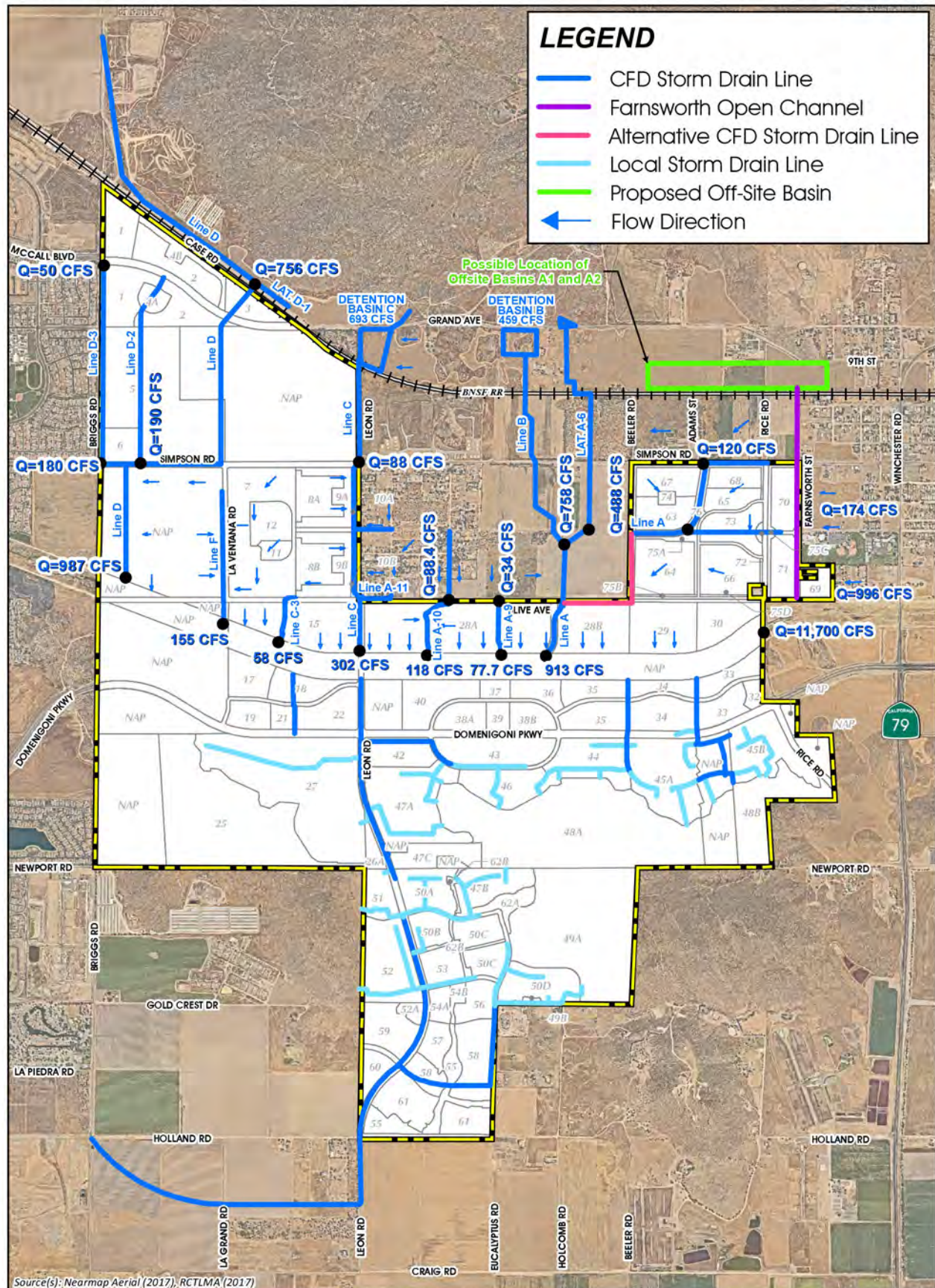
Figure II-7A













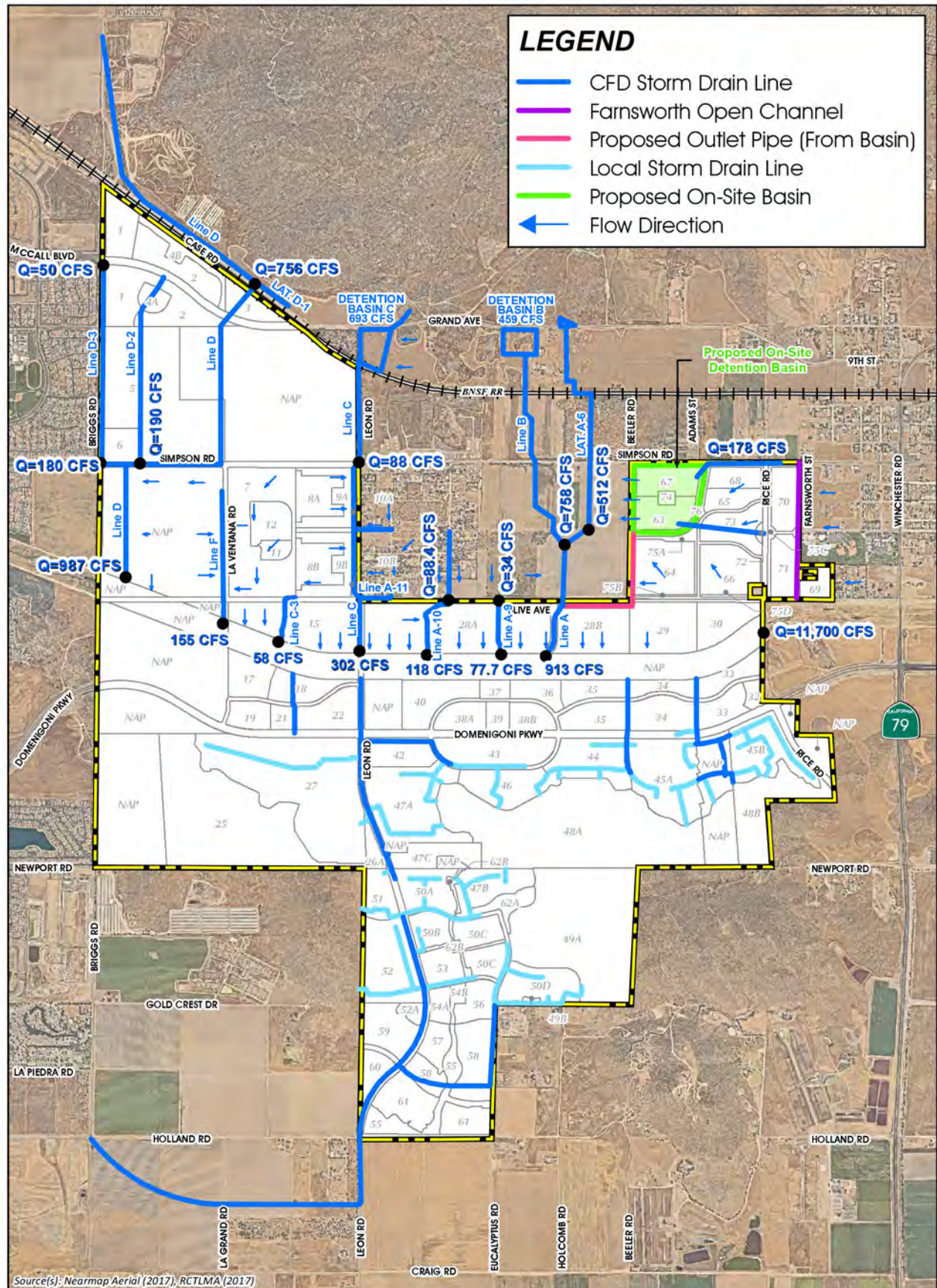


Figure II-7D



**WATER AND SEWER PLANS**

WINCHESTER HILLS is within the Eastern Municipal Water District's (EMWD) service area for water, reclaimed water, and sewer. Descriptions of the plans for each system are provided below.

**1. WATER PLAN DESCRIPTION**

EMWD will be the provider of domestic water through build-out of WINCHESTER HILLS. The Project site is within two water pressure zones: The 1627 Pressure Zone in the northern portions of the Project site, and the 1752 Pressure Zone in the southern portions of the project site. The existing domestic waterlines, shown on Figure II-8, *Master Water Plan*, are owned and operated in accordance with EMWD's Regional Facilities Plan.

The majority of water storage for the WINCHESTER HILLS community will be provided by a proposed water tank located in the open space area of Planning Area 25. Several existing EMWD water lines are present within and adjacent to the project site, as shown on Figure II-8, *Master Water Plan*. Existing EMWD water lines include: a 12" main in Briggs Road between Simpson Road and Case Road, a 24" main in Simpson Road between Briggs Road and Farnsworth Street (continuing past the site to the east), a 12" main in Olive Avenue between La Ventana Road and Rice Road, an 18" main in Domenigoni Parkway between La Ventana Road and Highway 79/Winchester Road, an 18" main in Rice Road between Domenigoni Parkway and Olive Avenue, and a 12" main in Leon Road from Simpson Road to Domenigoni Parkway. Area residents are currently served by the Menifee reservoir (#77) and the Cawston Reservoir (#79).

The proposed on-site lines, shown on Figure II-8, include 18", 16" and 12" water lines and a 24" reclaimed water line that connect the individual Planning Areas to existing on-site and off-site water lines. Most in-tract systems will utilize 8" pipelines forming looped systems to ensure service integrity. All facilities will be located in street rights-of-way whenever possible. The on-site systems will be integrated with the EMWD Master Plan to form a reliable supply network for the Winchester/ Menifee area.

A booster station will be located in Planning Area 45B in order to increase the water pressure in the 1627 Pressure Zone lines.

Final pipeline design will ensure that facilities are sized to provide the maximum daily flow plus required fire flows (determined by the Fire Marshall) with a minimum residual pressure of twenty pounds per square inch (20 psi).

Reclaimed water will be provided to the site via the existing 24" line in the right-of-way of Leon Road, an 18" reclaimed water line in Domenigoni Parkway between La Ventana Road and Highway 79/Winchester Road, an 18" reclaimed water line in Rice Road between Domenigoni Parkway and the northern boundary of Planning Area 33, an 18" reclaimed water line in Domenigoni Parkway between La Ventana Road and Highway 79/Winchester Road, an 18" reclaimed water line in Rice Road between Domenigoni Parkway and the northern boundary of Planning Area 33, and an 18" reclaimed water line in Briggs Road, Grand Avenue, and Simpson Road that continues east past the Winchester Hills Specific Plan boundary. A 24" reclaimed water line will be provided in the Olive Avenue right-of-way between Leon Road and Beeler Road.



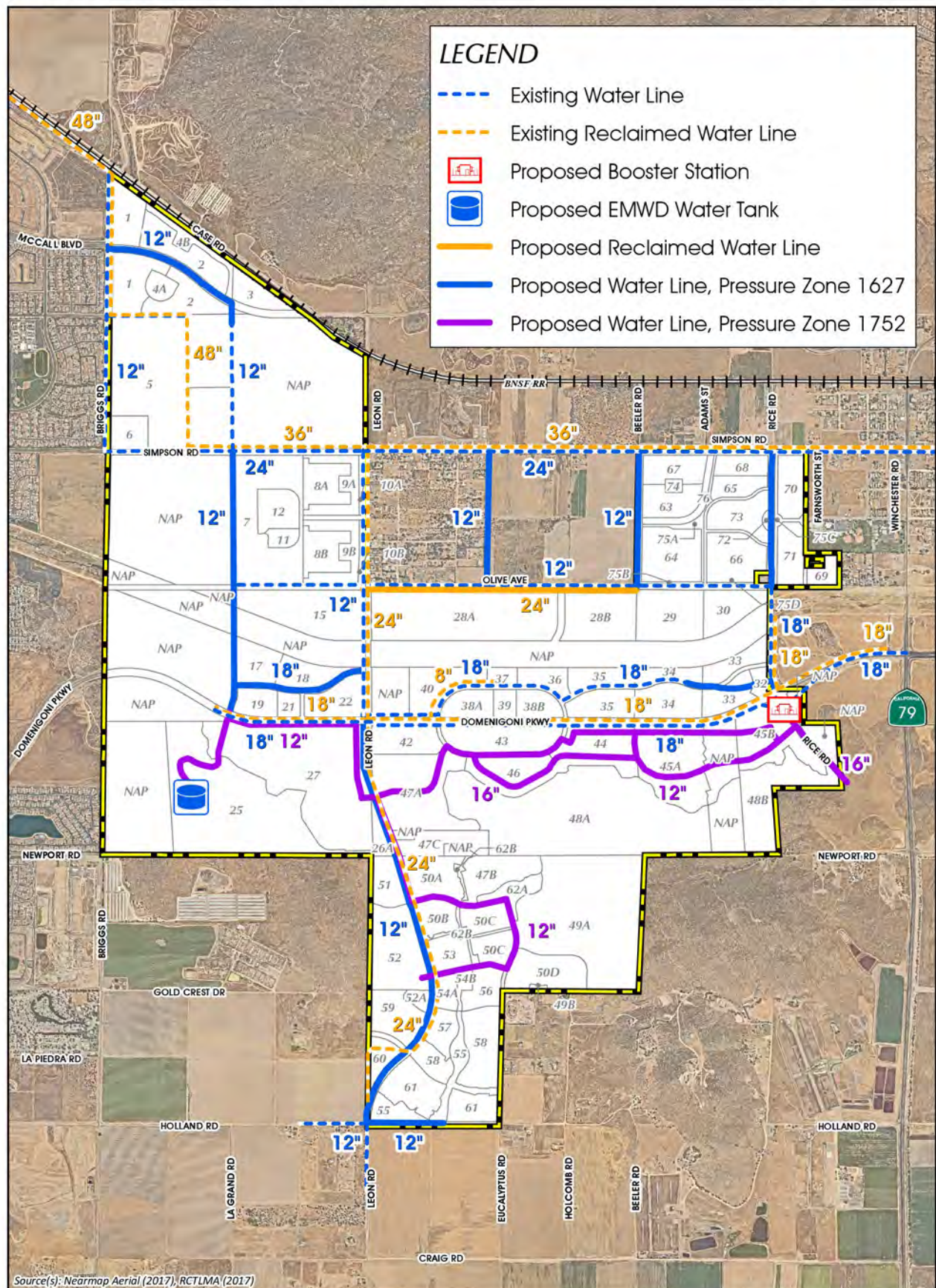


Figure II-8



**2. SEWER PLAN DESCRIPTION**

On- and off-site sewer improvements are necessary prior to providing adequate service to the project site. WINCHESTER HILLS is located within the Winchester Regional Water Reclamation Facility (WRWRF) waste watershed area. Sewage generated from the project site will be conveyed to the Winchester Regional Water Reclamation Facility. The facility will treat water from the WINCHESTER HILLS community as well as areas to the east, including a portion of the City of Hemet. A series of planned trunk lines will enable EMWD to divert flows to the newly expanded Perris Valley RWRF and the Sun City RWRF. The proposed wastewater collection facilities which will serve the project area are shown on Figure II-9, *Master Sewer Plan*.

Existing sewer lines, shown on Figure II-9, include two 20" main lines in Briggs Road at the northern boundary of the Specific Plan Area to La Ventana Road, a 24" main between Simpson Road and Olive Avenue, a 36" sewer line in Olive Avenue between the Sewer Lift Station with Planning Area 7 and Beeler Road. A sewer lift station exists within Planning Area 7 at the intersection of La Ventana Road and Olive Avenue. A 12" and 15" sewer line in La Ventana Road exists between Grand Avenue and Olive Avenue. A 10" sewer line in Farnsworth Street exists in Farnsworth Street between Planning Areas 69 and 71.

In the northern portion of the WINCHESTER HILLS community, sewage is directed toward the Olive Road sewer line using 8" to 18" gravity lines. As shown on Figure II-9, new sewer lines are proposed on the northern portion of the Specific Plan Area in McCall Boulevard (12" line), Leon Road (12" line), Olive Avenue (segment of a 36" line), Beeler Road (12" line), and off-site in Dawn Lane (12" line). In the central portion of the WINCHESTER HILLS Specific Plan Area, sewage is directed to the existing lift station in Planning Area 7 via a proposed network of gravity lines that range from 8" to 21" lines. In the southern portion of the Specific Plan Area, sewage is directed to a proposed offsite sewer lift station east of the Project site using 10" to 27" gravity lines.

**3. WATER AND SEWER PLAN DEVELOPMENT STANDARDS**

1. All lines shall be designed per Eastern Municipal Water District Standards.
2. The location of facilities will conform to County of Riverside and Eastern Municipal Water District standards.
3. Water and wastewater facilities shall be installed in accordance with the requirements and specifications of the Riverside County Health Department and Eastern Municipal Water District.
4. The design of Regional Facilities shall conform to the current EMWD Master Plan of Facilities.
5. All water and sewer lines shall be placed underground and inspected per the policies of the Eastern Municipal Water District.
6. Any design of off-site facilities shall be coordinated with affected property owners.
7. The design of all water facilities shall provide fire protection to the satisfaction of the Fire Department of the County of Riverside.
8. The water and sewer plans, as shown in the exhibits are conceptual in nature. Specific details of the water and sewer plans for WINCHESTER HILLS will be specified in the implementing entitlement documents for each planning area.

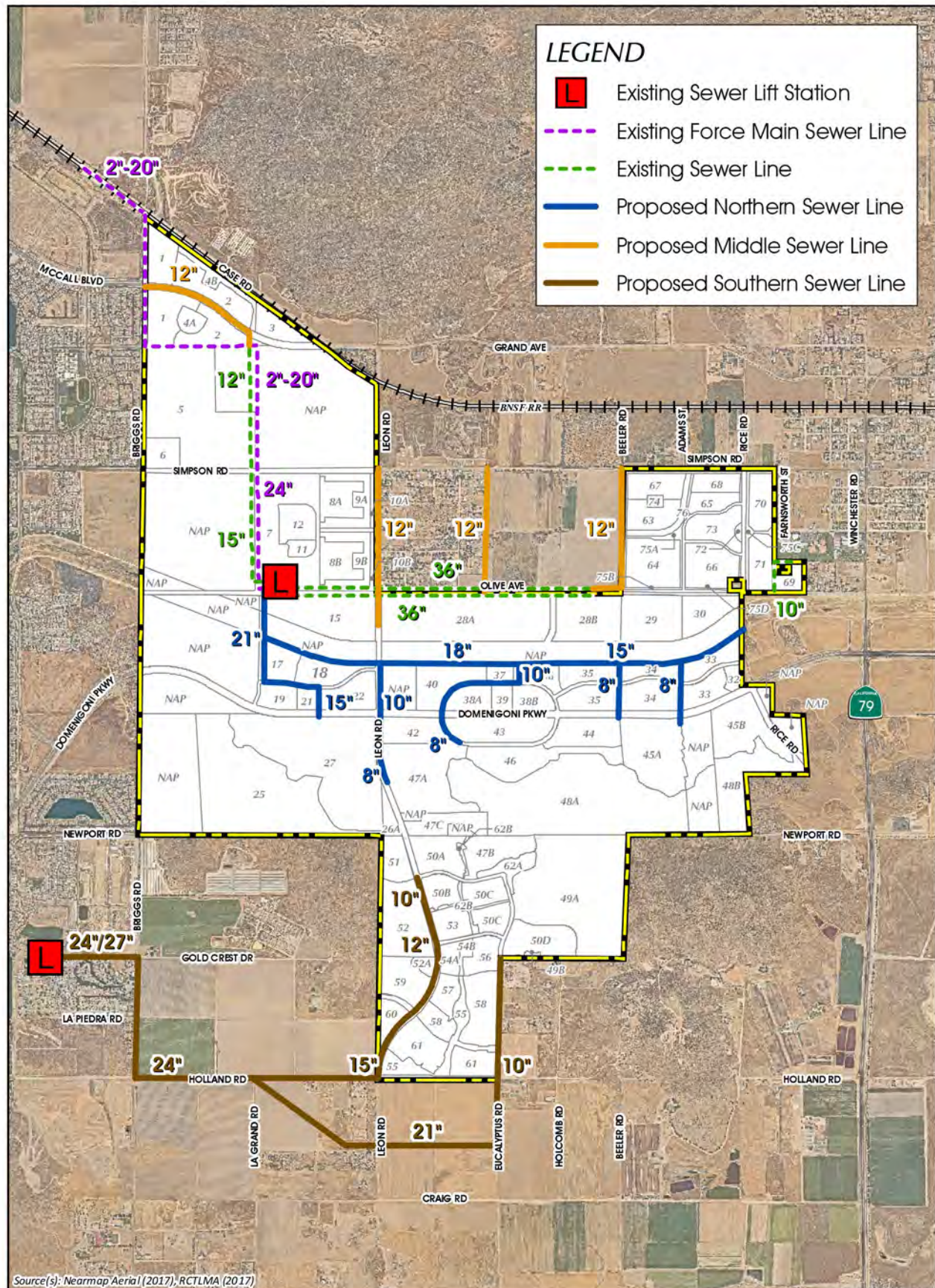


Figure II-9



**E. GRADING PLAN****1. DESCRIPTION**

Grading within WINCHESTER HILLS is tailored to the existing topography of the Specific Plan area. The flat and gently sloping area of the Specific Plan adjacent to Salt Creek will be raised above the Salt Creek Flood Plain and will be drained towards Salt Creek. The fill material from the grading to improve Salt Creek will be placed in this area. The gently sloping area north of Simpson Road to Briggs Road and Case Road, and the areas north of Olive Avenue and east of Beeler Rd will require minimum grading to join the existing contours on the west, north, and east sides while the southern portion of these areas will be raised above the Salt Creek floodplain. Contour grading techniques are preferred, as these techniques minimize impacts to the natural topography of the site.

The southern portion of the WINCHESTER HILLS Specific Plan contains steep slopes, which will primarily be contained in the open space-conservation areas to maintain the natural features and to eliminate potential drainage problems associated with grading. The gently sloping and mildly sloping foothill portions of this area will be graded to join the grading in the Salt Creek Flood Plain and blended to join the existing steeper slopes in the open space.

Individual tracts within WINCHESTER HILLS are responsible for providing grading plans pursuant to the standards listed below.

**2. DEVELOPMENT STANDARDS**

1. All grading activities shall conform to Riverside County standards, shall be in substantial conformance with the overall Conceptual Grading Plan.
2. Grading shall conform to Riverside County regulations. If County requirements conflict with the project's Conceptual Grading Plan, the County regulations shall take precedence.
3. Prior to any development within any Planning Area of the Specific Plan, an overall Conceptual Grading Plan for the planning area in process may be requested for Planning Department approval. The Grading Plan for each Planning Area should be used as a guideline for subsequent detailed grading plans for individual stages of development within that Planning Area, and shall include: techniques employed to prevent erosion and sedimentation as well as eliminate source pollutants during and after the grading process; approximate time frames for grading; identification of areas which may be graded during high probability rain months (January through March); and preliminary pad and roadway elevations. Grading work shall be balanced on-site whenever possible.
4. Prior to any on-site grading for each project or group of projects, a detailed grading plan shall be prepared. A grading permit shall be obtained from the County of Riverside, as required by County Ordinance No. 457, prior to commencement of grading activities.
5. The graded form shall reflect natural terrain, where practical.
6. Potential brow ditches, terrace drains or other minor swales, determined necessary by the County of Riverside at future stages of project review, shall be lined with natural erosion



- control materials or concrete.
7. County Subdivision Ordinance No. 460 and County Land Use Ordinance No. 348 will be observed regarding garage building and yard setback requirements.
  8. All streets shall have a gradient not to exceed 15%.
  9. The toes and tops of all slopes higher than ten feet (10') shall be rounded with curves and radii designed in proportion to the total height of the slope where drainage and stability permits such rounding.
  10. Where cut and fill slopes are created higher than ten feet (10'), detailed landscaping and irrigation plans shall be submitted to the Planning Department prior to Grading Plan approval. The plans shall be reviewed for type and density of ground cover, shrubs and trees.
  11. The applicant shall be responsible for maintenance and upkeep of all planting and irrigation systems until those operations are the responsibilities of other parties.
  12. Graded, but undeveloped land shall be maintained weed-free and planted with interim landscaping within 90 days of completion of grading, unless building permits are obtained.
  13. Soil stabilizers shall be used to control dust as required by SCAQMD Rule 403.
  14. If any historic or prehistoric remains are discovered during grading, a qualified archeologist shall be consulted to ascertain their significance.

**F. PROJECT PHASING PLAN**

**1. DESCRIPTION**

WINCHESTER HILLS is to be developed in three (3) phases over an approximate 7- to 15-year period, in response to market demands and according to a logical and orderly extension of roadways, public utilities, and infrastructure. The development phasing is illustrated on Table II-3, *Project Phasing Plan*, an, *Conceptual Phasing Plan*.

**Table II-3 PROJECT PHASING PLAN**

PLANNING AREA	LAND USE	ACREAGE	DENSITY	DUS
<b>Phase I</b>				
15	MDR	44.7	4.2	186
17	MDR	15.6	3.7	58
18	HDR	15.2	14.8	225
19	School/MHDR	12.4	6.0	74
21	Park	4.9	--	--
22	Commercial Retail	17.96	--	--
28A	MDR	84.3	4.1	346
28B	Park	32.9	--	--
29	MDR	30.4	4.6	141
--	Circulation	47.0	--	--
<b>Phase I Totals</b>		<b>305.0</b>	<b>3.4*/5.1<sup>†</sup></b>	<b>1,030*</b>
<b>Phase II</b>				
27	MDR	114.9	3.3	379
30	MDR	18.4	4.5	82
32	Park	4.4	--	--
33	MDR	25.0	4.2	104
34	MDR	27.8	4.7	131
35	MDR	27.5	4.6	127
36	School	10.2	--	--
38A	HDR (Multi-Family)	11.7	10.5	123
38B	HDR (Multi-Family)	10.2	9.8	100
43	HDR (Multi-Family)	27.3	13.8	378
44	MDR	21.3	4.0	86
45A	MDR	45.2	3.9	178
45B	MDR	31.3	4.3	136
46	MDR	32.7	3.7	120
47A	MDR	52.3	3.7	192
--	Circulation	58.7	--	--
<b>Phase II Totals</b>		<b>514.5</b>	<b>4.2/4.8<sup>†</sup></b>	<b>2,136</b>
<b>Phase III</b>				
1	Commercial Retail	36.2	--	--
2	HHDR (Multi-Family)	39.7	-20.0	-794
3	Light Industrial	14.3	--	--
4A	Open Space-Recreation (Park)	6.1	--	--
4B	Open Space-Recreation (Park)	11.0	--	--
5	Light Industrial	103.8	--	--
6	Commercial Retail	11.0	--	--
7	MDR	58.1	4.2	243

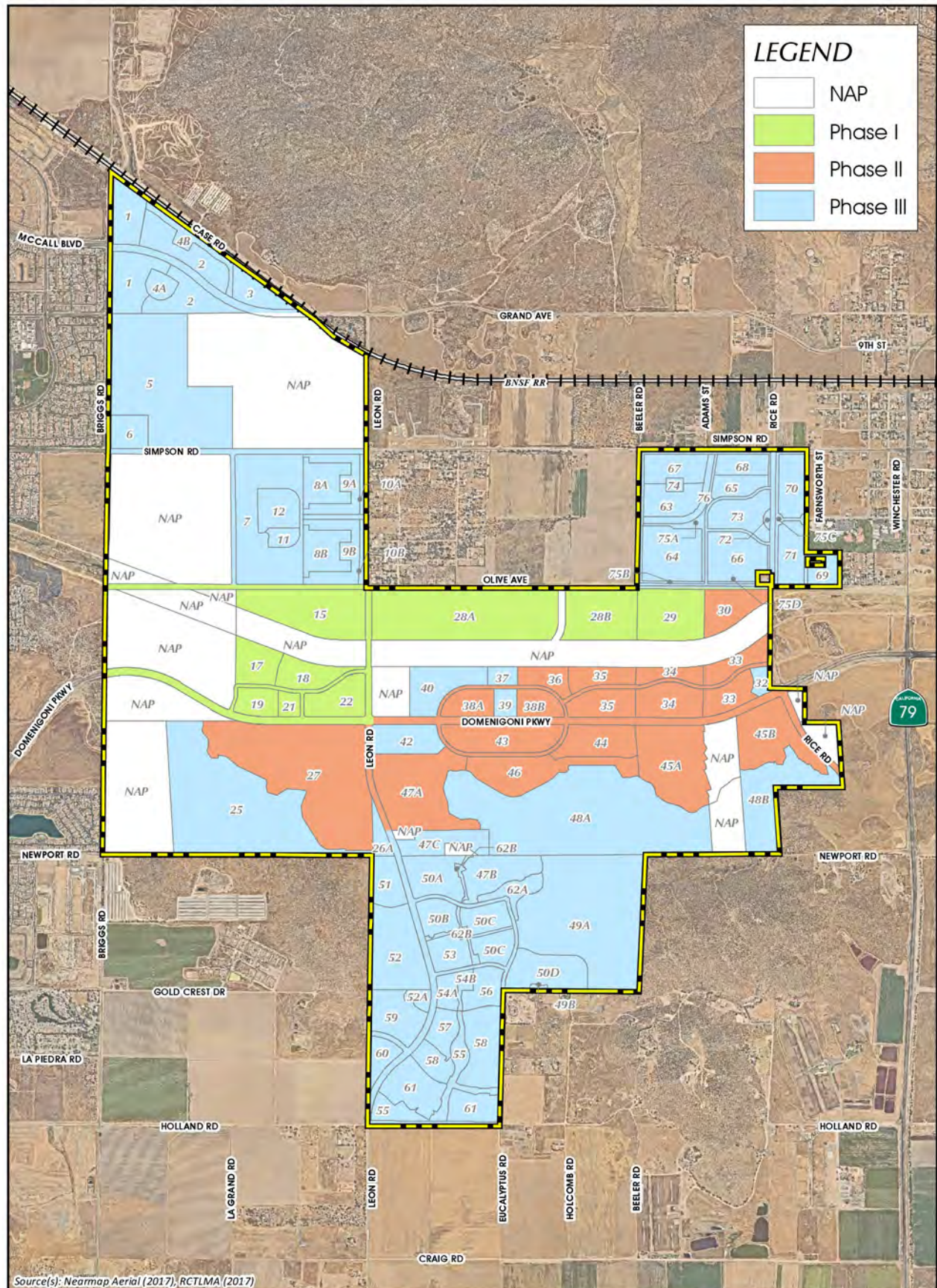
PLANNING AREA	LAND USE	ACREAGE	DENSITY	DUS
8A	MHDR	15.9	6.2	99
8B	MHDR	16.3	5.8	95
9A	HDR (Multi-Family)	13.7	8.6	118
9B	HDR (Multi-Family)	15.7	7.6	119
10A	Open Space-Conservation	2.8	--	--
10B	Open Space-Conservation	2.8	--	--
11	Park	5.0	--	--
12	School/MDR	14.4	2.4*	35*
25	Open Space-Conservation	116.8	--	--
26A	MDR	5.6	2.5	14
32	Park	4.4	--	--
37	Park	5.0	--	--
39	HDR (Multi-Family)	5.4	10.6	57
40	HDR (Multi-Family)	22.4	9.5	213
42	Commercial	17.6	--	--
47B	MDR	21.3	2.9	61
47C	LDR	16.3	0.4	6
48A	Open Space-Conservation	153.1	--	--
48B	Open Space-Conservation	39.9	--	--
49A	Open Space-Conservation	118.6	--	--
49B	Open Space-Conservation	1.2	--	--
50A	MDR	19.7	4.7	93
50B	MDR	11.1	5.0	56
50C	MHDR	21.5	5.7	122
50D	MDR	24.3	3.4	82
51	MDR	13.3	2.5	33
52	MDR	37.4	3.4	129
52A	MDR	3.7	4.1	15
53	HDR (Multi-Family)	11.6	12.0	139
54A	Commercial	6.3	--	--
54B	Open Space-Conservation	2.6	--	--
55	Park	18.5	--	--
56	School	12.0	--	--
57	HDR (Multi-Family)	9.4	9.9	93
58	MDR	34.8	4.7	165
59	Open Space-Conservation	21.0	--	--
60	MDR	9.7	3.8	35
61	MDR	33.2	5.0	166
62A	Park	8.8		
62B	Park	6.4	--	--
63	Medium-High Density Residential	15.1	<del>85.0</del>	<del>42076</del>
64	Medium-High Density Residential	28.4	<del>86.0</del>	<del>227170</del>
65	Medium-High Density Residential	9.6	<del>85.0</del>	<del>7648</del>
66	Medium-High Density Residential	24.0	<del>85.0</del>	<del>492120</del>
67	Highest Density Residential	15.1	<del>2620.0</del>	<del>392302</del>
68	Highest Density Residential	9.6	<del>2620.0</del>	<del>249192</del>
69	Highest Density Residential	7.9	<del>2620.0</del>	<del>205158</del>
70	Mixed Use Area	14.4	<del>43.310.3</del>	<del>492148</del>
71	Mixed Use Area	14.6	<del>46.914.0</del>	<del>247204</del>
72	Commercial Retail	1.0	-	-
73	Open Space-Recreation (Park)	17.8	-	-
74	Open Space-Recreation (Park)	2.0	-	-



PLANNING AREA	LAND USE	ACREAGE	DENSITY	DUS
75A	Open Space-Recreation (Paseo)	5.6	-	-
75B	Open Space-Recreation (Paseo)	6.9	-	-
75C	Open Space-Recreation (Paseo)	5.3	-	-
75D	Open Space-Recreation (Paseo)	1.4	-	-
76	Open Space-Water (Drainage)	6.8	-	-
--	Circulation	77.1	--	--
<b>Phase III Totals</b>		<b>1,468.3</b>	<b>2.83.0</b>	<b>4,0534,379</b>
--	NAP	739.8	--	--
<b>PROJECT TOTAL</b>		<b>3, 051.9</b>	<b>2.41.8<sup>†</sup></b> <b>(2.57*)</b>	<b>8,1777,457</b> <b>(8,2867,566*)</b>

\*Total number of dwelling units if Residential/School land uses if Planning Areas 12 and 19 are not developed with School uses.

<sup>†</sup>Net residential density



**2. PHASING STANDARDS**

1. Prior to recordation of any final subdivision map, improvement plans for the respective landscaped areas shall be submitted to the County Planning Department for approval. The improvement plans shall include:
  - Final Grading Plan
  - Irrigation Plans (certified by a landscape architect)
  - Fence Treatment Plans
  - Special Treatment/Buffer Area Treatment Plans
  - Landscape Plans (with seed mixes for mulching, staking methods, and locations, type, size, and quantity of plant materials)
2. Each Planning Area shall include development of adjacent common open space areas, landscape development zones, and applicable infrastructure.
3. Construction of the development described herein, including recordation of final sub-division maps, may be completed progressively in stages, in Phase I, II, or III, provided vehicular access, public facilities, and infrastructure is constructed to adequately service the dwelling units (or as needed for public health and safety) in each stage of development. All phases of development shall conform substantially with the intent and purpose of the Specific Plan Phasing Program.
4. The phasing sequence described herein is conceptual based on current market demand. Certain planning areas may be developed out of the expected sequence, or in smaller increments, provided the required infrastructure and services are available at the time of development.



**G. LANDSCAPING PLAN****1. DESCRIPTION**

The landscaping plan provides a general description and development standards for the landscaping concept for WINCHESTER HILLS. A more detailed description of the landscaping concept is provided in Section IV, *Design Guidelines*. The Landscaping Plans, illustrated on Figure II-11, *Conceptual Landscape Plan*, have been designed to produce a visually pleasing, water conservative, and energy enhancing development through the use of landscape flora and materials consistent with the soils and temperature gradients of the Winchester Valley and surrounding environment.

Monumentation at the major intersections of access to WINCHESTER HILLS will create definition of entering the community, while lesser monumentation at community entries will provide a residents and visitors with a sense of belonging and direction while within the community. Entry monumentation will provide initial definition for the site at key access points. Once within the WINCHESTER HILLS community, monumentation will continue to be used at all key intersections. The entries and intersections will be developed in a hierarchical format that reinforces a sense of place within the community. Primary community entries will lead to secondary community entries which in turn lead to neighborhood entries. Neighborhood entries will provide initial identification for each residential Planning Area.

**2. DEVELOPMENT STANDARDS**

1. Prior to construction, all landscaping programs for planting areas and roadways will be prepared by a qualified landscape architect in accordance with this section and with Section IV.C., *Landscape Design Guidelines*, with sufficient detail to allow review by County decision-making departments.
2. All improvements under this landscaping plan shall be made with quality materials and intended to perform subject to the weather, use, and incidental wear to which outdoor improvements are typically subjected.
3. The landscaping design for the roadways, entries, parks and other public areas will include trees, shrubs, and ground cover which are drought-tolerant, and compatible with the natural vegetation on-site, wherever feasible.
4. All landscaping in public and semi-public areas will be subject to water-efficient landscape requirements, and such areas will be fitted with a reclaimed water system to supply reclaimed water for irrigation.
5. The applicant and/or developer shall be responsible for maintenance and upkeep of all slope plantings, common landscaped areas and irrigation systems until such time as these operations are turned over to another party.
6. At the time of recordation of any subdivision, plot map or parcelization which contains a common greenbelt, entry monument or other open space area, the map shall have those common areas conveyed to the appropriate public maintenance agency. An assessment district or community service district/area, or similar public/private entity shall be established for the entire Specific Plan, and shall include provisions for maintenance of landscaped areas within the Plan.
7. For further landscape development standards, please refer to Section IV.D “Landscape Design Guidelines.”

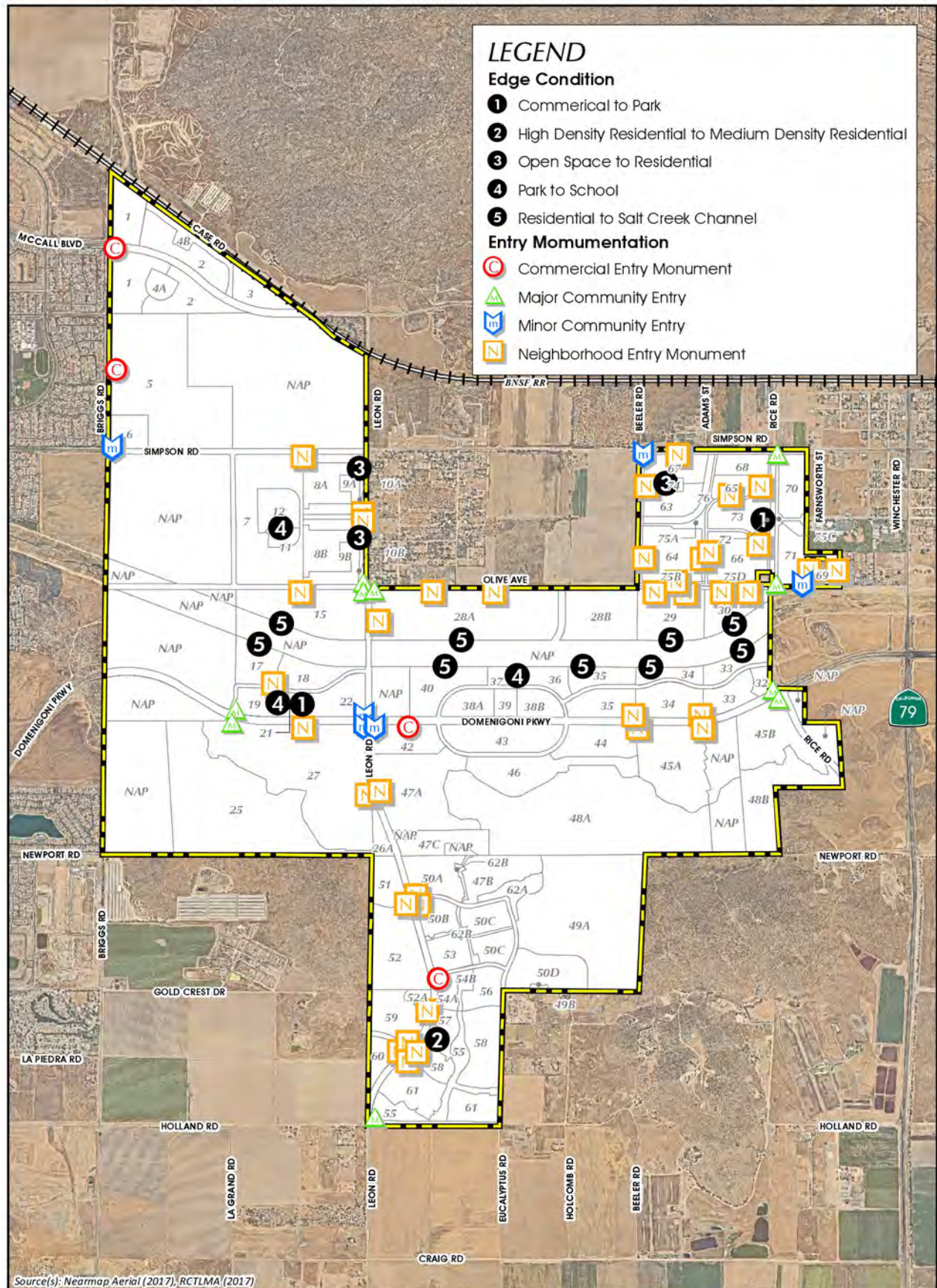


Figure II-11



**H. COMPREHENSIVE MAINTENANCE PLAN**

Successful operation of maintenance districts and associations is important in maintaining quality within a Specific Plan Area. It is anticipated that maintenance responsibilities for public roadways will be maintained by the County through the Transportation Department. Other common project facilities may be divided among a Master Homeowners' Association, Neighborhood Associations, a County Service Area (CSA), Valley-wide Park and Recreation District, Community Service District (CSD), and/or similar maintenance mechanisms. Final decisions regarding maintenance entities shall be made at a future stage of project design review and in concert with County agencies. For a summary of maintenance responsibilities see Table II-4, *Maintenance Plan*.

**Table II-4 MAINTENANCE PLAN**

	HOMEOWNERS ASSOCIATION	VALLEY-WIDE PARK AND RECREATION DISTRICT, A CSA, OR OTHER PUBLIC OR QUASI-PUBLIC AGENCY	RIVERSIDE COUNTY	EMWD	SCHOOL DISTRICT
Landscape Parkways		✓			
Street Lighting		✓	✓		
Public Streets			✓		
Sidewalks and Hardscape		✓	✓		
Storm Drains (in roads)			✓		
Public Sewer/Water				✓	
Project Signage	✓	✓	✓		
Parks	✓	✓			
Trails and Paseos	✓	✓			
Common Open Space	✓	✓			
School Sites					✓

**1. MASTER HOMEOWNERS' ASSOCIATION**

A Master Homeowner's Association is neither anticipated nor required, but is an accepted mechanism for maintenance if desired by the builder or developer. Common areas identified in the Specific Plan may be owned and maintained by a permanent public or private master maintenance organization, to assume ownership and maintenance responsibility for all common recreation, open space, private circulation systems and landscape areas. Areas of responsibility assigned to a master maintenance organization may include open space, project signage, private recreation facilities, and landscape areas located along the project roadways.



**2. RESIDENTIAL NEIGHBORHOOD ASSOCIATIONS**

In certain residential areas of the project, smaller associations may be formed to assume maintenance responsibility for common areas and facilities that benefit only residents in those areas. Potential common open space areas and potential private roadways exemplify facilities that may come under the jurisdiction of a neighborhood association.

**3. PROJECT ROADWAYS**

All public project roadways and private streets will be designed and constructed to standards acceptable to the County. All public roadways will be entered into the Riverside County system of roads for operation and maintenance as approved by the Board of Supervisors. Parkway greenbelts (otherwise referred to as LDZ's) will be maintained either by a CSA, a Valley-wide Park and Recreation District, a Master Homeowner's Association, or other maintenance entity.

**4. OPEN SPACE AND PARKS**

Any open space or park areas not directly associated with a particular neighborhood will be the responsibility of a County Service Area (CSA), Valley-wide Park and Recreation District, a Master Homeowners' Association, or a similar public/quasi-public agency for maintenance.

Common areas identified in the specific plan shall be owned and maintained as follows:

1. A permanent master maintenance organization shall be established for the Specific Plan Area, to assume ownership and maintenance responsibility for all common recreation, open space, circulation systems and landscaped areas. The organization may be public or private. Merger with an area-wide or regional organization shall satisfy this condition provided that such organization is legally and financially capable of assuming the responsibilities for ownership and maintenance. If the organization is a private association, then neighborhood associations shall be established for each residential development, where required, and such associations may assume ownership and maintenance responsibility for neighborhood common areas.
2. Unless otherwise provided for, common areas shall be conveyed to the maintenance organization as implementing development is approved or any subdivision is recorded.
3. The maintenance organization shall be established prior to or concurrent with the recordation of the first land division, or issuance of any building permits for any approved development permit (use permit, plot plan, etc.).
4. If the permanent master maintenance organization referenced above is a public organization, the developer shall comply with the following condition:
  - a. Prior to the recordation of any final subdivision map, or issuance of building permits in the case of use permits and plot plans, the applicant shall convey to the County fee simple title, to all common or common open space areas, free and clear of all liens, taxes, assessments, leases (recorded and unrecorded) and easement, except those easements which in the sole discretion of the County are acceptable. As a condition precedent to the County accepting title to such areas, the subdivider shall submit the

following documents and fees to the Planning Department, which documents shall be reviewed by the office of the County Counsel:

- b. A declaration of covenants, conditions and restriction; and
- c. A sample document conveying title to the purchaser of an individual lot or unit which provides that the declaration of covenants, conditions and restrictions is incorporated therein by reference.
- d. A deposit equaling 3 hours of the current hourly fee for Review of Covenants, Conditions & Restriction established pursuant to Ordinance No. 671 at the time the above documents are submitted to the Planning Department for review by County Counsel.
- e. The declaration of covenants, conditions and restrictions submitted for review shall (a) provide for a term of 60 years, (b) provide for the establishment of a property owners' association comprised of the owners of each individual lot or unit as tenants in common and (c) contain the following provisions verbatim:

"Notwithstanding any provision in this Declaration to the contrary, the following provisions shall apply:

The property owners' association established herein shall, if dormant, be activated, by incorporation or otherwise, at the request of the County of Riverside, and the property owner's association shall unconditionally accept from the County of Riverside, upon the County's demand, title to all or any part of the 'common area', more particularly described on Exhibit 'A' attached hereto. The decision to require activation of the property owners' association to unconditionally accept title to the "common area" shall be at the sole discretion of the County of Riverside.

In the event that the common area, or any part thereof, is conveyed to the property owners' association, the association, thereafter shall own such "common area," shall manage and continuously maintain such "common area" and shall not sell or transfer such "common area," or any part thereof, absent the prior written consent of the Planning Director of the County of Riverside or the County's successor-in-interest. The property owners' association shall have the right to assess the owners of each individual lot or unit for the reasonable cost of maintaining such 'common area', and shall have the right to lien the property of any such owner who defaults in the payment of a maintenance assessment. An assessment lien, once created, shall be prior to all other liens recorded subsequent to the notice of assessment or other document creating the assessment lien.

This Declaration shall not be terminated, "substantially" amended or property de-annexed therefrom absent the prior written consent of the Planning Director of the County of Riverside or the County's successor-in-interest. A proposed amendment shall be considered "substantial" if it affects the extent, usage or maintenance of the "common area."

In the event of any conflict between this Declaration and the Articles of Incorporation, the Bylaws, or the property owners' association Rules and Regulations, if any, this Declaration shall control.

- f. Once approved, the declaration of covenants, conditions and restrictions shall be recorded by the Planning Department with a copy retained for the file.
5. If the permanent master maintenance organization referenced above is a private organization, the developer shall comply with the following condition:

Prior to recordation of any final subdivision map or issuance of building permits in the case of use permits and plot plans, the subdivider shall submit the following documents and fees to Planning Department, which documents shall be subject to the approval of that department and the Office of the County Counsel:

- a. A declaration of covenants, conditions and restriction; and,
- b. A sample document conveying title to the purchaser of an individual lot or unit which provides that the declaration of covenants, conditions and restrictions is incorporated therein by reference.
- c. A deposit equaling three (3) hours of the current hourly fee for Review of Covenants, Conditions and Restriction established pursuant to Ordinance No. 671 at the time the above documents are submitted to the Planning Department for review by County Counsel.
- d. The declaration of covenants, conditions and restrictions submitted for review shall (a) provide for a term of 60 years, (b) provide for the establishment of a property owners' association comprised of the owners of each individual lot or unit as tenants in common, and (c) provide for ownership of the common area by either the property owners' association of the owners of each individual lot or unit as tenants in common and (d) contain the following provisions verbatim:

"Notwithstanding any provision in this Declaration to the contrary, the following provisions shall apply:

The property owners' association established herein shall, manage and continuously maintain the "common area," attached hereto, and shall not sell or transfer the "common area" or any part thereof, absent the prior written consent of the Planning Director of the County of Riverside or the County successor-in-interest.

The property owners' association shall have the right to assess the owners of each individual lot or unit for the reasonable cost of maintaining such 'common area' and shall have the right to lien the property of any such owner who defaults in the payment of a maintenance assessment. An assessment lien, once created, shall be prior to all other liens recorded subsequent to the notice of assessment or other document creating the assessment lien.



This Declaration shall not be terminated, “substantially” amended or property de-annexed there from absent the prior written consent of the Planning Director of the County of Riverside or the County's successor-in-interest. A proposed amendment shall be considered “substantial” if it affects the extent, usage or maintenance of the “common area.”

In the event of any conflict between this Declaration and the Articles of Incorporation, the Bylaws, or the property owners’ association Rules and Regulations, if any, this Declaration shall control.

- e. Once approved, the declaration of covenants, conditions, and restrictions shall be recorded by the Planning Department with a copy retained for the file.

**III.A PLANNING AREA DEVELOPMENT STANDARDS**

Development Standards and zoning regulations for WINCHESTER HILLS are set forth in this section of the Specific Plan. The Development Standards are divided into two sections, first specific Development Standards related to each Planning Area contained within Section III.A, *Planning Area Development Standards*, and second are the Development Standards for each product type that may be built within WINCHESTER HILLS contained within Section III.B, *Development Standards*.

Planning Areas were formed on the basis of logical, separate units of development. Criteria considered in this process included the following: uniformity of use as it pertains to zoning, land use compatibility, and relationship to surrounding topography.

The Planning Area graphics for this section were derived from Figure II-1, *Specific Land Use Plan*. Table II-1, *Detailed Land Use Summary*, describes the specific uses within each Planning Area. The site plans depicted herein are only conceptual in nature. Although development may conform closely to some elements of the illustrative plans provided in Section IV, *Design Guidelines*, it is anticipated that actual lotting will not be determined until the tract map stage.

An updated Specific Plan Zoning Ordinance was prepared and submitted separately from this Specific Plan Amendment document. The zoning provisions within that ordinance establish use restrictions for each Planning Area. The zoning provisions should be used in conjunction with the development standards for each respective Planning Area.

**A. PLANNING AREA 1: COMMERCIAL RETAIL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 1, as depicted in Figure III.A-1, *Figure III-1, Planning Areas 1, 2, 3, 4A, 4B, 5, & 6*, provides for the development of a 36.2-acre commercial center to the adjacent east of Briggs Road and on both sides of McCall Boulevard.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Primary access to Planning Area 1 shall be provided from McCall Boulevard and Briggs Road. Limited access will occur within minimum distances from the major intersections adjacent to the Planning Area, as required by the Transportation Department.
- 2) Development in Planning Area 1 shall take note of the easement required by EMWD for an underground sewer trunk-line located just south of the existing railroad tracks. All restrictions placed by EMWD for such easement shall be enforced, and it shall be the responsibility of the development interest to abide by these restrictions.
- 3) Integration of uses is encouraged. Retail, office and other commercial use may occur in the same building when applicable building and safety, fire, and other codes are met.
- 4) Streetscapes shall be provided as depicted in Figures IV-2 through IV-10.
- 5) A commercial entry monument ~~may~~should be provided within this Planning Area, as depicted in Figure IV-15, *Commercial Entry Monument (Options 1-3)*, Figure IV-16, *Commercial Entry Monument (Options 4-6)*, and Figure IV-17, *Commercial Entry Pavement Options*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure II-6, *Non-Vehicular Circulation Plan*.
- 8) Refer to Section IV for specific Design Guidelines and other related design criteria.
- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |



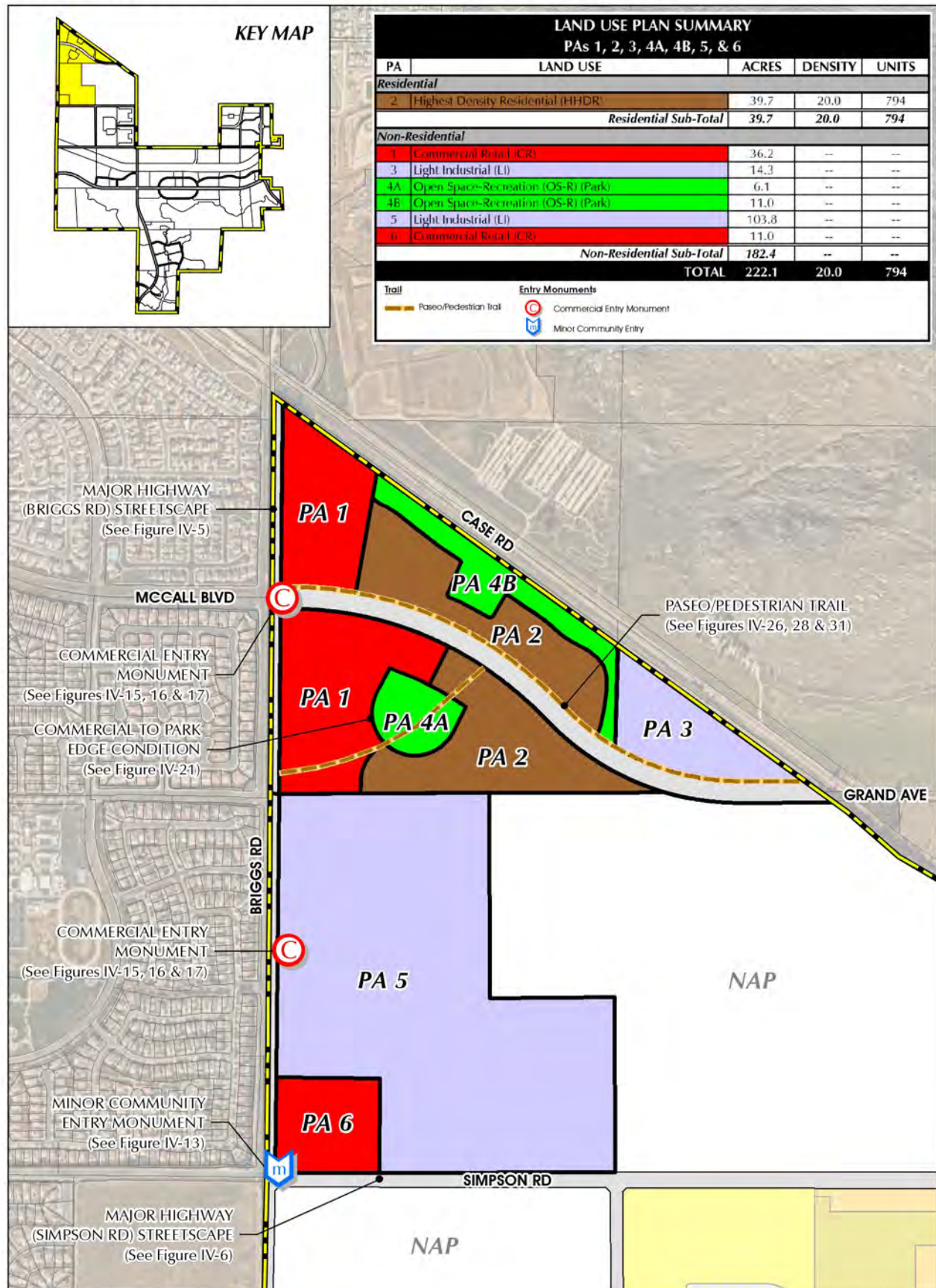


Figure III.A-1

Planning Areas 1, 2, 3, 4A, 4B, 5, & 6

III.A-X



## **B. PLANNING AREA 2: HIGHEST DENSITY RESIDENTIAL**

### **1. DESCRIPTIVE SUMMARY**

Planning Area 2, as depicted in Figure III.A-1, *Planning Areas 1, 2, 3, 4A, 4B, 5, & 6*, provides for the development of ~~1,032,794~~ Highest Density Residential units on 39.7 acres of land at a target density of ~~2620.0~~ units per acre. Planning Area 2 is bisected by McCall Boulevard. Two paseos/pedestrian trails transect the central portion of Planning Area 2, providing pedestrian connectivity between residential land uses and the adjacent open spaces and commercial retail uses.

### **2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

### **3. PLANNING STANDARDS**

- 1) The proposed number of dwelling units contained in an implementing subdivision or plot plan application within Planning Area 2 ~~may-should~~ be either above or below the target dwelling units provided that the resulting density is within the HHDR density range (20-40 du/ac), and the maximum number of dwelling units for the entire Specific Plan is not exceeded.
- 2) Primary access to Planning Area 2 shall be provided from McCall Boulevard and Grand Avenue. Limited access will occur within minimum distances from the major intersections adjacent to the Planning Area, as required by the Transportation Department.
- 3) Streetscapes for roadways within or in the vicinity of Planning Area 2 shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-5, *Major Highway (Briggs Road) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 4) Neighborhood entry monuments ~~may-should~~ be provided at the entrances to this planning area, north and south of McCall Boulevard, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure II-6, *Non-Vehicular Circulation Plan*, Figure IV-28, *Pedestrian Paseo*, Figure IV-30, *Paseo Trail*, and Figure IV-31, *Trail Monumentation*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

II.A: Specific Land Use Plan  
II.B: Circulation Plan  
II.C: Open Space & Parks Plan  
II.D: Drainage Plan

II.E: Water & Sewer Plans  
II.F: Grading Plan  
II.G: Phasing Plan  
II.H: Landscaping Plan  
II.I: Comprehensive Maintenance Plan



## C. PLANNING AREA 3: LIGHT INDUSTRIAL

### 1. DESCRIPTIVE SUMMARY

Planning Area 3, as depicted in Figure III.A-1, *Planning Areas 1, 2, 3, 4A, 4B, 5, & 6*, provides for the development of 14.3 acres of Light Industrial land uses, located north of McCall Boulevard in the northwest portion of the WINCHESTER HILLS Specific Plan Area. The Planning Area will provide employment opportunities for residents of WINCHESTER HILLS and surrounding communities. Typical uses provided by this Planning Area may include manufacturing, fabrication, assembly, warehousing and outdoor storage.

### 2. LAND USE AND DEVELOPMENT STANDARDS

Please refer to Ordinance No. 348.\_\_\_\_\_.

### 3. PLANNING STANDARDS

- 1) Primary access to Planning Area 3 shall be provided from McCall Boulevard. Limited access will occur within minimum distances from the major intersections adjacent to the Planning Area, as required by the Transportation Department.
- 2) A commercial entry monument ~~may~~should be provided within this Planning Area, as depicted in Figure IV-15, *Commercial Entry Monument (Options 1-3)*, Figure IV-16, *Commercial Entry Monument (Options 4-6)*, and Figure IV-17, *Commercial Entry Pavement Options*.
- 3) Streetscapes shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and McCall Blvd) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure II-6, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

II.A: Specific Land Use Plan

II.B: Circulation Plan

II.C: Open Space & Parks Plan

II.D: Drainage Plan

II.E: Water & Sewer Plans

II.F: Grading Plan

II.G: Phasing Plan

II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan

## D. PLANNING AREA 4A: OPEN SPACE – RECREATION (PARK)

### 1. DESCRIPTIVE SUMMARY

Planning Area 4A, as depicted in Figure III.A-1, *Planning Areas 1, 2, 3, 4A, 4B, 5, & 6*, provides for the development of a 6.1-acre park to the south of McCall Blvd, between Planning Areas 1 and 2. The park may include fitness stations, athletic fields, trails, basketball, tennis or volleyball courts, picnic shelters, open turf areas, a tot lot or similar amenities. A paseo/pedestrian trail traverses the central portion of Planning Area 4A, enhancing pedestrian access between the surrounding residential and commercial land uses.

### 2. LAND USE AND DEVELOPMENT STANDARDS

Please refer to Ordinance No. 348.\_\_\_\_\_.

### 3. PLANNING STANDARDS

- 1) Detailed park plans for Planning Area 4A shall be submitted concurrently with the site plan for the portion of Planning Area 2 located south of McCall Boulevard.
- 2) The park within Planning Area 4A shall be constructed and fully operable prior to the issuance of the 300<sup>th</sup> building permit for the portion of Planning Area 2 located south of McCall Boulevard.
- 3) Parking for the park within Planning Area 4A should be located in the eastern portion of Planning Area 4A to minimize the use of the park's parking for the commercial uses in Planning Area 1.
- 4) Streetscapes shall be provided as depicted in Figure IV-10A, *Enhanced Local Street Streetscape*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*, Figure IV-28, *Pedestrian Paseo*, Figure IV-30, *Paseo Trail*, and Figure IV-31, *Trail Monumentation*.
- 6) An edge condition shall be provided between this planning area and adjacent commercial site, as depicted in Figure IV-21, *Edge Condition – Commercial to Park*.
- 7) An edge condition shall be provided between this planning area and adjacent residential site, as depicted in Figure IV-22, *Edge Condition – Open Space to Residential*.
- 8) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 9) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 10) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

II.A: Specific Land Use Plan

II.E: Water & Sewer Plans

II.B: Circulation Plan

II.F: Grading Plan

II.C: Open Space & Parks Plan

II.G: Phasing Plan

II.D: Drainage Plan

II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan

## **E. PLANNING AREA 4B: OPEN SPACE – RECREATION (PARK)**

### **1. DESCRIPTIVE SUMMARY**

As depicted in Figure III.A-1, *Planning Areas 1, 2, 3, 4A, 4B, 5, & 6*, Planning Area 4B provides for the development of an 11.0-acre park in the northwest portion of the Specific Plan Area. Planning Area 4B is located north of McCall Blvd and provides a buffer between the residential land uses in Planning Area 2 and the Burlington Northern Santa Fe Railroad track that adjoins the Specific Plan Area to the north. The park within Planning Area 4B may include fitness stations, trails, athletic fields, basketball, tennis or volleyball courts, open turf areas, a tot lot or similar amenities.

### **2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

### **3. PLANNING STANDARDS**

- 1) Detailed park plans for Planning Area 4B shall be submitted concurrently with the site plan for the portion of Planning Area 2 located north of McCall Boulevard.
- 2) The park within Planning Area 4B shall be constructed and fully operable prior to the issuance of the 300<sup>th</sup> building permit for the portion of Planning Area 2 located north of McCall Boulevard.
- 3) Parking for the park within Planning Area 4B should be located in the eastern portion of Planning Area 4A to minimize the use of the park's parking for the commercial uses in Planning Area 1.
- 4) Development in Planning Area 4B shall take note of the easement required by EMWD for an underground sewer trunk-line located just south of the existing railroad tracks. All restrictions placed by EMWD for such easement shall be enforced, and it shall be the responsibility of the development interest to abide by same.
- 5) Streetscapes shall be provided as depicted in Figure IV-10, *Typical Local Street Streetscape*.
- 6) An edge condition shall be provided between this Planning Area and the adjacent Commercial Retail site, as depicted in Figure IV-21, *Edge Condition – Commercial to Park*.
- 7) An edge condition shall be provided between this planning area and adjacent Light Industrial site, as depicted in Figure IV-25, *Edge Condition – Light Industrial to Park*.
- 8) An edge condition shall be provided between this planning area and adjacent residential site, as depicted in Figure IV-22, *Edge Condition – Open Space to Residential*.
- 9) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing*



*Elevations.*

- 10) Trails, paseos, and bike trails shall be provided as depicted in Figure II-6, *Non-Vehicular Circulation Plan*.
- 11) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 12) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

II.A: Specific Land Use Plan

II.B: Circulation Plan

II.C: Open Space & Parks Plan

II.D: Drainage Plan

II.E: Water & Sewer Plans

II.F: Grading Plan

II.G: Phasing Plan

II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan

**F. PLANNING AREA 5: LIGHT INDUSTRIAL**

**1. DESCRIPTIVE SUMMARY**

As depicted in Figure III.A-1, *Planning Areas 1, 2, 3, 4A, 4B, 5, & 6*, Planning Area 5 provides for the development of 103.8 acres of Light Industrial land uses to the north of Simpson Road and east of Briggs Road in the northwest portion of the WINCHESTER HILLS community. The Light Industrial land uses within Planning Area 5 will provide employment opportunities for the residents of WINCHESTER HILLS and surrounding communities. Typical uses allowed within Planning Area 5 will include: manufacturing, fabrication, assembly, offices, warehousing, and research and development services.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Briggs Road and Simpson Road shall provide primary access to Planning Area 5. Limited access shall occur within minimum distances from the major intersections adjacent to the Planning Area, as required by the Transportation Department.
- 2) Streetscapes shall be provided as depicted in Figure IV-5, *Major Highway (Briggs Road) Streetscape*, Figure IV-6, *Major Highway (Simpson Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A commercial entry monument ~~shall~~may be provided within this Planning Area, as depicted in Figure IV-15, *Commercial Entry Monument (Options 1-3)*, Figure IV-16, *Commercial Entry Monument (Options 4-6)*, and Figure IV-17, *Commercial Entry Pavement Options*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**G. PLANNING AREA 6: COMMERCIAL RETAIL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 6, as depicted in Figure III.A-1, *Planning Areas 1, 2, 3, 4A, 4B, 5, & 6*, provides for the development of an 11.0-acre commercial center at the northeast corner of the intersection of Briggs Road and Simpson Road.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 6 shall be provided from Simpson Road and Briggs Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-5, *Major Highway (Briggs Road) Streetscape*, Figure IV-6, *Major Highway (Simpson Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A minor community entry monument ~~shall~~should be provided within this planning area, as depicted in Figure IV-13, *Minor Community Entry Monument*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |



## H. PLANNING AREA 7: MEDIUM DENSITY RESIDENTIAL

### 1. DESCRIPTIVE SUMMARY

As depicted on Figure III.A-2, *Planning Areas 7, 8A, 8B, 9A, 9B, 10A, 10B, 11, & 12*, Planning Area 7 provides for the development of 58.1 acres devoted to Medium Density Residential land uses. The Specific Plan provides for construction of a maximum of 243 dwelling units at a target density of 4.2 du/ac.

### 2. LAND USE AND DEVELOPMENT STANDARDS

Please refer to Ordinance No. 348.\_\_\_\_\_ .

### 3. PLANNING STANDARDS

- 1) Access to Planning Area 7 shall be provided from Simpson Road, La Ventana Road, and Olive Avenue.
- 2) Streetscapes shall be provided as depicted in Figure IV-6, *Major Highway (Simpson Road) Streetscape*, Figure IV-7, *Secondary Highway (Olive Ave and Beeler Rd) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-2632, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

II.A: Specific Land Use Plan

II.B: Circulation Plan

II.C: Open Space & Parks Plan

II.D: Drainage Plan

II.E: Water & Sewer Plans

II.F: Grading Plan

II.G: Phasing Plan

II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan

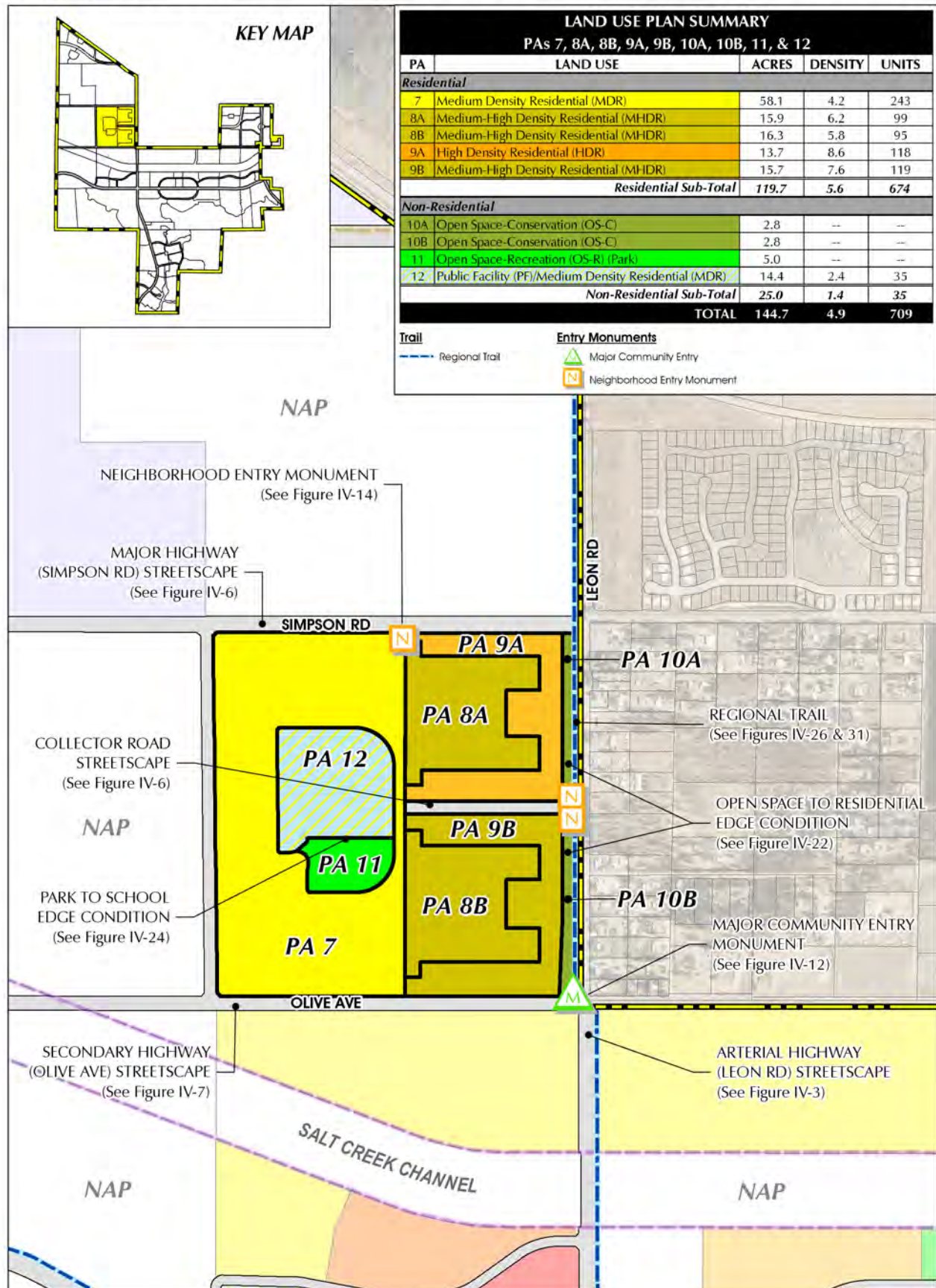


Figure III.A-2



Planning Areas 7, 8A, 8B, 9A, 9B, 10A, 10B, 11, & 12

**I. PLANNING AREA 8A: MEDIUM HIGH DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

As depicted on Figure III.A-2, *Planning Areas 7, 8A, 8B, 9B, 10A, 10B, 11, & 12*, Planning Area 8A provides for the development of 15.9 acres with Medium High Density Residential (5-8 du/ac) land uses. Homes within this Planning Area are traditional, single family homes on minimum lot sizes of 4,5000 square feet. This Planning Area will contain a maximum of 99 dwelling units at a target density of 6.2 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 8A shall be provided from local streets connecting to Simpson Road.
- 2) Designs for Planning Areas 8A and 8B shall incorporate a minimum of 2-acres of local neighborhood park or recreation facilities.
- 3) Streetscapes shall be provided as depicted in Figure IV-6, *Major Highway (Simpson Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 4) A neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-2632, *Non-Vehicular Circulation Plan*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan



**J. PLANNING AREA 8B: MEDIUM HIGH DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

As depicted on Figure III.A-2, *Planning Areas 7, 8A, 8B, 9B, 10A, 10B, 11, & 12*, Planning Area 8B provides for the development of 16.3 acres with Medium High Density Residential (5-8 du/ac) land uses. This Planning Area will contain a maximum of 95 dwelling units at a target density of 5.8 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 8B shall be provided from local streets connecting to Olive Avenue.
- 2) Designs for Planning Areas 8A and 8B shall incorporate a minimum of 2 acres of local neighborhood park or recreation facilities.
- 3) Streetscapes shall be provided as depicted in Figure IV-10, *Typical Local Street Streetscape*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure II-6, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan

**K. PLANNING AREA 9A: HIGH DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

As depicted on Figure III.A-2, *Planning Areas 7, 8A, 8B, 9B, 10A, 10B, 11, & 12*, Planning Area 9A provides for the development of 13.7 acres with High Density Residential (8-14 du/ac) land uses. Homes within this Planning Area are single family units with a minimum lot size of 3,000 square feet. This Planning Area will contain a maximum of 118 dwelling units at a target density of 8.6 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 9A shall be provided from Simpson Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-6, *Major Highway (Simpson Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this Planning Area and adjacent Medium Density Residential land uses, as depicted in Figure IV-23, *Edge Condition – High Density Residential to Medium Density Residential*.
- 5) An edge condition shall be provided between this Planning Area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 6) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 7) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 8) Trails, paseos, and bike trails shall be provided as depicted in Figure II-6, *Non-Vehicular Circulation Plan*.
- 9) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 10) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**L. PLANNING AREA 9B: HIGH DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

As depicted on Figure II-2, *Planning Areas 7, 8A, 8B, 9B, 10A, 10B, 11, & 12*, Planning Area 9B provides for the development of 15.7 acres for High Density Residential land uses. This Planning Area will contain a maximum of 119 dwelling units at a target density of 7.6 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 9B shall be provided from Olive Avenue.
- 2) Streetscapes shall be provided as depicted in Figure IV-7, *Secondary Highway (Olive Ave and Beeler Rd) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A neighborhood entry monument shall be provided within this Planning Area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) A minor community entry monument shall be provided within this Planning Area, as depicted in Figure IV-12, *Minor Community Entry Monument*.
- 5) An edge condition shall be provided between this Planning Area and adjacent Medium Density Residential land uses, as depicted in Figure IV-23, *Edge Condition – High Density Residential to Medium Density Residential*.
- 4) An edge condition shall be provided between this Planning Area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 5) Fuel management zones shall be provided between this Planning Area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure II-6, *Non-Vehicular Circulation Plan*.
- 8) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |



**M. PLANNING AREA 10A: OPEN SPACE-CONSERVATION**

**1. DESCRIPTIVE SUMMARY**

Planning Area 10A, as depicted in Figure III.A-2, *Planning Areas 7, 8A, 8B, 9B, 10A, 10B, 11, & 12*, provides for 2.8 acres of Open Space-Conservation, which will support flood control channel uses and feature a regional trail. Planning Area 10A consists of a narrow strip of land located to the adjacent east of Planning Area 9A on the northwest portion of the Specific Plan Area.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) A neighborhood entry monument is provided at the southern boundary of Planning Area 10A, as illustrated in Figure IV-14, *Neighborhood Entry Monument*.
- 2) Streetscapes shall be provided as depicted in Figure IV-6, *Major Highway (Simpson Road) Streetscape*.
- 3) An edge condition shall be provided between this Planning Area and adjacent residential neighborhood in Planning Area 9A, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 4) Fuel management zones shall be provided between this Planning Area and the adjacent residential neighborhood in Planning Area 9A, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure II-6, *Non-Vehicular Circulation Plan*, and Figure IV-31, *Trail Monumentation*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**N. PLANNING AREA 10B: OPEN SPACE-CONSERVATION**

**1. DESCRIPTIVE SUMMARY**

Planning Area 10B, as depicted in Figure III.A-2, *Planning Areas 7, 8A, 8B, 9B, 10A, 10B, 11, & 12*, provides for 2.8 acres of Open Space-Conservation, which will support flood control channel uses and feature a regional trail. Planning Area 10B consists of a narrow strip of land located to the adjacent east of Planning Area 9B on the northeast portion of the Specific Plan Area.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) A neighborhood entry monument is provided at the northern boundary of Planning Area 10B as illustrated in Figure IV-14, *Neighborhood Entry Monument*.
- 2) A minor community entry monument is provided in this planning area, as depicted in Figure IV-13, *Minor Community Entry Monument*.
- 3) Streetscapes shall be provided as depicted in Figure IV-6, *Major Highway (Simpson Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 4) An edge condition shall be provided between this Planning Area and the adjacent residential neighborhood in Planning Area 9B, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 5) Fuel management zones shall be provided between this Planning Area and the adjacent residential land uses in Planning Area 9B, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure II-6, *Non-Vehicular Circulation Plan*, and Figure IV-31, *Trail Monumentation*.
- 8) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**O. PLANNING AREA 11: OPEN SPACE – RECREATION (PARK)**

**1. DESCRIPTIVE SUMMARY**

Planning Area 11, as depicted in Figure III.A-2, *Planning Areas 7, 8A, 8B, 9B, 10A, 10B, 11, & 12*, provides for the development of a 5.0-acre park. This park is sited adjacent to the school site in Planning Area 12 and may include athletic fields, courts, open turf areas, a tot lot or similar amenities.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Plans for the park in Planning Area 11 will be provided in conjunction with individual projects.
- 2) Streetscapes shall be provided as depicted in Figure IV-10, *Typical Local Street Streetscape*.
- 3) An edge condition shall be provided between this Planning Area and the adjacent school site, as depicted in Figure IV-24, *Edge Condition – Park to School*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure II-6, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |



**P. PLANNING AREA 12: PUBLIC FACILITY/MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 12, as depicted in Figure III.A-2, *Planning Areas 7, 8A, 8B, 9B, 10A, 10B, 11, & 12*, provides for the development of a 14.4-acre elementary school site which would be within the jurisdiction of the Romoland School District. The school site is located adjacent to a proposed park site to enable the schools to take advantage of additional recreational and joint use opportunities.

If within 2 years of approval of the final map for this Planning Area, the School District should decline to accept conveyance of this site for development of an elementary school, then the project proponent reserves the right to develop Planning Area 12 with Medium Density Residential uses. If the residential alternative is implemented, this Planning Area will provide for the development of 14.4 acres devoted to Medium Density Residential (2-5 du/ac) land uses. Homes within this Planning Area consist of single-family units with a minimum lot size of 7,200 s.f. This Planning Area will contain a maximum of 35 dwelling units at a target density of 2.4 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 12 shall be provided from local streets. Roadway treatments for local streets are illustrated in Figure IV-10.
- 2) The elementary school will be constructed by the Romoland School District.
- 3) Streetscapes shall be provided as depicted in Figure IV-10, *Typical Local Street Streetscape*.
- 4) An edge condition shall be provided between this planning area and adjacent park, as depicted in Figure IV-24, *Edge Condition – Park to School*.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure II-6, *Non-Vehicular Circulation Plan*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**Q. PLANNING AREA 15: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 15, as depicted on Figure III.A-3, *Figure III-3 Planning Areas 15, 17, 18, 19, 21, & 22*, provides for the development of 44.7 acres devoted to Medium Density Residential land uses. Homes within this planning area are single-family units on minimum 4,000 s.f. lots. This planning area will contain a target of 186 dwelling units at a target density of 4.2 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 15 shall be provided from Olive Avenue.
- 2) Streetscapes shall be provided as depicted in Figure IV-7, *Secondary Highway (Olive Ave and Beeler Rd) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) A minor community entry monument shall be provided within this planning area, as depicted in Figure IV-13, *Minor Community Entry Monument*.
- 5) An edge condition shall be provided between this planning area and the adjacent Salt Creek Channel, as depicted in Figure IV-20, *Edge Condition –Residential to Salt Creek*.
- 6) An edge condition shall be provided between this planning area and adjacent Medium Density Residential land uses, as depicted in Figure IV-23, *Edge Condition –High Density Residential to Medium Density Residential*.
- 7) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 8) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 9) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 10) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

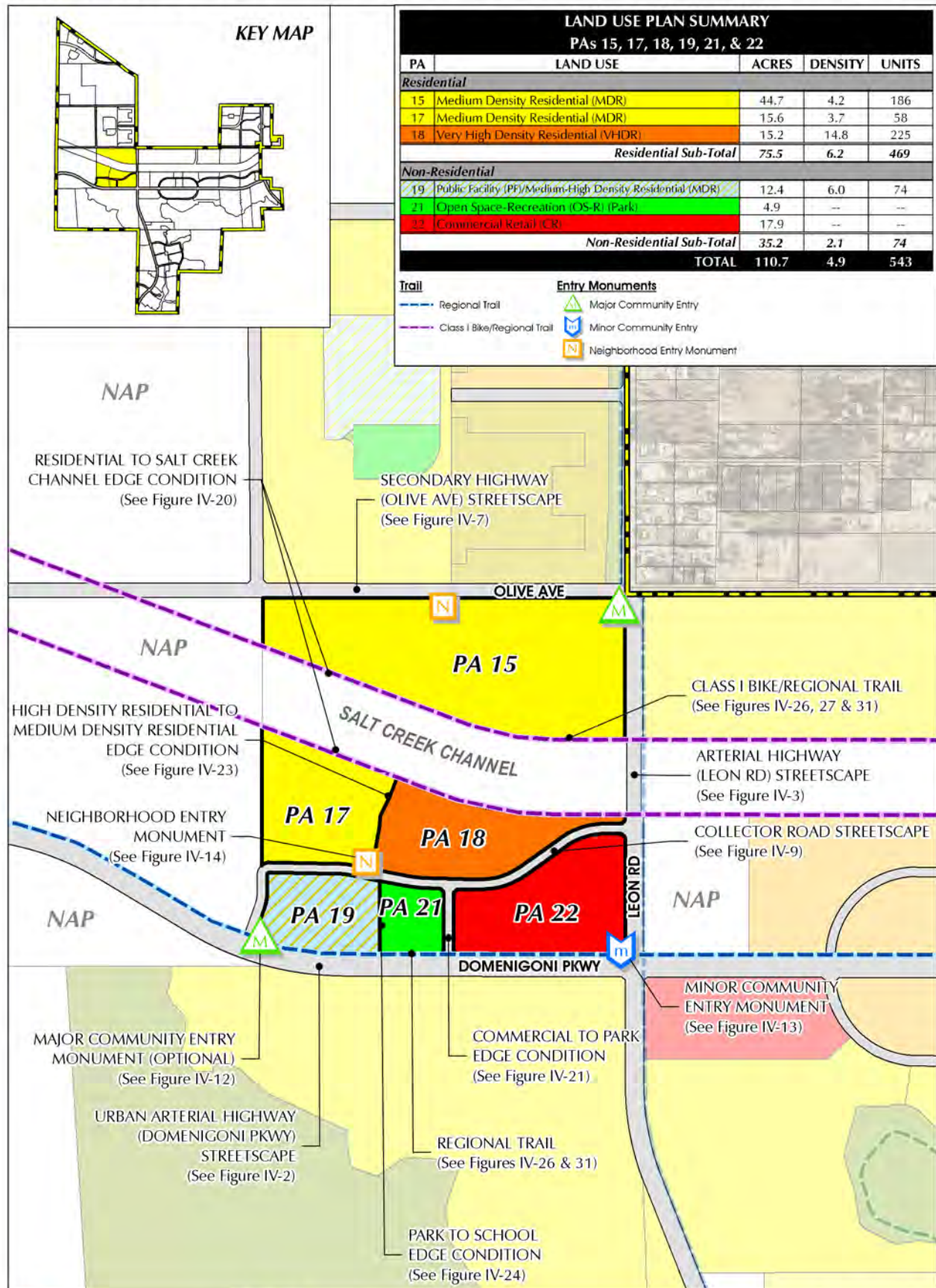


Figure III.A-3



**R. PLANNING AREA 16: OMITTED (COMBINED WITH PA 15 IN SC 6 TO SPA 5)**

**S. PLANNING AREA 17: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 17, as depicted on Figure III.A-3, *Figure III-3 Planning Areas 15, 17, 18, 19, 21, & 22*, provides for the development of 15.6 acres devoted to Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 6,000 s.f. lots. This planning area will contain a maximum of 58 dwelling units at a target density of 3.7 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 17 shall be provided from Domenigoni Parkway and Leon Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and the adjacent Salt Creek Channel, as depicted in Figure IV-20, *Edge Condition –Residential to Salt Creek*.
- 5) An edge conditions hall be provided between this planning area and adjacent High Density Residential land uses, as depicted in Figure IV-23, *Edge Condition –High Density Residential to Medium Density Residential*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 8) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**T. PLANNING AREA 18: VERY HIGH DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 18, as depicted on Figure III.A-3, *Figure III-3 Planning Areas 15, 17, 18, 19, 21, & 22*, provides for the development of 15.2 acres devoted to Very High Density Residential (14-20 du/ac) land uses. Homes within this planning area are multi-family units. This planning area will contain a target of 225 dwelling units at a target density of 14.8 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 18 shall be provided from local roads connecting to Leon Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-6, *Major Highway (Simpson Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and the adjacent Salt Creek Channel, as depicted in Figure IV-20, *Edge Condition –Residential to Salt Creek*.
- 5) An edge conditions shall be provided between this planning area and adjacent High Density Residential land uses, as depicted in Figure IV-23, *Edge Condition –High Density Residential to Medium Density Residential*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 8) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |



**U. PLANNING AREA 19: PUBLIC FACILITY/MEDIUM HIGH DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 19, as depicted in Figure III.A-3, *Figure III-3 Planning Areas 15, 17, 18, 19, 21, & 22*, provides for the development of a 12.4-acres devoted to Medium Density Residential (5 – 8 du/ac) or Public Facility (a school site) land uses.

If within 2 years of approval of the final map for this Planning Area, the School District should decline to accept conveyance of this site for development of an elementary school, then the project proponent reserves the right to develop Planning Area 19 with single family residential uses. If the residential alternative is implemented, this Planning Area provides for the development of 12.4 acres devoted to Medium High Density Residential (5-8 du/ac) land uses. Homes within this planning area consist of single-family units with minimum lot sizes of 3,500 s.f. This planning area will contain a maximum of 74 dwelling units at a target density of 6.0 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) The elementary school will be constructed by the Menifee School District.
- 2) If the School District does not elect to acquire all or a portion of Planning Area 19 for school purposes, then the developer has the option to develop the planning area with Medium Density Residential land uses with a maximum of 74 units.
- 3) Streetscapes shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 4) A minor community entry monument shall be provided within this planning area, as depicted in Figure IV-13, *Minor Community Entry Monument*.
- 5) An edge condition shall be provided between this planning area and adjacent park, as depicted in Figure IV-24, *Edge Condition – Park to School*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 8) Please refer to Section IV for specific Design Guidelines and other related design criteria.

- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

II.A: Specific Land Use Plan

II.B: Circulation Plan

II.C: Open Space & Parks Plan

II.D: Drainage Plan

II.E: Water & Sewer Plans

II.F: Grading Plan

II.G: Phasing Plan

II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan

**V. PLANNING AREA 21: OPEN SPACE - RECREATION (PARK)**

**1. DESCRIPTIVE SUMMARY**

Planning Area 21, as depicted in Figure III.A-3, *Figure III-3 Planning Areas 15, 17, 18, 19, 21, & 22*, provides for the development of a 4.9-acre park. This area is sited east of Planning Area 19.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Access to Planning area 21 will be provided by Domenigoni Parkway and local streets.
- 2) Streetscapes shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) If the School District decides to use Planning Area 19 as a school site, then an edge condition shall be provided between this planning area and adjacent school site, as depicted in Figure IV-24, *Edge Condition – Park to School*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan



**W. PLANNING AREA 22: COMMERCIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 22, as depicted in Figure III.A-3, *Figure III-3 Planning Areas 15, 17, 18, 19, 21, & 22*, provides for the development of a 17.9-acre commercial center at the northwest corner of the intersection of Domenigoni Parkway and Leon Road.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 22 shall be provided from Domenigoni Parkway and Leon Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A minor community entry monument shall be provided within this planning area, as depicted in Figure IV-13, *Minor Community Entry Monument*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan

**X. PLANNING AREA 25: OPEN SPACE**

**1. DESCRIPTIVE SUMMARY**

Planning Area 25, as depicted in Figure III.A-4, *Planning Areas 25, 26A, & 27*, provides for 116.8 acres to remain as natural open space. This area is sited in the southwestern portion of the community adjacent to Planning Area 27. EMWD proposes to build a water storage tank in the hilly portion of Planning Area 25 to serve the residents of WINCHESTER HILLS.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) An edge condition shall be provided between this planning area and adjacent Medium Density Residential land uses, as depicted in Figure IV-22, *Edge Condition – Open Space to Residential*.
- 2) Fuel management zones shall be provided between this planning area and residential land uses, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 3) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 4) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 5) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 6) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan

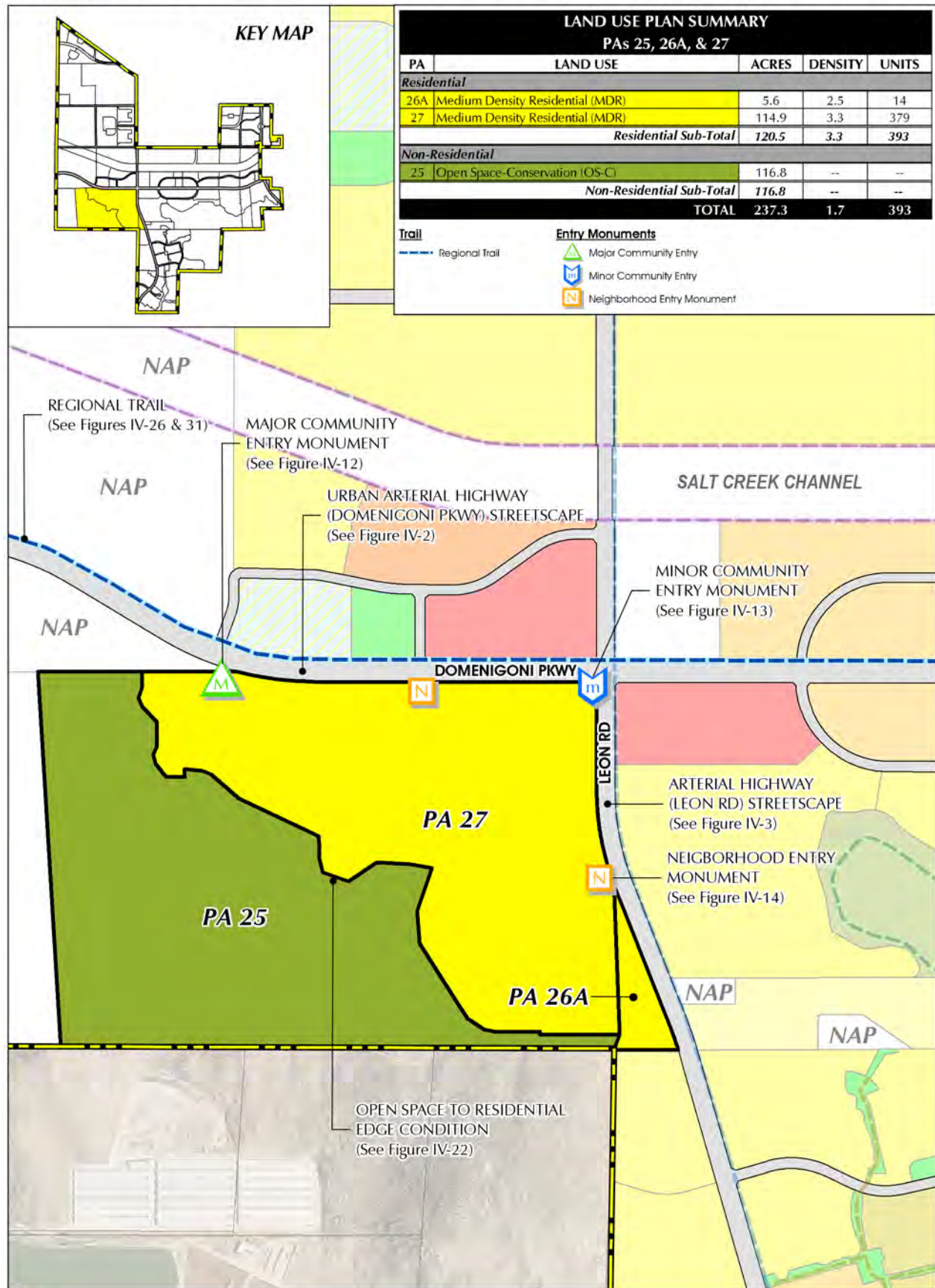


Figure III.A-4

Planning Areas 25, 26A, & 27

III.A-X





**Y. PLANNING AREA 26A: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 26A, as depicted on Figure III.A-4, *Planning Areas 25, 26A, & 27*, provides for the development of 5.6 acres devoted to Medium Density Residential land uses. Homes within this planning area are single-family units on minimum 7,200 s.f. lots with a target density of 2.5 du/ac. This planning area will contain a maximum of 14 dwelling units at a target density of 2.5 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 26A shall be provided from Leon Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 4) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan

**Z. PLANNING AREA 27: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 27, as depicted on Figure III.A-4, *Planning Areas 25, 26A, & 27*, provides for the development of 114.9 acres devoted to Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 7,200 s.f. lots. This planning area will contain a maximum of 379 dwelling units at a target density of 3.3 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 27 shall be provided from Leon Road and Domenigoni Parkway.
- 2) Streetscapes shall be provided as depicted in Figure IV-6, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) Neighborhood entry monuments shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) A minor community entry monuments shall be provided within this planning area, as depicted in Figure IV-13, *Minor Community Entry Monument*.
- 5) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 6) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 7) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 8) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 9) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 10) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**AA. PLANNING AREA 28A: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 28A, as depicted on Figure III.A-5, *Planning Areas 28A, 28A, 29, & 30*, provides for the development of 84.3 acres devoted to Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 6,000 s.f. lots. This planning area will contain a maximum of 346 dwelling units at a target density of 4.1 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 28A shall be provided from Leon Road and Olive Avenue.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, Figure IV-7, *Secondary Highway (Olive Ave and Beeler Rd) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A major community entry monument shall be provided within this planning area, as depicted in Figure IV-12, *Major Community Entry Monument*.
- 4) Neighborhood entry monuments shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 5) An edge condition shall be provided between this planning area and the adjacent Salt Creek Channel, as depicted in Figure IV-20, *Edge Condition – Residential to Salt Creek*.
- 6) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail*.
- 7) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 8) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 9) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 10) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |



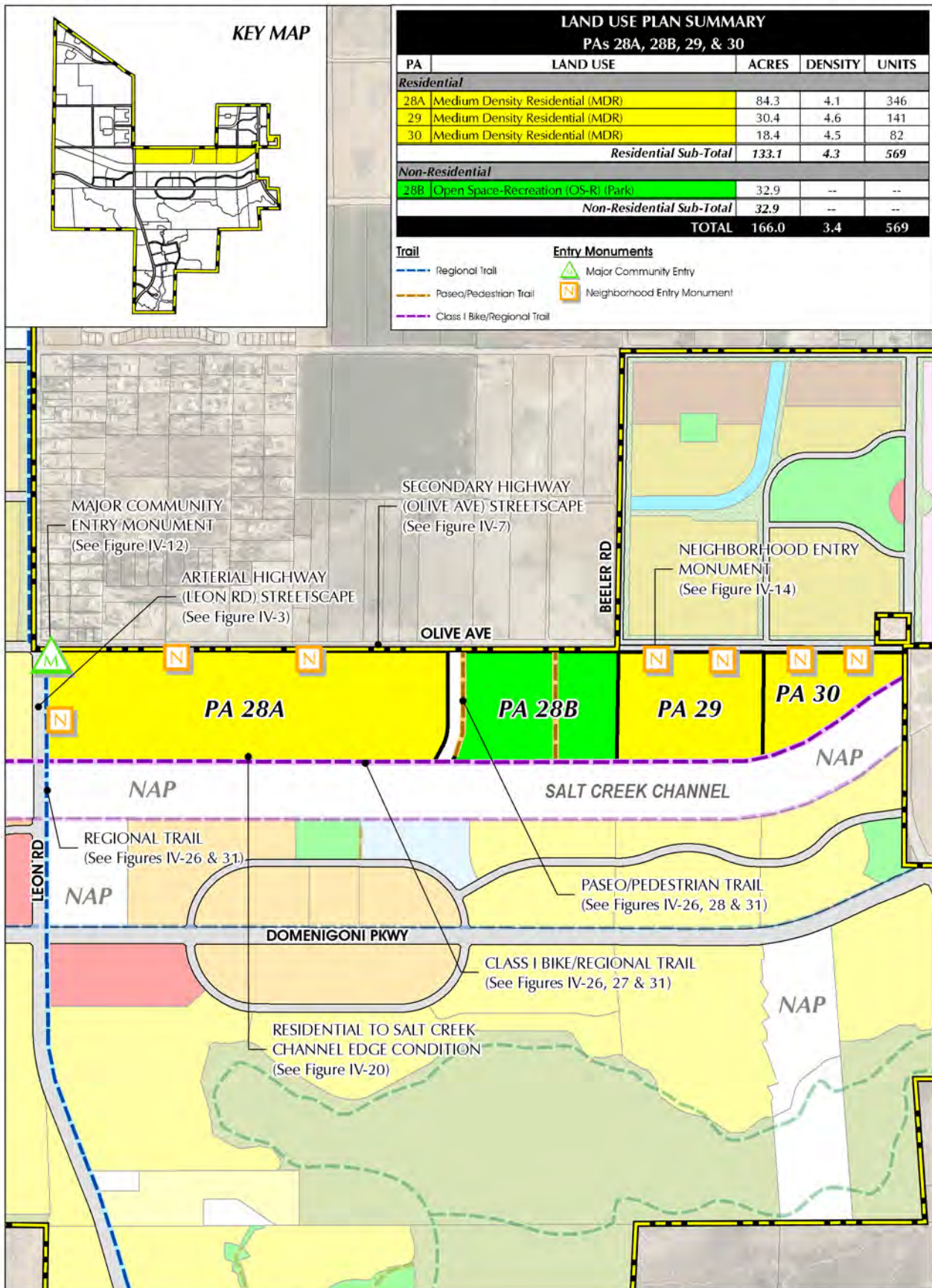


Figure III.A-5

Planning Areas 28A, 28B, 29, & 30



**BB. PLANNING AREA 28B: OPEN SPACE – RECREATION (PARK)**

**1. DESCRIPTIVE SUMMARY**

Planning Area 28B, as depicted in Figure III.A-5, *Planning Areas 28A, 28A, 29, & 30*, provides for the development of a 32.9-acre sports park. This area is sited in the central portion of the Project site adjacent to the Salt Creek Flood Channel.

Specific amenities provided within Planning Area 28B may include open-field sports such as soccer, football, baseball, and softball, as well as court games such as tennis, basketball and volleyball.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 28B will be provided by Olive Avenue.
- 2) Streetscapes shall be provided as depicted in Figure IV-7, *Secondary Highway (Olive Ave and Beeler Rd) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**CC. PLANNING AREA 29: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 29, as depicted on Figure III.A-5, *Planning Areas 28A, 28A, 29, & 30*, provides for the development of 30.4 acres devoted to Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 5,000 s.f. lots. This planning area will contain a maximum of 141 dwelling units at a target density of 4.6 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 29 shall be provided from Olive Avenue.
- 2) Streetscapes shall be provided as depicted in Figure IV-7, *Secondary Highway (Olive Ave and Beeler Rd) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) An edge condition shall be provided between this planning area and the adjacent Salt Creek Channel, as depicted in Figure IV-20, *Edge Condition – Residential to Salt Creek*.
- 4) Neighborhood entry monuments shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |



**DD. PLANNING AREA 30: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 30, as depicted on Figure III.A-5, *Planning Areas 28A, 28A, 29, & 30*, provides for the development of 18.4 acres devoted to Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 6,000 s.f. lots. This planning area will contain a maximum of 82 dwelling units at a target density of 4.5 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 30 shall be provided from Olive Avenue.
- 2) Streetscapes shall be provided as depicted in Figure IV-7, *Secondary Highway (Olive Ave and Beeler Rd) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) Neighborhood entry monuments shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and adjacent Salt Creek Channel, as depicted in Figure IV-20, *Edge Condition –Residential to Salt Creek*.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6 Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan

**EE. PLANNING AREA 32: OPEN SPACE – RECREATION (PARK)**

**1. DESCRIPTIVE SUMMARY**

Planning Area 32, as depicted in Figure III.A-6, *Planning Areas 32, 33, 45B, & 48B*, provides for the development of 4.4-acre park site. This park may include amenities such as picnic facilities, ball fields, walkways, and parking.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 32 will be provided by Domenigoni Parkway/Patton Avenue and ‘A’ Street.
- 2) Streetscapes shall be provided as depicted in Figure IV-6, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-8, *Major Highway (Rice Road) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A minor community entry monument shall be provided within this planning area, as depicted in Figure IV-13, *Minor Community Entry Monument*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

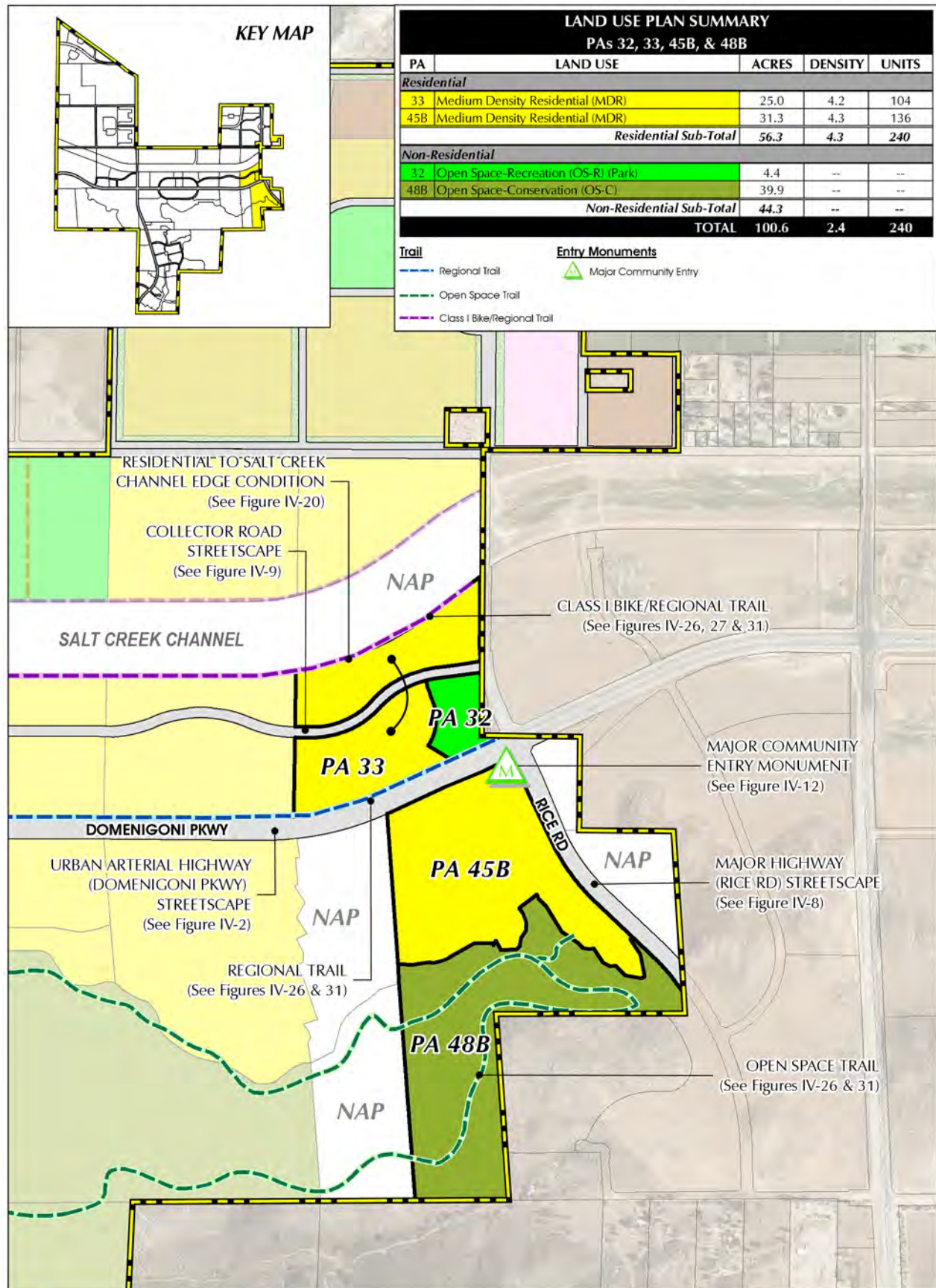


Figure III.A-6

Planning Areas 32, 33, 45B, & 48B





**FF. PLANNING AREA 33: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 33, as depicted on Figure III.A-6, *Planning Areas 32, 33, 45B, & 48B*, provides for the development of 25.0 acres devoted to Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 6,000 s.f. lots. This planning area will contain a maximum of 104 dwelling units at a target density of 4.2 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 33 shall be provided from Domenigoni Parkway, Rice Road, and “A” Street.
- 2) Streetscapes shall be provided as depicted in Figure IV-6, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and adjacent Salt Creek Channel, as depicted in Figure IV-20, *Edge Condition –Residential to Salt Creek*.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**GG. PLANNING AREA 34: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 34, as depicted on Figure III.A-7, *Planning Areas 34, 35, 44, 45A, & 46*, provides for the development of 27.8 acres devoted to Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 5,000 s.f. lots. This planning area will contain a maximum of 131 dwelling units at a target density of 4.7 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 34 shall be provided from Domenigoni Parkway and “A” Street.
- 2) Streetscapes shall be provided as depicted in Figure IV-6, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) Neighborhood entry monuments shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and adjacent Salt Creek Channel, as depicted in Figure IV-20, *Edge Condition –Residential to Salt Creek*.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

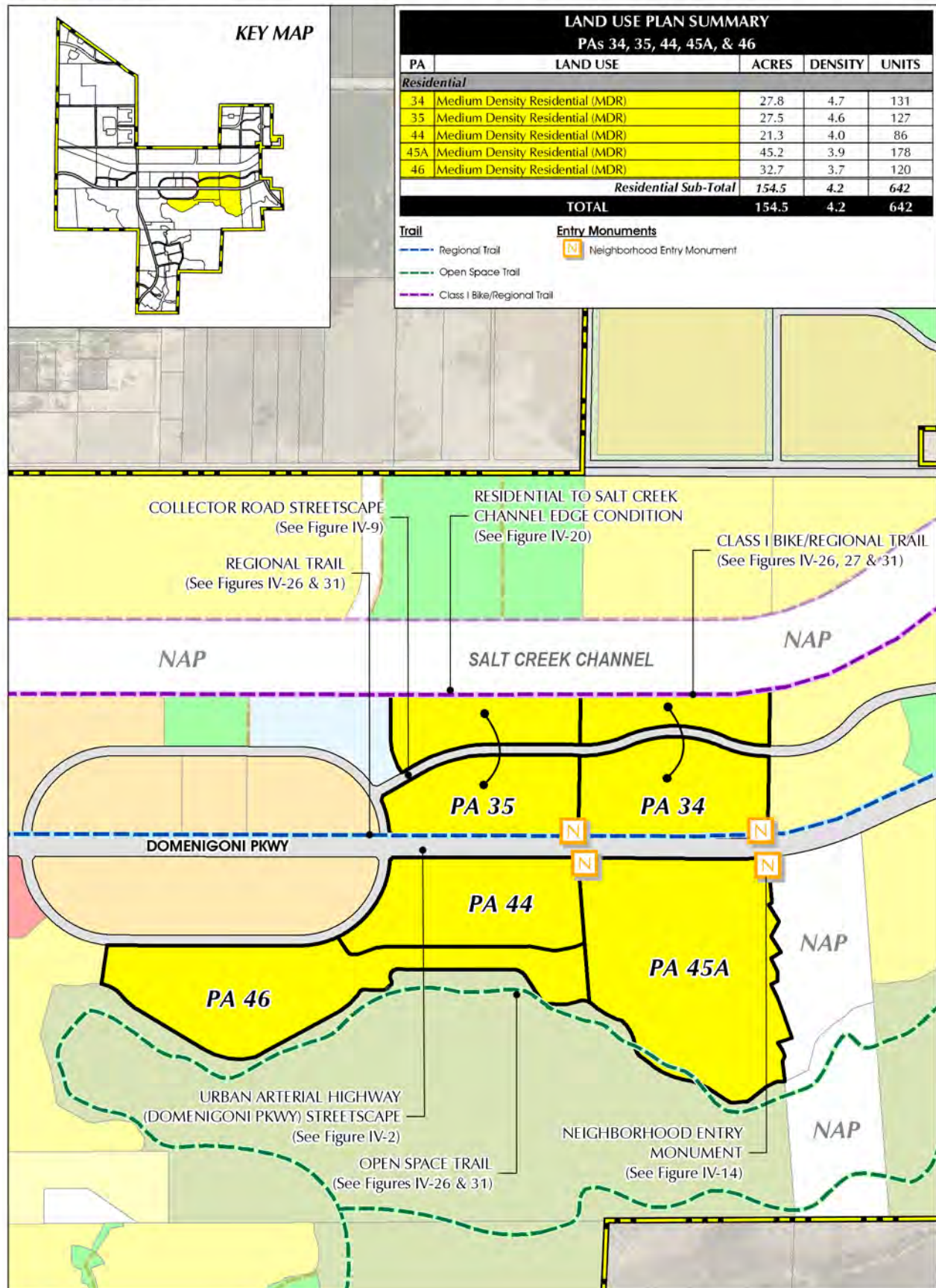


Figure III.A-7

Planning Areas 34, 35, 44, 45A, & 46





**HH. PLANNING AREA 35: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 35, as depicted on Figure III.A-7, *Planning Areas 34, 35, 44, 45A, & 46*, provides for the development of 27.5 acres devoted to Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 5,000 s.f. lots. This planning area will contain a maximum of 127 dwelling units at a target density of 4.~~67~~ du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 35 shall be provided from “B” Street and Domenigoni Parkway.
- 2) Streetscapes shall be provided as depicted in Figure IV-6, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A Neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and adjacent Salt Creek Channel, as depicted in Figure IV-20, *Edge Condition –Residential to Salt Creek*.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**II. PLANNING AREA 36: PUBLIC FACILITIES (SCHOOL)**

**1. DESCRIPTIVE SUMMARY**

Planning Area 36, as depicted in Figure III.A-8, *Planning Areas 36, 37, 38A, 38B, 39, 40, & 43*, provides for the development of a 10.2-acre elementary school under the jurisdiction of the Menifee School District. The school site is located adjacent to a proposed park site to enable the school to take advantage of additional recreational and joint use opportunities.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 36 shall be provided from Street “B”.
- 2) The elementary school will be constructed by the School District to its standards and those requirements of the County, in addition to Specific Plan Standards.
- 3) Streetscapes shall be provided as depicted in Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 4) An edge condition shall be provided between this planning area and adjacent park site, as depicted in Figure IV-24, *Edge Condition – Park to School*.
- 5) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 8) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan

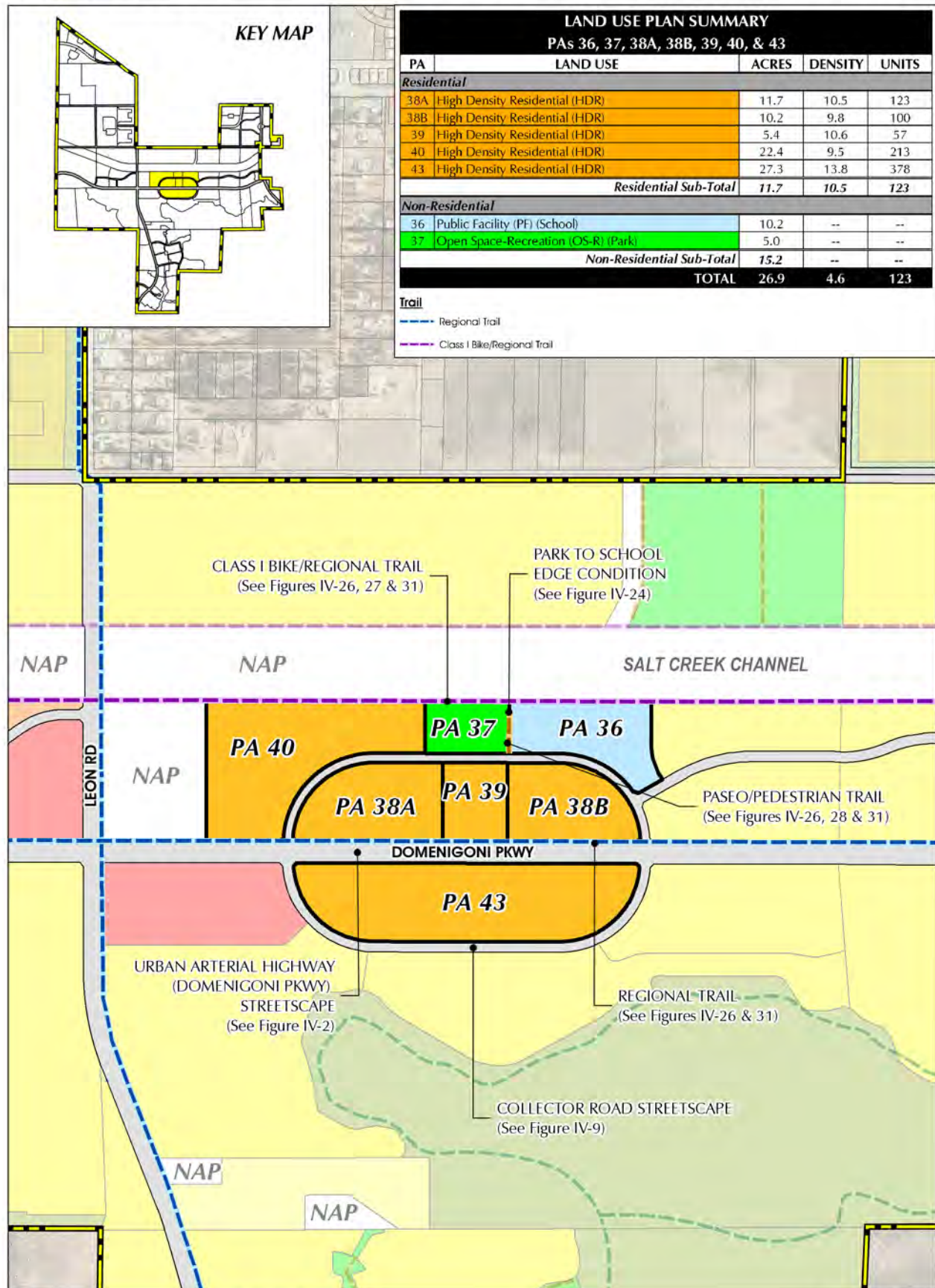


Figure III.A-8



Planning Areas 36, 37, 38A, 38B, 39, 40, & 43



**JJ. PLANNING AREA 37: OPEN SPACE – RECREATION (PARK)**

**1. DESCRIPTIVE SUMMARY**

Planning Area 37, as depicted in Figure III.A-8, *Planning Areas 36, 37, 38A, 38B, 39, 40, & 43*, provides for the development of a 5.0-acre park. This area is sited adjacent to the Salt Creek Flood Control Channel and contiguous to the elementary school planned in Planning Area 36.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 37 will be from Street ‘B’.
- 2) Streetscapes shall be provided as depicted in Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) An edge condition shall be provided between this planning area and adjacent school site, as depicted in Figure IV-24, *Edge Condition – Park to School*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan

**KK. PLANNING AREA 38A: HIGH DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 38A, as depicted on Figure III.A-8, *Planning Areas 36, 37, 38A, 38B, 39, 40, & 43*, provides for the development of 11.7 acres devoted to High Density Residential (8-14 du/ac) land uses. Homes within this planning area are multi-family units. This planning area will contain a maximum of 123 dwelling units at a target density of 10.5 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 38A shall be provided from ‘B’ Street and Domenigoni Parkway.
- 2) Streetscapes shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 4) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 5) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 6) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan

**LL. PLANNING AREA 38B: HIGH DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 38B, as depicted on Figure III.A-8, *Planning Areas 36, 37, 38A, 38B, 39, 40, & 43*, provides for the development of 10.2 acres devoted to High Density Residential (8-14 du/ac) land uses. Homes within this planning area are multi-family units. This planning area will contain a maximum of 100 dwelling units at a target density of 9.8 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 38B shall be provided from ‘B Street and Domenigoni Parkway.
- 2) Streetscapes shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 4) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 5) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 6) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan



**MM. PLANNING AREA 39: HIGH DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 39, as depicted on Figure III.A-8, *Planning Areas 36, 37, 38A, 38B, 39, 40, & 43*, provides for the development of 5.4 acres devoted to High Density Residential land uses. Homes within this planning area are multi-family units. This planning area will contain a maximum of 57 dwelling units at a target density of 10.6 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 39 shall be provided from ‘B’ Street and Domenigoni Parkway
- 2) Streetscapes shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 4) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 5) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 6) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**NN. PLANNING AREA 40: HIGH DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 40, as depicted on Figure III.A-8, *Planning Areas 36, 37, 38A, 38B, 39, 40, & 43*, provides for the development of 22.4 acres devoted to High Density Residential (8-14 du/ac) land uses. Homes within this planning area are multi-family units. This planning area will contain a maximum of 213 dwelling units at a target density of 9.5 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 40 shall be provided from ‘B’ Street.
- 2) Streetscapes shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) An edge condition shall be provided between this planning area and adjacent Salt Creek Channel, as depicted in Figure IV-20, *Edge Condition –Residential to Salt Creek*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**OO. PLANNING AREA 42: COMMERCIAL RETAIL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 42, as depicted in Figure III.A-9, *Planning Areas 42, 47A, & 48A*, provides for the development of a 17.6-acre commercial center at the southeast corner of the intersection of Patton Avenue and Leon Road.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 42 shall be provided from Domenigoni Parkway and Leon Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A minor community entry monument shall be provided within this planning area, as depicted in Figure IV-13, *Minor Community Entry Monument*.
- 4) Commercial entry monument shall be provided within this planning area, as depicted in Figure IV-15, *Community Entry Monument 1-3*, Figure IV-16, *Commercial Entry Monuments 4-6*, and Figure IV-17, *Commercial Entry Pavement Options*.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |



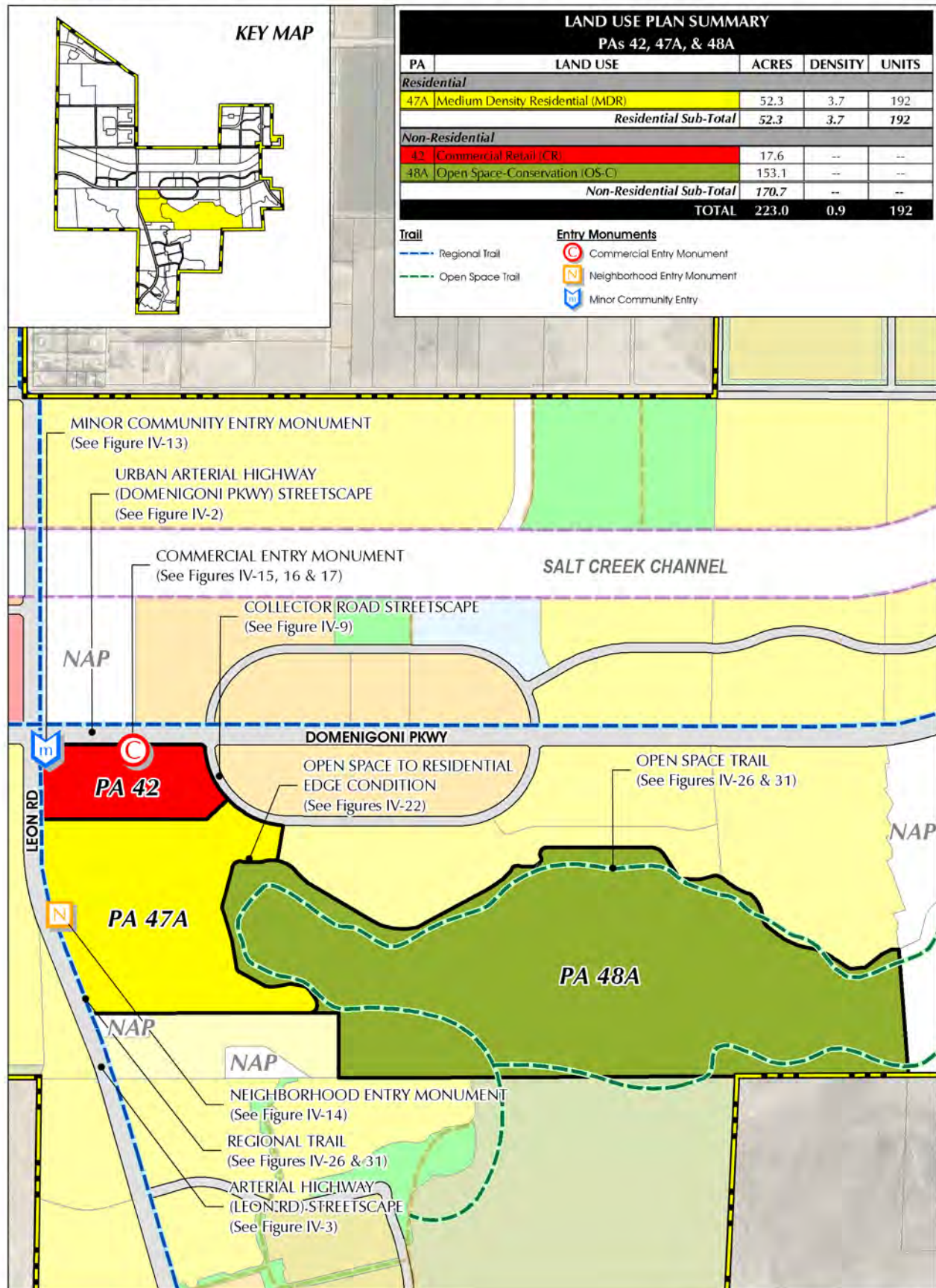


Figure III.A-9

Planning Areas 42, 47A, & 48A



**PP. PLANNING AREA 43: HIGH DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 43, as depicted on Figure III.A-8, *Planning Areas 36, 37, 38A, 38B, 39, 40, & 43*, provides for the development of 27.3 acres devoted to High Density Residential land uses. Homes within this planning area are multi-family units. This planning area will contain a maximum of 378 dwelling units at a target density of 13.8 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 43 shall be provided from Domenigoni Parkway and ‘A’ Street.
- 2) Streetscapes shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 4) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 5) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 6) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**QQ. PLANNING AREA 44: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 44, as depicted on Figure III.A-7, *Planning Areas 34, 35, 44, 45A, & 46*, provides for the development of 21.3 acres devoted to Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 6,000 s.f. lots. This planning area will contain a maximum of 86 dwelling units at a target density of 4.0 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 44 shall be provided from “A” Street and Domenigoni Parkway.
- 2) Streetscapes shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan



**RR. PLANNING AREA 45A: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 45A, as depicted on Figure III.A-7, *Planning Areas 34, 35, 44, 45A, & 46*, provides for the development of 45.2 acres devoted to Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 6,000 s.f. lots. This planning area will contain a maximum of 178 dwelling units at a target density of 3.9 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 45A shall be provided from Patton Avenue.
- 2) Streetscapes shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) Neighborhood entry monuments shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 5) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 8) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**SS. PLANNING AREA 45B: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 45B, as depicted on Figure III.A-6, *Planning Areas 32, 33, 45B, & 48B*, provides for the development of 31.3 acres devoted to Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 6,000 s.f. lots. This planning area will contain a maximum of 136 dwelling units at a target density of 4.3 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 45B shall be provided from Rice Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Avenue) Streetscape*, Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A major community entry monument shall be provided within this planning area, as depicted in Figure IV-12, *Major Community Entry Monument*.
- 4) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 5) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 8) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**TT. PLANNING AREA 46: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 46, as depicted on Figure III.A-7, *Planning Areas 34, 35, 44, 45A, & 46*, provides for the development of 32.7 acres devoted to Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 6,000 s.f. lots. This planning area will contain a maximum of 120 dwelling units at a target density of 3.7 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 46 shall be provided from ‘A’ Street and Beeker Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 4) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan



**UU. PLANNING AREA 47A: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 47A, as depicted on Figure III.A-9, *Planning Areas 42, 47A, & 48A*, provides for the development of 52.3 acres devoted to Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 6,000 s.f. lots. This planning area will contain a maximum of 192 dwelling units at a target density of 3.7 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 47A shall be provided from Leon Road and “A” Street.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 5) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 8) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**VV. PLANNING AREA 47B: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 47B, as depicted on Figure III.A-10, *Planning Areas 47B, 47C, 49A, 49B, 50A, 50D, 62A, & 62B (portion)*, provides for the development of 21.3 acres devoted to Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 7,200 s.f. lots. This planning area will contain a maximum of 61 dwelling units at a target density of 2.9 du/ac. Planning Area 47B abuts the open space planned in Planning Areas 48A and 49A and the park planned in Planning Area 62A.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 47B shall be provided from ‘I’ Street.
- 2) Streetscapes shall be provided as depicted in Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 4) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 5) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 8) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**WW. PLANNING AREA 47C: LOW DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 47C, as depicted on Figure III.A-10, *Planning Areas 47B, 47C, 49A, 49B, 50A, 50D, 62A, & 62B (portion)*, provides for the development of a maximum of 6 dwelling units on 16.3 acres devoted to Low Density Residential land uses. Homes within this planning area are single-family units on minimum 20,000 s.f. lots.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 47C shall be provided from Leon Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 4) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan



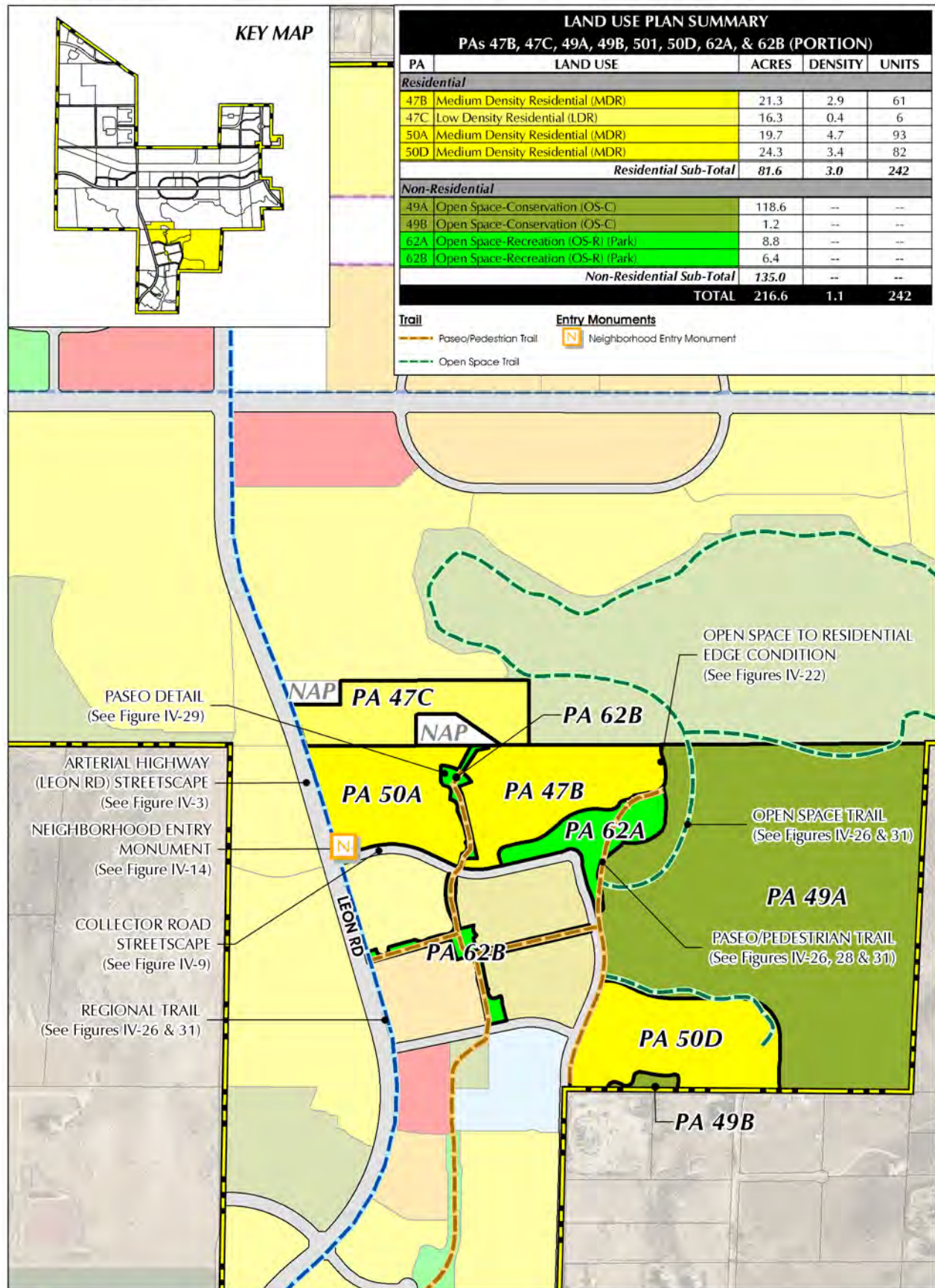


Figure III.A-10  
 Planning Areas  
 47B, 47C, 49A, 49B, 50A, 50D, 62A, & 62B (portion)

**XX. PLANNING AREA 48A: OPEN SPACE**

**1. DESCRIPTIVE SUMMARY**

Planning Area 48A, as depicted in Figure III.A-9, *Planning Areas 42, 47A, & 48A*, provides for 153.1 acres to remain as natural open space. This area is sited in the southeastern portion of the Project site. An open space trail system is planned in Planning Area 48a which will connect with a trail system in Planning Areas 48B and 49A to form a loop throughout the open space planned in the three Planning Areas.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Streetscapes shall be provided as depicted in Figure IV-10, *Typical Local Street Streetscape*.
- 2) An edge condition shall be provided between this planning area and adjacent residential land uses, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 3) Fuel management zones shall be provided between this planning area and residential land uses, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan

- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan

## YY. PLANNING AREA 48B: OPEN SPACE

### 1. DESCRIPTIVE SUMMARY

Planning Area 48B, as depicted in Figure III.A-6, *Planning Areas 32, 33, 45B, & 48B*, provides for 39.9 acres to remain as natural open space. This area is sited in the southeastern corner of the Project site. An open space trail system is planned in Planning Area 48b which will connect with a trail system in Planning Areas 48A and 49A to form a loop throughout the open space planned in the three Planning Areas.

### 2. LAND USE AND DEVELOPMENT STANDARDS

Please refer to Ordinance No. 348.\_\_\_\_\_.

### 3. PLANNING STANDARDS

- 1) Streetscapes shall be provided as depicted in Figure IV-8, *Major Highway (Rice Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 2) An edge condition shall be provided between this planning area and adjacent residential land uses, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 3) Fuel management zones shall be provided between this planning area and residential land uses, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

II.A: Specific Land Use Plan

II.B: Circulation Plan

II.C: Open Space & Parks Plan

II.D: Drainage Plan

II.E: Water & Sewer Plans

II.F: Grading Plan

II.G: Phasing Plan

II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan



**ZZ. PLANNING AREA 49A: OPEN SPACE**

**1. DESCRIPTIVE SUMMARY**

Planning Area 49A, as depicted in Figure III.A-10, *Planning Areas 47B, 47C, 49A, 49B, 50A, 50D, 62A, & 62B (portion)*, provides for 118.6 acres to remain as natural open space. This area is sited in the southeastern corner of the community. An open space trail system is planned in Planning Area 49A that will connect with a trail system in Planning Areas 48A and 48B to form a loop throughout the open space planned in the three Planning Areas.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Streetscapes shall be provided as depicted in Figure IV-10, *Typical Local Street Streetscape*.
- 2) An edge condition shall be provided between this planning area and adjacent residential land uses, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 3) Fuel management zones shall be provided between this planning area and residential land uses, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan

- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan

**AAA. PLANNING AREA 49B: OPEN SPACE**

**1. DESCRIPTIVE SUMMARY**

Planning Area 49B, as depicted in Figure III.A-10, *Planning Areas 47B, 47C, 49A, 49B, 50A, 50D, 62A, & 62B (portion)*, provides for 1.2 acres to remain as natural open space. This area is sited in the southeastern corner of the community.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Streetscapes shall be provided as depicted in Figure IV-10, *Typical Local Street Streetscape*.
- 2) An edge condition shall be provided between this planning area and adjacent residential land uses, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 3) Fuel management zones shall be provided between this planning area and residential land uses, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan

**BBB. PLANNING AREA 50A: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 50A, as depicted on Figure III.A-10, *Planning Areas 47B, 47C, 49A, 49B, 50A, 50D, 62A, & 62B (portion)*, provides for the development of 19.7 acres devoted to Medium Density Residential land uses. Homes within this planning area are single-family units on minimum 5,000 s.f. lots. This planning area will contain a maximum of 93 dwelling units at a target density of 4.7 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 50A shall be provided from “I” Street.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 5) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 6) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail*.
- 7) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 8) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 9) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 10) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan



**CCC. PLANNING AREA 50B: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 50B, as depicted on Figure III.A-11, *Planning Areas 50B, 50C, 53, & 62B (portion)*, provides for the development of 11.1 acres devoted to Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 5,000 s.f. lots. This planning area will contain a maximum of 56 dwelling units at a target density of 5.0 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 50B shall be provided from ‘I’ Street.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 5) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 6) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail*.
- 7) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 8) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 9) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 10) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan

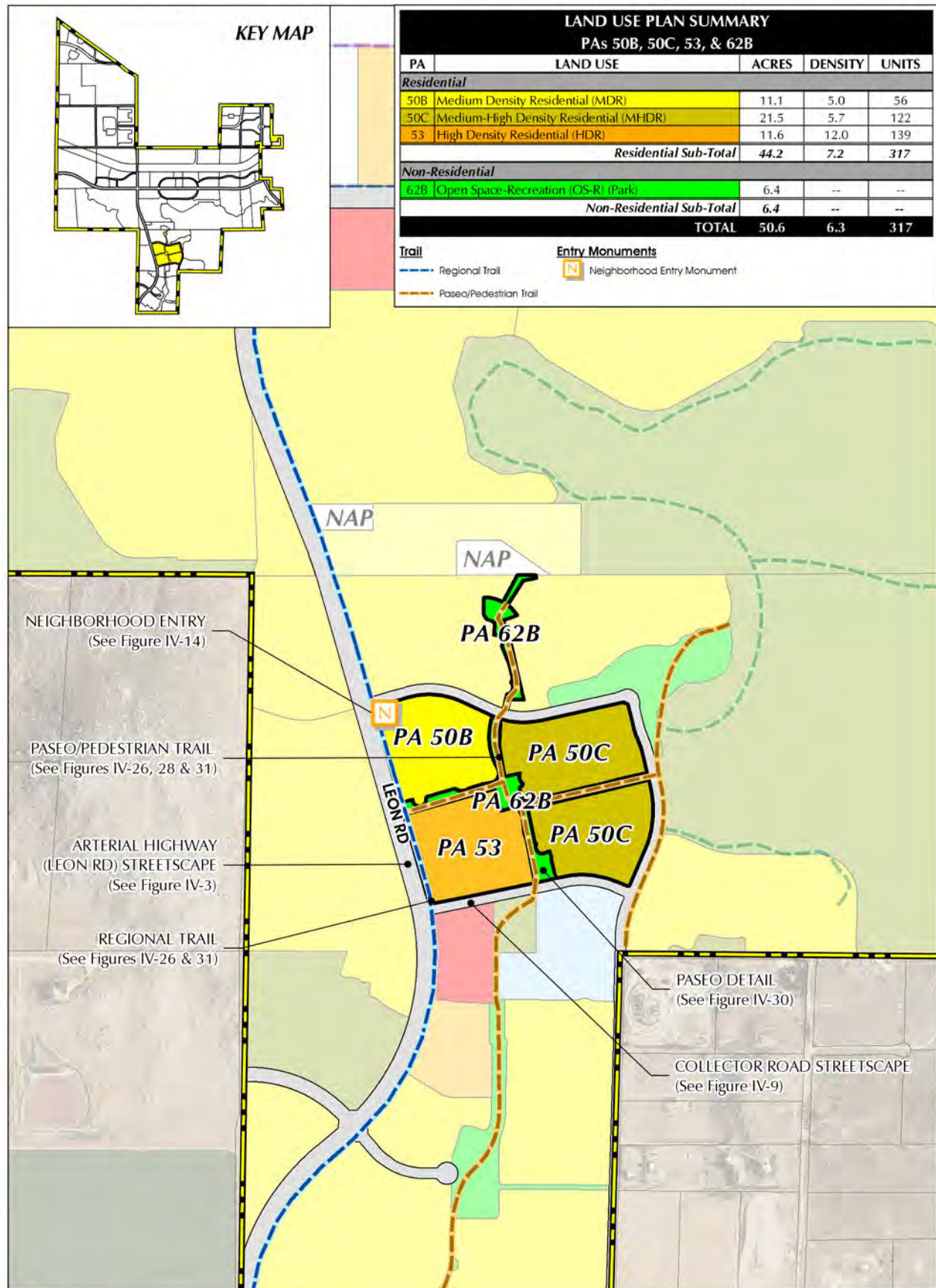


Figure III.A-11



Planning Areas 50B, 50C, 53, & 62B (portion)

**DDD. PLANNING AREA 50C: MEDIUM HIGH DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 50C, as depicted on Figure III.A-11, *Planning Areas 50B, 50C, 53, & 62B (portion)*, provides for the development of 21.5 acres devoted to Medium High Density Residential (5-8 du/ac) land uses. Homes within this planning area are single-family units on minimum 4,500 s.f. lots. This planning area will contain a maximum of 122 dwelling units at a target density of 5.7 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 50C shall be provided from ‘I’ Street.
- 2) Streetscapes shall be provided as depicted in Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 4) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 5) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 8) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |



**EEE. PLANNING AREA 50D: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 50D, as depicted on Figure III.A-10, *Planning Areas 47B, 47C, 49A, 49B, 50A, 50D, 62A, & 62B (portion)*, provides for the development of 24.3 acres of Medium Density Residential land uses. Homes within this planning area are single-family units on minimum 7,200 s.f. lots. This planning area will contain a maximum of 82 dwelling units at a target density of 3.4 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 50D shall be provided from Eucalyptus Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 4) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan

**FFF. PLANNING AREA 51: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 51, as depicted on Figure III.A-12, *Planning Areas 51, 52, 59, & 60*, provides for the development of 13.3 acres of Medium Density Residential land uses. Homes within this planning area are single-family units on minimum 7,200 s.f. lots. This planning area will contain a maximum of 33 dwelling units at a target density of 2.5 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 51 shall be provided from Leon Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

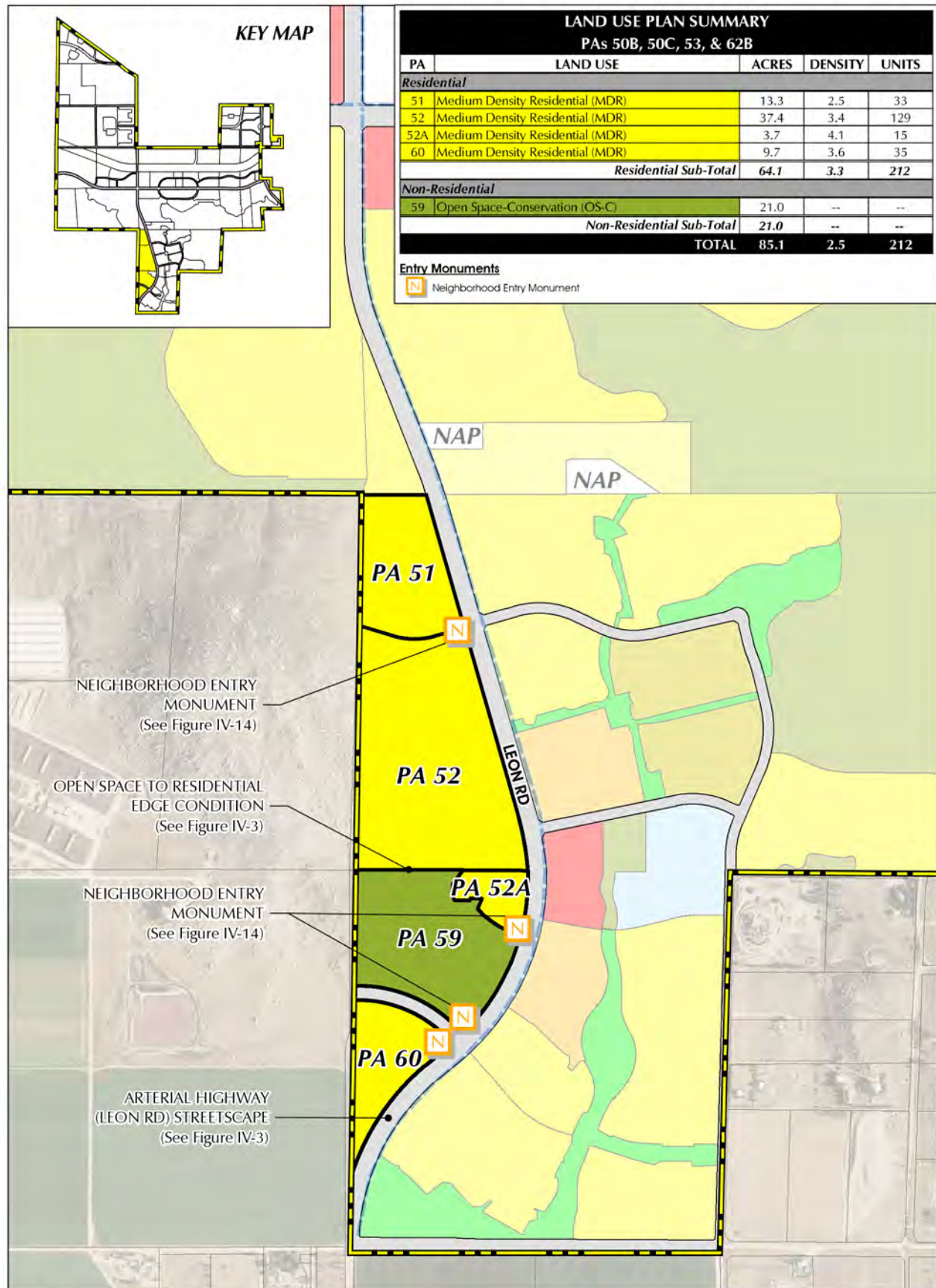


Figure III.A-12

Planning Areas 51, 52, 52A, 59, & 60





**GGG. PLANNING AREA 52: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 52, as depicted on Figure III.A-12, *Planning Areas 51, 52, 52A, 59, & 60*, provides for the development of 37.4 acres of Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 6,000 s.f. lots. This planning area will contain a maximum of 129 dwelling units at a target density of 3.45 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 52 shall be provided from Leon Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 5) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 8) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**HHH. PLANNING AREA 52A: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 52A, as depicted on Figure III.A-12, *Planning Areas 51, 52, 52A, 59, & 60*, provides for the development of 3.7 acres of Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 6,000 s.f. lots. This planning area will contain a maximum of 15 dwelling units at a target density of 4.1 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 52A shall be provided from Leon Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 5) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 8) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

### III. PLANNING AREA 53: HIGH DENSITY RESIDENTIAL

#### 1. DESCRIPTIVE SUMMARY

Planning Area 53, as depicted on Figure III.A-11, *Planning Areas 50B, 50C, 53, & 62B (portion)*, provides for the development of 11.6 acres of High Density Residential (8-14 du/ac) land uses. Homes within this planning area are multi-family units. This planning area will contain a maximum of 139 dwelling units at a target density of 12.0 du/ac.

#### 2. LAND USE AND DEVELOPMENT STANDARDS

Please refer to Ordinance No. 348.\_\_\_\_\_ .

#### 3. PLANNING STANDARDS

- 1) Access to Planning Area 53 shall be provided from Leon Road and 'GG' Street.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 4) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 5) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 8) Buildings shall be oriented to front on Leon Road and the greenbelt paseo, (Planning Area 62B). Where it possible the use of walls and fences along Leon Road shall be avoided.
- 9) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 10) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

II.A: Specific Land Use Plan

II.E: Water & Sewer Plans

II.B: Circulation Plan

II.F: Grading Plan

II.C: Open Space & Parks Plan

II.G: Phasing Plan



II.D: Drainage Plan

II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan

**JJJ. PLANNING AREA 54A: COMMERCIAL RETAIL****1. DESCRIPTIVE SUMMARY**

Planning Area 54A, as depicted in Figure III.A-13, *Planning Areas 54A, 54B, 55, 56, 57, 58, & 61*, provides for the development of a 6.3-acre commercial center in the southern portion of the community adjacent to Leon Road.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 54A shall be provided from Leon Road and ‘GG’ Street.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A commercial entry monument shall be provided within this planning area, as depicted in Figure IV-15, *Commercial Entry Monument 1-3*, Figure IV-16, *Commercial Entry Monument 5-6*, and Figure IV-17, *Commercial Entry Pavement Options*.
- 4) An edge condition shall be provided between this planning area and the adjacent park, as depicted in Figure IV-21, *Edge Condition – Commercial to Park*.
- 5) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 6) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail*.
- 7) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 8) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 9) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 10) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

II.A: Specific Land Use Plan

II.B: Circulation Plan

II.C: Open Space & Parks Plan

II.D: Drainage Plan

II.E: Water & Sewer Plans

II.F: Grading Plan

II.G: Phasing Plan

II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan

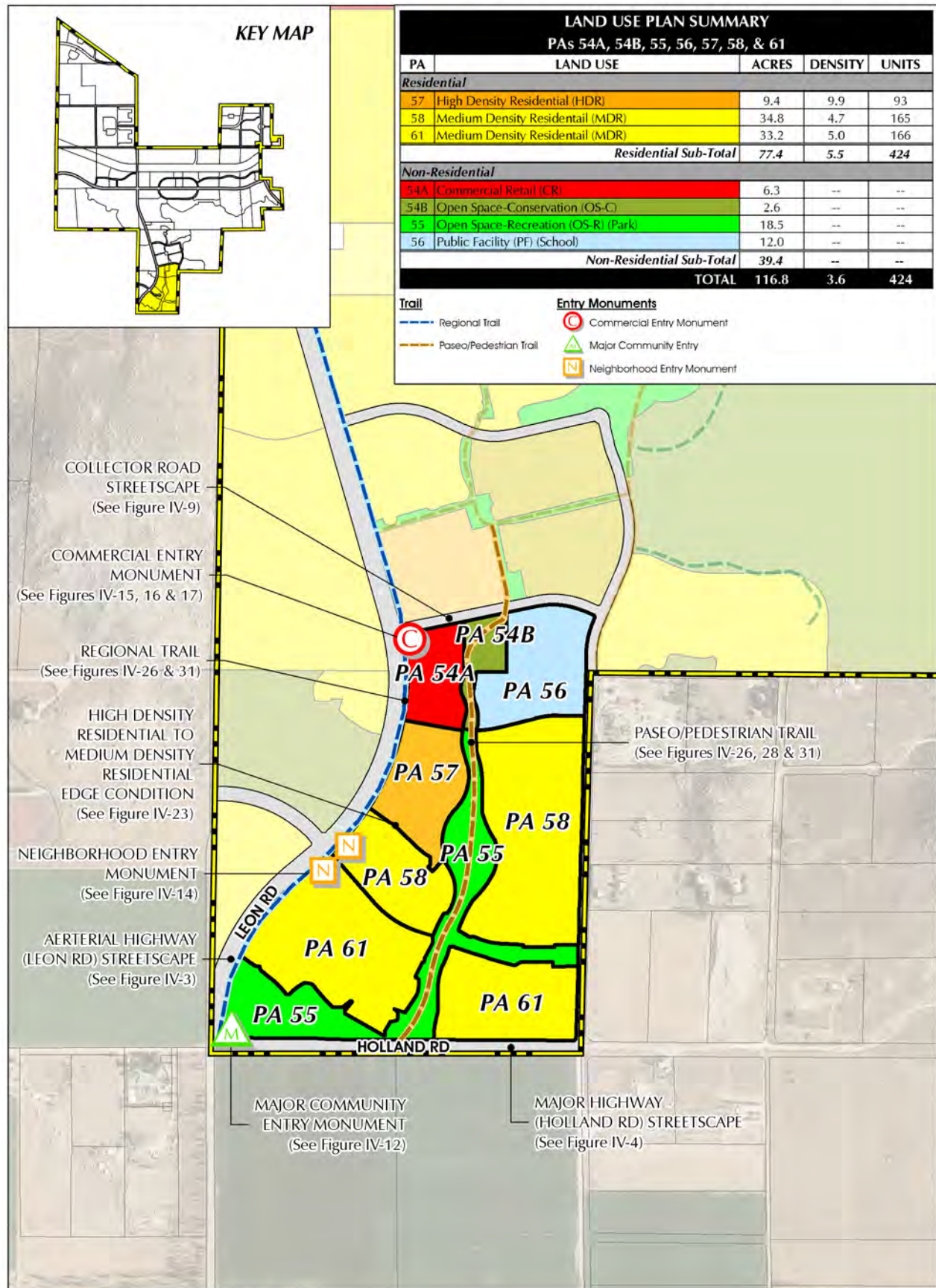


Figure III.A-13



Planning Areas 54A, 54B, 55, 56, 57, 58, & 61



**KKK. PLANNING AREA 54B: OPEN SPACE**

**1. DESCRIPTIVE SUMMARY**

Planning Area 54B, as depicted in Figure III.A-13, *Planning Areas 54A, 54B, 55, 56, 57, 58, & 61*, provides for 2.6 acres to remain as natural open space. This area is sited in the southern portion of the Project site, between school and commercial land uses. An open space trail system is planned in Planning Area 54B which will connect with a trail system in Planning Areas 55 and 62B.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Primary access to Planning Area 54B shall be provided via a collector road.
- 2) Streetscapes shall be provided as depicted in Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) An edge condition shall be provided between this planning area and the adjacent commercial land uses, as depicted in Figure IV-21, *Edge Condition – Commercial to Park*.
- 4) An edge condition shall be provided between this planning area and the adjacent school site, as depicted in Figure IV-24, *Edge Condition – Park to School*.
- 5) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 8) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**LLL. PLANNING AREA 55: OPEN SPACE – RESIDENTIAL (PARK)**

**1. DESCRIPTIVE SUMMARY**

Planning Area 55, as depicted in Figure III.A-13, *Planning Areas 54A, 54B, 55, 56, 57, 58, & 61*, provides for the development of an 18.5-acre park. This area is sited in the southern portion of the community.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 55 is provided by ‘F’ Street.
- 2) Streetscapes shall be provided as depicted in Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail*.
- 4) An edge condition shall be provided between this planning area and adjacent residential land uses, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 5) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 8) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan

**MMM. PLANNING AREA 56: PUBLIC FACILITIES (SCHOOL)**

**1. DESCRIPTIVE SUMMARY**

Planning Area 56, as depicted in Figure III.A-13, *Planning Areas 54A, 54B, 55, 56, 57, 58, & 61*, provides for the development of a 12.0-acre school under the jurisdiction of the Menifee School District that will serve grades K through 5.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 56 shall be provided from ‘GG’ Street.
- 2) The elementary school will be constructed by the Menifee School District.
- 3) Streetscapes shall be provided as depicted in Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 4) An edge condition shall be provided between this planning area and the adjacent school site, as depicted in Figure IV-24, *Edge Condition – Park to School*.
- 5) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail*.
- 6) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 7) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 8) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 9) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 10) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |



**NNN. PLANNING AREA 57: HIGH DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 57, as depicted on Figure III.A-13, *Planning Areas 54A, 54B, 55, 56, 57, 58, & 61*, provides for the development of 9.4 acres of High Density Residential (8-14 du/ac) land uses. Homes within this planning area are multi-family units. This planning area will contain a maximum of 93 dwelling units at a target density of 9.96 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 57 shall be provided from Leon Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) An edge condition shall be provided between this planning area and adjacent Medium Density Residential land uses, as depicted in Figure IV-23, *Edge Condition – High Density Residential to Medium Density Residential*.
- 4) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 5) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 6) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail*.
- 7) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 8) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 9) Buildings shall be oriented to front on Leon Road and the park paseo, (Planning Area 55). Where it possible the use of walls and fences along Leon Road shall be avoided.
- 10) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 11) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

II.A: Specific Land Use Plan

II.B: Circulation Plan

II.C: Open Space & Parks Plan

II.D: Drainage Plan

II.E: Water & Sewer Plans

II.F: Grading Plan

II.G: Phasing Plan

II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan

**000. PLANNING AREA 58: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 58, as depicted on Figure III.A-13, *Planning Areas 54A, 54B, 55, 56, 57, 58, & 61*, provides for the development of 34.8 acres of Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 4,000 s.f. lots. This planning area will contain a maximum of 165 dwelling units at a target density of 4.7 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 58 shall be provided from Leon Road and Eucalyptus Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and adjacent High Density Residential land uses, as depicted in Figure IV-23, *Edge Condition – High Density Residential to Medium Density Residential*.
- 5) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 6) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 7) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail*.
- 8) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 9) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 10) Please refer to Section IV for specific Design Guidelines and other related design criteria
- 11) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**PPP. PLANNING AREA 59: OPEN SPACE - CONSERVATION**

**1. DESCRIPTIVE SUMMARY**

Planning Area 59, as depicted in Figure III.A-12, *Planning Areas 51, 52, 59, & 60*, provides for 21.0 acres to remain as natural open space. This area is sited in the southern portion of the community adjacent to Leon Road.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) A roadway landscape treatment, as shown on Figure IV-3, is planned along Leon Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and adjacent residential land uses, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 5) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 8) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan
- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan



**QQQ. PLANNING AREA 60: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 60, as depicted on Figure III.A-12, *Planning Areas 51, 52, 59, & 60*, provides for the development of 9.7 acres of Medium Density Residential land uses. Homes within this planning area are single-family units on minimum 5,000 s.f. lots. This planning area will contain a maximum of 35 dwelling units at a target density of 3.6 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 60 shall be provided from Leon Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A neighborhood entry monument shall be provided within this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**RRR. PLANNING AREA 61: MEDIUM DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 61, as depicted on Figure III.A-13, *Planning Areas 54A, 54B, 55, 56, 57, 58, & 61*, provides for the development of 33.2 acres of Medium Density Residential (2-5 du/ac) land uses. Homes within this planning area are single-family units on minimum 4,000 s.f. lots. This planning area will contain a maximum of 166 dwelling units at a target density of 5.0 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 61 shall be provided from Leon Road, Holland Road, and Eucalyptus Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-3, *Arterial Highway (Leon Road) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) A major community entry monument shall be provided in this planning area, as depicted in Figure IV-12, *Major Community Entry Monument*.
- 4) A neighborhood entry monument shall be provided in this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 5) An edge condition shall be provided between this planning area and adjacent open space, as depicted in Figure IV-22, *Edge Condition – Open Space and Residential*.
- 6) Fuel management zones shall be provided between this planning area and open space, as depicted in Figure IV-25, *Fuel Modification Zone*.
- 7) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail*.
- 8) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 9) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 10) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 11) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**SSS. PLANNING AREA 62A: OPEN SPACE – RECREATION (PARK)**

**1. DESCRIPTIVE SUMMARY**

Planning Area 62A, as depicted in Figure III.A-10, *Planning Areas 47B, 47C, 49A, 49B, 50A, 50D, 62A, & 62B*, provides for the development of an 8.8-acre park. This area is sited in the southern portion of the Project site adjacent to Planning Area 49A.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 62A will be from collector roads and local roads via Leon Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan

- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan



**TTT. PLANNING AREA 62B: OPEN SPACE – RECREATION (PARK)**

**1. DESCRIPTIVE SUMMARY**

Planning Area 62B, as depicted in Figure III.A-10, *Planning Areas 47B, 47C, 49A, 49B, 50A, 50D, 62A, & 62B*, provides for the development of a 6.4-acre recreation area with greenbelts and paseos. This area is sited in the southern portion of the community, between differing residential land uses.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 62B shall be provided from collector roads and local roads via Leon Road.
- 2) Streetscapes shall be provided as depicted in Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) Paseos shall be constructed as depicted in Figure IV-29, *Paseo Detail*.
- 4) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 5) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 6) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 7) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan

- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan

**UUU. PLANNING AREA 63: MEDIUM HIGH DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 63, as depicted on Figure III.A-14, *Planning Areas 63, 64, 67, 74, 75A, 75B, & 76*, provides for the development of 15.1 acres devoted to Medium High Density Residential land uses. Homes within this planning area are single-family units on minimum 4,500 s.f. lots. This planning area contains a maximum of ~~120~~76 dwelling units at a target density of ~~85~~85.0 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 63 shall be provided directly from Beeler Rd and from Simpson Road via local streets through PA 67.
- 2) Streetscapes shall be provided as depicted in Figure IV-6, *Major Highway (Simpson Rd) Streetscape*, Figure IV-7, *Secondary Highway (Olive Ave and Beeler Rd) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) Two Neighborhood Entry Monuments ~~may~~should be provided for this planning area, one located along Beeler Rd and one along the local street from PA 67 as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and adjacent park, as depicted in Figure IV-22, *Edge Condition – Open Space to Residential*.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

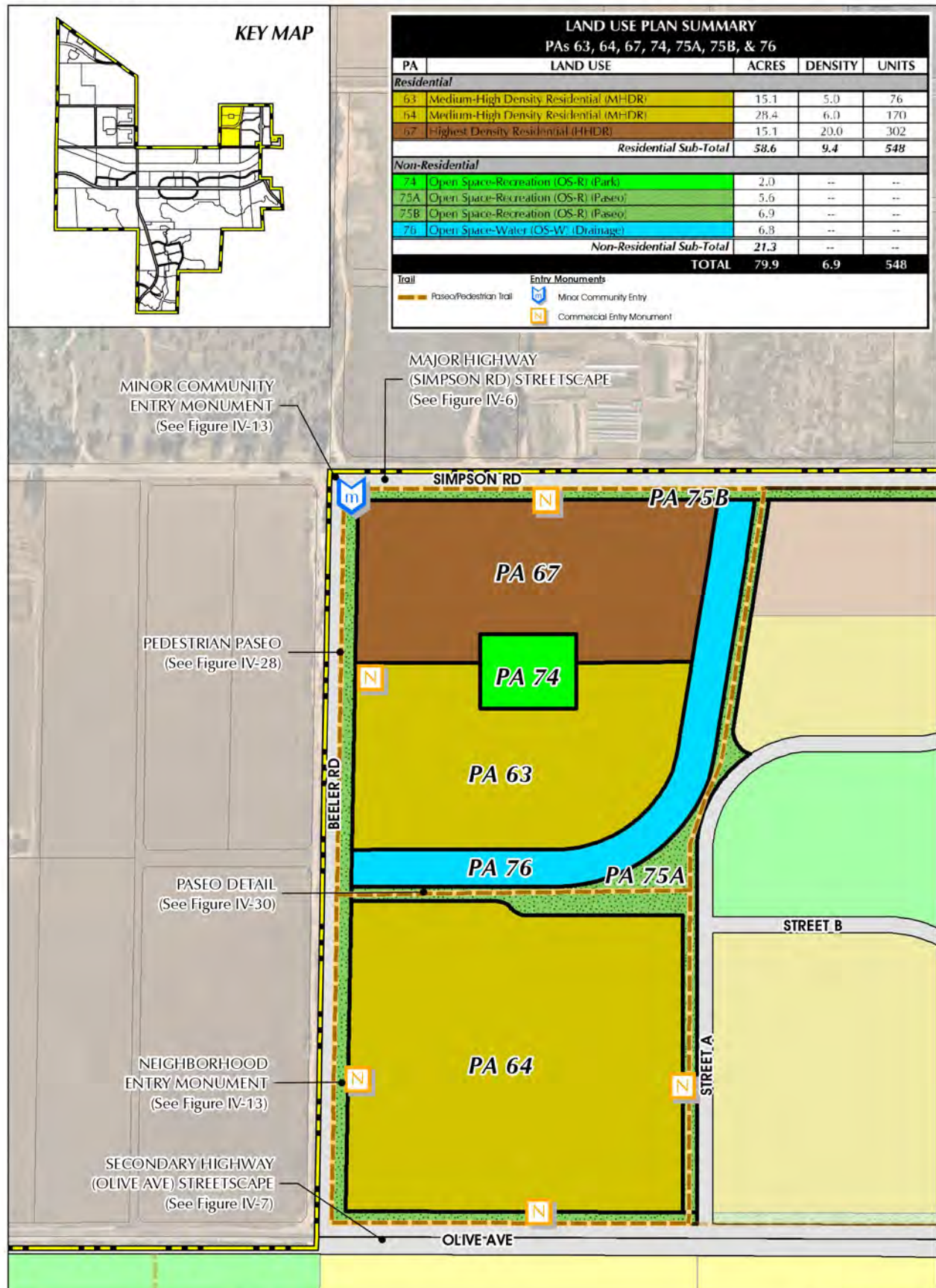


Figure III.A-14

Planning Areas 63, 64, 67, 74, 75A, 75B, & 76





**VVV. PLANNING AREA 64: MEDIUM HIGH DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 64, as depicted on Figure III.A-14, *Planning Areas 63, 64, 67, 74, 75A, 75B, & 76*, provides for the development of 28.4 acres devoted to Medium High Density Residential land uses. Homes within this planning area are single-family units on minimum 4,500 s.f. lots. This planning area contains a maximum of ~~227~~170 dwelling units at a target density of 68.0 du/ac. As an alternative use in lieu of residential uses, Planning Area 64 may be developed as a potential 24.0-acre middle school site. However, any further action regarding development as a school would be the responsibility of the Hemet Unified School District (HUSD).

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 64 may be provided from Olive Ave, Beeler Rd, and Local Street A.
- 2) Streetscapes shall be provided as depicted in Figure IV-7, *Secondary Highway (Olive Ave and Beeler Rd) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 3) Three Neighborhood Entry Monuments ~~may~~should be provided for this planning area, with one located along Beeler Rd, Olive Ave, and Street A as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and adjacent paseo, as depicted in Figure IV-22, *Edge Condition – Open Space to Residential*.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan

- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan

**WWW. PLANNING AREA 65: MEDIUM HIGH DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 65, as depicted on Figure III.A-15, *Planning Areas 65, 66, 68, 72, 73, & 75D*, provides for the development of 9.6 acres devoted to Medium High Density Residential land uses. Homes within this planning area are single-family units on minimum 4,500 s.f. lots. This planning area contains a maximum of ~~76-48~~ dwelling units at a target density of ~~85.0~~ du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 65 may be provided from Rice Road, Street A and Simpson Road via Local Streets through PA 68.
- 2) Streetscapes shall be provided as depicted in Figure IV-6, *Major Highway (Simpson Rd) Streetscape*, Figure IV-8, *Major Highway (Rice Rd) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*. Community design shall provide for the homes to front the park, where practical.
- 3) Three Neighborhood Entry Monuments ~~may-should~~ be provided in this planning area, along Street A, Rice Road and along the Local Street through PA 68. These monuments shall be provided as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and adjacent paseo, as depicted in Figure IV-22, *Edge Condition – Open Space to Residential*. Community design shall provide for the homes along Street A to front the park, where practical.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

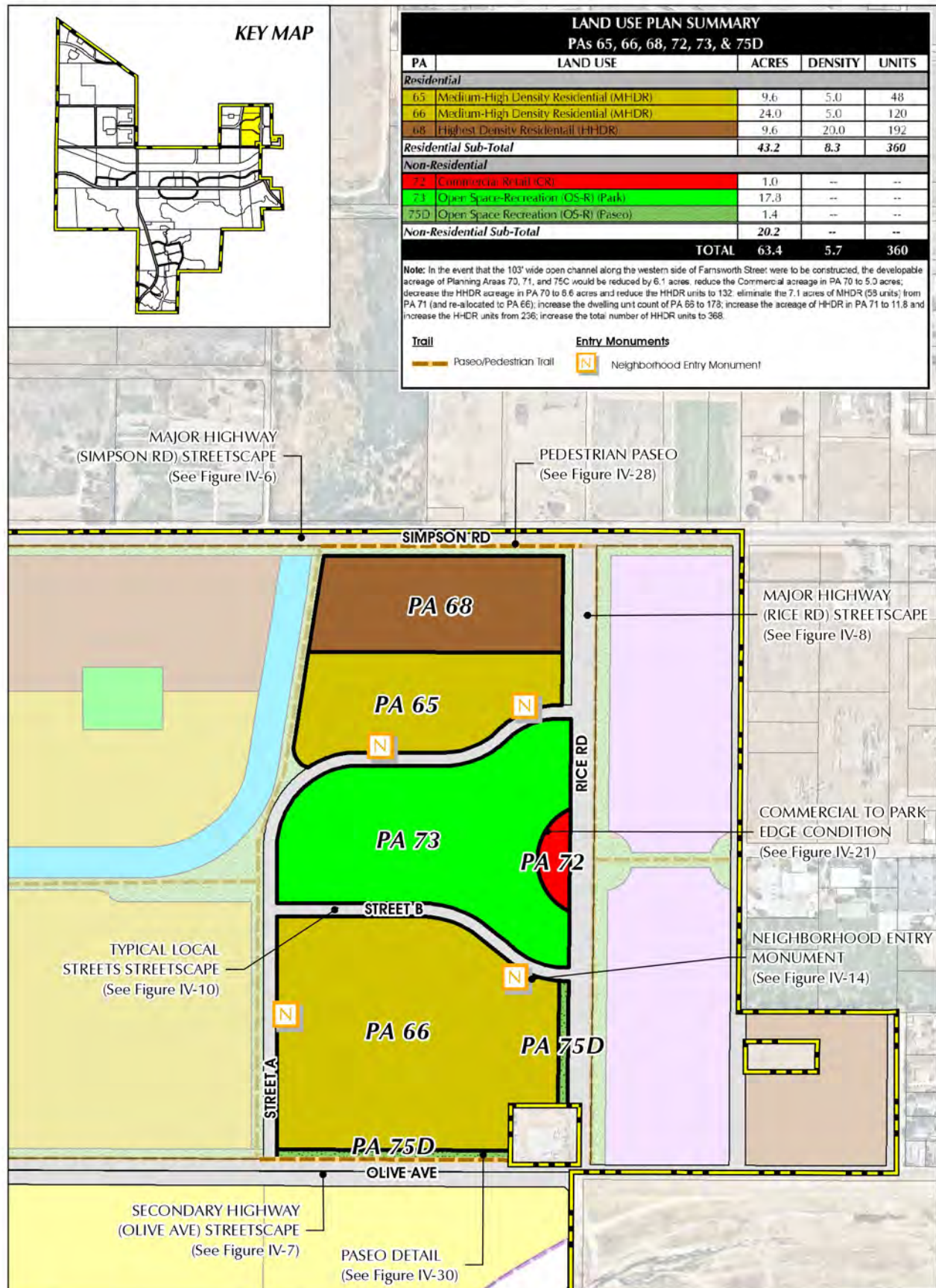


Figure III.A-15

Planning Areas 65, 66, 68, 72, 73, & 75D





**XXX. PLANNING AREA 66: MEDIUM HIGH DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 66, as depicted on Figure III.A-15, *Planning Areas 65, 66, 68, 72, 73, & 75D*, provides for the development of 24.0 acres devoted to Medium High-Density Residential land uses. Homes within this planning area are single-family units on minimum 4,500 s.f. lots. This planning area contains a maximum of ~~192~~ 120 dwelling units at a target density of ~~85.0~~ 85.0 du/ac.

In the event that the 103' wide open channel along the western side of Farnsworth Street were to be constructed, the unit count of Planning Area 66 would be increased by 58 units from 120 units to 178 units, with the elimination of MHDR land uses within Planning Area 71 and the re-allocation of those 58 units from Planning Area 71 to Planning Area 66.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348. \_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 66 may be provided from Rice Road, Olive Avenue, Street A and Street B.
- 2) Streetscapes shall be provided as depicted in Figure IV-7, *Secondary Highway (Olive Ave and Beeler Rd) Streetscape*, Figure IV-8, *Major Highway (Rice Rd) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*. Community design shall provide for the homes to front the park, where practical.
- 3) Four Neighborhood Entry Monuments may be provided in this planning area, as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 4) An edge condition shall be provided between this planning area and adjacent paseo, as depicted in Figure IV-22, *Edge Condition – Open Space to Residential*. Community design shall provide for the homes along Street B to front the park, where practical.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

II.A: Specific Land Use Plan

II.E: Water & Sewer Plans

II.B: Circulation Plan

II.F: Grading Plan

II.C: Open Space &amp; Parks Plan

II.G: Phasing Plan

II.D: Drainage Plan

II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan

**YYY. PLANNING AREA 67: HIGHEST DENSITY RESIDENTIAL****1. DESCRIPTIVE SUMMARY**

Planning Area 67, as depicted on Figure III.A-14, *Planning Areas 63, 67, 74, 75A, 75B, & 76*, provides for the development of 15.1 acres devoted to Highest Density Residential land uses, to reflect the County's housing requirements of the West Winchester Neighborhood 1 of the Harvest Valley/Winchester Area Plan, which requires 25% of development at HHDR densities. This Highest Density Residential Planning Area will contain a maximum of ~~392~~302 dwelling units at a target density of ~~2620~~200.0 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) The proposed number of dwelling units contained in an implementing subdivision or plot plan application within Planning Area 67 may be either above or below the target dwelling units provided that the resulting density is within the HHDR density range (20-40 du/ac), and the maximum number of dwelling units for the entire Specific Plan is not exceeded.
- 2) Access to Planning Area 67 may be provided from Simpson Road and Beeler Road via Local Streets.
- 3) Streetscapes shall be provided as depicted in Figure IV-6, *Major Highway (Simpson Rd) Streetscape*, Figure IV-7, *Secondary Highway (Olive Ave and Beeler Rd) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 4) One Minor Community entry monument may be provided along Simpson Rd, and designed as depicted in Figure IV-13, *Minor Community Entry Monument*.
- 5) Two Neighborhood Entry Monuments may be provided along Simpson Road, and Beeler Road and designed as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 6) An edge condition shall be provided between this planning area and adjacent paseo, as depicted in Figure IV-22, *Edge Condition – Open Space to Residential*.
- 7) Community design shall provide for the homes to front the paseo along Rice Rd, Simpson Rd, and PA 70, immediately south of Planning Area 67, where practical.
- 8) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.

- 9) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 10) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 11) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan

- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan



**ZZZ. PLANNING AREA 68: HIGHEST DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 68, as depicted on Figure III.A-15, *Planning Areas 65, 66, 68, 72, 73, & 75D*, provides for the development of 9.6 acres devoted to Highest Density Residential land uses, to reflect the County’s housing requirements of the West Winchester Neighborhood 1 of the Harvest Valley/Winchester Area Plan, which requires 25% of development at HHDR densities. This Planning Area will contain a maximum of ~~205-192~~ dwelling units at a target density of ~~24~~20.0 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) The proposed number of dwelling units contained in an implementing subdivision or plot plan application within Planning Area 68 may be either above or below the target dwelling units provided that the resulting density is within the HHDR density range (20-40 du/ac), and the maximum number of dwelling units for the entire Specific Plan is not exceeded.
- 2) Access to Planning Area 68 may be provided from Simpson Road and Rice Road via local streets.
- 3) Streetscapes shall be provided as depicted in Figure IV-6, *Major Highway (Simpson Rd) Streetscape*, Figure IV-8, *Major Highway (Rice Rd) Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 4) Two Neighborhood Entry Monuments may be provided at the southern boundary of Planning Area 68 where local streets connect from Planning Area 65 to the south and/or at the intersection of Rice Road and Simpson Road, and designed as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 5) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 6) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 7) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 8) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**AAAA. PLANNING AREA 69: HIGHEST DENSITY RESIDENTIAL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 69, as depicted on Figure III.A-16, *Planning Areas 69, 70, 71, & 75C*, provides for the development of 7.9 acres devoted to Highest Density Residential land uses, consistent with the housing requirements of the Winchester Town Center Neighborhood 7 of the Harvest Valley/Winchester Area Plan, which requires 50% of development at HHDR densities. This Planning Area will contain a maximum of ~~205-158~~ dwelling units at a target density of ~~206~~.0 du/ac.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) The proposed number of dwelling units contained in an implementing subdivision or plot plan application within Planning Area 69 may be either above or below the target dwelling units provided that the resulting density is within the HHDR density range (20-40 du/ac), and the maximum number of dwelling units for the entire Specific Plan is not exceeded.
- 2) Access to Planning Area 69 may be provided from Farnsworth Street, Longfellow Avenue, and Olive Avenue
- 3) A perimeter road, internal drive aisles or other buffering is encouraged on the northern boundary of Planning Area 69, between the residential uses and the adjacent existing park to the north to minimize use conflicts.
- 4) Streetscapes shall be provided as depicted in Figure IV-7, *Secondary Highway (Olive Avenue and Beeler Road) Streetscape*, Figure IV-9, *Collector Road Streetscape*, and Figure IV-10, *Typical Local Street Streetscape*.
- 5) One Minor Community entry monument may be provided along Olive Avenue, and designed as depicted in Figure IV-13, *Minor Community Entry Monument*.
- 6) Two Neighborhood Entry Monuments may be provided along Farnsworth Street, Longfellow Road and Olive Avenue. The neighborhood entry monuments shall be designed as depicted in Figure IV-14, *Neighborhood Entry Monument*.
- 7) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 8) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 9) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 10) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

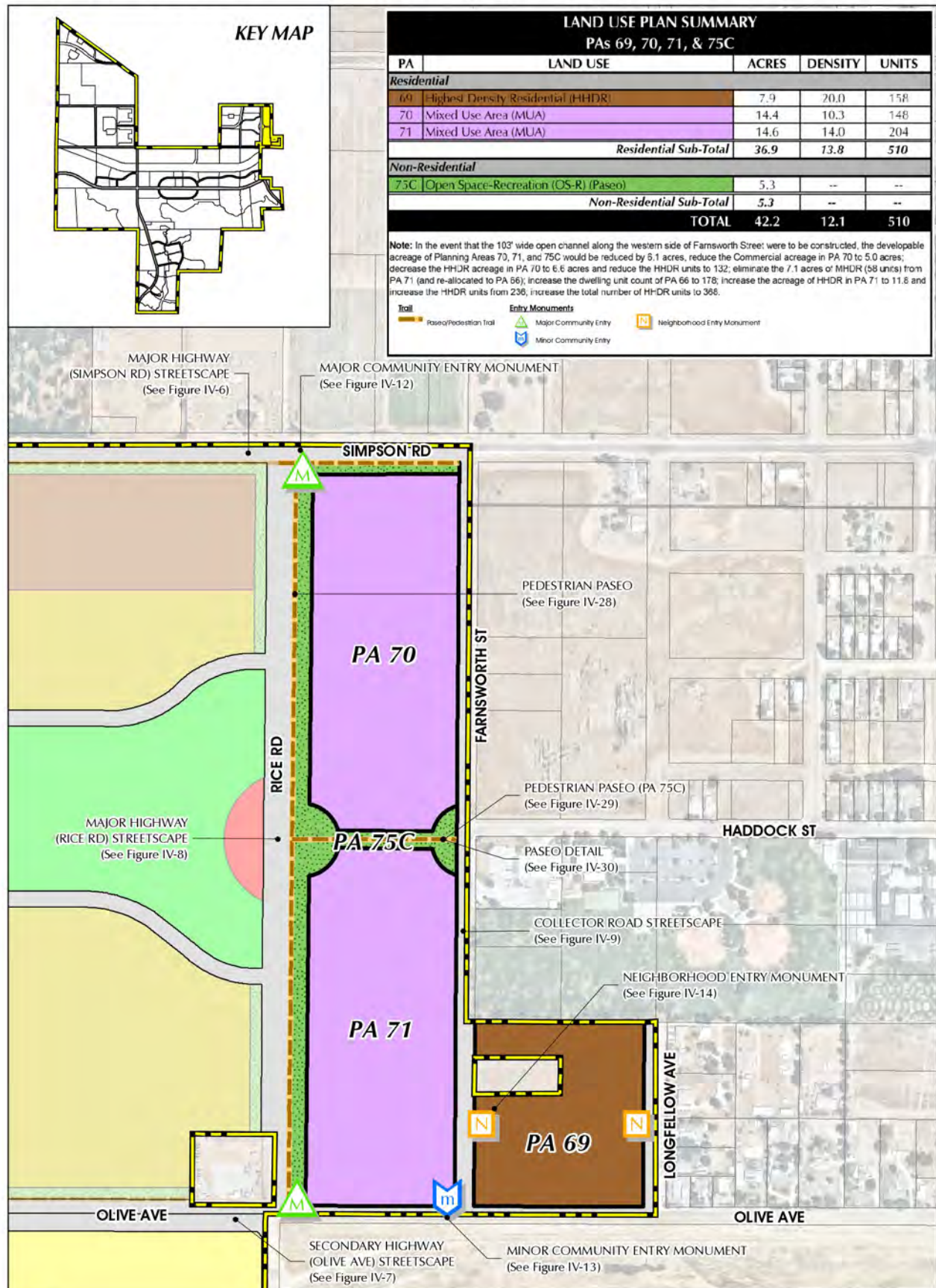


Figure III.A-16

Planning Areas 69, 70, 71, & 75C





**BBB. PLANNING AREA 70: MIXED USE AREA****1. DESCRIPTIVE SUMMARY**

Planning Area 70, as depicted on Figure III.A-16, *Planning Areas 69, 70, 71, & 75C*, is an integral part of the WINCHESTER HILLS Specific Plan and offers residents with a walkable neighborhood in close proximity to the Central Park and heart of the Winchester community. Planning Area 70 provides for the development of 14.4 acres devoted to Mixed Use Area land uses, which may include 7.4 acres of Highest Density Residential uses and 7.0 acres of Commercial Retail uses, to reflect the requirements of the Winchester Town Center Neighborhood 5 of the Harvest Valley/Winchester Area Plan, which requires 35% of development at HHDR densities. This Planning Area provides for the combination of residential densities, along with neighborhood and/or general commercial uses including retail stores, services, offices, restaurants, and entertainment in a horizontal and/or vertical mixed use pattern. The residential portion of this Planning Area will contain a maximum of ~~192-148~~ dwelling units on 7.4 acres at a target density of ~~2620.0~~ du/ac in the Highest Density Residential uses. This Planning Area is located east of Rice Road and west of Farnsworth Street, and provides a transition between the WINCHESTER HILLS Specific Plan and adjacent Winchester Community Center Overlay area to the east. This land use designation is intended to provide flexibility as the community adapts to the anticipated intensification of the Community Center Overlay area, and proposed infrastructure projects such as the Highway 79 realignment and future Metrolink station within Winchester.

In the event that the 103' wide open channel along the western side of Farnsworth Street were to be constructed, the developable acreage and unit count of Planning Area 70 would be reduced. Specifically, the the Commercial acreage in Planning Area 70 would be reduced by 2.0 acres from 7.0 acres to 5.0 acres; and the Highest Density Residential acreage in Planning Area 70 would be reduced by 0.8 acres from 7.4 acres to 6.6 acres, and the HHDR units in Planning Area 70 would be reduced by 16 units from 148 to 132.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_ .

**3. PLANNING STANDARDS**

- 1) The proposed number of dwelling units contained in an implementing subdivision or plot plan application within Planning Area 70 may be either above or below the target dwelling units provided that the resulting density is within the HHDR density range (20-40 du/ac), and the maximum number of dwelling units for the entire Specific Plan is not exceeded.
- 2) Access to Planning Area 70 shall be provided from Rice Road, Simpson Avenue and Farnsworth Street.
- 3) Commercial structures shall be designed to be oriented towards Rice Road.
- 4) Planning Area 70 shall provide public open space in the form of active facilities such as basketball courts, volleyball courts, tot-lots, and barbecue areas, but may also include recreational amenities common to urbanized areas, such as public plazas, fountains, gathering areas, small commons, and courtyards. These facilities shall be counted towards satisfying the parkland requirements of the County of Riverside and Quimby Act.

- 5) One Major Community Entry monument may be provided, at the northern intersection of Rice Road and Simpson Road, as depicted in Figure IV-12, *Major Community Entry Monument*.
- 6) A commercial entry monument ~~may~~ should be provided within this Planning Area, as depicted in Figure IV-15, *Commercial Entry Monument (Options 1-3)*, Figure IV-16, *Commercial Entry Monument (Options 4-6)*, and Figure IV-17, *Commercial Entry Pavement Options*.
- ~~74~~ Streetscapes shall be provided as depicted in Figure IV-6, *Major Highway (Simpson Road) Streetscape*, Figure IV-8, *Major Highway (Rice Rd) Streetscape*, and Figure IV-9, *Collector Road Streetscape*.
- ~~85~~ An edge condition shall be provided between this planning area and adjacent park, as depicted in Figure IV-22, *Edge Condition – Open Space to Residential*.
- ~~96~~ Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- ~~107~~ Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- ~~118~~ Please refer to Section IV for specific Design Guidelines and other related design criteria.
- ~~129~~ Please refer to Section II for the following Development Plans and Standards that apply project-wide:
  - II.A: Specific Land Use Plan
  - II.B: Circulation Plan
  - II.C: Open Space & Parks Plan
  - II.D: Drainage Plan
  - II.E: Water & Sewer Plans
  - II.F: Grading Plan
  - II.G: Phasing Plan
  - II.H: Landscaping Plan
  - II.I: Comprehensive Maintenance Plan

**CCCC. PLANNING AREA 71: MIXED USE AREA****1. DESCRIPTIVE SUMMARY**

Planning Area 71, as depicted on Figure III.A-16, *Planning Areas 69, 70, 71, & 75C*, is an integral part of the WINCHESTER HILLS Specific Plan and offers residents with a walkable neighborhood in close proximity to the Central Park and heart of the Winchester community. Planning Area 71 provides for the development of 14.6 acres devoted to Mixed Use Area land uses, which may include 7.3 acres of Highest Density Residential uses and 7.3 acres of Medium Highest Density Residential uses, to reflect the housing requirements of the Winchester Town Center Neighborhood 7 of the Harvest Valley/Winchester Area Plan, which requires 50% of development at HHDR densities. A portion of this Planning Area will contain a maximum of ~~189~~146 dwelling units at a target density of ~~206~~206.0 du/ac in the Highest Density Residential uses and a maximum of ~~58~~58 dwelling units at a target density of ~~7.98~~7.98 du/ac in the Medium High Density Residential uses, for a maximum total of ~~247~~204 dwelling units. This Planning Area is located east of Rice Road and west of Farnsworth Street, and provides a transition between the WINCHESTER HILLS Specific Plan and adjacent Community Center Overlay area to the east. This land use designation is intended to provide flexibility as the community adapts to the anticipated intensification of the Community Center Overlay area, and proposed infrastructure projects such as the Highway 79 realignment and future Metrolink station within Winchester.

In the event that the 103' wide open channel along the western side of Farnsworth Street were to be constructed, the developable acreage and unit count of Planning Area 71 would be reduced. Specifically, this would result in the elimination of the 7.1 acres of MHDR land uses (58 units) from Planning Area 71 (and re-allocate those 58 units to Planning Area 66); and would increase the acreage of HHDR land uses in Planning Area 71 by 4.5 acres from 7.3 acres to 11.8 acres, and increase the HHDR units by 90 units from 146 to 236 units.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) The proposed number of dwelling units contained in an implementing subdivision or plot plan application within Planning Area 71 may be either above or below the target dwelling units provided that the resulting density is within the HHDR density range (20-40 du/ac), and the maximum number of dwelling units for the entire Specific Plan is not exceeded.
- 2) Access to Planning Area 71 shall be provided from Rice Road, Farnsworth Street, and Olive Avenue.
- 3) Planning Area 71 shall provide public open space in the form of active facilities such as basketball courts, volleyball courts, tot-lots, and barbecue areas, but may also include recreational amenities common to urbanized areas, such as public plazas, fountains, gathering areas, small commons, and courtyards. These facilities shall be counted towards satisfying the parkland requirements of the County of Riverside and Quimby Act.
- 4) One major community entry monument may be provided, at the southern intersection of Rice Road and Simpson Road, as depicted in Figure IV-12, *Major Community Entry Monument*.



- 5) Streetscapes shall be provided as depicted in Figure IV-7, *Secondary Highway (Olive Avenue and Beeler Rd) Streetscape*, Figure IV-8, *Major Highway (Rice Rd) Streetscape*, and Figure IV 9, *Collector Road Streetscape*.
- 6) An edge condition shall be provided between this planning area and adjacent park, as depicted in Figure IV-22, *Edge Condition – Open Space to Residential*.
- 7) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 8) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 9) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 10) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

II.A: Specific Land Use Plan	II.E: Water & Sewer Plans
II.B: Circulation Plan	II.F: Grading Plan
II.C: Open Space & Parks Plan	II.G: Phasing Plan
II.D: Drainage Plan	II.H: Landscaping Plan
	II.I: Comprehensive Maintenance Plan

**DDDD. PLANNING AREA 72: COMMERCIAL RETAIL**

**1. DESCRIPTIVE SUMMARY**

Planning Area 72, as depicted in Figure III.A-15, *Planning Areas 65, 66, 68, 72, 73, & 75D*, provides for the development of a 1.0-acre commercial area with pedestrian-oriented uses that complement the Mixed Use Areas across Rice Road, such as bagel shops, dry cleaners, ice cream shops, coffee shops, and outdoor eating areas intended to serve residents in the neighboring Planning Areas and people visiting the Central Park in Planning Area 73. The pedestrian-oriented uses within Planning Area 72 are encouraged to minimize the use of the Central Park’s parking areas by offering commercial uses that would be accessed by foot or bicycle from the park and the neighborhoods in Planning Areas 64, 65, 66, 67, 68, 69, 70 and 71, rather than by automobile.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Access to Planning Area 72 shall be provided via Rice Road.  
  
Streetscapes shall be provided as depicted in Figure IV-8, *Major Highway (Rice Rd) Streetscape*.
- 2) A commercial entry monument ~~may~~should be provided within this Planning Area, as depicted in Figure IV-15, *Commercial Entry Monument (Options 1-3)*, Figure IV-16, *Commercial Entry Monument (Options 4-6)*, and Figure IV-17, *Commercial Entry Pavement Options*.
- 3) An edge condition shall be provided between this planning area and adjacent commercial site, as depicted in Figure IV-21, *Edge Condition – Commercial to Park*.
- 4) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 5) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 6) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**EEEE. PLANNING AREA 73: OPEN SPACE – RECREATION (PARK)****1. DESCRIPTIVE SUMMARY**

Planning Area 73, as depicted in Figure III.A-15, *Planning Areas 65, 66, 68, 72, 73, & 75D*, provides for the development of a 17.8-acre Central Park. This Central Park is sited in the northeastern portion of WINCHESTER HILLS adjacent to Planning Areas 65, 66, and 72. This Central Park is intended to be a community focal point, providing pedestrian, bicycle and community-oriented uses that complement the mix of commercial and residential uses to the east, such as a community green, concert amphitheater, and farmer’s market. However, a portion of the park may include a lake/pond, recreation building, community center, pool facilities, tot lot, and temporary, flexible sport areas, such as practice soccer fields with portable goals, baseball fields with portable backstops, basketball courts, bocce courts, and sand volleyball courts. This park is not intended to serve as an intensive sports park and lighted sports fields are strongly discouraged, because lighted sports fields exist nearby within the Specific Plan. This public Central Park is anticipated to be owned and maintained by Valley-Wide Recreation and Park District.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Detailed park plans for Planning Area 73 shall be submitted prior to the issuance of the 695<sup>th</sup> building permit within Planning Areas 65, 66, 68, 70, and 71.
- 2) The Central Park within Planning Area 73 shall be constructed and fully operable prior to the issuance of the 1,040<sup>th</sup> building permit within Planning Areas 65, 66, 68, 70, and 71.
- 3) Parking for the Central Park should be located in the western portion of Planning Area 73 along Street ‘A’ or Street ‘B’ to minimize the use of the park’s parking for the residential and commercial uses in Planning Areas 70,71 and 72.
- 4) Access to Planning Area 73 may be provided from Rice Rd, Local Street A, and Local Street B.
- 5) An edge condition shall be provided between this planning area and adjacent commercial site, as depicted in Figure IV-21, *Edge Condition – Commercial to Park*.
- 6) Streetscapes shall be provided as depicted in Figure IV-10, *Major Highway (Rice Rd) Streetscape*, and Figure IV-13, *Typical Local Street Streetscape*.
- 7) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 8) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 9) Please refer to Section IV for specific Design Guidelines and other related design criteria.10) Please refer to Section II for the following Development Plans and



Standards that apply project-wide:

II.A: Specific Land Use Plan

II.B: Circulation Plan

II.C: Open Space & Parks Plan

II.D: Drainage Plan

II.E: Water & Sewer Plans

II.F: Grading Plan

II.G: Phasing Plan

II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan

**FFFF. PLANNING AREA 74: OPEN SPACE – RECREATION (PARK)**

**1. DESCRIPTIVE SUMMARY**

Planning Area 74, as depicted in Figure III.A-14, *Planning Areas 63, 64, 67, 74, 75A, 75B, & 76*, provides for the development of a 2.0-acre park. This area is sited in the northeastern portion of WINCHESTER HILLS surrounded by residential Planning Areas 63 and 67 and may include a basketball court, volleyball court, gazebo, picnic areas, and a tot lot or other similar amenities.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Detailed park plans for Planning Area 74 shall be submitted prior to the issuance of the 255<sup>th</sup> building permit within Planning Areas 63 and 67.
- 2) The park within Planning Area 74 shall be constructed and fully operable prior to the issuance of the 385<sup>th</sup> building permit within Planning Areas 63 and 67.
- 3) Access to Planning Area 74 shall be provided from Local Streets via Beeler Rd and Simpson Rd.
- 4) Streetscapes shall be provided as depicted in Figure IV-13, *Typical Local Street Streetscape*.
- 5) An edge condition shall be provided between this planning area and adjacent residential planning areas, as depicted in Figure IV-22, *Edge Condition – Open Space to Residential*.
- 6) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 7) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 8) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 9) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |

**GGGG. PLANNING AREAS 75A, 75B, AND 75D: OPEN SPACE – RECREATION (PASEO)**

**1. DESCRIPTIVE SUMMARY**

Planning Areas 75A, 75B, and 75D, as depicted in Figure III.A-14, Figure III.A-15, and Figure III.A-16, provides for the development of 13.9 acres of landscaped paseos. These paseos separate land uses and establish a pedestrian link between the Community Center Overlay to the east, the Mixed Use Areas, commercial areas, parks and residential neighborhoods. These paseos run along Rice Road, Simpson Road, Beeler Road, Olive Avenue, and local streets and may include fitness stations and benches. In addition, the paseo within PA 75A may include a recreation building, pool, tot lot, or other similar amenities. These paseos shall maintain a minimum width of 20’.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) The Paseos within Planning Areas 75A, 75B, and 75D shall be constructed with the development of the adjacent Planning Areas or with the construction of the abutting roadways (Olive Avenue, Beeler Road, Simpson Road and Rice Road).
- 2) Access to Planning Areas 75A, 75B, and 75D shall be provided from Rice Rd, Simpson Rd, Beeler Road, Olive Avenue, Farnsworth Rd, and local streets.
- 3) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 4) Paseos within Planning Areas 75A, 75B, and 75D shall be constructed as depicted in Figure IV-28, *Pedestrian Paseo*.
- 5) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 6) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- II.A: Specific Land Use Plan
- II.B: Circulation Plan
- II.C: Open Space & Parks Plan
- II.D: Drainage Plan

- II.E: Water & Sewer Plans
- II.F: Grading Plan
- II.G: Phasing Plan
- II.H: Landscaping Plan
- II.I: Comprehensive Maintenance Plan



**HHHH. PLANNING AREA 75C: OPEN SPACE – RECREATION (PASEO)****1. DESCRIPTIVE SUMMARY**

Planning Area 75C, as depicted in Figure III.A-16, provides for the development of 5.3 acres of landscaped paseos complementing the mixed-use development in Planning Areas 70 and 71. This paseo has three segments with three distinct purposes: the first segment is located along Rice Road, creating a 45' wide pedestrian promenade with Rice Road on one side and the mixed use development on the other. Along this segment, the paseo establishes a walkable urban promenade and plaza environment that complements and connects the community's mix of residential, recreational and commercial uses. The second segment is located between PA 70 and 71, and the third segment is located along Simpson Road. The paseo segment between the Mixed Use Areas of Planning Areas 70 and 71 provide a public plaza environment that may include a public plaza, concrete promenade path, ornamental landscaping, benches, and other similar amenities. The paseo segment along Simpson Road may include fitness stations and benches, and establishes a pedestrian link between the paseos within PA 75B and 75D, the Community Center Overlay to the east, the Mixed Use Areas, and residential neighborhoods.

In the event that the 103' wide open channel along the western side of Farnsworth Street were to be constructed, the developable acreage and unit count of Planning Area 75C would be reduced by 0.5 acres from 5.3 acres to 4.8 acres.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) The Paseo within Planning Area 75C shall be constructed at the time of the development of the abutting Planning Areas 70 or 71. Whichever Planning Area is developed first shall construct the portion of PA 75 located between Planning Areas 70 and 71.
- 2) Access to Planning Area 75C shall be provided from Rice Rd, Simpson Rd, Olive Avenue, and Farnsworth Street.
- 3) Trails, paseos, and bike trails shall be provided as depicted in Figure IV-26, *Non-Vehicular Circulation Plan*.
- 4) The Paseo within Planning Area 75C shall be constructed as depicted in Figure IV-29, *Pedestrian Paseo (PA 75C)*.
- 5) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 6) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

II.A: Specific Land Use Plan

II.E: Water & Sewer Plans

II.B: Circulation Plan

II.F: Grading Plan

II.C: Open Space & Parks Plan

II.D: Drainage Plan

II.G: Phasing Plan

II.H: Landscaping Plan

II.I: Comprehensive Maintenance Plan

**JJJJ. PLANNING AREA 76: OPEN SPACE – WATER (DRAINAGE)**

**1. DESCRIPTIVE SUMMARY**

Planning Area 76, as depicted in Figure III.A-14, *Planning Areas 63, 64, 67, 74, 75A, 75B, & 76*, provides for the development of a 6.8-acre drainage channel. This channel is surrounded by Planning Areas 63, 67, and 75A and serves as a drainage corridor that conveys storm water through the northeastern portion of the Specific Plan Area.

**2. LAND USE AND DEVELOPMENT STANDARDS**

Please refer to Ordinance No. 348.\_\_\_\_\_.

**3. PLANNING STANDARDS**

- 1) Walls and fencing shall be provided as depicted in Figure IV-18, *Wall and Fencing Elevations*.
- 2) Please refer to Section IV for specific Design Guidelines and other related design criteria.
- 3) Please refer to Section II for the following Development Plans and Standards that apply project-wide:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| II.A: Specific Land Use Plan  | II.E: Water & Sewer Plans            |
| II.B: Circulation Plan        | II.F: Grading Plan                   |
| II.C: Open Space & Parks Plan | II.G: Phasing Plan                   |
| II.D: Drainage Plan           | II.H: Landscaping Plan               |
|                               | II.I: Comprehensive Maintenance Plan |



**III.B. DEVELOPMENT STANDARDS**

~~This section addresses the development standards for each type of housing products within WINCHESTER HILLS. The development standards within this section only apply to Planning Areas 1, 2, 4A, 4B, 63, 64, 65, 66, 67, 68, 69, 70, 71, and 72 of the Specific Plan. The development standards for all the other Planning Areas are referenced in the Specific Plan's Zoning Ordinance. Medium High Density Residential includes traditional lot homes as well as rear-loaded small lot homes. Highest Density Residential includes tuck-under condominiums or apartments, garden apartments or condominiums, and walk up apartments or condominiums. Mixed Use Areas include loft style apartments or condominiums and tuck-under townhomes.~~

~~The Plotting Development Standard graphics presented in this section (Figure III.B-1 through Figure III.B-5) illustrate the development standards and provide information regarding the zoning requirements for each type of residence within the community.~~

~~A Specific Plan Zoning Ordinance has been approved in conjunction with this Specific Plan. The zoning provisions within that ordinance formally establish use restrictions and development standards for each Planning Area. The zoning provisions should be used in conjunction with the planning standards for each respective Planning Area. In cases where the Zoning Ordinance and the Development Standards contained within this Specific Plan document conflict, the Zoning Ordinance shall prevail, unless the Planning Director (or equivalent) determines that the Specific Plan shall prevail. A summary of the land uses, densities, and lot sizes provided for each Planning Area within the WINCHESTER HILLS Specific Plan is summarized in Table II-1, *Detailed Land Use Summary*.~~

**~~A. RESIDENTIAL DEVELOPMENT STANDARDS~~**

**~~1. MEDIUM HIGH DENSITY RESIDENTIAL (MHDR)~~**

~~THE DEVELOPMENT STANDARDS FOR MEDIUM HIGH DENSITY RESIDENTIAL LAND USES WITHIN PLANNING AREAS 63, 64, 65, 66, AND 71 ACCOMMODATE MULTIPLE PRODUCT TYPES, INCLUDING TRADITIONAL HOMES ON MINIMUM 4,500 SQUARE FOOT LOTS, AND REAR LOADED SMALL LOT HOMES ON MINIMUM 3,200 SQUARE FOOT LOTS. SPECIFIC DEVELOPMENT STANDARDS FOR MEDIUM HIGH DENSITY RESIDENTIAL LAND USES ARE SHOWN IN TABLE III.B-1, *MEDIUM HIGH DENSITY RESIDENTIAL DEVELOPMENT STANDARDS*.~~

**Table III.B-1 MEDIUM HIGH DENSITY RESIDENTIAL DEVELOPMENT STANDARDS**

<del>MINIMUM LOT SIZE</del>	<del>3,200 S.F.</del>
<del>MINIMUM LOT WIDTH</del>	<del>45 FEET</del>
<del>MINIMUM LOT DEPTH</del>	<del>85 FEET</del>
<del>SETBACKS</del>	
<del>FRONT TO LIVING AREA</del>	<del>10 FEET</del>
<del>FRONT TO PORCH</del>	<del>8 FEET</del>
<del>SIDE</del>	<del>5 FEET</del>
<del>REAR</del>	<del>15 FEET</del>
<del>DRIVE AISLE OR ALLEY</del>	<del>20 FOOT MINIMUM WIDTH, WITH 4 FEET SETBACKS TO GARAGE DOORS (NO PARKING ALLOWED)</del>
<del>MAXIMUM STRUCTURE HEIGHT</del>	<del>35 FEET</del>
<del>MAXIMUM LOT COVERAGE</del>	<del>65%</del>
<del>PARKING MINIMUM</del>	
<del>RESIDENTIAL SPACES</del>	<del>2 SPACES/UNIT, COVERED</del>
<del>GUEST SPACES</del>	<del>0.5 SPACES/UNIT, UNCOVERED</del>

**~~a. MHDR PROTOTYPE 1: TRADITIONAL HOMES~~**

~~TRADITIONAL SINGLE FAMILY DETACHED RESIDENCES ON LOTS RANGING FROM 4,500 6,000 SQUARE FEET ARE PERMITTED IN THE MEDIUM HIGH DENSITY RESIDENTIAL LAND USE. THESE HOMES ARE FRONT LOADED WITH THE MAIN ENTRANCE AND GARAGE LOCATED IN FRONT OF THE RESIDENCE.~~

**~~b. MHDR PROTOTYPE 2: REAR LOADED SMALL LOT HOMES~~**

~~AS SHOWN ON FIGURE III.B 1, *REAR LOADED SMALL LOT HOMES*, MEDIUM HIGH DENSITY RESIDENTIAL ARCHITECTURAL PROTOTYPE 2, "REAR LOADED SMALL LOT HOMES" DEPICTS SINGLE FAMILY DETACHED RESIDENCES ON LOTS RANGING FROM 3,200 4,000 SQUARE FEET. THE MAIN ENTRIES AND LIVING SPACES OF THE RESIDENCES ARE ORIENTED TOWARD THE STREET, WHILE THE GARAGES ARE ACCESSED FROM REAR DRIVE LANES.~~

*Figure III.B-1 MHDR REAR LOADED SMALL LOT HOMES*

~~2. HIGHEST DENSITY RESIDENTIAL (HHDR)~~

~~THE DEVELOPMENT STANDARDS FOR HIGHEST DENSITY RESIDENTIAL LAND USES WITHIN PLANNING AREAS 2, 67, 68, 69, 70, AND 71 ACCOMMODATE MULTIPLE PRODUCT TYPES, INCLUDING TUCK UNDER CONDOMINIUMS OR APARTMENTS, GARDEN APARTMENTS OR CONDOMINIUMS, AND WALK UP APARTMENTS OR CONDOMINIUMS. SPECIFIC DEVELOPMENT STANDARDS FOR HIGHEST DENSITY RESIDENTIAL LAND USES ARE SHOWN IN TABLE III.B.2, HIGHEST DENSITY RESIDENTIAL DEVELOPMENT STANDARDS.~~

**Table III.B-2 HIGHEST DENSITY RESIDENTIAL DEVELOPMENT STANDARDS**

<del>MAXIMUM LOT COVERAGE</del>	<del>80%</del>
<del>MAXIMUM BUILDING HEIGHT</del>	<del>45 FEET</del>
<del>MINIMUM BUILDING SETBACKS</del>	
<del>FRONT SETBACK</del>	<del>10 FEET TO STREET</del>
<del>SIDE SETBACK</del>	<del>2 FEET</del>
<del>MINIMUM BUILDING SETBACKS</del>	
<del>FRONT SETBACK</del>	<del>10 FEET TO STREET</del>
<del>SIDE SETBACK</del>	<del>2 FEET</del>
<del>REAR SETBACK</del>	<del>15 FEET (TO LIVING AREA) 5 FEET (TO GARAGE OR ACCESSORY STRUCTURE)</del>
<del>MINIMUM BUILDING SEPARATION</del>	<del>25 FEET (LIVING AREA TO LIVING AREA) 4 FEET (SIDE)</del>
<del>PRIVATE LANE OR ALLEY</del>	<del>20 FOOT MINIMUM WIDTH, WITH 4 FEET SETBACKS TO GARAGE DOORS (NO PARKING ALLOWED)</del>
<del>PARKING</del>	
<del>RESIDENTIAL SPACES</del>	<del>1 COVERED SPACES/UNIT (1 BEDROOM) 1 COVERED SPACE/UNIT AND 1 UNCOVERED SPACE/UNIT (2+ BEDROOMS)</del>
<del>GUEST SPACES</del>	<del>0.5 SPACES/UNIT, UNCOVERED</del>

~~a. HHDR PROTOTYPE 1: TUCK UNDER CONDOMINIUMS OR APARTMENTS~~

~~AS SHOWN ON FIGURE III.B.2, HHDR TUCK UNDER CONDOMINIUMS OR APARTMENTS, HIGHEST DENSITY RESIDENTIAL ARCHITECTURAL PROTOTYPE 1, "TUCK UNDER CONDOMINIUMS OR APARTMENT" DEPICT TWO STORY MULTIFAMILY UNITS, DESIGNED TO STACK ON TOP OF AND~~



~~NEXT TO EACH OTHER. PRIVATE OUTDOOR SPACE IS USUALLY PROVIDED THROUGH THE USE OF PATIOS, BALCONIES, AND PORCHES.~~

~~**b. — HHDR PROTOTYPE 2: GARDEN APARTMENTS OR CONDOMINIUMS**~~

~~AS SHOWN ON FIGURE III.B 3, *HHDR GARDEN APARTMENTS OR CONDOMINIUMS*, HIGHEST DENSITY RESIDENTIAL ARCHITECTURAL PROTOTYPE 2, “GARDEN APARTMENTS OR CONDOMINIUMS” ARE COMPRISED OF THREE STORY MULTIFAMILY UNITS, STACKED ABOVE EACH OTHER, AND ORGANIZED AROUND SHARED COURTYARDS AND WALKWAYS. PARKING IS PROVIDED IN PARKING LOTS OR CARPORTS AND SHADED SURFACE PARKING AREAS, SEPARATE FROM, BUT ADJACENT TO RESIDENTIAL UNITS.~~

~~**e. — HHDR PROTOTYPE 3: WALK UP APARTMENTS OR CONDOMINIUMS**~~

~~AS SHOWN ON FIGURE III.B 4, *HHDR WALK UP APARTMENTS OR CONDOMINIUMS*, HIGHEST DENSITY RESIDENTIAL ARCHITECTURAL PROTOTYPE 3, “WALK UP APARTMENTS OR CONDOMINIUMS” ARE TWO STORY MULTIFAMILY RESIDENCES SUITED FOR URBAN BLOCKS. PARKING IS PROVIDED AT GRADE IN THE INTERNAL COURT, WRAPPED BY THE GROUND LEVEL RESIDENTIAL UNITS FRONTING ON TO THE PUBLIC STREET. ENTRIES INTO THE GROUND LEVEL UNITS ARE ACCESSED THROUGH INDIVIDUAL ENTRIES FROM THE ADJACENT NEIGHBORHOOD STREET OR THROUGH INTERNAL CORRIDORS. UNITS ON THE UPPER LEVEL ARE DOUBLE-LOADED AND ACCESSED THROUGH INTERNAL CORRIDORS, AND HAVE EITHER THE STREET VIEW OR THE PARKING COURT VIEW.~~

~~*Figure III.B 2* HHDR TUCK UNDER CONDOMINIUMS OR APARTMENTS~~

*Figure III.B-3* ~~**HHDR GARDEN APARTMENTS OR CONDOMINIUMS**~~

*Figure III.B-4* ~~**HHDR WALK-UP APARTMENTS OR CONDOMINIUMS**~~



**~~3. MIXED USE AREA (MUA)~~**

~~THE MIXED USE AREAS WITHIN PLANNING AREAS 70 AND 71 MAY ACCOMMODATE A RANGE OF RESIDENTIAL DENSITIES, FROM LOW DENSITY RESIDENTIAL ON THE LOW END, UP THROUGH HIGHEST DENSITY RESIDENTIAL ON~~

~~THE HIGH END. ANY OF THE ABOVE DEVELOPMENT STANDARDS SHOWN IN TABLE III.B-1, TABLE III.B-1, TABLE III.B-2, TABLE III.B-1, TABLE III.B-1, OR TABLE III.B-6 MAYBE USED THE MIXED USE AREA.~~

**~~a. MUA PROTOTYPE 1: LOFT STYLE APARTMENTS OR CONDOMINIUMS~~**

~~FIGURE III.B-5, MUA LOFT STYLE APARTMENTS OR CONDOMINIUMS, MIXED USE AREA ARCHITECTURAL PROTOTYPE 1, "LOFT STYLE APARTMENTS OR CONDOMINIUMS" ARE MULTIFAMILY RESIDENCES, WITH DOUBLE HEIGHT CEILINGS THAT ACCOMMODATE LOFT STYLE SPACES ON THE UPPER FLOOR. THE GROUND FLOOR MAY BE DESIGNED WITH PARKING AND ADDITIONAL LIVING SPACE FOR THE UNIT OR INCLUDE THE OPTION FOR COMMERCIAL USES OR COMMON AREA SPACES, FACING THE STREET. PARKING FOR RESIDENTS IS PROVIDED THROUGH A COMBINATION OF TUCKED UNDER GARAGES ON THE GROUND FLOOR AND ON-STREET PARKING IN THE REAR. ENTRIES INTO UNITS ARE ACCESSED THROUGH INDIVIDUAL ENTRIES FROM THE ADJACENT NEIGHBORHOOD STREET AND/OR FROM THE GARAGE. UPPER LEVEL UNITS OR LIVING SPACES ARE ACCESSED BY DOUBLE-LOADED, INTERNAL CORRIDORS, WITH UNITS THAT EITHER HAVE A STREET VIEW OR PARKING COURT VIEW.~~

**~~b. MUA PROTOTYPE 2: TUCK UNDER TOWNHOMES~~**

~~AS SHOWN ON FIGURE III.B-2, MIXED USE AREA ARCHITECTURAL PROTOTYPE 2, "TUCK UNDER TOWNHOMES" ARE ATTACHED SINGLE FAMILY RESIDENCES, WITH THE MAIN ENTRY PORCH AND LIVING AREA, LOCATED IN THE FRONT AND THE GARAGES TUCKED UNDER THE MAIN FLOOR OF THE RESIDENCE IN THE REAR. THE GRADE CHANGE BETWEEN THE GARAGE AND MAIN FLOOR ALLOWS A RAISED ENTRY PORCH AND FRONT YARD THAT CREATES A STRONG PRESENCE ALONG THE STREET. ENTRIES INTO THE UNITS ARE ACCESSED THROUGH INDIVIDUAL OR SHARED OUTDOOR STAIRWAYS THROUGH EITHER A PASEO OR ADJACENT NEIGHBORHOOD STREET~~

~~Figure III.B-5 MUA LOFT STYLE APARTMENTS OR CONDOMINIUMS~~

**B. COMMERCIAL DEVELOPMENT STANDARDS**

~~COMMERCIAL DEVELOPMENT STANDARDS FOR THE WINCHESTER HILLS SPECIFIC PLAN SHALL COMPLY WITH RIVERSIDE COUNTY ORDINANCE NUMBER 348 SECTION 9.4, C-1 ZONE DEVELOPMENT STANDARDS. TABLE III.B 7, COMMERCIAL DEVELOPMENT STANDARDS, IS PROVIDED FOR REFERENCE ONLY.~~

**Table III.B-3 COMMERCIAL DEVELOPMENT STANDARDS**

<b>MINIMUM LOT SIZE</b>	<b>NONE</b>
<b>SETBACKS</b>	<del>THERE ARE NO YARD REQUIREMENTS FOR BUILDINGS WHICH DO NOT EXCEED 35 FEET IN HEIGHT EXCEPT AS REQUIRED FOR SPECIFIC PLANS. ANY PORTION OF A BUILDING WHICH EXCEEDS 35 FEET IN HEIGHT SHALL BE SET BACK FROM THE FRONT, REAR AND SIDE LOT LINES NOT LESS THAN TWO FEET FOR EACH FOOT BY WHICH THE HEIGHT EXCEEDS 35 FEET.</del>
<b>MAXIMUM BUILDING HEIGHT</b>	<del>NO BUILDING OR STRUCTURE SHALL EXCEED FIFTY (50') FEET IN HEIGHT, UNLESS A GREATER HEIGHT IS APPROVED PURSUANT TO SECTION 18.34. OF ORDINANCE 348. IN NO EVENT, HOWEVER, SHALL A BUILDING OR STRUCTURE EXCEED SEVENTY FIVE (75') FEET IN HEIGHT, UNLESS A VARIANCE IS APPROVED PURSUANT TO SECTION 18.27. OF ORDINANCE 348.</del>
<b>PARKING</b>	<del>AUTOMOBILE STORAGE SPACE SHALL BE PROVIDED AS REQUIRED BY SECTION 18.12. OF ORDINANCE 348.</del>

## **IV. DESIGN GUIDELINES**

### **A. PURPOSE AND INTENT**

These Design Guidelines are intended to maintain a high-quality development approach and a consistent design theme to create a cohesive, aesthetically pleasing environment for the WINCHESTER HILLS community.

More specifically, the purpose of these Design Guidelines is:

- To provide the County of Riverside with the necessary assurance that the Specific Plan area will develop in accordance with the high quality and character proposed herein;
- To provide guidance to developers, builders, engineers, architects, landscape architects, and other professionals in order to maintain the desired design quality;
- To provide guidance to County staff, the Planning Commission and the Board of Supervisors in the review of future development projects in the Specific Plan area;
- To provide guidance in the formulation of Covenants, Conditions and Restrictions for the use of land in the Specific Plan area;
- To provide guidance in the formulation of concise development guidelines for the various planning areas within the Specific Plan Amendment boundaries, and
- To provide development guidelines which permit the WINCHESTER HILLS Specific Plan area to develop its own theme and character while allowing it to interface with and respond to the character and design fabric of adjacent Specific Plan areas that may be currently under review or proposed in the future.

The Design Guidelines provided herein are intended to be flexible. They are subject to modification over time so as to allow for response to unanticipated conditions, such as changes in taste, community desires and the marketplace, or significant changes within adjacent planning areas within the WINCHESTER HILLS Specific Plan. Yet, it is critical that these guidelines are followed in a manner consistent with this design theme in order to create a unified concept while providing the opportunities for diversity and visual interest which are so apparent in the most successful residential communities in Riverside County.



**B. INTRODUCTION**

The Design Guidelines section consists of three principal components: Community Elements, Landscape Guidelines and Architectural Design Guidelines. These components define the design concept, physical character, and theme of WINCHESTER HILLS, and will be addressed in more detail within the Design Guidelines.

The Community Elements are comprised of the key project components such as project theme, project entries and theme intersections, streetscapes, community walls and fences, land use transitions, and parks. The Landscape Design Guidelines present general requirements relative to community commercial, outdoor lighting, irrigation, plant material guidelines, planting, horticultural soils test requirements, and maintenance. The plant palette provides a specific list of plants that are compatible with the community design theme. The plant lists are organized by community elements and by streetscape themes. The Architectural Design Guidelines articulate the characteristics of the built environment. Elements such as architectural theme, building massing and scale, materials and colors, and site planning guidelines combine to form a distinctive identity that defines WINCHESTER HILLS as a high quality living environment.

The WINCHESTER HILLS Residential Design Guidelines establish the basis and criteria for evaluation of plans and specifications in accordance with the terms of the community's CC&Rs. All conditions or materials set forth in these Design Guidelines and/or CC&Rs are subject to the reasonable discretion of the Design Review Board, which will make a final determination in good faith.

The photographs, sketches and other graphic representation in these Design Guidelines are offered only as general visual aids in understanding the basic intent of the Design Guidelines. The photographs and graphics are not intended to represent any actual building or parcel design.

The design components presented in this document are provided for informational purposes and are to be used in identifying the desired design composition for the residential buildings within WINCHESTER HILLS. It is not the intent of these Design Guidelines to require that all the represented design components be incorporated into the design proposals as shown. Rather, they are provided as a palette of character defining elements that should be reflected in the residential housing design proposals.

Builders and their architects, planners and landscape architects are encouraged to utilize creativity and imagination when developing exciting design proposals which will be implemented within WINCHESTER HILLS.

## C. LANDSCAPE DESIGN GUIDELINES

### 1. ROADWAY LANDSCAPE GUIDELINES

The roadway landscape design guidelines detailed in this section establish a reference for the hardscape and planting of public rights-of-way and common areas. The guidelines include descriptions and illustrative plans which reflect the quality image that the WINCHESTER HILLS Specific Plan is intended to establish. The guidelines recognize and encourage the use of landscaping to complement and enhance project architecture. Of primary importance to the landscape development character is the creation of a community theme that reinforces several goals: traffic safety, functional circulation, and a definition of neo-traditional patterns through the incorporation of broad boulevards, well-shaded pedestrian walkways, and paseos that connect transit stops and commercial areas to residential areas.

The WINCHESTER HILLS community is accessible from several roadways as illustrated in the Figure IV-1, *Circulation Plan*. The primary entrance to the site will be from Winchester Road (SR-79). Other points of entry include Rice Road, Olive Avenue, Domenigoni Parkway, Simpson Road, Grand Avenue, and Leon Road.

The roadways within the WINCHESTER HILLS Specific Plan are designed to reflect the hierarchy of circulation corridors proposed for the project. The landscape character of the streets in the project is designed to reflect the project's landscape theme and character. The attached exhibits provide a conceptual depiction of the desired streetscape elements along project roadways. A description of the landscape concept for project roadways is provided below.

#### a. Domenigoni Parkway Right-of-way and Landscape Zone

The landscape program contained in the Specific Plan roadway for Domenigoni Parkway has been designed to provide for a visual statement – a “sense of being in and belonging to a rural place” – as well as to promote cohesiveness with the master planned community, and to serve as a functional pedestrian corridor.

Domenigoni Parkway is designated as an Arterial Urban Highway with a 152-foot right-of-way with raised landscaped median and is also designed to serve non-vehicular activity associated with the neighborhood commercial center. Domenigoni Parkway will also carry traffic through the Specific Plan area, and will be planted with a limited number of the same species of trees, so that a unified and distinctive quality image is portrayed. The roadway fronts the neighborhood centers and residential neighborhoods, and is the main east-west roadway crossing the Specific Plan area. As depicted in the Figure IV-2, *Urban Arterial Highway (Domenigoni Parkway and Patton Ave) Streetscape*, design criteria for this roadway are as follows:

- A 14-foot curbed median landscaped with natural boulders and flowering shrubs and grasses separating two 48-foot wide roadways.
- On the north side of the street, a 5-foot landscaped parkway with an equestrian theme fence separates the roadway from a 12-foot trail. An additional 4-foot landscaped parkway will buffer adjacent residences.

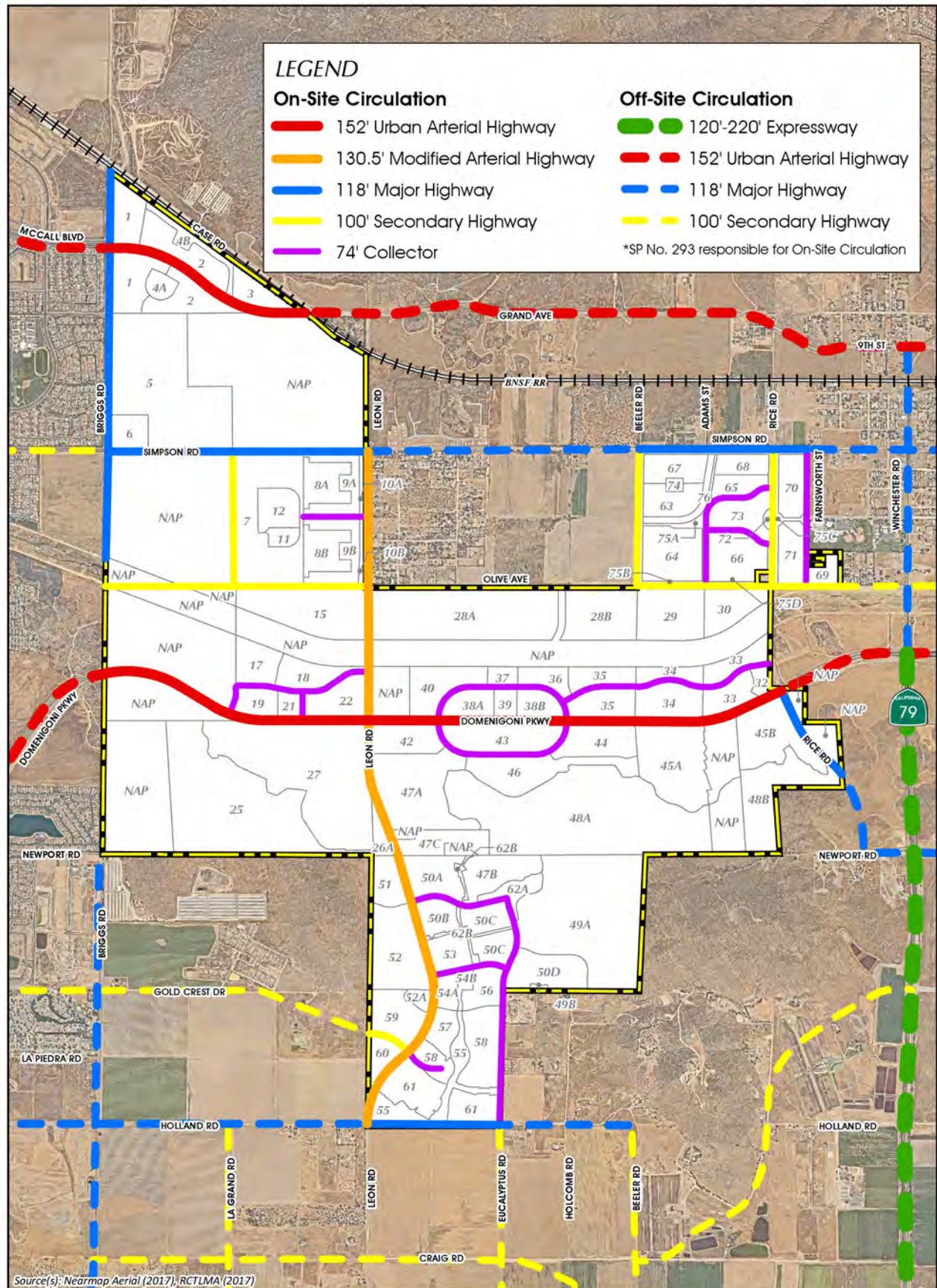


Figure IV-1





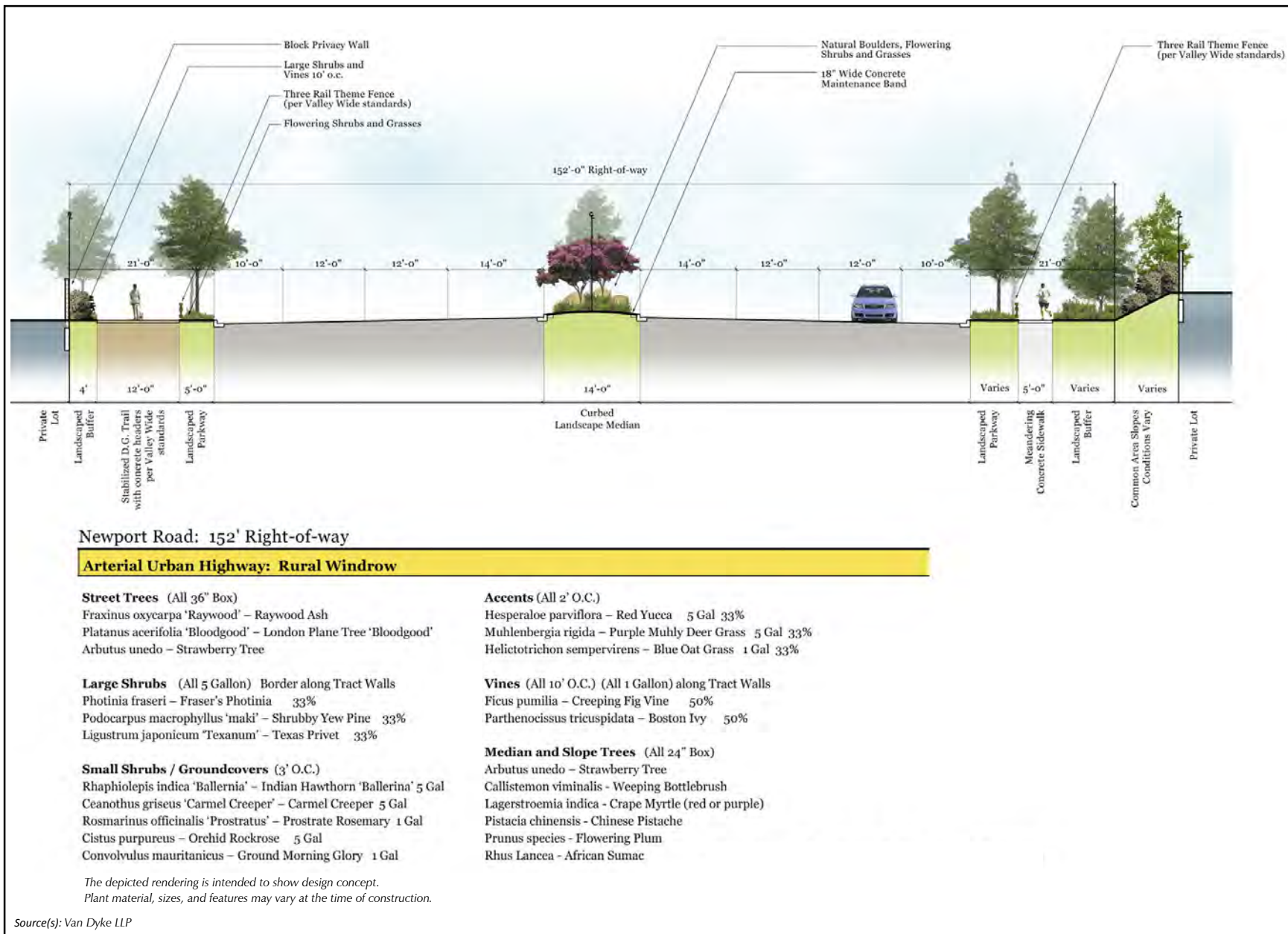


Figure IV-2

- ❑ On the south side of the street, a landscaped parkway varied in width (3-foot minimum) with an equestrian theme fence will separate the roadway from a 5-foot meandering sidewalk. The theme fence will occur intermittently along Domenigoni Parkway according to the Walls and Fencing Master Plan. An additional landscaped parkway (3-foot minimum) will buffer adjacent residences.
- ❑ Where down slopes to the right-of-way occur, the landscaped slope will be incorporated as common area using a similar plant palette as the adjacent right-of-way landscape. Flat common area lots adjacent to rights-of-way shall also receive a similar treatment.
- ❑ Block privacy walls will separate common areas/rights-of-way from private lots. Walls will be located on private lots.
- ❑ Right-of-way, median and slope trees shall consist of both Valley-Wide Approved Plant List and Zone Appropriate Theme Trees consistent with the “Rural Windrow” Plant Palette.

**b. Leon Road Right-of-way and Landscape Zone**

The landscape development associated with the Specific Plan Roadway along Leon Road has been designed to provide a strong visual statement of entry into this master planned community, and to serve as a functional pedestrian corridor from the residential neighborhoods in the south to the commercial/industrial area in the north.

As depicted in *0 Arterial Highway (Leon Rd) Streetscape*, Leon Road is a proposed Modified Urban Arterial Highway with a variable right-of-way ranging from 128-foot right-of-way and a curbed, landscaped median. In the southern portion of the site, Leon Road transitions to a Major Highway with a 100-foot right-of-way. The following design criteria for Leon Road are conceptual in nature, and actual right-of-way widths and parkway configurations vary according to location:

- ❑ An 18-foot curbed median landscaped with natural boulders and flowering shrubs or perennials separating two 34-foot wide roadways.
- ❑ On the west side of the street, a landscaped parkway varied in width (3-foot minimum) with an equestrian theme fence separating the roadway from a 5-foot meandering sidewalk. The theme fence will occur intermittently along Leon Road according to the Walls and Fencing Master Plan. An additional landscaped parkway (3-foot minimum) will buffer adjacent residences.
- ❑ On the east side of the street, a 5-foot landscaped parkway with an equestrian theme fence (within the right-of way) separates the roadway from a 12-foot trail. An additional 3.5-foot landscaped parkway will buffer adjacent residences. (A 15.5’ wide trail easement shall be provided for the trail and landscape buffer).
- ❑ Where down slopes to the right-of-way occur, the landscaped slope will be incorporated as common area using a similar plant palette as the adjacent right-of-way landscape. Flat common area lots adjacent to rights-of-way will receive a similar treatment.
- ❑ Block privacy walls will separate common areas from private lots. Walls will be located on

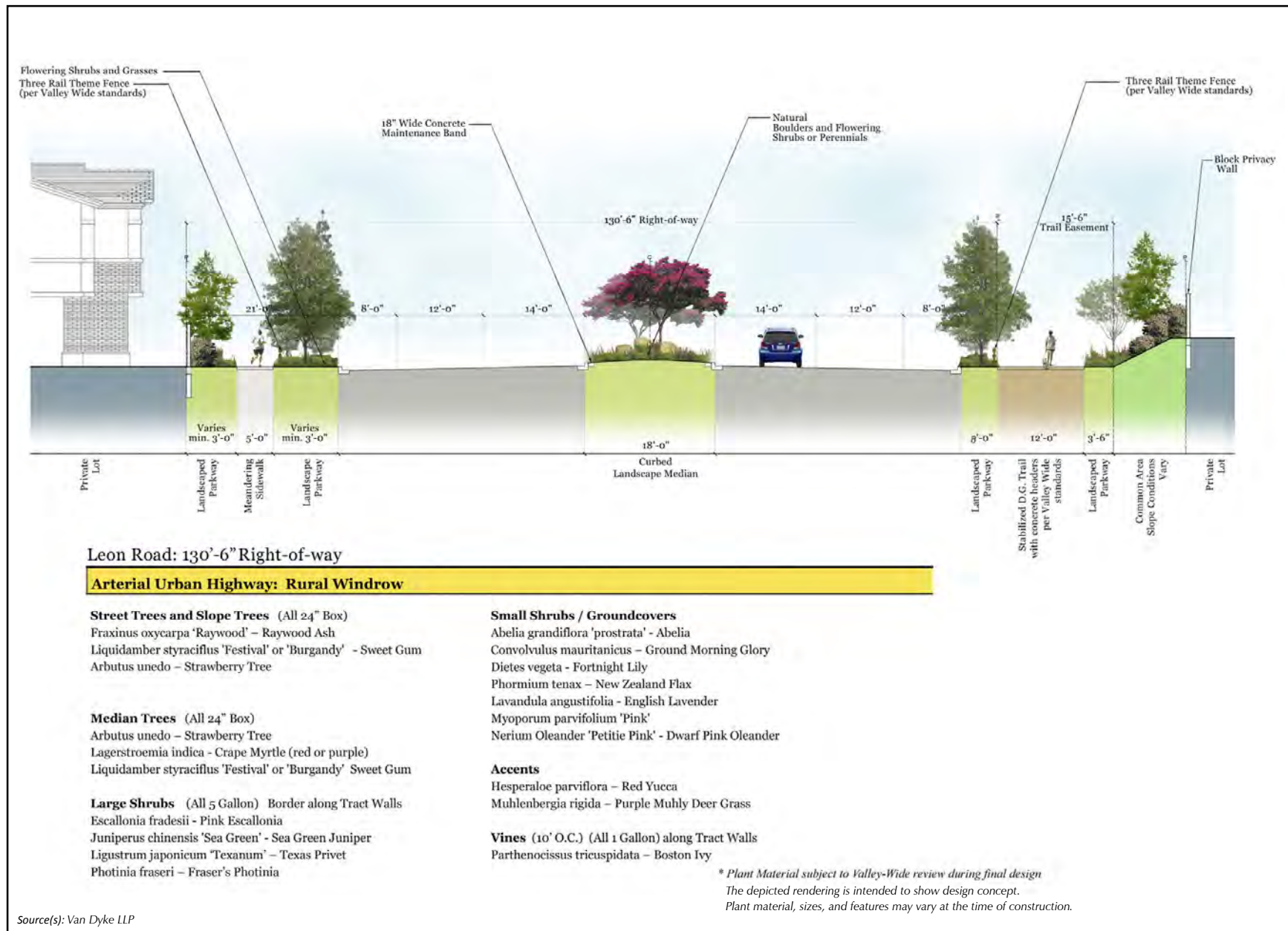


Figure IV-3



the private lots.

- Right-of-way, median and slope trees shall consist of both Valley-Wide Approved Plant List and Zone Appropriate Theme Trees consistent with the “Rural Windrow” Plant Palette.

**c. Holland Road Right-of-way and Landscape Zone**

Holland Road is designated as a Major Highway and has a 118-foot right-of-way. Holland Road is situated along the southern boundary of the site and runs east-west. Figure IV-4, *Major Highway (Holland Rd) Streetscape*, depicts design criteria for the roadway, which are as follows:

- A 12-foot curbed landscaped median separating two 32-foot roadways bordered on both sides by a 6-foot non-contiguous sidewalk and a 15-foot landscaped parkway.
- Block privacy walls will separate common areas from private lots. Walls will be located on private lots.
- Where down slopes to the right-of-way occur, the landscaped slope will be incorporated as common area using a similar plant palette as the adjacent right-of-way landscape. Flat common area lots adjacent to rights-of-way will receive the same treatment.
- Right-of-way, median and slope trees will consist of both Valley-Wide Approved Plant List and Zone Appropriate Theme Trees consistent with the “Evergreen Grove” Plant Palette.

**d. Briggs Road Right-of-way and Landscape Zone**

Briggs Road is a Major Highway with a 118-foot right-of-way as shown on the Briggs Road Exhibit depicted in Figure IV-5, *Major Highway (Briggs Rd) Streetscape*. Briggs Road runs north-south and borders the western portion of the Winchester Hills Specific Plan. Landscaping elements for this roadway include the following features:

- A 76-foot wide roadway bordered on one side by a 5-foot non-contiguous sidewalk separated from the road by an 8-foot landscaped parkway. A landscaped parkway of varied width occurs between the sidewalk and private residences.
- The alternate side includes a landscaped berm (3-foot minimum) contiguous to the road with varying heights per the acoustical analysis. A 5-foot meandering sidewalk and a landscaped parkway (3-foot minimum) between the sidewalk and private residence is included adjacent to the berm.
- Block privacy walls will separate common areas from private lots. Walls will be located on private lots.
- Where down slopes to the right-of-way occur, the landscaped slope will be incorporated as common area using a similar plant palette as the adjacent right-of-way landscape. Flat common area lots adjacent to rights-of-way will receive the same treatment.
- Right-of-way, common area and common area slope trees will consist of both Valley-Wide

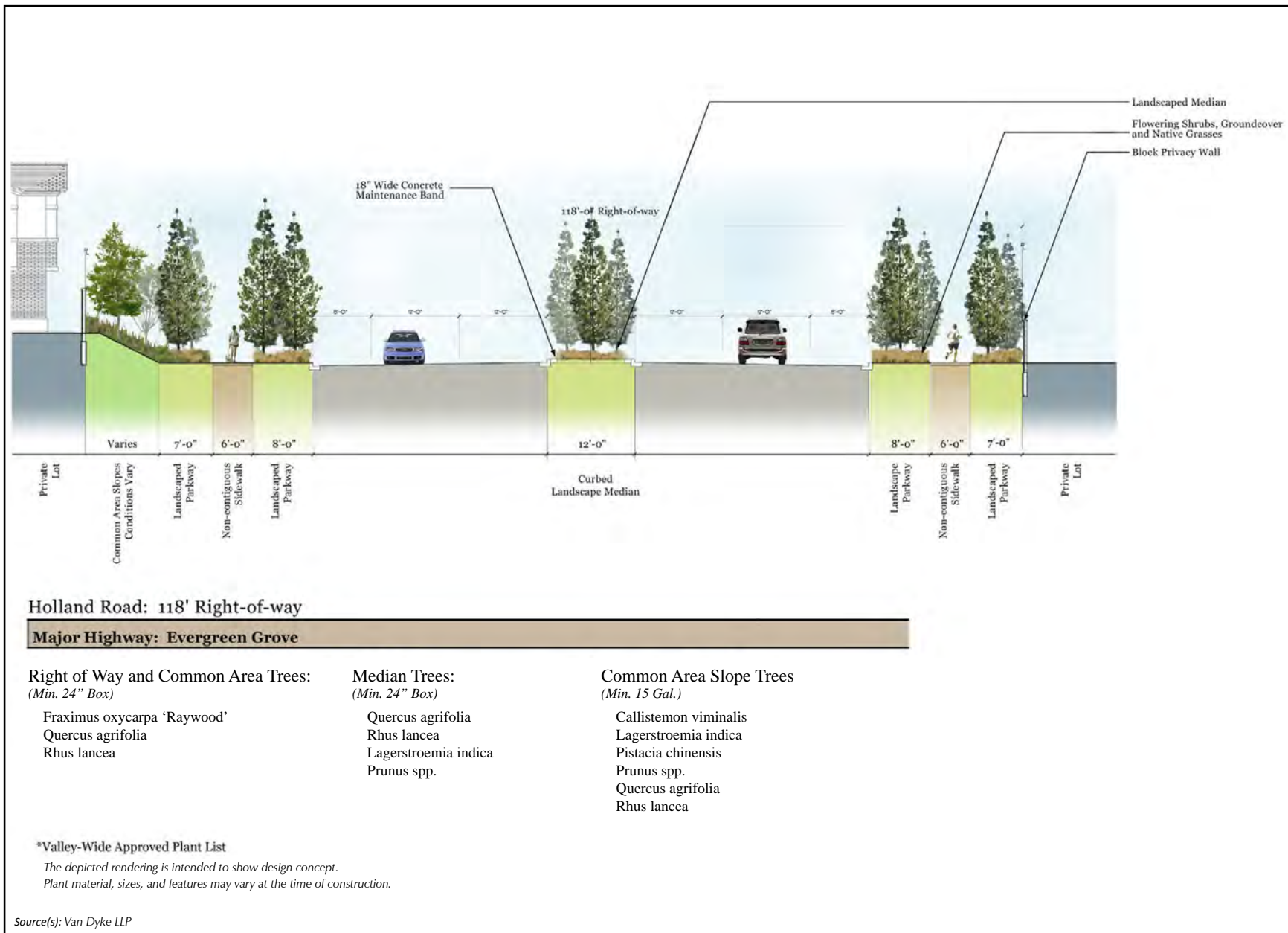
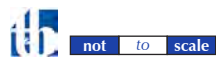


Figure IV-4



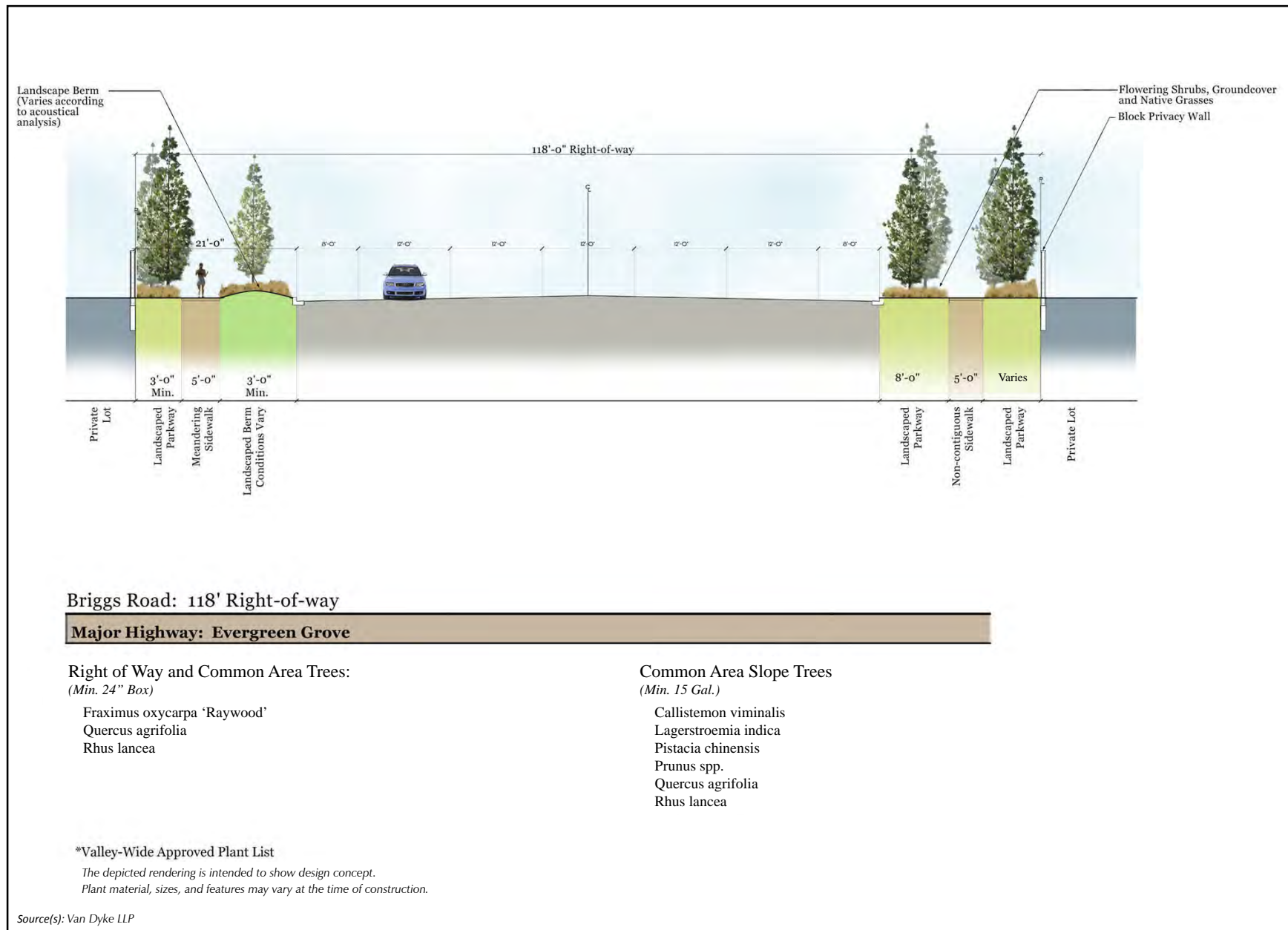
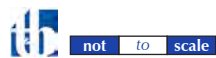


Figure IV-5





Approved Plant List and Zone Appropriate Theme Trees consistent with the “Evergreen Grove” Plant Palette.

**e. Simpson Road Right-of-way and Landscape Zone**

Simpson Road is designated as a Major Highway with a 118-foot right-of-way. Simpson Road borders the northern portion of the site and runs east-west. As illustrated in Figure IV-6, *Major Highway (Simpson Rd) Streetscape*, landscape features for this roadway include the following:

- A 76-foot wide roadway bordered on both sides by 6-foot non-contiguous sidewalks and 15-foot parkways landscaped with wildflowers and native grasses.
- Block privacy walls will separate common areas from private lots. Walls will be located in private lots.
- Where down slopes to the right-of-way occur, the landscaped slope will be incorporated as common area using a similar plant palette as the adjacent right-of-way landscape. Flat common area lots adjacent to rights-of-way will receive a similar treatment.
- Right-of-way, common area and common area slope trees shall consist of both Valley-Wide Approved Plant List and Zone Appropriate Theme Trees in accordance with the “Evergreen Grove” Plant Palette.

**f. Olive Avenue Right-of-way and Landscape Zone**

The landscape development associated with the Specific Plan roadway along Olive Avenue, and other Secondary Highways has been designed to provide for continuity with the design of the arterial roadways within the community.

As depicted in Figure IV-7, *Secondary Highway (Olive Ave and Beeler Rd) Streetscape*, the roadway is designated as a Secondary Highway and has a 100-foot right-of-way. The design criteria for Secondary Highways are conceptual in nature and actual parkway configurations vary according to location:

- A 64-foot roadway bordered on both sides by 8-foot 6-inch landscaped parkways, 5-foot non-contiguous sidewalks and 4-foot 6-inch landscaped parkways.
- Block privacy walls will separate right-of-way/common areas from private lots. Walls will be located on private lots.
- Where down slopes to the right-of-way occur, the landscaped slope will be incorporated as common area using a similar plant palette as the adjacent right-of-way landscape. Flat common area lots adjacent to rights-of-way will receive a similar treatment.
- Right-of-way and common area trees shall consist of both Valley-Wide Approved Plant List and Zone Appropriate Theme Trees consistent with the “Rustic Orchard” Plant Palette.

Where Olive Avenue right-of-way lies outside the boundary of the Specific Plan, standard

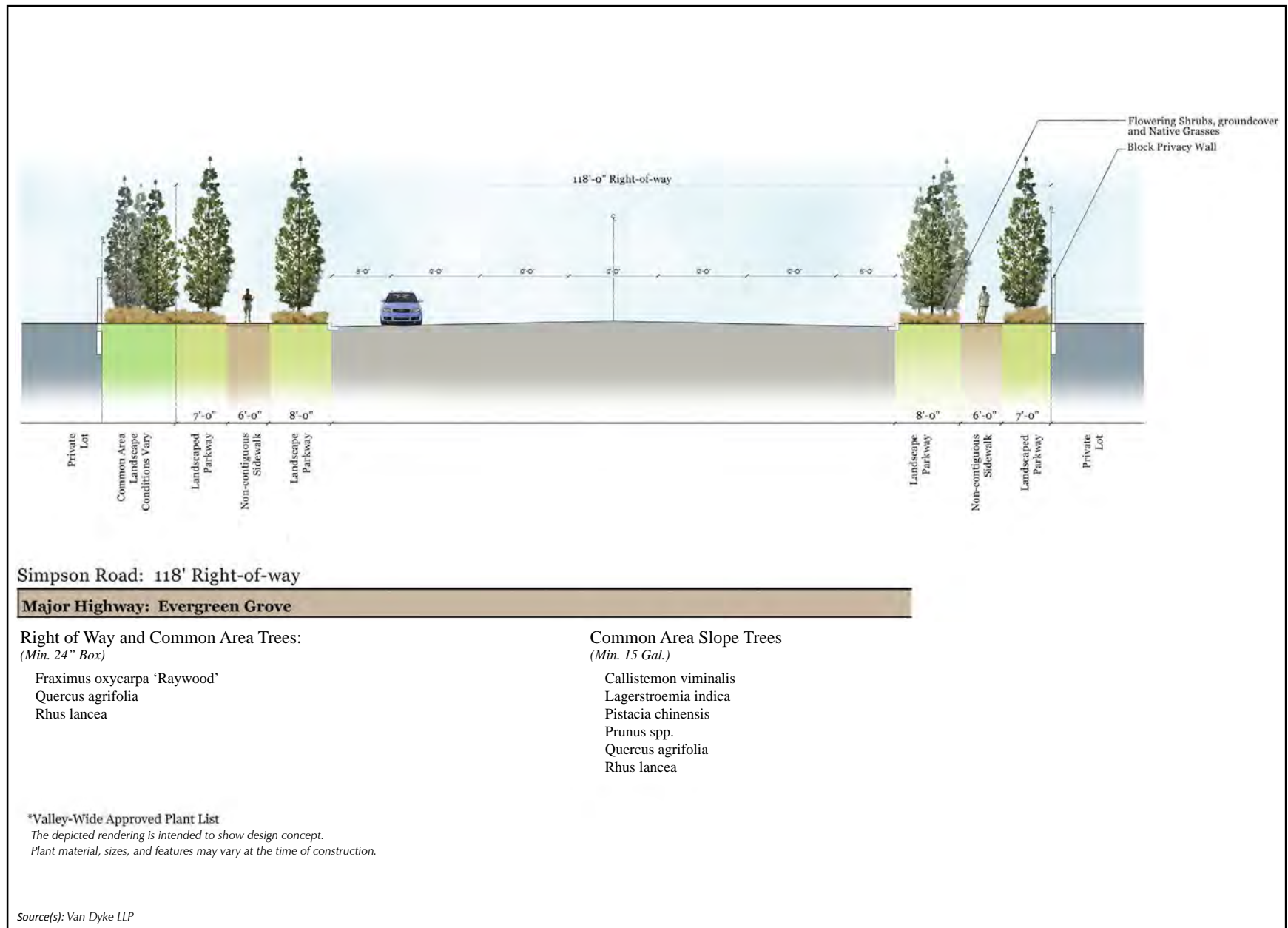
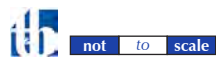


Figure IV-6



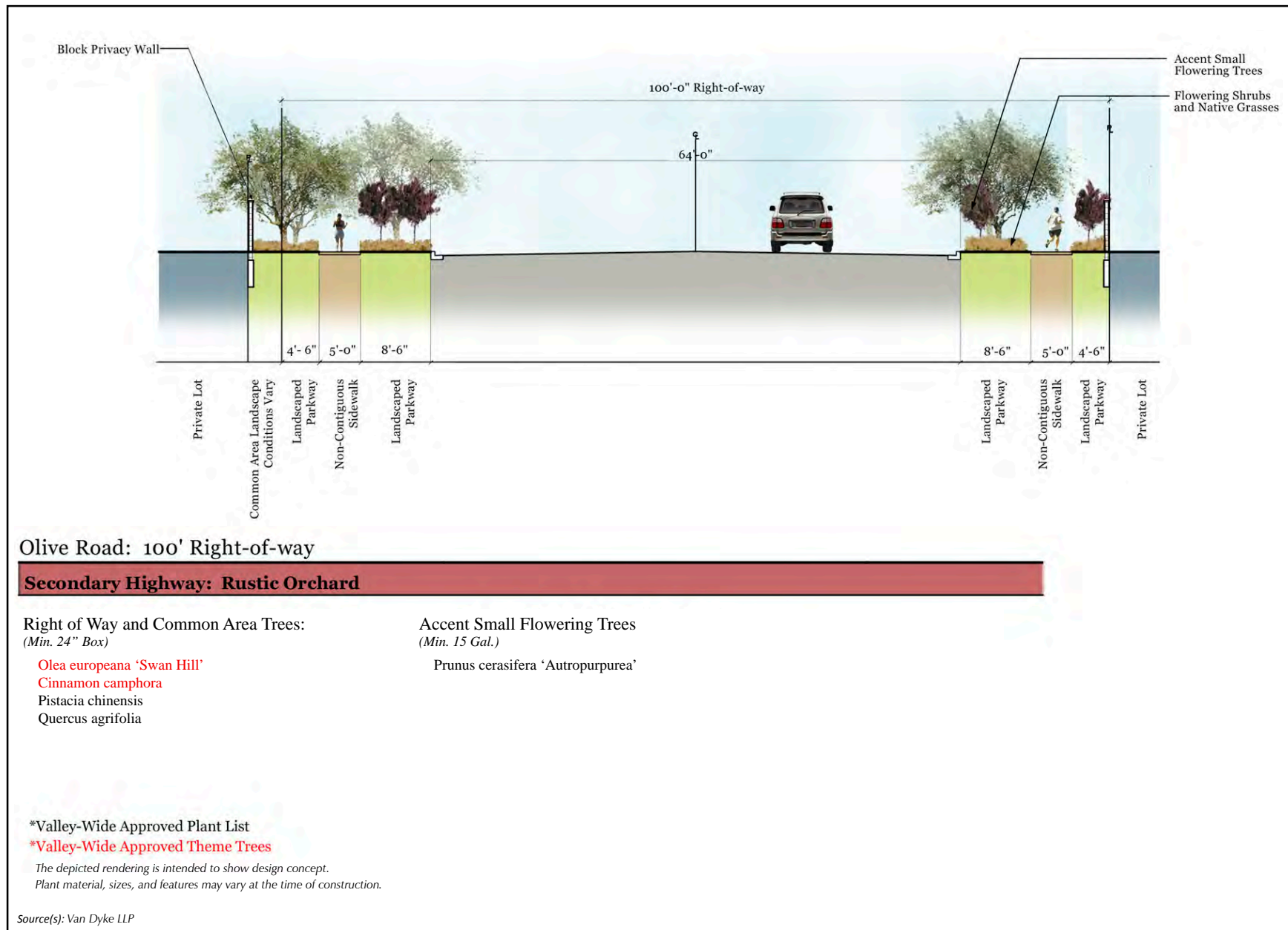
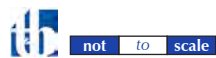


Figure IV-7





roadway landscape criteria will apply.

**g. Rice Road Right-of-way and Landscape Zone (Major Highway)**

The on-site portion of Rice Road is classified as a Major Highway having a 118-foot right-of-way as depicted in Figure IV-8, *Major Highway (Rice Rd) Streetscape*. Landscape features of Major Highways include the following:

- A 76-foot wide roadway bordered on both sides by 8-foot landscaped parkways, 6-foot sidewalks and additional 7-foot landscaped parkways.
- Block privacy walls will separate common areas from private lots. Walls will be located on private lots.
- Where down slopes to the right-of-way occur, the landscaped slope will be incorporated as common area using a similar plant palette as the adjacent right-of-way landscape. Flat common area lots adjacent to rights-of-way will receive a similar treatment.
- Right-of-way and common area trees shall consist of both Valley-Wide Approved Plant List and Zone Appropriate Theme Trees consistent with the “Evergreen Grove” Plant Palette.

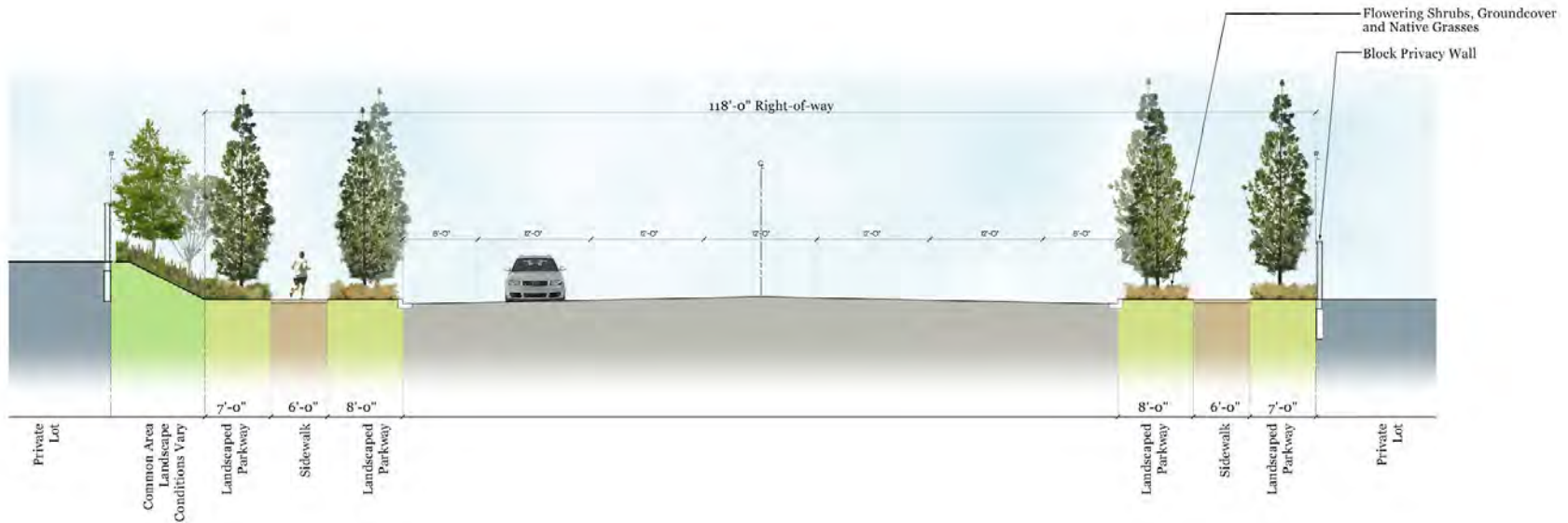
**h. Typical Collector Roads Right-of-way and Landscape Zone**

The landscape concept associated with the Specific Plan roadways along Collector Roads has been designed to provide a strong sense of community character and serve as a functional pedestrian corridor. Collector Roads have a 74-foot right-of-way with sidewalks and landscaping on either side of the undivided road. The design criteria identified below and depicted in Figure IV-9, *Collector Road Streetscape*, are conceptual in nature and actual parkway configurations vary according to location:

- Five-foot parkway-separated sidewalks along both sides of the roadway.
- A 10-foot landscaped parkway, separated into 4-foot and 6-foot segments by the sidewalk, inside the right-of way on both sides of the roadway. Landscaping includes trees from the Valley-Wide Approved Plant List as well as Zone Appropriate Theme Trees consistent with the collector road street tree palette.
- Where down slopes to the right-of-way occur, the landscaped slope will be incorporated as common area using a similar plant palette as the adjacent right-of-way landscape. Flat common area lots adjacent to rights-of-way will receive a similar treatment.
- A block privacy wall to separate common area slope from adjacent residences. Walls will be located on private lots.

**i. Typical Local Streets**

The landscape program associated with the Specific Plan roadways along the local streets has been designed to provide for continuity with the design of the arterial roadways within the Specific Plan.



Rice Road: 118' Right-of-way

**Major Highway: Evergreen Grove**

Right of Way and Common Area Trees:

(Min. 24" Box)

- Fraxinus oxycarpa 'Raywood'
- Quercus agrifolia
- Rhus lancea

Common Area Slope Trees:

(Min. 15 Gal.)

- Callistemon viminalis
- Lagerstroemia indica
- Pistacia chinensis
- Prunus spp.
- Quercus agrifolia
- Rhus lancea

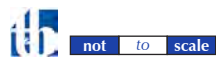
\*Valley-Wide Approved Plant List

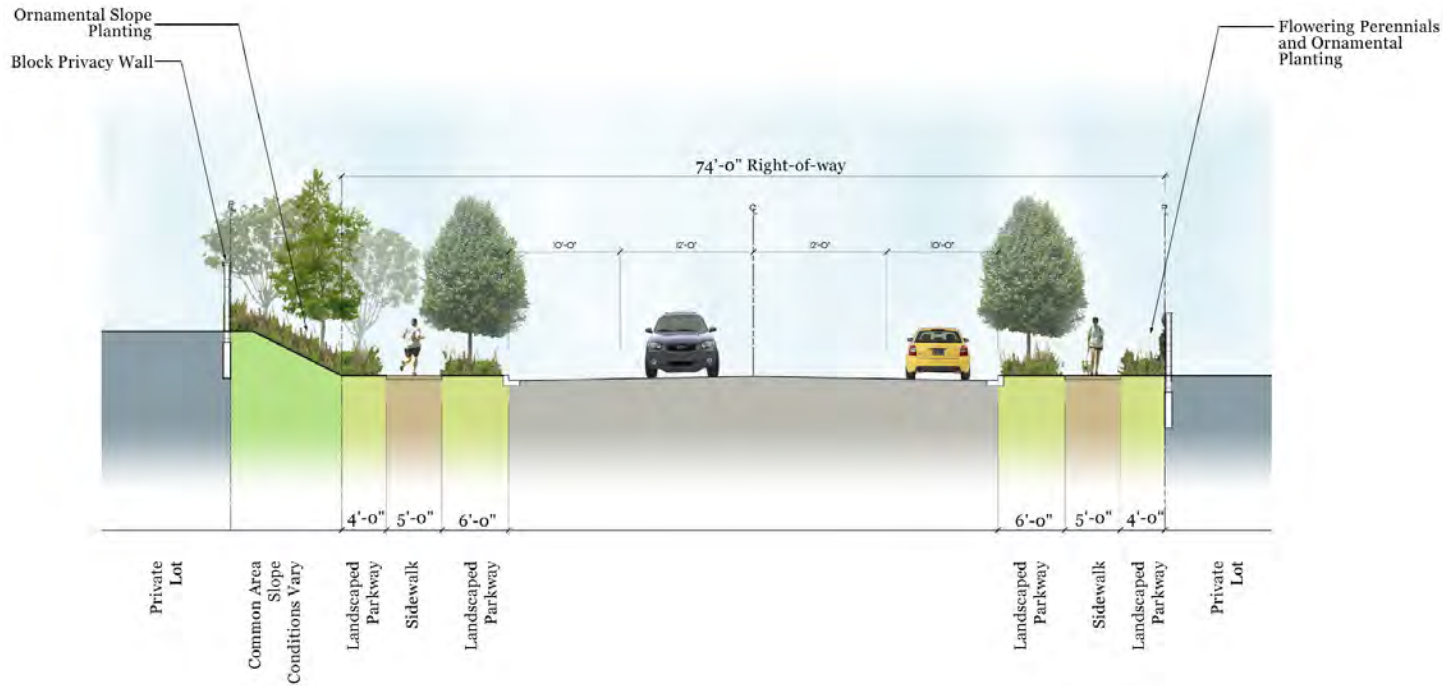
The depicted rendering is intended to show design concept.

Plant material, sizes, and features may vary at the time of construction.

Source(s): Van Dyke LLP

Figure IV-8





Collector Roads: 74' Right-of-Way

**Collector Road: Natural**

Right of Way (Min. 24" Box) and  
Common Area Trees: (Min. 15 Gal.)

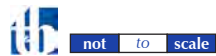
- Fraxinus oxycarpa 'Raywood'
- Platinus acerifolia 'Bloodgood'
- Liquidambar styraciflua 'Festival' or 'Burgandy'
- Brachychiton populneus
- Pyrus kawakami
- Olea europaea 'Swan Hill'
- Arbutus unedo

\*Valley-Wide Approved Plant List  
\*Valley-Wide Approved Theme Trees

The depicted rendering is intended to show design concept.  
Plant material, sizes, and features may vary at the time of construction.

Source(s): Van Dyke LLP

Figure IV-9





The local streets are proposed 56-foot rights-of-way, and are planned to serve the activity of the residential neighborhood centers. As illustrated in Figure IV-10, *Typical Local Street Streetscape*, the design criteria for local streets are as follows:

- A 36-foot roadway bordered on each side by a 6-foot sidewalk (if contiguous) or 5-foot sidewalk (if non-contiguous) and 4-foot or 5-foot parkway.
- The homeowner shall be responsible for maintenance of the landscaped parkway.

Local roads will be separated into three landscape classifications: Leafy Green, Natural or Flowering. The parkways of these roads will be landscaped with the selected plant materials for each designation in accordance with the project Plant Palette.

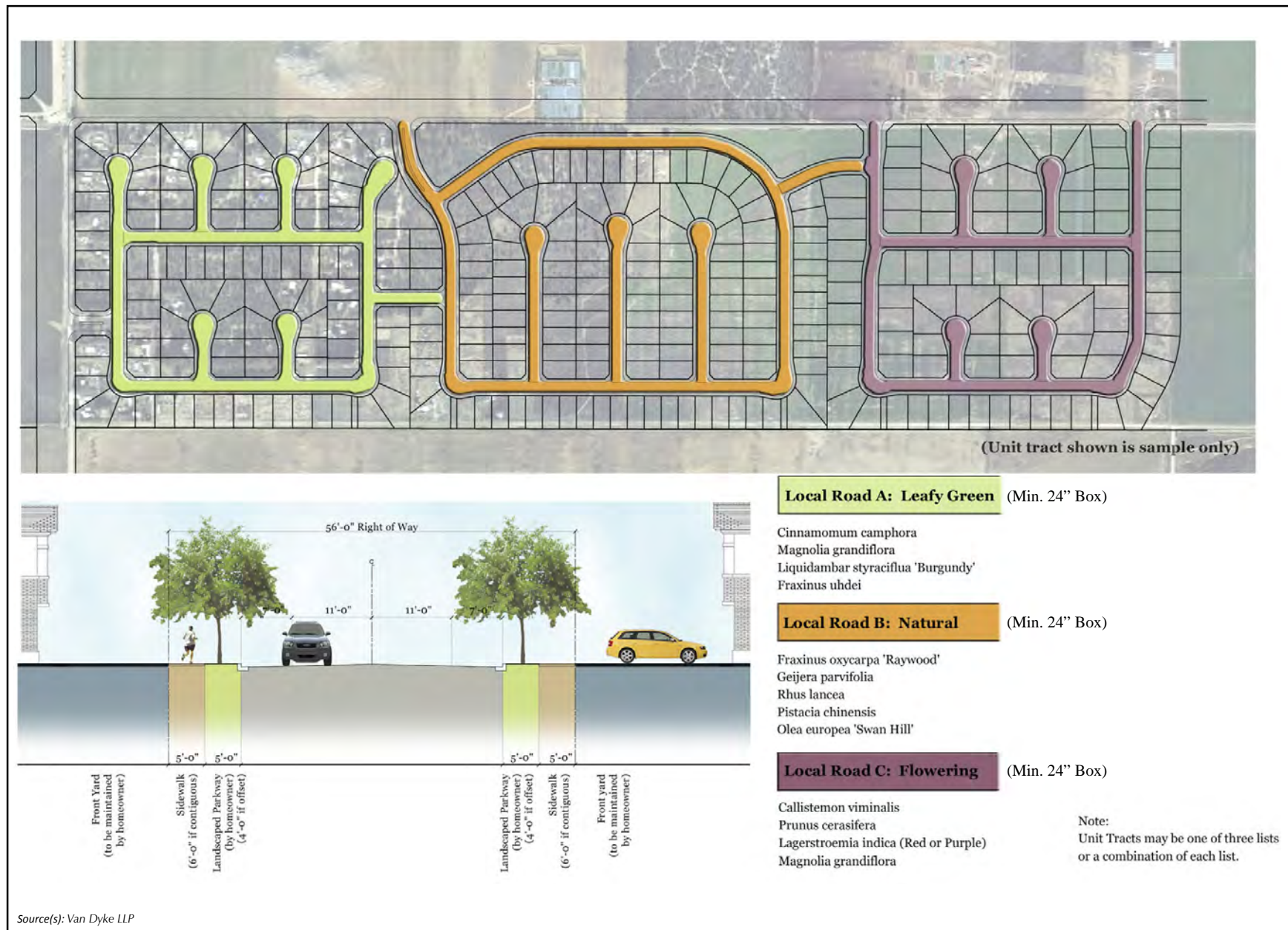


Figure IV-10

**2. COMMUNITY ENTRY AND PERIMETER ELEMENTS**

The landscape concept for WINCHESTER HILLS includes numerous elements, which are anticipated to establish a distinctive project identity. These elements include project entries, where coordination of decorative elements and careful selection of plant materials combine to form a cohesive project image that enhances the aesthetic experience for both residents and visitors.

The WINCHESTER HILLS landscape concept identifies entry treatments at key project intersections. These entry statements establish a “sense of place” and “sense of arrival” into the WINCHESTER HILLS community as well as providing direction to visitors. The community entries blend hardscape, landscape, and signage into a consistent visual statement that reinforces the WINCHESTER HILLS identity.

The WINCHESTER HILLS community utilizes both monument and pavement entry statements. The location of all monument types within WINCHESTER HILLS can be found on Figure IV-11, *Conceptual Landscape Plan*.

**a. Entry Monumentation**

Entry monumentation consists of a thematic blend of construction materials, landscaping features and identifying signage that will provide strong landmarks to reinforce the rural community character of WINCHESTER HILLS. A hierarchy of thematic concept entries has been included which consists of the following:

- Major Community Entry Monumentation
- Minor Community Entry Monumentation
- Neighborhood Entry Monumentation
- Commercial Entry Monumentation

**❑ Major Community Entry Monumentation**

Major Community Entry Monumentation illustrated in Figure IV-12, *Major Community Entry Monument*, provides the initial opportunity for identification for the WINCHESTER HILLS Specific Plan. Major Community monuments are located at the main entrance for residents and visitors, and act as the gateway to the community ahead. As such, they will convey a “welcoming” character, setting the tone for the community. Components of the Community Entry Monuments include but are not limited to the following:

- Masonry walls with manufactured stone veneer. Radius configuration and wall heights per graphic exhibits.
- Rustic wrought iron style sign mounted to the stone facade
- Rustic planting around stone walls with decorative boulders



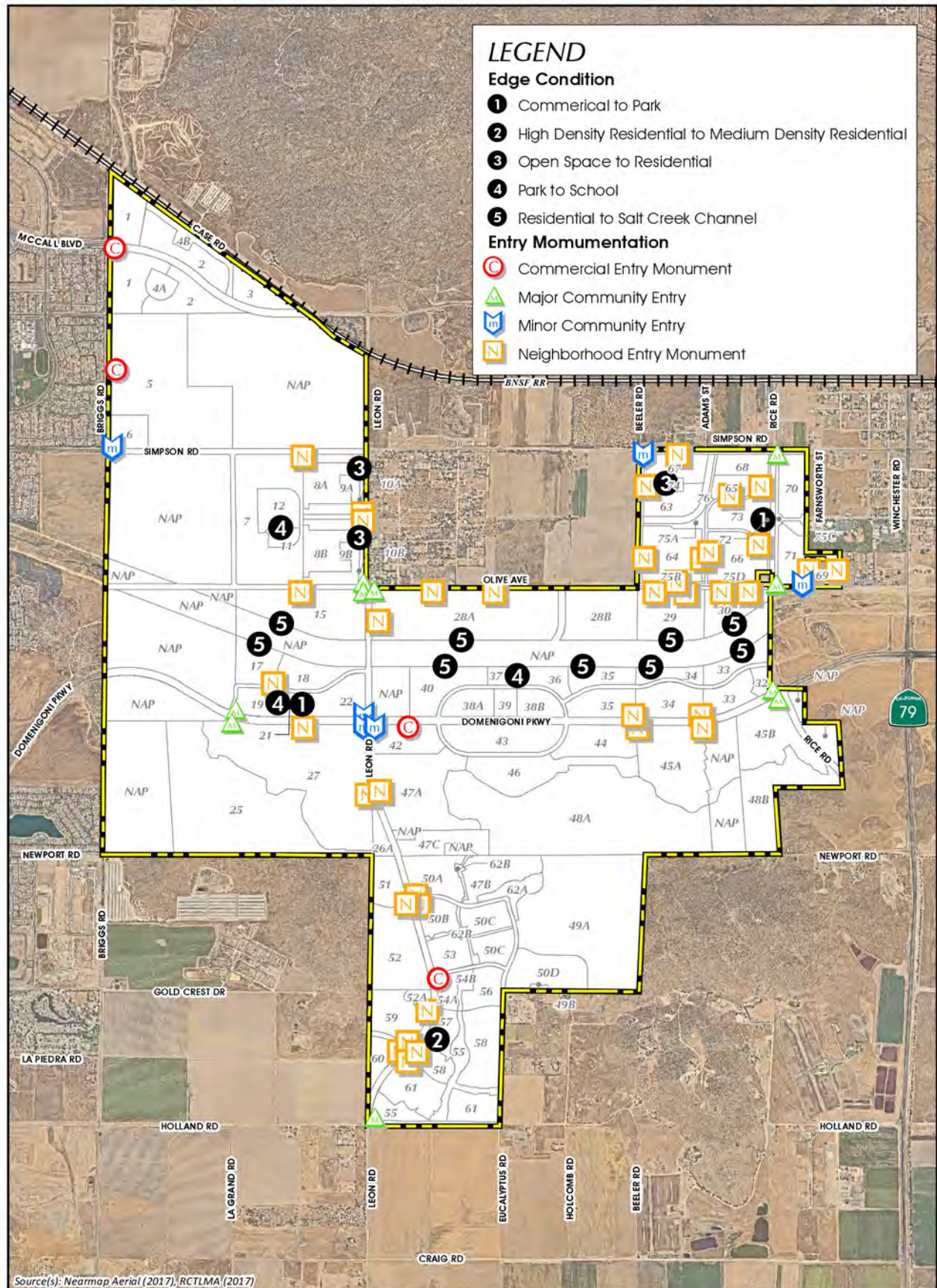


Figure IV-11





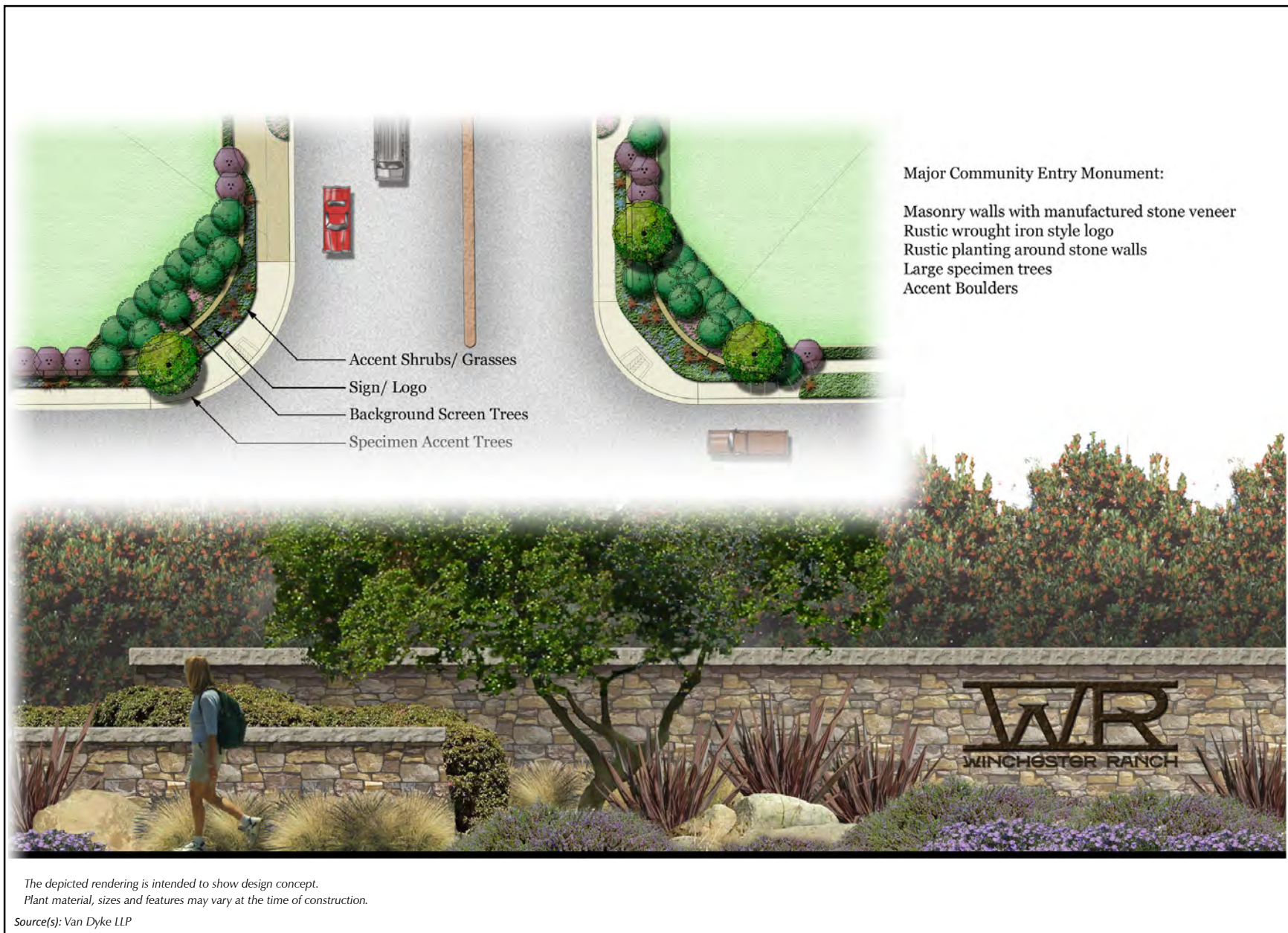
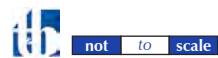


Figure IV-12



- Large specimen trees arranged around stone walls

Major entry monumentation shall be placed at three major intersections within the WINCHESTER HILLS community: Patton Avenue and Rice Road, Leon Road and Holland Road and Leon Road and Olive Avenue. (Optional locations are provided along Domenigoni Parkway to accommodate dynamic marketing needs.)

#### **Minor Community Entry Monumentation**

Minor Community Entry Monuments illustrated in Figure IV-13, *Minor Community Entry Monument*. Minor Community Entry Monument are designed to be similar to the Major Community Entry Monuments with slightly smaller logos. These entries retain the overall community atmosphere which the major entry monumentation seeks to achieve. Elements of the Minor Community Entries shall include but not be limited to:

- Masonry walls with manufactured stone veneer. Radius configuration and wall heights per graphic exhibits.
- Rustic wrought iron style logo mounted to the stone facade
- Rustic planting around stone walls with decorative boulders
- Large specimen trees arranged around stone walls
- A Minor Community Entry Monument shall be provided at the intersection of Domenigoni Parkway and Leon Road on all 4 corners of the intersection.

#### **Neighborhood Entry Monumentation**

One set of Neighborhood Entry Monuments shall be placed at entry points to residential neighborhoods from Collector Roads or Major Highways. Additional monumentation may be used at the discretion of the builder/developer. The locations of required neighborhood entry monumentation are illustrated on Figure IV-11, *Conceptual Landscape Plan*.

Neighborhood Entry Monuments provide a visual reference point for both residents and visitors and are intended to allow for flexibility and interpretation based on the individual developer's needs. Figure IV-14, *Neighborhood Entry Monument*, illustrates four options for neighborhood entry monuments, which are described below. Options for Neighborhood Entry Monumentation include but are not limited to:

##### Option 1:

- 4-foot high masonry wall with manufactured stone veneer
- Concrete cap with light sandblast finish
- Rustic wrought iron style neighborhood signage anchored to stone wall façade
- Wagon wheel attached to stone wall or footing
- Weathered steel (style) Winchester Ranch logo set in cap



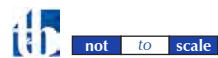
**Minor Community Entry Monument**

- Masonry walls with manufactured stone veneer in gently sloped landscape
- Rustic wrought iron style logo mounted to the stone facade
- Rustic planting around stone walls with decorative boulders
- Large specimen trees arranged around stone walls



*The depicted rendering is intended to show design concept.  
Plant material, sizes and features may vary at the time of construction.  
Source(s): Van Dyke LLP*

Figure IV-13







**Option 1**

- 4' high masonry wall with manufactured stone veneer
- Concrete cap with light sandblast finish
- Rustic wrought iron style neighborhood signage, anchored to stone wall facade
- Wagon wheel attached to stone wall
- Weathered steel Winchester Ranch logo set in cap



**Option 2**

- 4' high precast wall with textured relief finish
- Stone cap
- Neighborhood signage imprinted into precast wall face
- On-site boulders arranged around wall
- Wrought iron style Winchester Ranch logo and decorative rail set in cap



**Option 3**

- 4' high masonry wall with manufactured stone veneer
- Stone or Pre-cast Concrete Cap
- Wrought iron style neighborhood signage and decorative rail set in cap
- Weathered steel Winchester Ranch logo anchored to stone wall facade

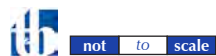


**Option 4**

- 4' high masonry wall with manufactured stone veneer
- Two 5' high pilasters with manufactured stone veneer
- Stone or Pre-cast Concrete Cap
- Wood post and beam structure
- Wrought iron style neighborhood signage suspended from wood beam
- Weathered steel Winchester Ranch logo anchored to stone pilaster facade

Source(s): Van Dyke LLP

Figure IV-14



## Option 2:

- 4-foot high pre-cast or Cast-in-place wall with textured relief finish
- Stone cap
- Neighborhood signage imprinted into precast wall face
- On-site boulders arranged around wall
- Wrought iron (style) Winchester Ranch logo and decorative rail set in cap

## Option 3:

- 4-foot high masonry wall with manufactured stone veneer
- Stone or pre-cast Concrete Cap
- Wrought iron (style) neighborhood signage and decorative rail set in cap
- Weathered steel (style) Winchester Ranch logo anchored to stone wall facade

## Option 4:

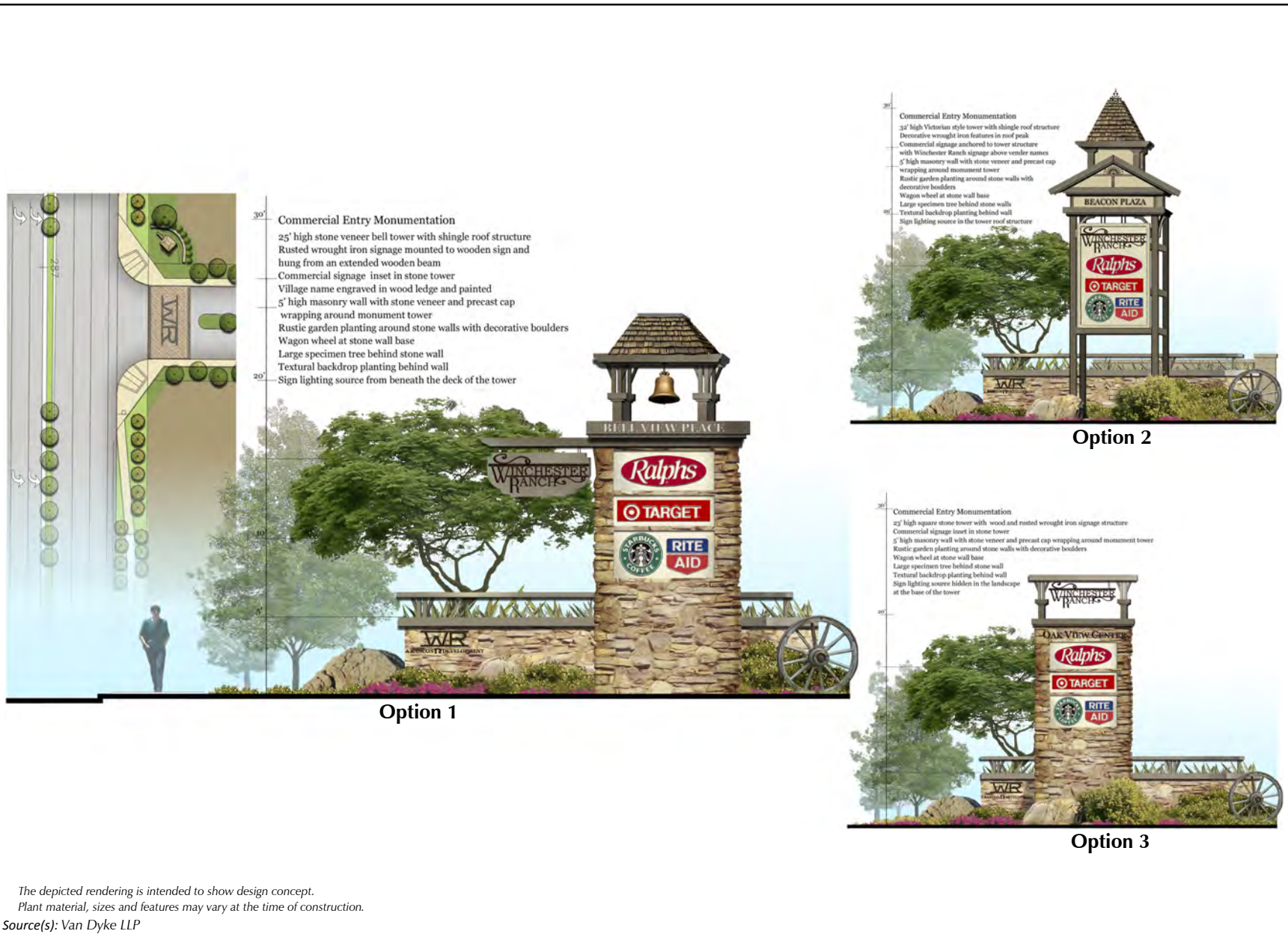
- 4-foot high masonry wall with manufactured stone veneer
- Two 5-foot high pilasters with manufactured stone veneer
- Stone or pre-cast Concrete Cap
- Wood post and beam structure
- Wrought iron (style) neighborhood signage suspended from wood beam
- Weathered steel (style) Winchester Ranch logo anchored to stone pilaster facade

**❑ Commercial/Retail Entry Monumentation**

Commercial Entry Monuments provide direction and information to residents and visitors within the WINCHESTER HILLS development. The locations of required Commercial Entry Monumentation are illustrated in Figure IV-11, *Conceptual Landscape Plan*. Commercial Entry Monumentation should be consistent with the project theme and should promote the community identity. Monuments should be clearly visible and legible and should not disrupt the project character. Options for Commercial Entry Monumentation include but are not limited to:

Option 1 depicted in Figure IV-15, *Commercial Entry Monument (Options 1-3)*:

- 25-foot high stone veneer clock tower with shingle roof structure



The depicted rendering is intended to show design concept.  
 Plant material, sizes and features may vary at the time of construction.  
 Source(s): Van Dyke LLP

Figure IV-15

Commercial Entry Monument (Options 1-3)



- Rusted wrought iron style signage hung from tower ledge
- Commercial signage hung from extended wooden beam
- Village name engraved in wood ledge and painted
- 5-foot high masonry wall with stone veneer and precast cap wrapping around monument tower
- Rustic garden planting around stone walls with decorative boulders
- Wagon wheel at stone wall base (optional)
- Large specimen tree behind stone wall
- Textural backdrop planting behind wall
- Sign lighting source from beneath deck of tower

Option 2 depicted in Figure IV-15, *Commercial Entry Monument (Options 1-3)*:

- 32-foot high Victorian style tower with shingle roof structure
- Decorative wrought iron style features in roof peak
- Commercial signage anchored to tower structure with Winchester Signage above vendor names
- 5-foot high masonry wall with stone veneer and precast cap wrapping around monument tower
- Rustic garden planting around stone walls with decorative boulders
- Wagon wheel at stone wall base (optional)
- Large specimen trees arranged behind stone walls
- Textural backdrop planting behind wall
- Sign lighting source in the tower roof structure

Option 3 depicted in Figure IV-15, *Commercial Entry Monument (Options 1-3)*:

- 23-foot high square stone tower with wood and rusted wrought iron (style) signage structure
- Commercial signage inset in stone tower
- 5-foot high masonry wall with stone veneer and precast cap wrapping around monument tower
- Rustic garden planting around stone walls with decorative boulders
- Wagon wheel at stone wall base (optional)
- Large specimen tree behind stone wall
- Textural backdrop planting behind wall
- Sign lighting source hidden in the landscape at base of tower

Option 4 depicted in Figure IV-16, *Commercial Entry Monument (Options 4-6)*:

- 25-foot high stone veneer clock tower with single roof structure
- Rusted wrought iron signage hung from tower ledge
- Commercial signage hung from extended wooden beam
- Village name engraved in wood ledge and painted
- 5-foot high masonry wall with stone veneer and precast cap wrapping around the monument
- Rusting garden planting around stone walls with decorative boulders
- Wagon wheel at stone wall base
- Large specimen tree behind stone wall
- Textural backdrop planting behind wall
- Sign lighting source from beneath the deck of the tower

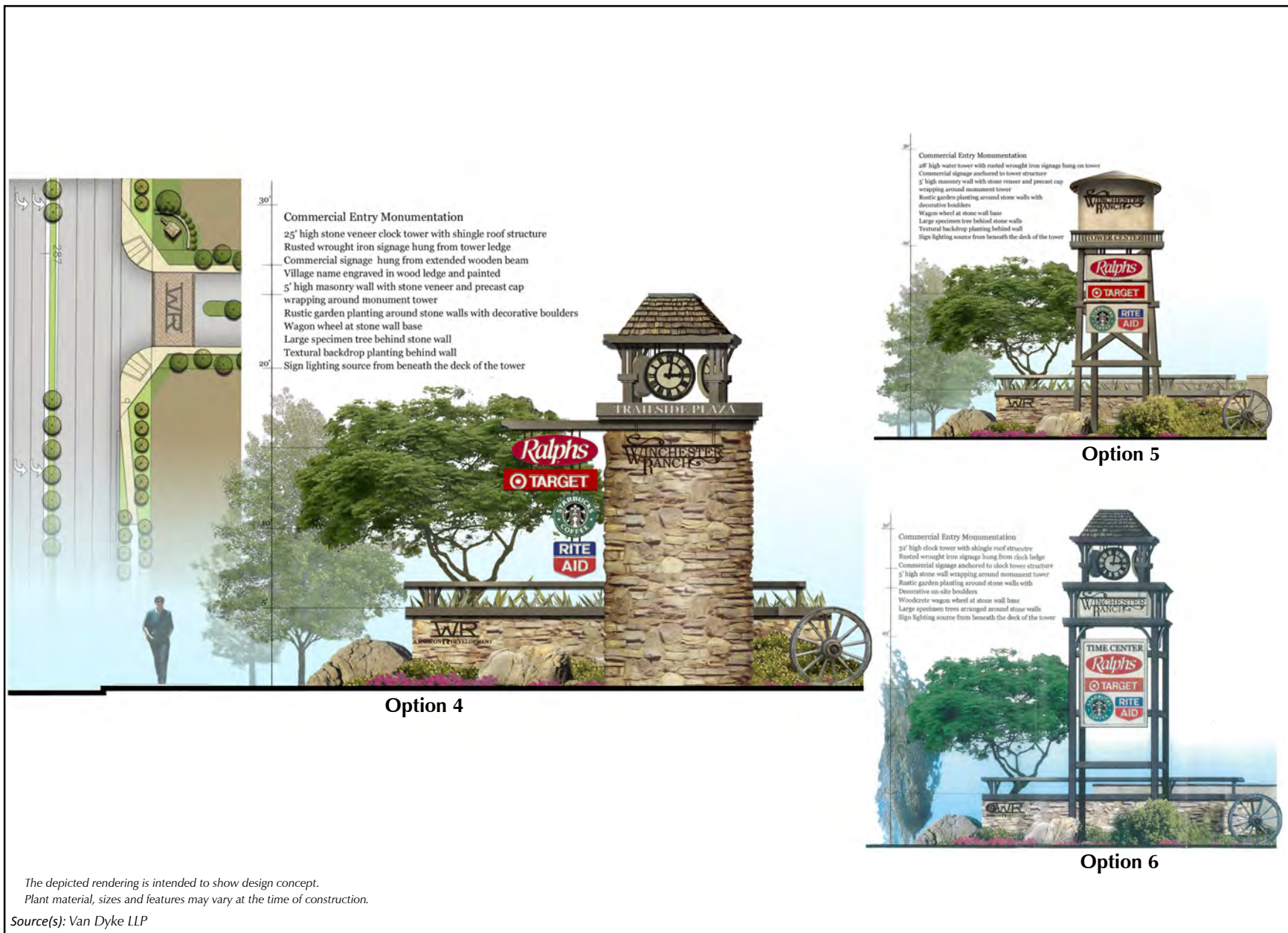


Figure IV-16

Commercial Entry Monument (Options 4-6)

Option 5 depicted in Figure IV-16, *Commercial Entry Monument (Options 4-6)*:

- 28-foot high water tower with rusted wrought iron signage hung from tower roof
- Commercial signage anchored to tower structure
- 5-foot high stone wall wrapping around monument tower
- Rustic garden planting around stone walls with decorative boulders
- Woodcrete wagon wheel at stone wall base
- Large specimen tree behind stone wall
- Textural backdrop planting behind wall
- Sign lighting source from beneath the deck of the tower

Option 6 depicted in Figure IV-16, *Commercial Entry Monument (Options 4-6)*:

- 32-foot high clock tower with shingle roof structure
- Rusted wrought iron style signage anchored to clock tower structure
- 5-foot high stone wall wrapping around monument tower
- Rustic garden planting around stone walls with decorative on-site boulders
- Woodcrete wagon wheel at stone wall base
- Large specimen trees arranged around stone walls
- Sign lighting source from beneath the deck of the tower.

Commercial Entry Monuments will occur at the entry to retail and commercial locations throughout the WINCHESTER HILLS community. The commercial developer may choose any of the monument options, however, no monument may be used more than once within the area.

#### **Commercial Entry Pavement**

Commercial Entry Pavement will accompany Commercial Entry Monumentation throughout the project, located outside the right-of-way, inside the commercial entrance drives. This treatment will further identify commercial areas and promote the project theme. Options for Commercial Entry Pavement are depicted in Figure IV-17, *Commercial Entry Pavement Options*, and are described below.

Option 1:

- Winchester Ranch logo in colored concrete, separate pour with light sandblast finish
- Top-seeded exposed aggregate in natural concrete at entry
- Entry pavement edged with tumbled concrete pavers

Option 2:

- Large aggregate rock seeded in natural concrete
- Winchester Ranch logo enhanced with small seeded aggregate in natural concrete, separate pour
- Paving edged in small seeded aggregate to match logo, separate pour





**Commercial Entry Pavement**  
 Winchester Ranch logo in colored concrete, separate pour with light sandblast finish.  
 Top-seeded exposed aggregate in natural concrete at entry.  
 Entry pavement edged with tumbled concrete pavers.



**Option 1**

**Commercial Entry Pavement**  
 Large aggregate rock seeded in natural concrete.  
 Winchester Ranch logo enhanced with small seeded aggregate in natural concrete, separate pour.  
 Paving edged in small seeded aggregate to match logo, separate pour.



**Option 2**

**Commercial Entry Pavement**  
 Dark tumbled pavers at entry.  
 Winchester Ranch logo in light tumbled pavers.  
 Small seeded aggregate in natural concrete at edges.



**Option 3**

**Commercial Entry Pavement**  
 Tumbled brick with running bond pattern at entry.  
 Winchester Ranch logo in dark tumbled brick, running bond pattern.  
 Entry pavement edged with tumbled brick in soldier course pattern to match logo.

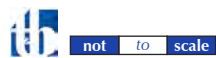


**Option 4**

*The depicted rendering is intended to show design concept.  
 Plant material, sizes and features may vary at the time of construction.*

Source(s): Van Dyke LLP

Figure IV-17



Option 3:

- Dark tumbled pavers at entry
- Winchester Ranch logo in light tumbled pavers
- Small seeded aggregate in natural concrete at edges

Option 4:

- Tumbled brick with running bond pattern at entry
- Winchester Ranch logo in dark tumbled brick with running bond pattern
- Entry pavement edged with tumbled brick in soldier course pattern to match logo

### **3. WALLS AND FENCING**

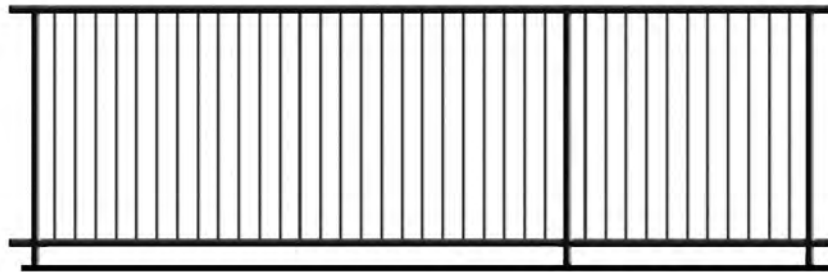
The purpose of walls and fences is to assist in the establishment of project identity and promote the project theme while providing an aesthetically enhanced buffer adjacent property owners. Walls and fencing will be provided on a variety of levels appropriate to the location in which they are placed, and will comply with community wall and fence elevations, as depicted in Figure IV-18, *Wall and Fencing Elevations*. Wall and fencing types include block walls, view fences, split wall/view fences, 3-rail vinyl theme fences and pilasters.

Walls shall not exceed six feet in height unless necessary for noise mitigation or if approved by the Planning Department.

Fencing and walls are to be provided by the builder(s) of the neighborhood at the time of development and as required by the Conditions of Approval. Perimeter project walls are to be built as each area of the project is developed.

The following standards shall apply to all walls and fences within the WINCHESTER HILLS community:

- Walls and fences shall be consistent with or complementary to the materials and/or colors used throughout the project.
- Block walls along the side and rear yards of residential lots, if used, shall return to the house at the side yard. Gates shall be wood or wrought iron or other material determined acceptable by the Planning Department.
- Permitted wall and fence materials within private areas include stone veneer, split face CMU block, wrought iron, concrete, tubular steel, and weathered steel. Glass and/or heavy break-resistant plastic are acceptable for use in fences and walls when necessary to preserve views while providing protection against wind or sound.
- No fence or wall shall be charged with electricity for security or other reasons.
- No fence or wall shall include barbed wire, razor wire, or other types of wire, metal, or glass unless approved as part of a Conditional Use Permit for commercial uses.



**View Fence**  
Tubular Steel Full View Fence  
Powder-Coated Black



**Block Wall & Pilaster**  
Integral Color, Split Face CMU Block Wall (Facing Common Areas)  
Integral Color CMU Cap With 1" Overhang On Each Wall Face  
Integral Color Split Face CMU Pilaster  
Integral Color CMU Pilaster or Pre-cast Concrete Cap  
(\* Color: "La Paz" Manufactured by RCP Block and Brick)  
(Note: Provide 1 Gal. Parthenocissus Tricuspidata Vines Along All Tract Walls Facing Common Areas at 10' Spacing Typical)



**Split Wall/View Fence**  
2' Split Face Block With Wall Cap  
3' Tubular Stainless Steel View Fence  
Battered Stone Veneer Pilaster With Concrete Cap in Accent Areas



**3-Rail Vinyl Theme Fence**  
Per Valley Wide Recreation & Park District  
Standard Landscape Specifications & Design Guidelines

*The depicted rendering is intended to show design concept.  
Plant material, sizes and features may vary at the time of construction.*

Source(s): Van Dyke LLP

Figure IV-18





**a. Block Walls and Pilasters**

A solid masonry wall with pilasters will be used in areas where privacy or common area views dictate. Pilasters shall occur at all property lines, changes in vertical and horizontal direction and at intervals appropriate to the length of wall run. When designated to be installed on the property line between two residential properties, the centerline of block wall pilasters should be positioned on the property line with a permanent marker denoting the property line location for homeowner fence alignment purposes. As illustrated in Figure IV-18, *Wall and Fencing Elevations*, block walls and pilasters will be designed as described below:

- Integral color, split face CMU block wall (facing common areas, smooth or split-face facing private homeowner areas)
- Integral color CMU cap with 1" overhang on each wall face
- Integral color split face CMU pilaster
- Integral color CMU pilaster cap or pre-cast cap
- \*Color: "La Paz" manufactured by RCP Block and Brick
- Provide 1 gal. Parthenocissus Tricuspidata vines along all tract walls facing common areas at 10' spacing typical

**b. View Fences**

View fences will be utilized in areas where view opportunities exist and protection from common maintenance is assured. These fences may be used to define property boundaries or create exterior privacy. As illustrated in the Wall and Fencing Elevations Exhibit, these fences will be designed as follows:

- Tubular steel full view fence
- Powder-coated black

**c. Split Wall/View Fence**

Split wall/view fencing will be provided in locations where some privacy is necessary, but a view is also desirable, such as areas adjacent to a park or greenbelt. These structures combine project walls and fencing to create a combination wall featuring the following:

- Tubular steel full view fence
- Powder-coated black
- Integral color, split face CMU block wall
- Integral color split face CMU or battered stone pilaster
- Integral color CMU pilaster cap or pre-cast cap

**d. 3-Rail Vinyl Theme Fences**

Theme fences will be located along Salt Creek and arterial road parkways. They shall be composed of vinyl rails, consistent with the project identity. As shown in the Wall and Fencing Elevations Exhibit, theme fences will be designed as follows:

- 3-Rail Vinyl Theme Fence per Valley Wide Recreation and Park District Standard Landscape Specifications and Design Guidelines, dated November 2004.

**e. Bridge Theme Walls**

Bridge theme walls shall be provided at two locations within the project as shown on the Wall and Fencing Master Plan: where Leon Road and Rice Road cross Salt Creek. As illustrated in Figure IV-19, *Bridge Theme Wall Simulation*, these walls will be designed with stone veneer walls and pilasters, enhanced concrete barriers, decorative light posts, and railings consistent with the WINCHESTER HILLS community.

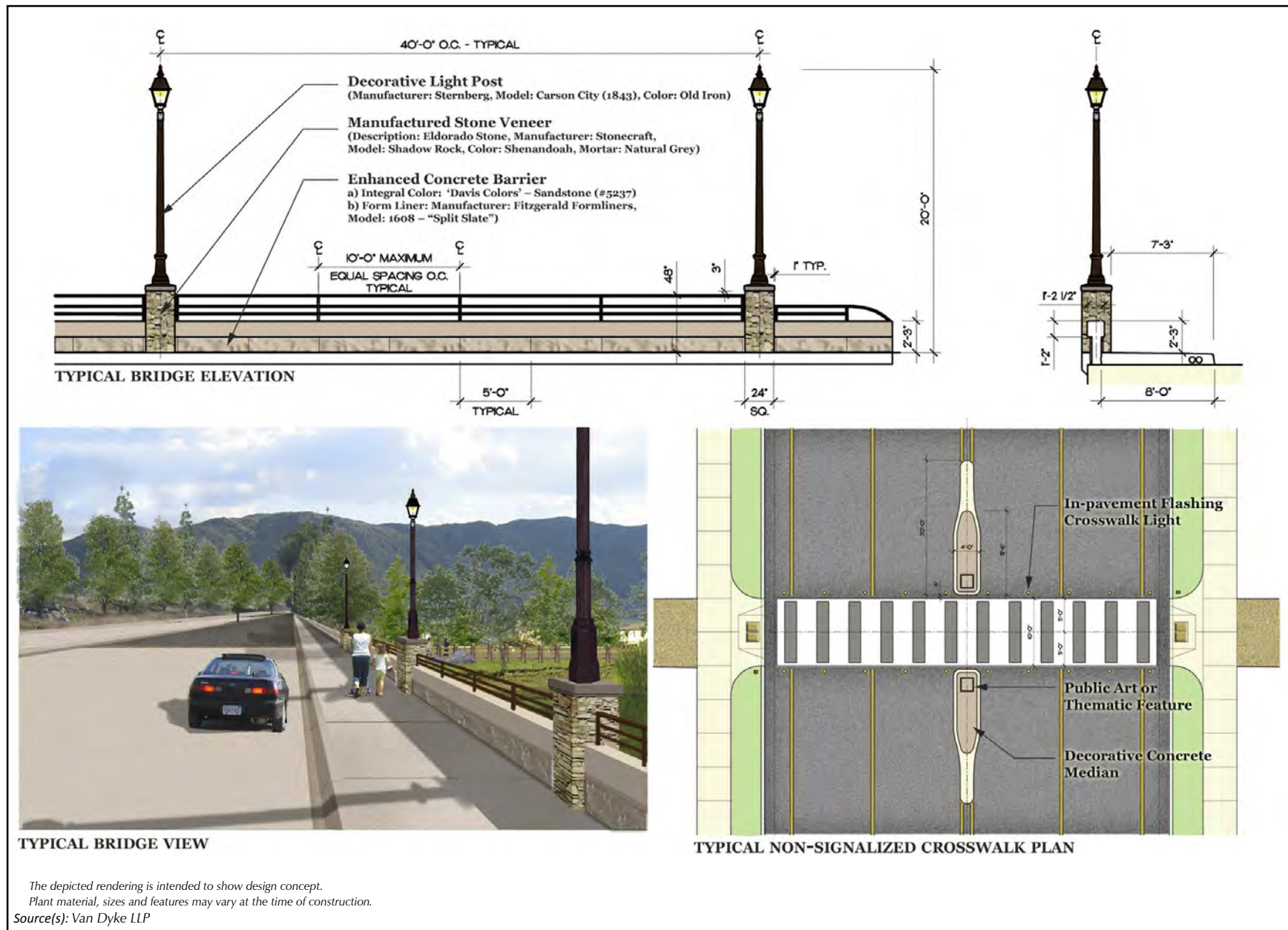


Figure IV-19



#### 4. COMMUNITY LAND USE EDGE TREATMENTS

Salt Creek runs east-west through the core of the WINCHESTER HILLS project and provides a unique amenity for the project. The WINCHESTER HILLS Specific Plan promotes Salt Creek as both a recreational and aesthetic feature by incorporating several standards for edge treatment into the design guidelines.

##### a. Residential to Salt Creek Land Use

Where Salt Creek adjoins residential land uses, special attention will be given to the area separating the two as illustrated in Figure IV-20, *Edge Condition - Residential to Salt Creek*. Edge treatments for this area will include a 20-foot minimum access road and multi-use recreational corridor, and a 13' shrub and tree landscape zone. The Salt Creek corridor will be separated from private lots by a partial block wall/retaining block walls and view fence. A 10' minimum setback will separate residential sites from the Salt Creek corridor.

##### b. Commercial to Park Land Use

Where commercial land uses adjoins parks, special attention will be given to the area separating the two as illustrated in Figure IV-21, *Edge Condition - Commercial to Park*. Edge treatments for this area will include a 10' minimum landscape buffer on each side of a Community Theme Wall per the fencing plan.

##### c. Open Space to Residential Land Use

Where the open space land uses in Planning Areas 10A and 10B abut Leon Road and residential lots, an edge condition shall be provided as conceptually depicted in Figure IV-22, *Edge Condition - Open Space to Residential*. This circumstance locates a 15' service road/regional trail between residences and a landscaped drainage basin. Beyond the drainage basin lies open space and a landscaped parkway containing a sidewalk, which provides a buffers residences from Leon Road.

##### d. High Density Residential to Medium Density Residential Land Use

Where the High Density Residential land uses in Planning Area 57 abut the Medium Density Residential land uses in Planning Area 58, an edge condition shall be provided as conceptually depicted in Figure IV-23, *Edge Condition - High Density Residential to Medium Density Residential*. This interface provides a fence separating the uses, with a minimum setback of 20' for the multi-family residences and 15' for the single family residences.

##### e. Park to School Land Use

Where the school land uses in Planning Area 56 abut the park land uses in Planning Area 55, an edge condition shall be provided as conceptually depicted in Figure IV-24, *Edge Condition - Park to School*. This condition allows for open access between the two areas, with landscaping and a walkway located around the perimeter of the park.

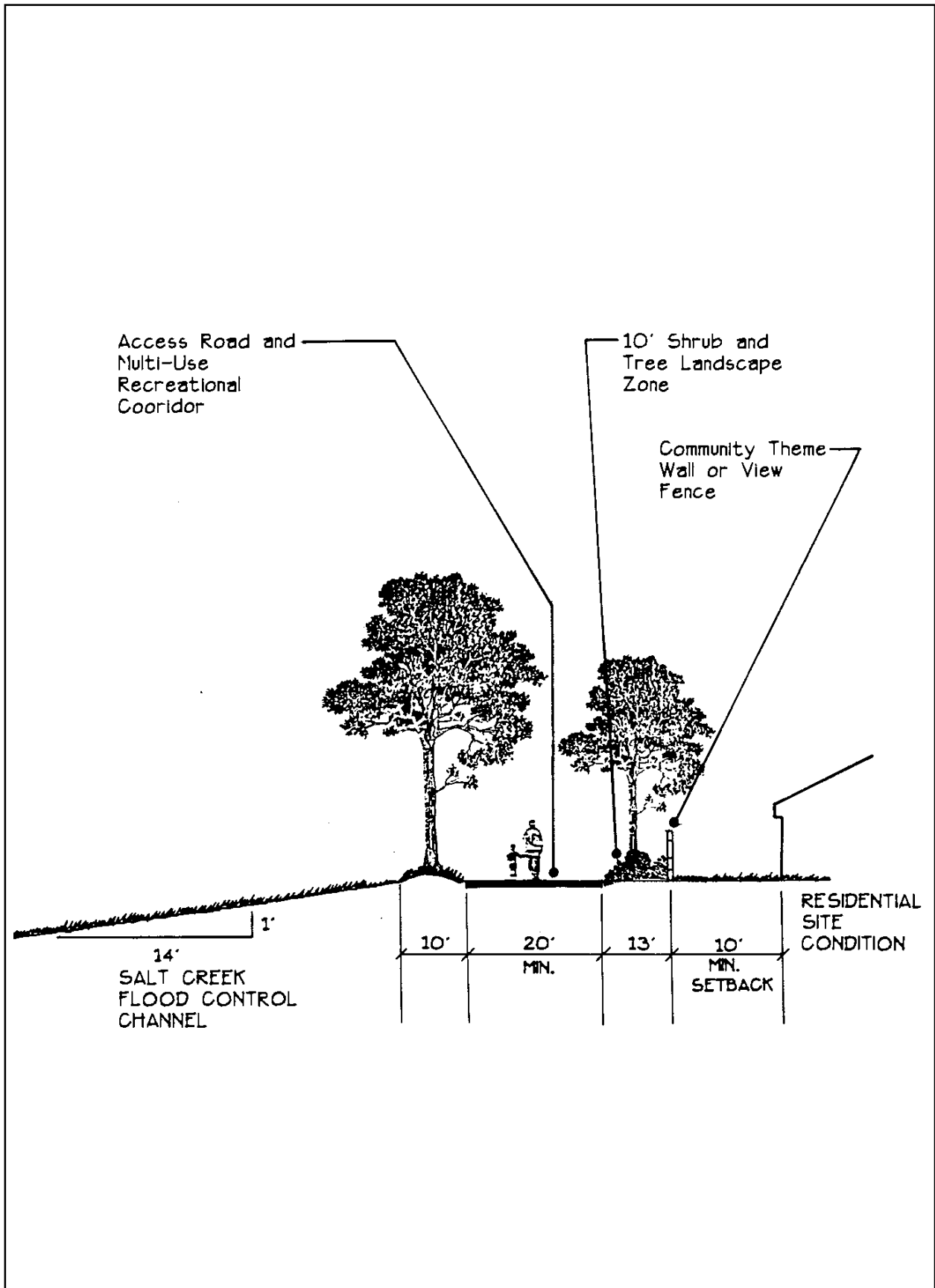


Figure IV-20

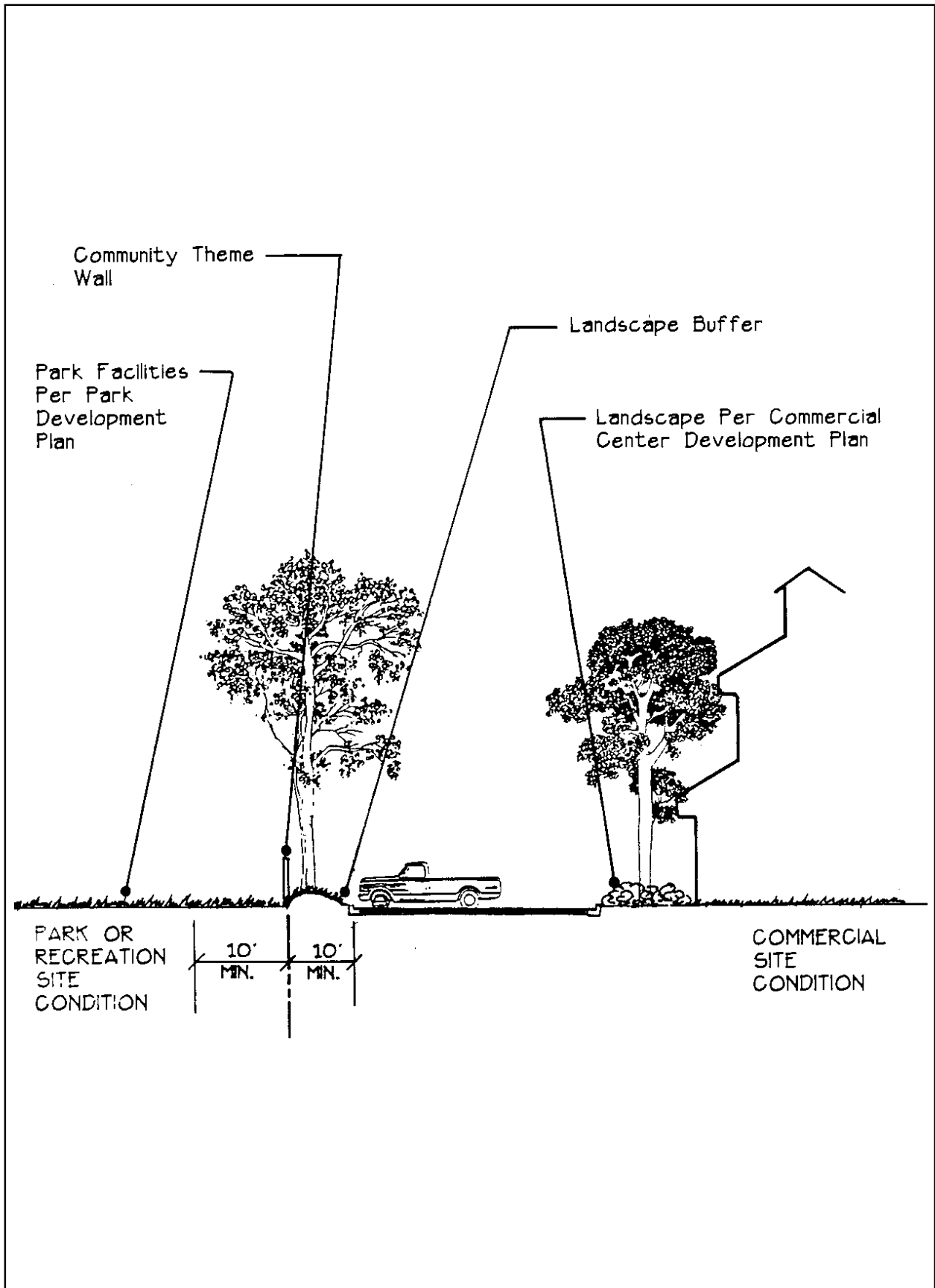
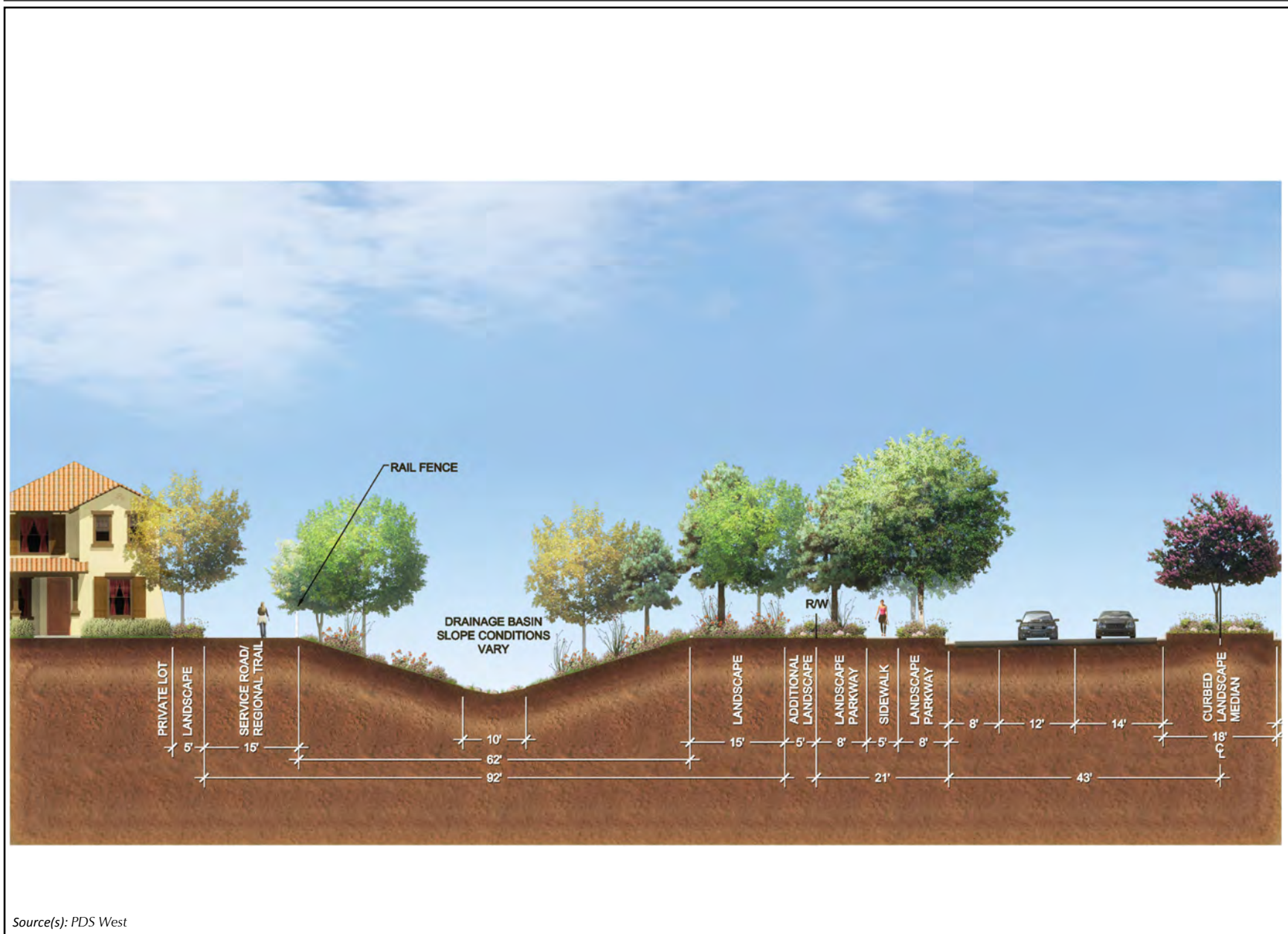


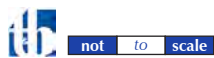
Figure IV-21





Source(s): PDS West

Figure IV-22



not to scale

Edge Condition - Open Space to Residential

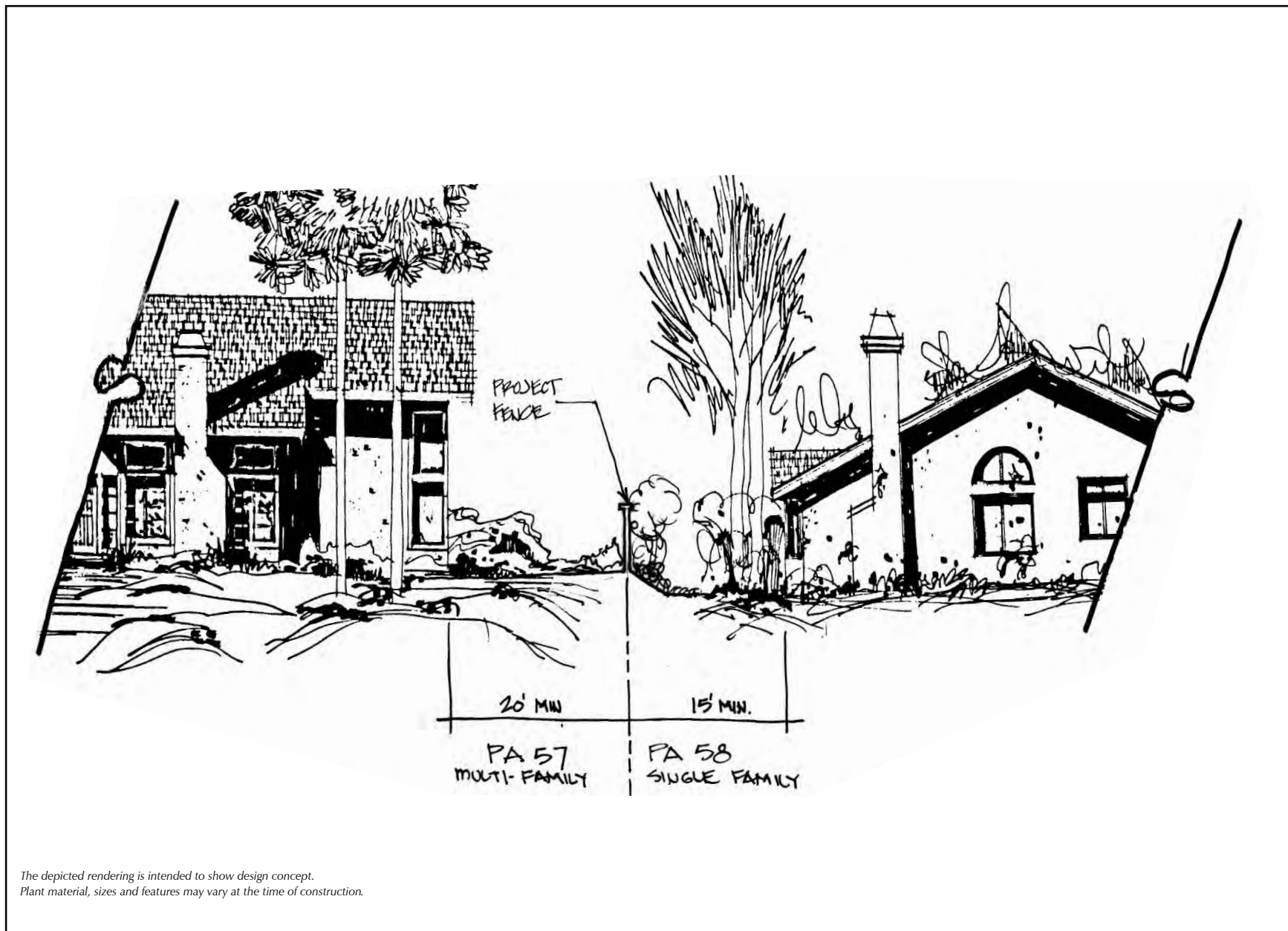
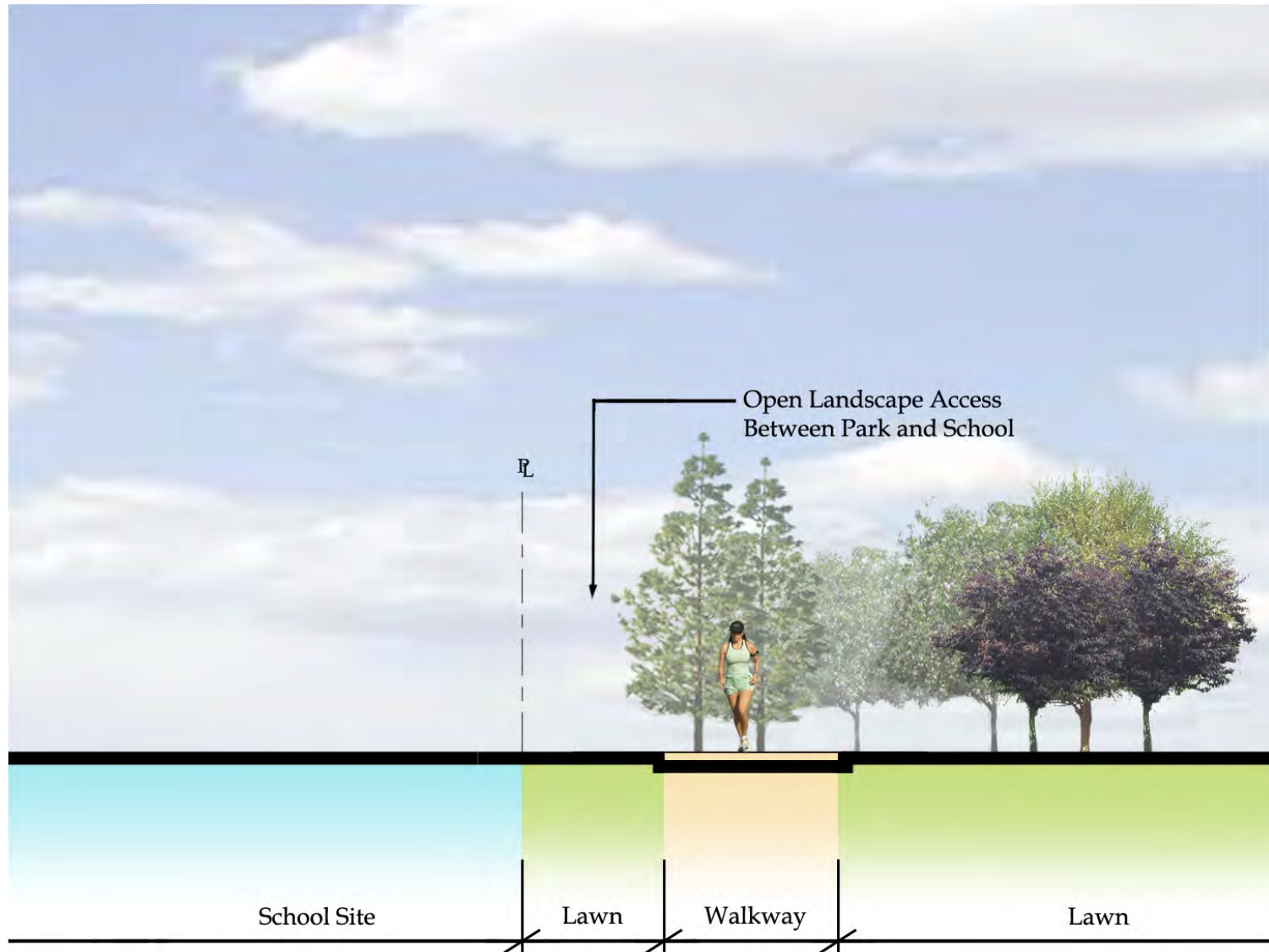


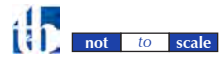
Figure IV-23



The depicted rendering is intended to show design concept.  
Plant material, sizes and features may vary at the time of construction.  
Source(s): Van Dyke LLP

Figure IV-24

Edge Condition - Park to School



**e. Fuel Modification Zone**

Fuel Modification Zones are planned to separate residential uses and open space areas in order to reduce the risk of the spread of wildland fires to residential areas. As illustrated in Figure IV-25, *Fuel Modification Zones*, a minimum 10' setback will be required between residential sites and a Fuel Modification Zone, and a Community Theme Fence will separate the two areas. The Fuel Modification Zone will provide a 100' buffer from residential land uses and will contain four separate zones, each consisting of 25'. Zone 1 will be irrigated and planted with drought tolerant/low fire fuel ground cover. In Zone 2, highly flammable plant species would be selectively removed and large dense groupings would be thinned out to 70% of their natural occurrence. Zones 3 and 4 would also have all highly flammable plant species removed, and large dense groupings would be thinned out to 60% and 50% respectively.



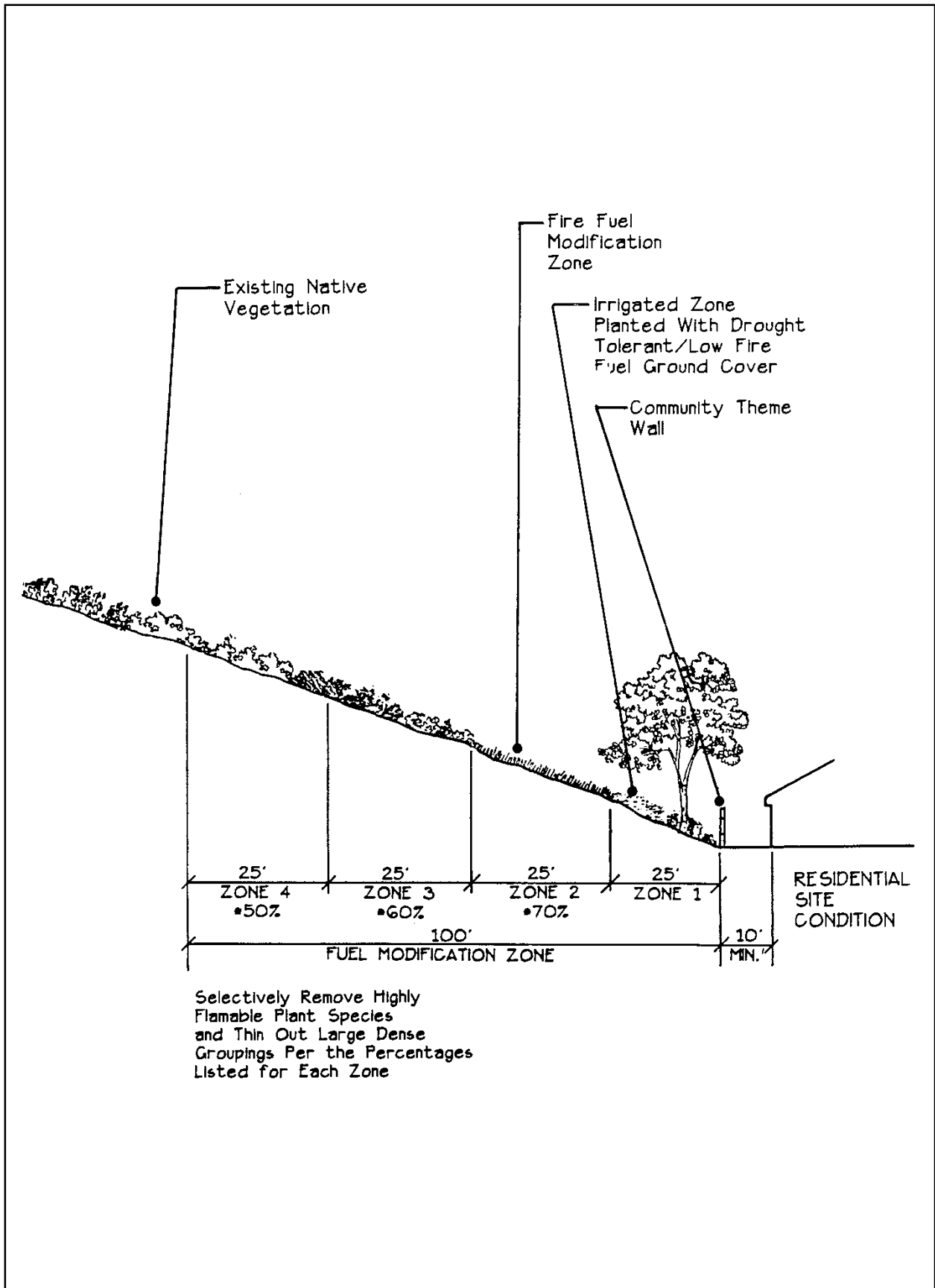


Figure IV-25

## 5. TRAILS

Proposed trails, depicted on Figure IV-26, *Non-Vehicular Circulation Exhibit*, will be designed to serve several user groups including equestrians, hikers, joggers, non-motorized bicyclists, and casual walkers. Trail use depends on trail location and size. Trails design will emphasize connectivity between community and regional areas.

### a. Regional Trail

Trails that provide linkages between several communities within a region are termed regional trails. These trails also serve to connect the region to the greater system of state and federal trails. Regional trails must be at least 12-foot wide and occur in a minimum 20-foot wide easement. Two regional trails shall exist: one on the east side of Leon Road, and the other on the north side of Domenigoni Parkway. A 5-foot minimum landscape buffer shall be provided between the trails and the road or right-of-way.

### b. Salt Creek Trail

Salt Creek will contain both a Class I Regional Bikeway and an equestrian trail. A Class I Bike Path/Regional Trail functions as a regional connector to link all of the major bodies of water in Western Riverside County. This trail should provide the opportunity for long distance users to take advantage of this system for long one-way or loop type trips. As depicted in IV-25, *Salt Creek Trail*, the north side of Salt Creek will be bordered by a meandering 10 foot wide, asphalt paved Class I Regional bicycle trail plus 5 foot wide, stabilized decomposed granite pedestrian trail / shared maintenance road. The south side of Salt Creek will be bordered by a meandering 15 foot wide, stabilized decomposed granite Equestrian/pedestrian trail/shared maintenance road within a 20' graded bench.

### c. Trails Along Drainage Greenbelts

Drainage channels within the specific plan shall be bordered on each side by 15 foot wide, stabilized decomposed granite trails / shared maintenance roads. Trail user groups shall be determined by the County of Riverside.

### d. Paseo Pedestrian Trail

Paseo trails will provide connections from regional and community trails to parks and equestrian trails. As depicted in Figure IV-28, *Pedestrian Paseo*, and Figure IV-30, *Paseo Detail*, these trails will occur in the rights-of-way along side roads or through open space lots, and will consist of a 5-foot minimum within a 20-foot minimum easement or open space lot. When found in a park, the trail will have altering widths and surface types. Paseo trails shall be concrete. As depicted in Figure IV-29, *Pedestrian Paseo (PA 75C)*, provides a pedestrian-oriented corridor to encourage a walkable urban promenade and plaza environment that complements and connects the community's mix of residential and commercial uses. This paseo may consist of a minimum 15-foot wide concrete promenade, a minimum 15-foot wide outdoor space to provide residents and visitors with public gathering spaces, and minimum 10-foot and 5-foot landscape parkways that consist of trees, shrubs, and groundcover.

### e. Open Space Trail

The open space trails shall be 8 to 10-foot wide, stabilized native soil within natural open space areas within or adjacent to the community. Trail user groups shall be determined by the County of Riverside.

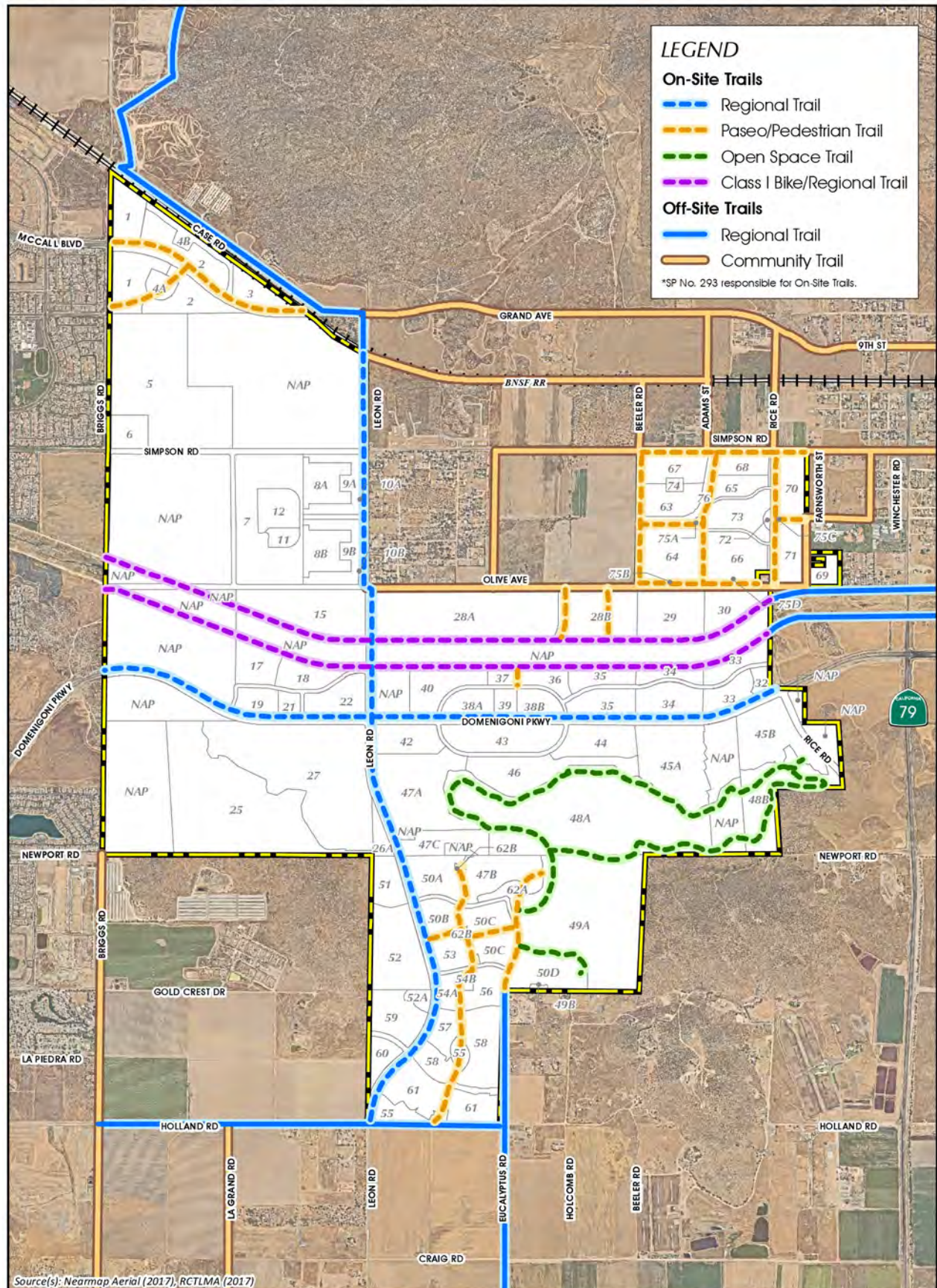


Figure IV-26





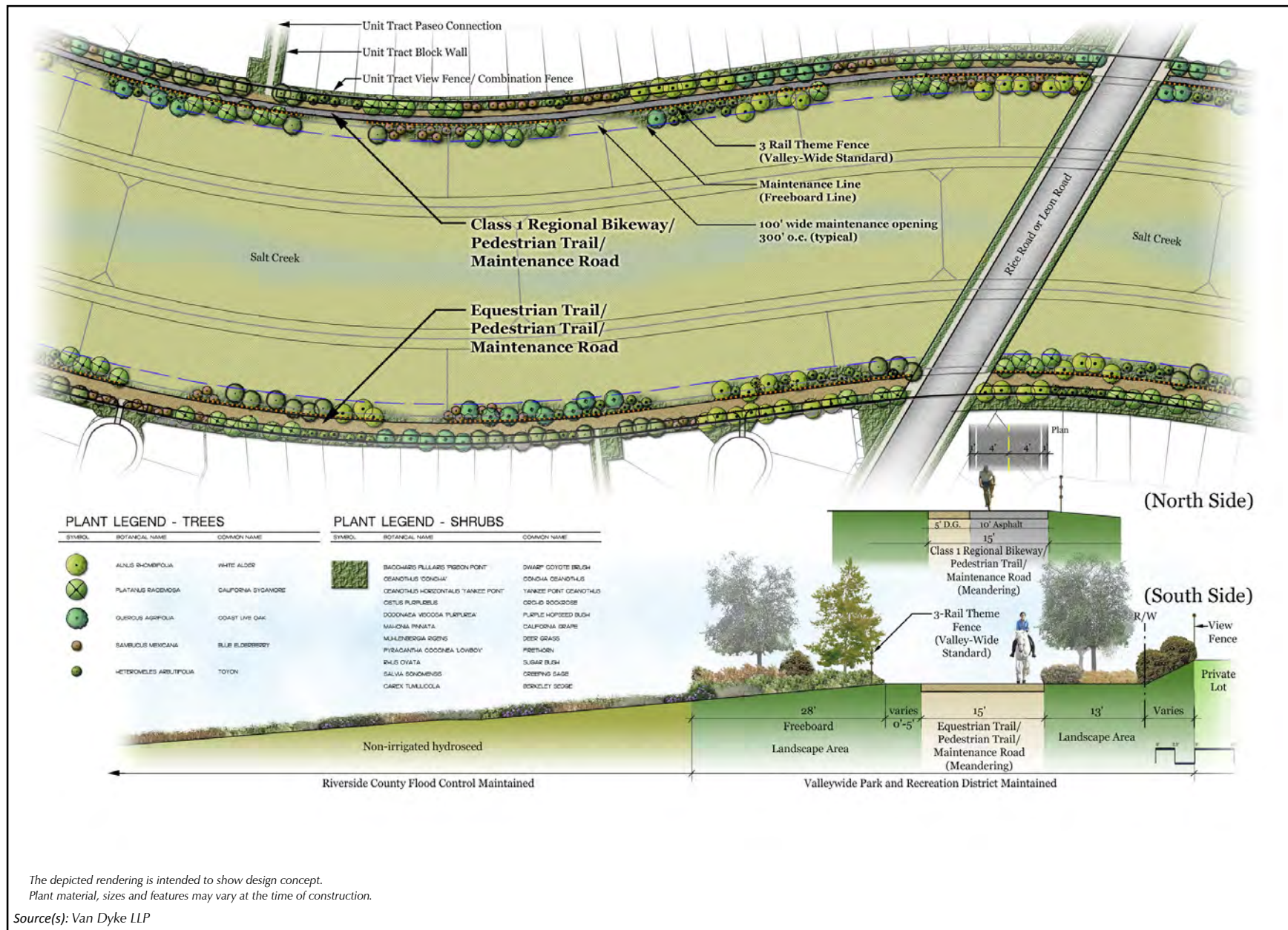


Figure IV-27



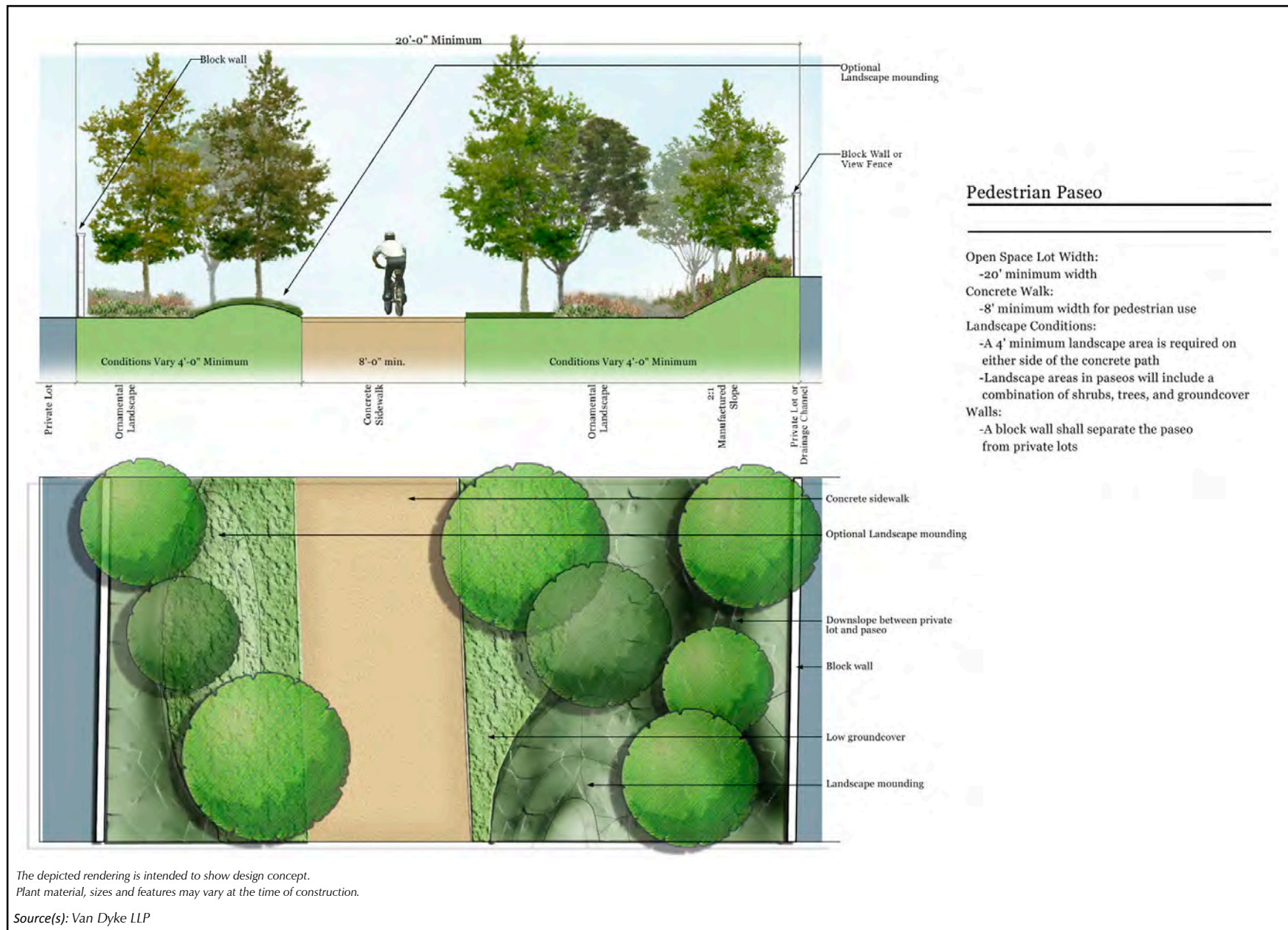
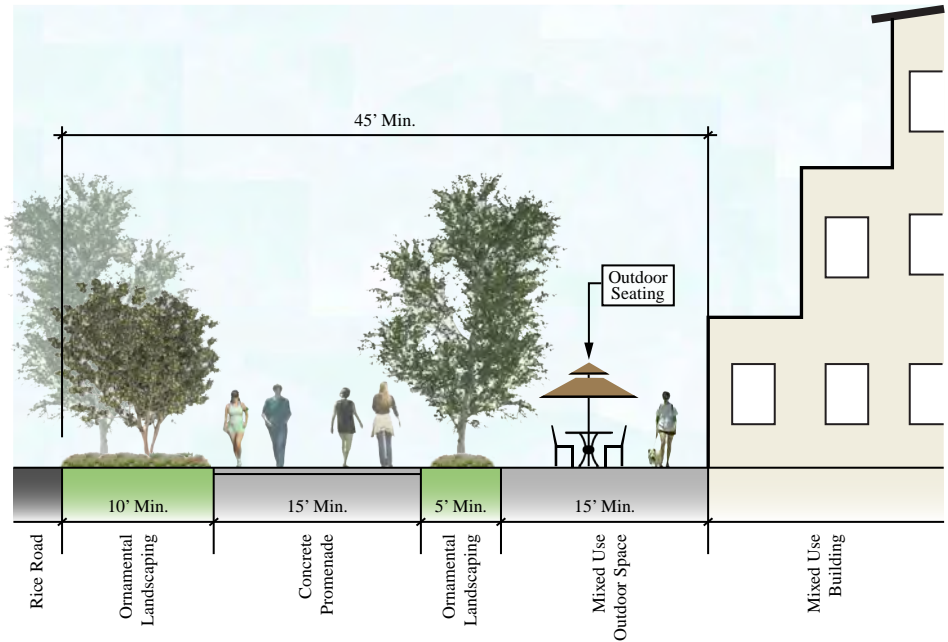
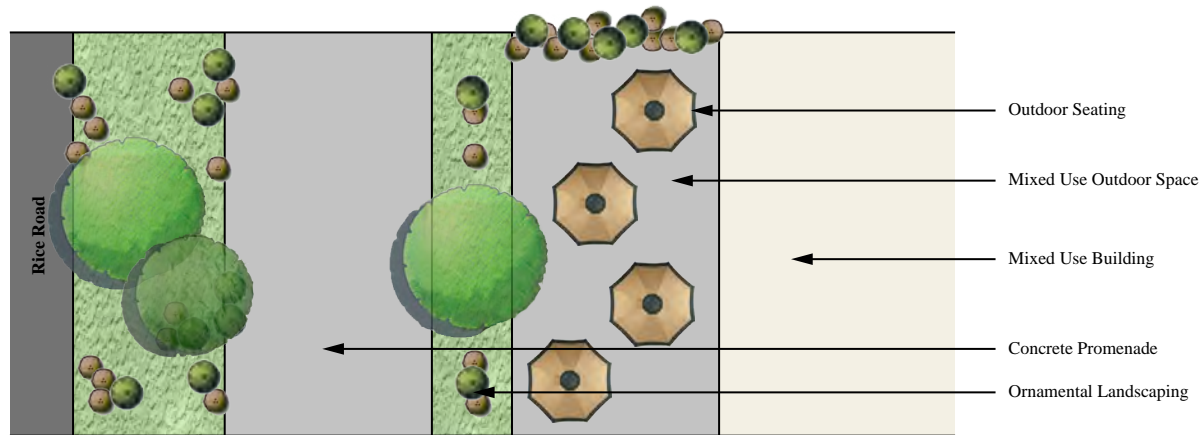


Figure IV-28



**Pedestrian Paseo (PA 75C)**

- Paseo Width:  
-45' minimum width
- Concrete Promenade Width:  
-15' minimum width for pedestrian use
- Mixed Use Outdoor Space Width:  
-15' minimum width
- Landscape Conditions:  
-A 10' minimum landscape area and 5' minimum landscape area are required adjacent to the concrete promenade  
-Landscape areas in paseos will include a combination of shrubs, trees, and groundcover

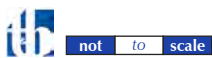


The depicted rendering is intended to show design concept.  
Plant material, sizes and features may vary at the time of construction.

Source(s): T&B Planning, Inc.

Figure IV-29

Pedestrian Paseo (PA 75C)





PLAN VIEW

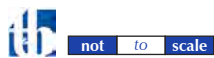
SECTION A-A

*The depicted rendering is intended to show design concept.  
Plant material, sizes and features may vary at the time of construction.*

Figure IV-30

Paseo Detail

Page IV-X



**1. TRAIL MONUMENTATION**

Trail Monumentation will occur at designated intervals along trails throughout the project. As illustrated on Figure IV-31, *Trail Monumentation*, monumentation is divided into two categories, which are described in detail below:

**a. Major Trail Marker**

Major Trail Markers shall consist of a 7-foot high sign structure with the Winchester Ranch logo. A high-pressure laminate (or similar material) trail map sign will be suspended from a beam. A bench with the trail name engraved and painted into the backboard will accompany the sign structure.

**b. Trail Marker**

Trail Markers will be composed of a 3-foot high minimum marker post.



- Major Trail Marker**
- Bench with trail name engraved and painted into backboard
  - 7' high sign structure with metal Winchester Rancho logo
  - High pressure laminate (or similar material) trail map sign hung from beam

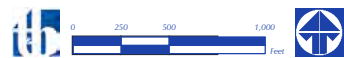
- Trail Marker**
- Marker post



The depicted rendering is intended to show design concept.  
Plant material, sizes and features may vary at the time of construction.

Source(s): Van Dyke LLP

Figure IV-31



**D. ARCHITECTURAL GUIDELINES****1. GENERAL GUIDELINES**

The following architectural design guidelines provide general direction for project design at the land planning level. Separate sections are dedicated to architectural theme, styles, and to structural massing and siting, with the intent of achieving design continuity throughout the project. These guidelines were developed in accordance with the design objectives of the WINCHESTER HILLS Specific Plan

**a. Architectural Theme**

WINCHESTER HILLS will display an architectural theme which uses the soft lines of rural architecture of the western United States, to produce a feel that is in concert with the rural surroundings.

WINCHESTER HILLS will be developed with an appearance of a traditional, small community, a neo-traditional small town with walking neighborhoods and walk-to stores. Of primary importance from an aesthetic approach is that the community elements are well-integrated. Because of the large size of the plan, a fragmented, unorganized sense can arise if streetscenes, monumentation and landscape differ too greatly.

Attention to detail during the development process will be integrated under the architectural guidelines, so that the final product can result in a very pleasing environment. This requires detail to all items, including those as minute as lamp posts, trash enclosures and the choice of lettering styles for entry monumentation.

**2. ARCHITECTURAL QUALITIES AND CONCEPTS**

The architectural character of WINCHESTER HILLS specifies western building styles, predominately those of rural America, as well as the warmth and expansiveness of a California Ranch.

Commercial center appearances should utilize soft tones and colors. The development of commercial centers should be inviting, with shade trees and benches, perhaps with a sculptured fountain as a central focus.

Development design within each village should strive to be of high quality and well integrated. Overall commercial architectural style should be consistent in its building massing, especially as seen from the streetscene. It is important to keep in mind that WINCHESTER HILLS occupies the largest single masterplanned area of the Winchester Valley, and its appearance will benchmark the level to which all new construction should strive.

**a. Architectural Styles - Exemplary Styles**

The architectural style presented in the homes and public buildings of the Specific Plan is its most productive means to emphasize, in fact embody, the environmental, regional, historical and cultural context in which the planned community will be built. In the Winchester area, these variables are both rich and still in existence, documented in family homesteads, operating farms and town buildings.

The town of Winchester has its roots in the great western expansion that led, and then followed, the

rail lines of the California Southern Rail Company in the 19th Century. The same rail, now owned and operated by The Atchinson, Topeka and Santa Fe Rail Company, ran through the center of Winchester Valley, which was called "Paradise Valley." A commuter stop with a small station placed Winchester as a potential candidate as county seat of Riverside. Large homesteads were purchased for dry farming. Years later, as the dairy industry in Los Angeles was replaced by burgeoning subdivisions, far-seeing dairymen of Dutch and other extraction placed their land profits in the area, counting on the cycle of expansion to pay off again in the future. Many retirees and others wishing a more open, expressive life style away from the big city divided land and developed ranch and horse properties in and around the town of Winchester. From this background the architectural expression for WINCHESTER HILLS derives its style. It is thus in respect to the those visionaries of the area who established home, ranch, feedstore, town hall, church and school that the guidelines for future development is drawn.

Described below both verbally and in photographs or renderings are samples of the type of quality architecture anticipated at buildout of the Specific Plan. These are examples only, and housing types are not limited to those listed below, but may include many varied styles which accommodate the rural surroundings, warm climate and openness of WINCHESTER HILLS Specific Plan.

- ❑ **California Ranch Style** - This style of structure in the Winchester area is also the most predominant of those found in the local area. As shown in Figure IV-32, *Architectural Elevations – California Ranch*, it is characterized by the horizontal (single-story), sprawling layout, reflective of the generous amounts of land of its origin. Striking and functional is the large roof overhang, providing shade in the long hot, months to windows which are undersized in southerly and westerly exposure, but oversized in the other orientations. Prevalent is the use of wood - in siding, roof (although modern fire-safety requirements mandate replica materials), patio areas and fencing. The ranch style more than communicates or attempts to blend with its environs; it is the manifestation of its surrounds.
- ❑ **California Contemporary** - This style, made common by the expansion of communities in Southern California, is nonetheless an appropriate structure for WINCHESTER HILLS. As shown in Figure IV-33, *Architectural Elevations – California Contemporary*, it utilizes the best of modern technology - such as large paned glass areas that meet energy-efficiency standards. faux brick and stonework which meet earthquake safety standards, and concrete roofing materials which closely resemble wood shingle - and blends them into an attractive and functional home. The modern appearance is softened and made interesting by the use of changing roofline pitches, the addition of dormers or full-story rooms, and entries which are stepped back from the front of the structure, providing relief and accentuating the front door. The contemporary can utilize multi-pane, clerestory and half-round windows to add vitality to walls, as well as multiple chimney or other projections to break up the massing.
- ❑ **California Bungalow** - This style, again at home in its native environs is also most adaptable to the neo-traditional "sense of place" planned for WINCHESTER HILLS Specific Plan. As shown in Figure IV-34, *Architectural Elevations – California Bungalow*, the California bungalow has its roots, unpretentiously, in the movement to provide low cost homes in sunny California to in-migration, before the onset of the Second World War. Materials are simple wood siding and composite roof, an even ratio of width-to-depth with extended front porch, and garages which are implemented by the addition of another square at the side or rear of the lot, detached. But the bungalow is well-suited to the California climate and lifestyle, and its abundant use of large windows, its covered porch, and its propensity to move activities to the outdoors because of limited indoor space make it a functional style in a traditionally planned community.

- ❑ **California Cottage** - Related to the California bungalow but modernized in many ways, as shown in Figure IV-35, *Architectural Elevations – California Cottage*, the Cottage style is exemplified by a small building footprint, vertical elements of chimney and prominent upstairs window, and exterior finish which often includes clapboard siding, lattice work and cedar shingle. The California Cottage makes excellent use of small or narrow lots, often utilizing an entry on the structure's side. The lot should be well-landscaped, with special emphasis of vertical element such as column, post or arbor to mark the front door entry.

**b. Summary of Architectural Styles**

Rather than restricting architectural style, these guidelines will define the character and quality of the community of projects in WINCHESTER HILLS. These guidelines provide a conceptual reference for architectural continuity and visual cohesiveness. As such, this section should not be interpreted to require a stringent compliance to a particular style of architecture but rather to a sense of belonging together.

Per Riverside County Planning Department requirements, all tentative tract maps associated with planning areas designated for residential development with lots equal to or less than 5,000 square foot minimum are required to submit conceptual elevations and floor plans for the homes affected by the submitted tentative tract maps.





Figure IV-33



Figure IV-33



Figure IV-34





Figure IV-35



**3. ARCHITECTURAL DESIGN GUIDELINES**

The following architectural design guidelines provide a pictorial example of the exterior architecture of residential and non-residential structures. The guidelines describe four characteristics of - sensitivity, effect, features and materials - as well as recommendations for signage, lighting and equipment screening. These guidelines are not intended to be all-inclusive, and variations from specified elements or materials are permitted, although a specific list of prohibited materials is also included. Listed features and elements are considered appropriate or acceptable but not necessarily required.

**a. Sensitivity**

The architectural styles and treatments selected for projects within WINCHESTER HILLS Specific Plan should exhibit the following characteristics of sensitivity:

- Create a complementary relationship with adjacent projects.
- Create architecturally distinct structures through use of various components.
- Project structural integrity
- Develop a compatible relationship between projects and buildings, and open space or recreation areas
- Present an appropriate orientation toward adjacent land uses
- Create an aesthetically pleasant profile

**b. Effect**

The architectural styles and treatments selected for projects within WINCHESTER HILLS should create the following effects:

- Establish and enhance overall character
- Emphasize proper land use relationships
- Avoid visual repetition
- Create a desirable visual environment
- Authentically replicate selected architectural styles
- Create visual vitality through interaction of styles
- Maintain continuity within the project through the use of similar architectural elements

**c. Features**

The architectural styles and treatments selected for projects within WINCHESTER HILLS should utilize or incorporate some combination of the following features:

- Articulated facades
- Low plate lines
- Large overhangs
- Variated roof planes
- Recessed entries
- Greenhouses and skylights

- Balconies and porches
- Wainscoting
- Extensive windows

**d. Materials**

The materials used in the construction of residential, commercial and industrial structures within WINCHESTER HILLS should be selected from the following listing. Materials not included in this list are subject to architectural review:

- Stucco and plaster
- Wood and dimensioned lumber
- Board on board
- Stone, rock or brick
- Wood or wood replica shingles
- Slate
- Metal or wood window dividers
- Precast concrete or split-faced block (commercial only)

**4. ARCHITECTURE – LAYOUT AND STRUCTURE MASSING**

WINCHESTER HILLS Specific Plan is a large-scale community which has been divided into five small-scale villages, each with its own identity. The Specific Plan is designed to incorporate the general guidelines of the Transit-Oriented Development (TOD) concept, aforementioned in this document. While not strict in its interpretation of the rules which govern land planning and pedestrian movement in a TOD, WINCHESTER HILLS nevertheless has been planned to accommodate the pedestrian as much as possible, and diminish sole reliance on travel via the automobile, in accordance with the following statement about TOD design:

*The TOD mixes residential, retail, office, open space and public uses within comfortable walking distance, providing options for residents and employees to travel by transit, bicycle, or foot, as well as by car. (Calthorpe Associates)*

As implementation of the Plan proceeds from a macro-environment to a micro-environment, the elements which comprise the master developer's and builder's design must be consistent with each other as well as with the overall vision. The following subsections guide the design in an increasing detail from streets, to lot layout, to building massing and finally, to the community elements of entries, signage, lighting, enclosures, etc.

**a. Street Layout – Pedestrian-Oriented**

**Arterial Streets and Thoroughfares**

Arterial streets and thoroughfares should allow efficient conveyance of through traffic. The arterial may not serve as a significant barrier to pedestrian and bike activity - such a situation will increase the number of daily vehicle trips. Convenient pedestrian and bike crossings shall be provided wherever cross-arterial connections occur. Large, traffic-carrying roadways should be located at the periphery of a TOD.

**☐ Street Pattern**

The TOD street system should be clear, formalized and interconnected, converging to the transit stop and commercial center. Cul-de-sac streets should be avoided, or modified to allow pedestrians and bicyclists to pass through.

Utilizing guiding principles of the 1991 Sacramento County General Plan Update, WINCHESTER HILLS intends to communicate to the developer merchant builder the aspects of TOD which must be implemented in the basic roadway design. The guiding principles to be applied are as follows:

- Link land use with existing or proposed transit alignments
- Reduce the number of auto trips and regional Vehicle Miles Traveled (VMT)
- Reduce air pollutant emissions
- Provide a diversity of housing types
- Design the urban area efficiently

**Appropriate**

- Encourage the layout of grid streets, or modified grid, feeding into the collector streets, to encourage direct access to recreation and shopping areas. Where cul-de-sacs are used, provide openings from cul-de-sac onto collector streets to avoid circuitous routes to points of interest.
- Interconnected street system
- Simple and memorable, with landmarks
- Provide multiple and parallel routes
- Provide the shortest and most direct path to destinations
- Security through access and visibility

**Inappropriate**

- Winding roads, dead-end streets and cul-de-sacs
- Collector streets overburdened by excessive traffic
- Street pattern which is circuitous or complex patterns which will
- discourage pedestrians
- Busy, smoggy, wide and "unfriendly" boulevards
- Isolation from rest of community

**b. Lot Layout****☐ Layout Styles**

The layout of individual lots is governed by the density proposed in that planning area, having taken into account the variables which impact development: topographical and environmental characteristics, integration into surrounding uses, efficient use of the land and, in this Specific Plan, accommodation of pedestrian and bike travel.

Similar sized lots on both sides of the street are encouraged, so that building setback and structure scale

are consistent. Clearly defined and visible entryways that orient to the street are preferred. The lot layout should encourage public activity in the public realm and welcome visitors from the on-street parking.

Many varied approaches to lot layout are acceptable, when the principles and intent of the TOD concept are respected. The following examples highlight the different possibilities; all are appropriate when a continuous pedestrian and bicycle system is incorporated within and between neighborhoods.

**Private Courtyard**

Private courtyard with shared access reduces overall street miles and places more residential units in close proximity to services

**Zero Lot Line Configuration**

Zero lot line configurations enable density without concurrent loss of usable yard areas.

**Clustering**

Clustered, detached units with common area allow development in topographically difficult areas, with a gain in recreational or dedicated open space.

Similar sized lots on both sides of the street are encouraged, so that building setback and structure scale are consistent. Clearly defined and visible entryways that orient to the street are preferred. The lot layout should encourage public activity in the public realm and welcome visitors from the on-street parking.

**c. Building Massing**

**Proportion and Siting**

The proportion and siting of residential structures do much to influence the character of a street, as well as neighborhood. Building massing and placement in WINCHESTER HILLS Specific Plan should strive to be interesting, inviting, and functional.

Where possible, similar uses and building intensities are encouraged to be located on both sides of the street. Buildings should be placed to provide an open vista at intersections, and allow pedestrians to see the layout of the neighborhood.

Appropriate

- Land use changes separated by alley, paseo or other landmark
- Similar building scale to reinforce the character and identity of a street
- Varied garage and entry orientation of adjacent buildings to provide a variety along streetscape.
- Placement of detached garages at the rear property line
- Varied front setbacks as much as possible to give visual interest
  
- Varied architectural front elevations as much as possible to create interest



- Buildings on corner lots should have an increased side yard setback
- If one-story buildings are used they should be placed on corner lots or paired together on interior lots.

#### Inappropriate

- Use changes that occur midblock
- Monotonous and unarticulated building frontages
- Limited or restricted pedestrian paths
- Blank walls or unbroken series of garage doors
- No variety or setbacks on long straight streets
- Garages adjacent to street corners on corner lots
- Two-story structures with gable roofs adjacent to street corner
- Long linear vistas and building edges with uniform front setbacks.

#### **Building Mass, Form and Elements**

Elements of buildings (facades, rooflines and entries) should be varied and articulated to provide visual interest to pedestrians.

#### Appropriate

- Single-story elements at front setbacks and at street corners
- Sloping and stepped second-story volumes at the front and side yards along streets
- Articulated walls to create shadows and relief in the walls
- Projections and recesses
- Differentiated building materials
- Street level windows and entry
- A variety of plate height to create variation in massing
- Design elements that draw pedestrians in (covered entry porch or patio)
- An emphasis should be given to create units with a strong indoor/outdoor relationship (similar patio, overhead and flooring materials, extensive windows, etc.)
- Exposed rafters and raised banding at the eaves

#### Inappropriate

- Second-story volumes without any relief in the front and side yards
- Plain walls without any relief or articulation
- Projection and Recesses Detailed Wood Work
- Articulated Facade Variety of Plane Heights

#### **d. General guidelines**

Additional guidelines are given as broad design rules, intended to govern the overall appearance of the streetscene by recommending 'pedestrian-friendly' architectural elements.

- Random setbacks of landscaping should be incorporated in all structural design and unit siting.
- Residential development shall include a mix of one and two-story dwelling unit

- Buildings should be designed to an approximate human scale and should not appear to be monumental or monotonous. The use of the following design elements will help in creating buildings properly scaled to people:
  - Breaking up building masses into smaller, staggered masses;
  - Breaking up long wall surfaces and roof lines into discontinuous surfaces;
  - Randomly textured materials on roofs and walls;
  - Extended roof overhangs.
- The height and bulk of buildings should be appropriate to the size, shape and topography of the site and in harmony with its setting.
- Parking areas should be designed to facilitate both vehicular and pedestrian movements.
- The siting and design of structures within each planning area should consider the proper orientation to prevalent environmental conditions: sun, wind, terrain, views and vegetation.
- The siting and design of structures and landscaping should be sensitive to the modified terrain so as not to dominate the landform as seen from lower elevations.

**e. Community Elements**

Creating an atmosphere which is not only visually attractive at the human scale, but also physically functional in encouraging walking and biking, requires attention to the detail of the various community elements. These elements include, but are not limited to:

- Entry monumentation
- Community Walls and fencing
- Signage
- Sidewalks, bike paths, paseos and horsetrails
- Public area hardscape, such as benches, lighting,
- Bus stops

**□ Form and Function**

Control of form and function of community elements should focus on the items that are seen from the vehicle or seen and used from the pedestrian point of view. Examples are given below.

- Entry monumentation is primarily of use as identification to passing traffic. As such, its scale is specified for visibility from a distance. Vertical elements that are visible from long distances can also serve as landmarks, to help pedestrians orient themselves spatially within the community. They can also establish a tie to the historical significance of the community. The location of entry monumentation at the intersection of roadways means that pedestrians will encounter it continuously, and the design should reflect and reinforce the "pedestrian-friendly" intent of a Transit-Oriented Development community. Finished hardscape with seating areas, congregation of shade trees oriented against the midday summer sun, textured miniplazas and visual interest from rock and plant arrangements are some of the details which an appropriate entry monumentation will incorporate.
- Sidewalks may be textured prior to (but not within the right-of-way of) intersections, or where a gradient is encountered to assist traction in wet weather.

- Community wall and fence material guidelines are detailed in Section IV, Design Guidelines. Walls and fences should be utilized to enhance the completeness of the Specific Plan, not to isolate residents. Wherever possible, open wall design should be specified. Relief and articulated sections should be employed where long distances of a wall occur.
- Lighting of urban arterials requires large, overhead light standards, but lighting of a pedestrian paseo should be accomplished with human-scale lamp posts of a sculptured nature, with multiple globes and a paint theme reflecting the community wall colors and/or texture.
- Paseo openings should be accomplished with varying wall heights and landscaping, inviting to the pedestrian. and may offer a portion of wall at sitting height.
- Bus stops shall be integrated into the layout of the parkway. The sidewalk should widen, allowing for more pedestrian activity without impediment, closely placed street trees should provide additional shelter to the covered stop, and additional groundscape and low walls should allow the location of the bus stop to be seen from a reasonable distance both by driver pedestrians.
- Architectural signage shall be consistent with the western style of WINCHESTER HILLS. For more specific details, see "Architectural Signage" in this section.
- Common areas, such as parks and plazas, should be organized with hardscape elements reflecting the materials used in the adjacent development. Low walls with capstone similar to the community wall, seating areas with overhead covering reflecting the construction and roofing materials of the surrounding neighborhood, benches, gazebos and even boulder arrangements in the hardscape should create a feeling of continuity with the residential and streetscape in place.

**f. Specific Element Guidelines** **Outdoor Storage and Equipment Areas (residential)**Appropriate

- Equipment shall be screened from view from any public street or adjacent public open space by landscaping, walls or fences
- Only electrical and telephone equipment are allowed to be placed within the side yard if properly screened.
- All screening materials shall use the same colors and textures that relate to the surrounding architectural styles

Inappropriate

- Storage areas, equipment and mechanical devices shall not be located within the front yard or side yard setback

**□ Outdoor Storage, Equipment Areas and Loading Space (commercial)**Appropriate

- All roof and ground-mounted equipment shall be screened from public view on all sides
- All ground level screening shall be composed of landscaping or constructed elements which are architecturally integrated with the building design
- Screening of roof-mounted equipment should be considered in the original design of the building and should, to the greatest extent feasible, be accomplished by strategic placement of equipment in combination with parapet walls
- Visual enclosure of roof equipment screening where visual overview from adjacent streets occurs

Inappropriate

- Roof mounted screens not integrated with the building architecture

**g. Architectural Signage**

- The identification and directional signs including the location, materials, colors, copy and the method of signing, size, and construction shall be approved by the County in accordance with the existing County ordinances except as noted herein.
- Identification signs are restricted to advertising only the person or company located on the lot. Hours of operation and telephone numbers are prohibited. Moving or flashing lights are prohibited. Internally lit lighting is preferred.
- All ground signs shall not be located closer than six feet (6') to any property line.
- All monument signs shall not exceed a height of ten feet (10') measured vertically from the base at ground level to the apex of the sign.
- The area of a directional sign may not exceed six (6) square feet. Maximum height shall be four feet (4').
- The design of permitted signs should be architecturally integrated with the building design.

**h. Lighting**

- The design of light fixtures and their structural support shall be architecturally compatible with the surrounding buildings.
- Light standards shall not exceed thirty-five feet (35') in height.
- All parking lot and driveway lighting should provide uniform illumination.
- Accent illumination is recommended at key points such as entrances, exits, loading zones, and drives.
- Lighting should be shielded and situated so as to not cause glare or excessive light spillage on neighboring sites.
- Lighting components shall be designed to comply with Ordinance No. 655 and Mt. Palomar Observatory Policies, as applicable.



**5. COMMERCIAL****a. Architectural styles - Commercial**

The commercial style guidelines will include the same as those utilized for the residential. Concrete tilt-up is acceptable as well, landscaped and hardscaped in appropriate fashion for a commercial structure.

Entry to buildings should always be clearly visible and differentiated from the rest of the storefront. Colors are not limited except as to good taste.

Requirements for parking landscape are, at minimum, a landscaped finger with shade tree every 15 stalls, with landscaped edge three (3) feet in width fronting all parking areas; landscaped berm of minimal height of thirty (30) inches shall shield parking areas from visibility from the street; commercial trash enclosures should be permanent structures which integrate with the adjacent structure.

Quality materials, which excludes corrugated metal or plastic, wire fencing except in industrial or school yard applications, bare or exposed block, plywood fencing. Materials should include pre-cast concrete, block, stucco, wood or wood-replica siding, dark anodized window framing with light-diffusing glass, wood or metal handrails, rock, brick or concrete hardscaping.



**AIRPORT LAND USE COMMISSION MEETING  
MINUTES  
August 11, 2022**

**DRAFT**

8-15-22

COMMISSIONERS PRESENT: Russell Betts, Michael Geller, John Lyon, Steve Manos, Steven Stewart, Richard Stewart

COMMISSIONERS ABSENT: None

**2.0 PUBLIC HEARING: CONTINUED ITEMS**

None

**3.0 PUBLIC HEARING: NEW CASES**

3.1 Staff report recommended: **ZAP1526MA22 – Majestic Freeway Business Center, LLC**  
**CONDITIONALLY CONSISTENT**  
**(Representative: T&B Planning, Inc.)** – County of Riverside Case No. PPT220008 (Plot Plan). A proposal to construct a 307,616 square foot manufacturing building on 18.33 acres located on the northwest corner of Harvill Avenue and Martin Street (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

Staff recommended at hearing: **CONSISTENT, subject to the conditions included herein, and such conditions included in the FAA and OES letter submitted at this meeting**

ALUC Commission Action: **CONSISTENT, subject to the conditions included herein, and such conditions included in the FAA and OES letter submitted at this meeting. (Vote 6-0)**

**Motion: Russell Betts**  
**Second: Richard Stewart.**

3.2 Staff report recommended: **ZAP1527MA22 – Majestic Freeway Business Center, LLC**  
**CONDITIONALLY CONSISTENT**  
**(Representative: T&B Planning, Inc.)** – County of Riverside Case No. PPT220015 (Plot Plan). A proposal to construct two manufacturing buildings totaling 337,698 square feet on 20.34 acres, located northerly of Perry Street, westerly of Harvill Avenue, easterly of Seaton Avenue, and southerly of Commerce Center Drive (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

Staff recommended at hearing: **CONSISTENT, subject to the conditions included herein, and such conditions included in the FAA and OES letter submitted at this meeting**

ALUC Commission Action: **CONSISTENT, subject to the conditions included herein, and such conditions included in the FAA and OES letter submitted at this meeting. (Vote 6-0)**

**Motion: John Lyon**  
**Second: Russell Betts**

**VIDEO:**

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**AIRPORT LAND USE COMMISSION MEETING  
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- 3.3 Staff report recommended: **CONDITIONALLY CONSISTENT** **ZAP1528MA22 – Majestic Freeway Business Center, LLC (Representative: T&B Planning, Inc.)** – County of Riverside Case No. PPT220009 (Plot Plan). A proposal to construct a 256,148 square foot manufacturing building on 15.77 acres, located northerly of America’s Tire Drive, westerly of the I-215 freeway, easterly of Harvill Avenue, and southerly of Oleander Avenue (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)
- Staff recommended at hearing: **CONSISTENT, subject to the conditions included herein, and such conditions included in the FAA and OES letter submitted at this meeting**
- ALUC Commission Action: **CONSISTENT, subject to the conditions included herein, and such conditions included in the FAA and OES letter submitted at this meeting. (Vote 6-0)**
- Motion: John Lyon**  
**Second: Michael Geller**
- 3.4 Staff report recommended: **CONSISTENT** **ZAP1529MA22 – Henry Chiao (Representative: Tien Chu)** – County of Riverside Case Nos. GPA210112 (General Plan Amendment), CZ200021 (Change of Zone), PPT200029 (Plot Plan), TTM37924 (Tentative Tract Map). A proposal to divide 11.29 acres into a 137-unit multi-family townhome development, located on the southeast corner of Dunlap Drive and Sunset Avenue. The applicant also proposes to amend the site’s general plan land use designation from Medium Density Residential to High Density Residential, and change the site’s zoning from R-R (Rural Residential) to the R-3 (General Residential) (Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 6-0)**
- Motion: Russell Betts**  
**Second: Richard Stewart**
- 3.5 Staff report recommended: **CONSISTENT** **ZAP1531MA22 – Richland Ventures, Inc., (Representative: Richland Investments)** – City of Menifee Case Nos. DEV2021-005 (Specific Plan Amendment), TTM38132 and TTM38133 (Tentative Tract Maps). A proposal to amend the Menifee North Specific Plan (SP260) to modify the uses, configuration, acreages, unit counts, densities, and land use designations of Planning Areas 9, 22, and 23A, generally located easterly of Palomar Road, southerly of Watson Road, westerly of Briggs Road, and northerly of Highway 74. The applicant also proposes two separate tentative tract maps: TTM38132 (Planning Area 9) a proposal to divide 31.2 gross acres into 173 single family residential lots, 5 open space lots, and 1 water quality basin; and TTM38133 (Planning Area 22) a proposal to divide 28.8 gross acres into 149 single family residential lots, 6 open space lots, and 1 water quality basin (Airport Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 6-0)**
- Motion: Michael Geller**  
**Second: John Lyon**

**VIDEO:**

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**AIRPORT LAND USE COMMISSION MEETING  
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- 3.6 Staff report recommended: **CONSISTENT**  
Staff recommended at hearing: **CONSISTENT**  
ALUC Commission Action: **CONSISTENT (Vote 6-0)**  
**Motion: Richard Stewart**  
**Second: Steven Stewart**
- ZAP1013CO22 – Ares Management LLC (Representative: Christopher Sandford)** City of Corona Case No. GPA2022-0001 (General Plan Amendment). A proposal to amend the general plan land use designation of 4.92 acres located westerly of Sherman Avenue, southerly of Railroad Street, easterly of Smith Avenue, and northerly of Pomona Road, from General Industrial (GI) to Light Industrial (LI). The site contains one existing industrial building (Airport Compatibility Zone D of the Corona Municipal Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)
- 3.7 Staff report recommended: **CONSISTENT (Change of Zone, Specific Plan 265); CONDITIONALLY CONSISTENT (Plot Plan, Parcel Map)**  
Staff recommended at hearing: **CONSISTENT (Change of Zone, Specific Plan 265); CONSISTENT (Plot Plan, Parcel Map) subject to the conditions included herein which also includes conditions from the FAA OES.**  
ALUC Commission Action: **CONSISTENT (Change of Zone, Specific Plan 265); CONSISTENT (Plot Plan, Parcel Map) subject to the conditions included herein which also includes conditions from the FAA OES. (Vote 6-0)**  
**Motion: Michael Geller**  
**Second: Steve Manos**
- ZAP1118FV22 – Salim Development Group, LLC (Representative: Cross Engineering Services, LLC)** – County of Riverside Case Nos. CZ2000034 (Change of Zone), SP00265S03 (Third Substantial Conformance to Specific Plan No. 00265S03), PPT200033 (Plot Plan), TPM38464 (Tentative Parcel Map). A proposal to construct a 2,535 square foot Arby's sit-down restaurant with drive-thru, a 729 square foot carry-out Wienerschnitzel with drive-thru, and a 5,215 square foot car wash tunnel on 2.26 acres, located on the southwest corner of Penfield Road and Benton Road. The applicant also proposes a change of zone and amending Specific Plan No. 265 Borel Airport Center, to add a carwash use within Planning Area 3. The applicant also proposes a tentative parcel map to divide the site into 3 commercial parcels (Airport Compatibility Zones B1 and C of the French Valley Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)
- 3.8 Staff report recommended: **CONSISTENT**  
Staff recommended at hearing: **CONSISTENT**  
ALUC Commission Action: **CONSISTENT (Vote 5-1; Steven Stewart dissenting)**  
**Motion: Michael Geller**  
**Second: Steve Manos**
- ZAP1064TH22 – JTM Land Company, LLC (Representative: Albert A. Webb Associates)** County of Riverside Case No. PP24690R04 (Plot Plan Revised Permit No. 4). A proposal to construct a 6,000 square foot single-story trackside commercial garage (no viewing area) on 139 acres, within the middle paddock area of the existing Thermal Motorclub facility, located southerly of Avenue 60, westerly of Polk Street, northerly of Avenue 62, and easterly of Tyler Street (Airport Compatibility Zones B1, C, and D of the Jacqueline Cochran Regional Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

**VIDEO:**

3

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**AIRPORT LAND USE COMMISSION MEETING  
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- 3.9 Staff report recommended: **ZAP1065RG22 – Rain Tree Investment Corporation**  
**CONSISTENT**  
**(Representative: Johnson Aviation, Inc.)** – City of Perris Case No. SPA21-05125 (Specific Plan Amendment). A proposal amending the Green Valley Specific Plan (Green Valley Specific Plan Amendment No. 2 [SPA2]) located northerly of Ethanac Road, westerly of Goetz Road, easterly of the 215 Freeway, and southerly of Case Road and the BNSF Railroad, amending the land use designations of 274.4 acres located in the northeast corner of the 1,266.9 acre Specific Plan, specifically within Planning Areas: 3a, 6a, 6b, 19a, 20, 21, 22a, 29, 30, 32a, 33a, and 57a, in order to be consistent with the 2011 Perris Valley Airport Land Use Compatibility Plan and SB330 (Airport Compatibility Zones B1, C, D, and E of the Perris Valley Airport Influence Area, and Zone E of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 5-1; Steven Stewart dissenting)**
- Motion: Russell Betts**  
**Second: Michael Geller**

4.0 **PUBLIC HEARING: MISCELLANEOUS ITEMS**  
None

5.0 **ADMINISTRATIVE ITEMS**

5.1 Director's Approvals - Information Only

5.2 Update March Air Reserve Base Compatibility Use Study (CUS)

Simon Housman, Project Director March CUS informed the Commission that we will continue at the consultants current financial level, allowing them to do virtual meetings. Arrangements have been made with the Riverside County IT Department to host the last two Zoom meetings at the CAC Board Chambers in Riverside. Regarding the Cumulative Solar Impact Study, John Guerin (former retired ALUC staff) will be hired as a temporary employee to prepare the Glare Study and drafting any proposed amendments to the Airport Land Use Compatibility Plan. The grant will be extended through June of 2023 and the current completion date for the March CUS is now pushed out to March.

6.0 **APPROVAL OF MINUTES**

Steven Stewart motioned to approve the July 14, 2022 minutes. Seconded by John Lyon. Abstained: Michael Geller and Russell Betts. (Vote 4-0)

7.0 **ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

Paul Rull, ALUC Director presented a video regarding the Off-Field Landing in Corona.

8.0 **COMMISSIONER'S COMMENTS**

None

9.0 **ADJOURNMENT**

Steve Manos, Chair adjourned the meeting at 11:20 a.m.

**VIDEO:**

A video recording of the entire proceedings is available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org). If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at [basantos@rivco.org](mailto:basantos@rivco.org)